

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

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AMENDED IN RED

By: Essen Joseph

Date: 29-Jan-2026



Colliers

Car parking provision and architectural details shown in the approved architectural drawings supersede the information contained in this document.

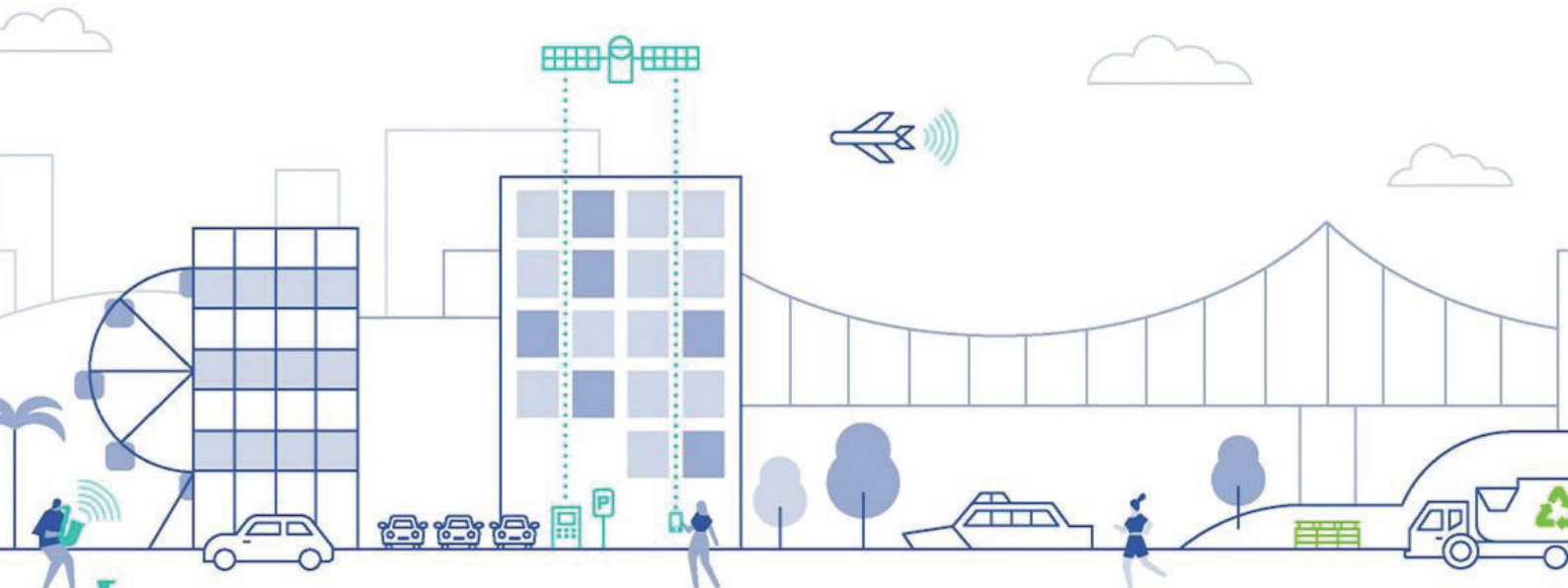


Transport Engineering Report

93 Logan Road, Woolloongabba – Broadway Hotel

High Density Residential Development

On behalf of Carbone Developments





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Revision Record

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1 Introduction

1.1 Background

Colliers International Engineering & Design (TTMC) Pty Limited ('Colliers') has been engaged by Carbone Developments to prepare a transport engineering report assessing the proposed mixed use high density residential development to be located at 93 Logan Road, Woolloongabba.

It is understood that a Development Application will be lodged with the State's Economic Development Queensland (EDQ) given the site is located within the State's Woolloongabba Priority Development Area (PDA) as declared in September 2024. It is also understood that the EDQ will refer this application to the Brisbane City Council (BCC) for their advice.

1.2 Scope

This report investigates the transport aspects associated with the proposed development. The scope of the transport aspects investigated includes:

- Parking supply.
- Design of parking areas.
- Access configuration.
- Service vehicle provisions and on-site manoeuvring.
- Suitability of internal pedestrian and cyclist provisions.
- Impacts of generated traffic on the external road network.

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

- Proposed Woolloongabba PDA Development Scheme Amendment 01 (dated August 2025).
- Woolloongabba PDA (EDQ, 2024), specifically:
 - The Woolloongabba Plan Development Scheme (2024).
 - Public Realm Guideline.
 - Draft Development Changes and Offset Plan (DCOP).
- Brisbane City Plan 2014 (City Plan) Planning Scheme, specifically:
 - *Bicycle Network Overlay Code*.
 - *Infrastructure Design Planning Scheme Policy (Infrastructure Design PSP)*.

- *Refuse Planning Scheme Policy (Refuse PSP).*
- *Road Hierarchy Overlay Code.*
- *Streetscape Hierarchy Overlay Code.*
- *Transport, Access, Parking and Servicing Code (TAPS Code).*
- *Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP).*
- *Australian Standards for Parking Facilities (AS2890 series), namely*
 - *AS2890.1:2004 – Part 1: Off-Street Car Parking (AS2890.1)*
 - *AS2890.2:2018 – Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2).*
 - *AS2890.3:2015 – Part 3: Bicycle parking (AS2890.3).*
 - *AS2890.6:2022 – Part 6: Off-Street Parking for People with Disabilities (AS2890.6).*
 - *AS1428.1:2021 – Design for access and mobility Part 1: General requirements for access – New building work (AS1428.1)*
- *Austroads Guide to Road Design (AGRD)*
- *Austroads Guide to Traffic Management (AGTM)*

1.3 Site Location

The subject site is located at 93 and 97 Logan Road and 44 Balaclava Street, Woolloongabba as shown in Figure 1-1 and Figure 1-2.

The real property description of the subject site covers

- Lot 50 on RP217072,
- Lot 1 on RP149357 and
- Lot 76 on RP11846.

The site area totals 2,511 sqm.

The site has road frontage to both Logan Road and Balaclava Street.

The dilapidated Broadway Hotel building is located at 93 Logan Road and a vacant single-storey commercial building is located at 44 Balaclava Street.

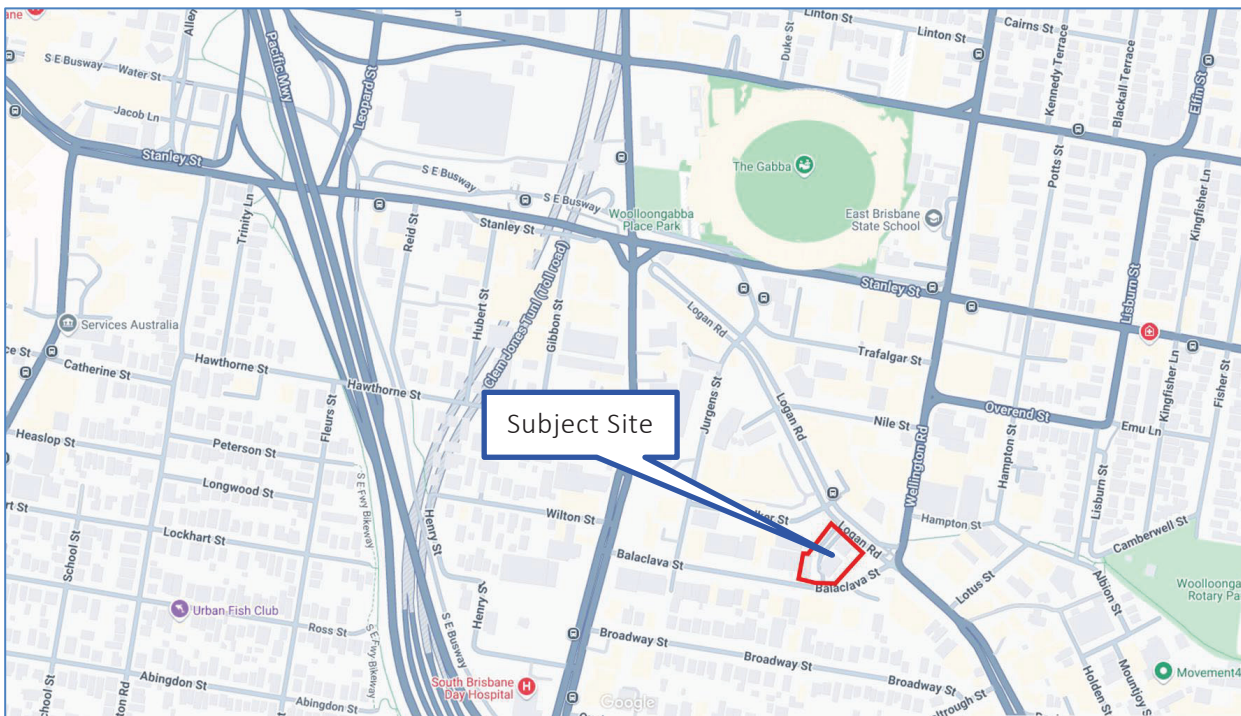


Figure 1-1: Overall Site Location – Broader Context

Source: Google Maps, 2025



Figure 1-2: Site Location – Local Context

Source: Nearmap Imagery, 2025

1.4 Planning Context

The subject site (or project Lot) was previously zoned as MU1 Mixed Use (inner city) in the BCC City Plan 2014 and is contained within the City Frame (2025). It also falls under the Woolloongabba core precinct – NPP-001 area of the Woolloongabba Centre Neighbourhood Plan.

The subject site is now located within Precinct 2 of the Woolloongabba PDA and is subject to the Woolloongabba Development Scheme (EDQ, 2024) [i.e. the Woolloongabba Plan]. This scheme refers to the Brisbane City Plan (2014) Codes. However, where the PDA provision is in conflict with the BCC City Plan, the Woolloongabba Plan provision overrides the BCC City Plan.

The existing dilapidated Broadway Hotel is listed on the Queensland State Heritage Register and is also identified as a heritage listed building in the Heritage overlay code within the BCC City Plan. As such, this building is protected under the Queensland Heritage Act as well as the Planning Act and must be maintained in accordance with these statutes.

Accordingly, the dilapidated Broadway hotel is to be restored in conjunction with the development of the residential towers on the site.

The subject site is also contained within the BCC 'Gabba' Traffic Area which limits on-street parking duration.

2 Proposed Development

2.1 Development Profile

The proposed development involves the construction of a 34-storey residential tower (38 levels total including 4 Basement levels, 6 Podium levels and rooftop terrace), with a total of 282 units, as summarised in Table 2-1 below.

As part of the proposed development the existing dilapidated Broadway Hotel will be restored.

A copy of the development plans relevant to the assessment contained within this report, and prepared by Red Door Architecture, is included in **Appendix A**.

Table 2-1: Proposed Land-Uses

Land-Uses	Extent (units / apartments)
Multiple Dwelling:	
• 1-bedroom	104 units
• 2-bedroom	152 units
• 3-bedroom	26 units
Sub-Total	282 units
Boundary Hotel:	1,159 m ² GFA

2.2 Parking

The development provides a total car parking supply of **275 car spaces**, provided across 9 parking levels, including 4 Basement parking levels and 5 Podium parking levels.

The car parking supply includes:

- 241 resident car parking spaces, provided across Basement levels 2-4 and Podium levels 2-6,
- 15 visitor car parking spaces located on Basement level 2,
- 19 (standard) car parking spaces, allocated for the commercial used within the development located on Basement levels 1-2.

Motorcycle parking is also provided in the proposed development scheme with a total supply of **51 motorcycle parking** spaces provided across Basement levels 1-3 and Podium levels 2-6.

The development also includes a total bicycle parking supply of **403 bicycle parking** spaces for residents and visitors spread across all Basement, Ground and Podium levels.

A summary of the car and bicycle parking supply by floor is provided in Table 2-2.

Table 2-2: Proposed Car and Bicycle Parking Supply by Type and Floor

Floor	Resident					Visitor		Commercial	
	Standard car	Tandem car (total supply)	Small car	Motorcycle	Bicycle	Standard car	Bicycle	Standard car	Motorcycle
Basement 04	41		3		37				
Basement 03	36		1	3	37				
Basement 02	4			3	37	15		15	
Basement 01					25		24	4	2
Ground					105		9		
Podium 02	20			3	53				
Podium 03	31			9	19				
Podium 04	33	2		9	19				
Podium 05	33	2		9	19				
Podium 06	33	2		13	19				
Total	231	6	4	49	370	15	33	19	2
Total by mode	241			49	370	15	33	19	2

Further details regarding the proposed car, motorcycle and bicycle parking provisions for the residential units are included in **Section 4** and **Section 7**, respectively.

Commercial vehicle parking details including service vehicle provisions are discussed further in **Section 6**.

2.3 Access

Resident, visitor and Broadway Hotel employee and patron car park access will be provided via a 6.5m wide BCC Type B2 crossover to Balaclava Street. The crossover will be limited to left-in, left-out (LILO) movements only. facilitating access to the Basement and Podium parking levels.

Access to the service vehicle loading bays and turnaround area will be separate to the resident, visitor and hotel employee/patron car parking area. This second and separate access will be provided via a 6.5m wide BCC Type B2 crossover to Logan Road. Due to the presence of central parking within Logan Road this access will also be limited to left-in, left-out (LILO) movements only.

Further detail regarding the proposed access arrangements is included in **Section 5**.

2.4 Servicing

The service vehicle loading bays and turnaround area within the development allows for:

- Regular access for vehicles up to the size of a BCC standard 10.24m rear lift Refuse Collection Vehicle (RCV),
- Occasional access for an 8.8m Medium Rigid Vehicle (MRV).

The on-site servicing is to be facilitated provision for

- Two (2) van parking spaces
- A service area with capacity for an 8.8m MRV or a BCC standard 10.24m rear lift RCV
- A turn around area Enabling vehicles to enter an exit the servicing area for the development in a forward gear.

Further detail regarding the proposed servicing arrangements is included in **Section 6**.

3 Existing Transport Infrastructure

3.1 Road Network

All roads within the vicinity of the site are under the jurisdictional responsibility of BCC.

The hierarchy and characteristics of roads in the immediate vicinity of the site are shown in Table 3-1.

Table 3-1: Surrounding Road Hierarchy (BCC City Plan 2014)

Road	Speed Limit	Road Configuration		Classification
		Corridor Width	Lane Configuration	
Logan Road (north of Balaclava Street)	50kph	30m	2 traffic lanes, 2-way, divided, line-marked on-road bicycle lane in both directions with separate line-marked parking shoulder. Wide median with partial on-street parking in center aisle. Painted bus lane in southbound direction.	Neighbourhood Road
Logan Road (south of Balaclava Street)	60kph	30m	4 traffic lanes, 2-way, undivided (partial median separation), partial line-marked shared parking shoulder/on-road bicycle lane in both directions with sporadic on-street parking.	Arterial Road
Balaclava Street	50kph*	20m	4-lane, 2-way, undivided (solid line separation), conditional shared parking on outer lanes.	Suburban Road
Walker Street	50kph*	10m	2-lane, 2-way, undivided with partial line-marked on-street parking on eastbound lane.	Neighbourhood Road
Wellington Road	60kph	20m	4-lane, 2-way, undivided (solid line separation), conditional shared parking on outer lanes.	Arterial Road
Jurgens Street	60kph	20m	2-lane, 2-way undivided road with partial line-marked on-street parking in both directions.	Neighbourhood Road

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

The Woolloongabba PDA Public Realm Guideline outlines the specific streetscape hierarchy outcomes sought for the roads fronting and immediately surrounding the development as part of the Woolloongabba Plan.

A summary of the road typology characteristics outlined in the guide is shown in Table 3-2.

Table 3-2: Woolloongabba PDA Public Realm Guideline (EDQ, 2024)

Road	Classification	Speed Limit	Road Configuration			
			Corridor Width	Verge Width	Footpath Width	Micro-mobility/cycle path
Logan Road (north of Balaclava Street)	Subtropical Boulevard (minor)	50-60kph	20m-30m	3.75m	Minimum 2.4m	Separated bikeway / shared on-road
Logan Road (south of Balaclava Street)	Subtropical Boulevard (major)	60kph	30m+	3.75m	Minimum 2.4m (3.0m in high traffic area)	Separated bikeway
Balaclava Street	Subtropical Boulevard (minor)	50-60kph	20m-30m	3.75m	Minimum 2.4m	Separated bikeway / shared on-road
Walker Street	Little Street	20kph	8m-15m	3.75m	Minimum 1.5m	Shared on-road
Wellington Road	Subtropical Boulevard (minor)	50-60kph	20m-30m	3.75m	Minimum 2.4m	Separated bikeway / shared on-road
Jurgens Street	Neighbourhood Street	30-40kph	20m	3.75m	Minimum 2.4m	Shared on-road

3.2 Road Planning

3.2.1 LGIP

Review of BCC's Local Government Infrastructure Plan (LGIP) indicates that there are no further planned road upgrades in the vicinity of the subject site.

3.2.2 Woolloongabba PDA Plan

The Woolloongabba PDA Public Realm Guideline has specified streetscape hierarchy and typologies for Logan Road and Balaclava Street fronting the development, with details of the design measures proposed to be implemented, as summarised below.

Images of the proposed configuration of specified streetscape hierarchy and typologies are provided in Figures 3.1 and 3.2.

Road	Classification	Implementation Measures	Cross Section Key Features
Logan Road (north of Balaclava Street)	Subtropical Boulevard (minor)	- Reconfiguration of road cross sections to support cycle paths / lanes - Verge to accommodate large tree planting - Minimum 2.4m wide footpath - Buffer zone between verge and path - Micro-mobility and cycle parking stations - Street furniture - Public art	Refer Figure 3-1.
Balaclava Street			Refer Figure 3-2.

The Woolloongabba PDA Scheme proposes the reconfiguration of the existing Logan Road carriageway (which includes parking in the central median) to include a bidirectional cycleway on western side of the Logan Road carriageway and two lane, undivided roadway on the eastern side; refer Figure 3.1.

The reconfiguration of Logan Road, north of Balaclava Street, is based on the busway station, currently located opposite the Woolloongabba ('Gabba') stadium, and adjacent to Stanley Street, being relocated to be located on the South East Busway corridor adjacent the southeast freeway (M1).

The relocation of the busway station also included establishment of a bus depot at the intersection of Balaclava Street and Ipswich Road. The new bus depot would access the South East Busway. The relocation of the busway station would mean that all existing bus services which currently access the busway via Logan Road would be rerouted to access the reposition station via Balaclava Street.

Since the release of the Woolloongabba PDA Scheme in 2024 it is understood that relocation of the busway station, and the establishment of a new bus depot, has been shelved indefinitely, primarily due to the exorbitant capital cost.

It is noted in Item 1 of the minutes of the pre-lodgement meeting held with EDQ on 23/07/2025 that:

"...the Woolloongabba PDA Development Scheme is under review due in response to industry feedback and the government's announcements in relation to a possible future indoor venue and the redevelopment of the Gabba Stadium post 2032. As part of the review and noting that the Brisbane Metro station and realigned route is no longer proposed in the area, the role and function of the Logan Rd Green Corridor, which was premised on the Brisbane Metro project enabling the rerouting of buses within Precinct 2 – Logan Rd, is also being reconsidered."

The Woolloongabba PDA Amendment No.1 and Woolloongabba PDA Development Charges and Offset Plan have been placed on Public Notice from 7 to 29 August 2025. The final form of the revised PDA Scheme and DCOP was not known at this time.

Colliers has been advised by EDQ that the median and current proposed reconfiguration of Logan Road will remain unchanged until the draft amendments are formalised. Therefore, the Public Realm typology indicated in the images below will potentially be altered by the proposed amendment as any potential redesign of the street has not been formalized.

Accordingly, an assessment of access to the development servicing area (undertaken by Colliers) has considered both the existing and the potential future configuration of Logan Road north of Balaclava Street based on the current 'Woolloongabba Plan', which may be amended.

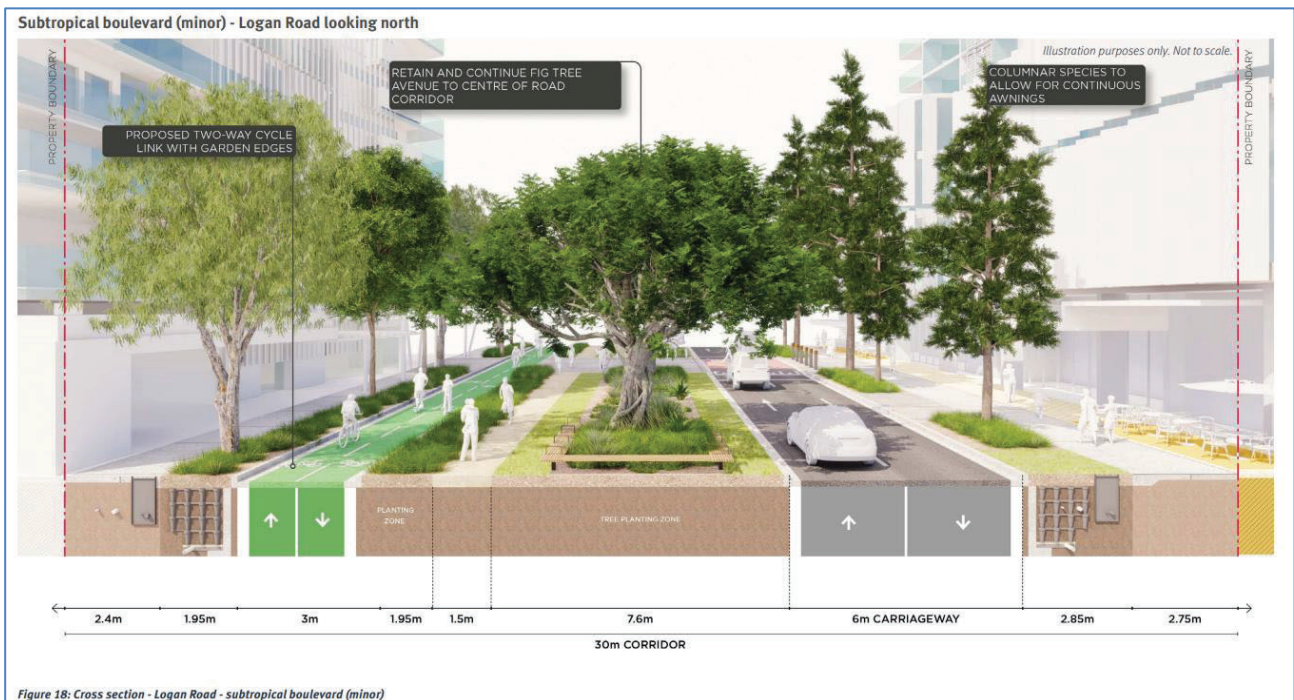


Figure 3-1: Logan Road Cross Section Streetscape

Source: Woolloongabba PDA Public Realm Guideline, 2024



Figure 3-2: Streetscape Typology: Subtropical Blvd – minor

Source: Woolloongabba PDA Public Realm Guideline, 2024

3.3 Active & Public Transport

3.3.1 Buses

A review of the Translink 2025 updated bus routes and timetables has identified several bus services operating near the subject site.

Stop 10a (ID: 003051) Logan Road at Walker Street is currently located on the Logan Road site frontage, as shown in Figure 3-3.

A summary of the main routes with stops closest to the development site is provided in Table 3-3.

Table 3-3 Closest Access Bus Route Summary

Bus Line	Service Areas	Operating Times	Frequency
61	Ashgrove to Coorparoo via Bardon, Paddington, Petrie Terrace, Brisbane City, South Bank, Mater Hill Hospital, Woolloongabba, Stones Corner and Longlands Park.	5:22am-11:28pm (weekday) 12:03am-11:51pm (Saturday) 12:21am-11:20pm (Sunday)	10 minutes during peak, 15 minutes at off-peak periods.
125	Garden City to Fortitude Valley via Upper Mount Gravatt, Griffith University, Nathan, Coopers Plains, Salisbury, Moorooka, Annerley, Woolloongabba, and Brisbane City.	4:36am-10:15pm (weekday) 6:00am-9:30pm (Saturday) 7:00am-7:00pm (Sunday)	15 minutes during peak, 30 minutes at off-peak periods.
175	Garden City to City routing through Upper Mount Gravatt, Mount Gravatt, Holland Park West, Greenslopes, Woolloongabba, Brisbane City and Fortitude Valley.	5:00am-10:40pm (weekday) 5:50am-10:40pm (Saturday) 7:20am-7:20pm (Sunday)	15 minutes during peak, 30 minutes at off-peak periods.
185	Garden City to Fortitude Valley via Upper Mount Gravatt, Mount Gravatt East, Holland Park, Coorparoo, East Brisbane, Woolloongabba and Brisbane City.	5:00am-11:00pm (weekday) 6:30am-11:00am (Saturday) 7:30am-8:00pm (Sunday)	15 minutes during peak. 60 minutes at off-peak periods.
198	South Brisbane loop via West End, Brisbane City, Highgate Hill, Dutton Park, Woolloongabba and Annerley.	7:07am-6:05pm (weekday) 8:00am-5:20pm (Saturday) 8:00am-5:00pm (Sunday)	20 minutes during peak, 50 minutes at off-peak periods.
204	Carina to Fortitude Valley via Carindale, Carina Heights, Camp Hill, Coorparoo, Greenslopes, Woolloongabba and Brisbane City.	5:05am-10:20pm (weekday) 6:07am-10:07pm (Saturday) 7:37am-6:07pm (Sunday)	20 minutes during peak, 60 minutes at off-peak periods.
210	Cannon Hill to Fortitude Valley via Carina, Camp Hill, Norman Park, Coorparoo, East Brisbane, Woolloongabba, Mater Hill Hospital, South Bank and Brisbane City.	5:26am-10:26pm (weekday) 7:10am-8:10pm (Saturday) 8:20am-4:20pm (Sunday)	30 minutes during peak, 60 minutes at off-peak periods.
212	Carindale to Fortitude Valley via Carina, Camp Hill, Seven Hills, Morningside, Norman Park, Coorparoo, East Brisbane, Woolloongabba, Mater Hill Hospital, South Bank and Brisbane City.	6:00am-9:10pm (weekday) 7:40am-9:10pm (Saturday) 9:20am-5:20pm (Sunday)	30 minutes during peak, 60 minutes at off-peak periods.
214	Cannon Hill to Fortitude Valley via Carina, Morningside, Seven Hills, Norman Park, Coorparoo, East Brisbane, Woolloongabba, Mater Hill Hospital, South Bank and Brisbane City.	6:45am-8:35am (weekday)	Every 15 minutes.

Bus Line	Service Areas	Operating Times	Frequency
215	Carindale to Fortitude Valley via Belmont, Tingalpa, Cannon Hill, Carina, Morningside, Seven Hills, Norman Park, Coorparoo, East Brisbane, Woolloongabba, Mater Hill Hospital, South Bank and Brisbane City.	6:30am-9:25pm (weekday) 7:45am-9:15pm (Saturday) 8:45am-5:45pm (Sunday)	Hourly
220	Wynnum to Fortitude Valley via Wynnum West, Manly West, Wakerley, Tingalpa, Cannon Hill, Carina, Morningside, Seven Hills, Norman Park, Coorparoo, East Brisbane, Woolloongabba, Mater Hill Hospital, South Bank and Brisbane City.	5:45am-10:10pm (weekday) 6:56am-9:56pm (Saturday) 7:56am-5:56pm (Sunday)	Hourly
230	Bulimba to Fortitude Valley via Balmoral, Hawthorne, Morningside, Norman Park, East Brisbane, Woolloongabba, Mater Hill Hospital, South Bank and Brisbane City.	5:02am-10:41pm (weekday) 6:45am-10:45pm (Saturday) 8:30am-8:30pm (Sunday)	20 minutes during peak, 30 minutes at off-peak periods.
235	Bulimba to Fortitude Valley via Balmoral, Morningside, Norman Park, East Brisbane, Woolloongabba, Mater Hill Hospital, South Bank and Brisbane City.	6:20am-7:26pm (weekday) 7:45am-6:15pm (Saturday) 7:45am-4:45pm (Sunday)	30 minutes during peak, 40 minutes at off-peak periods.
N100	Fortitude Valley to Richlands via Brisbane City, South Bank, Mater Hill Hospital, Woolloongabba, Annerley, Moorooka, Oxley, Durack, Inala, Forest Lake and Ellen Grove.	1:38am-5:38am (Saturday and Sunday)	Hourly
N184	Fortitude Valley to Garden City via Brisbane City, South Bank, Mater Hill Hospital, Woolloongabba, East Brisbane, Coorparoo, Holland Park, Mount Gravatt East and Upper Mount Gravatt.	1:18am-5:18am (Saturday and Sunday)	Hourly
N200	Fortitude Valley to Carindale through Brisbane City, South Bank, Mater Hill Hospital, Woolloongabba, Greenslopes, Coorparoo, Camp Hill and Carina.	12:43am-4:43am (Saturday and Sunday)	Hourly
N226	Fortitude Valley to Wynnum West via Brisbane City, South Bank, Mater Hill Hospital, Woolloongabba, East Brisbane, Norman Park, Hawthorne, Bulimba, Balmoral, Morningside, Cannon Hill, Murarrie, Tingalpa, Manly West, Manly and Wynnum.	1:05am-5:05am (Saturday and Sunday)	Hourly

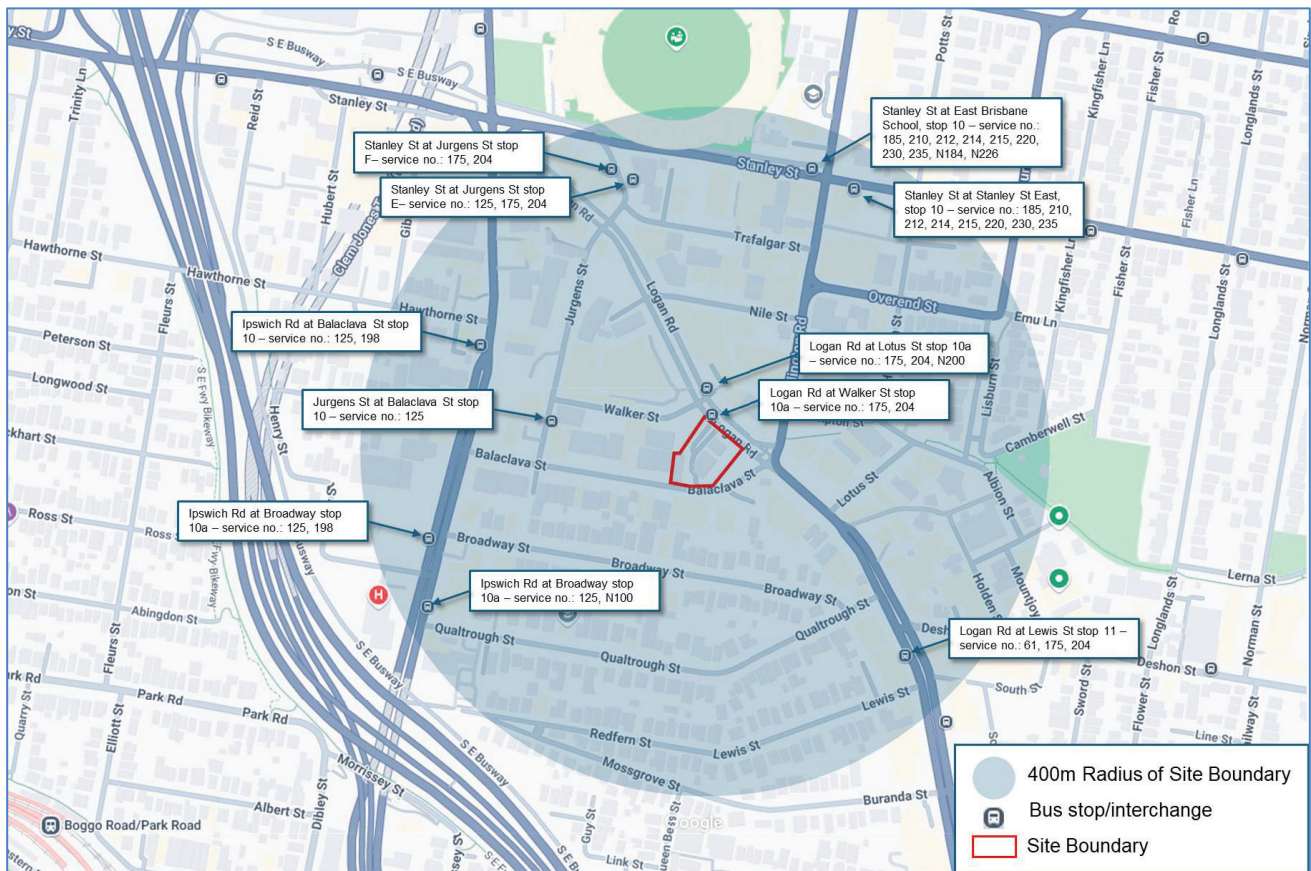


Figure 3-3 Bus Stop Locations

Source: Translink, 2025

As shown in Figure 3-3, the site is within 400m walking distance of several high-frequency Translink bus routes. The site is also within a 550m radius of a major bus interchange with the Woolloongabba South East Busway station northwest of the site.

3.3.2 Trains

The closest train station to the site, Buranda Station, is approximately 1.0km south of the development area. This station services the Cleveland, Shorncliffe and Doomben lines. The station caters for approximately 160 passenger trains on a typical weekday (2-way), with average peak hour frequencies of one train every five minutes.

3.3.3 Pedestrians

Pedestrian footpaths of varying width (1.0m to 4.0m) are currently provided on both Balaclava Street and Logan Road fronting the development. These footpath connections extend through the Woolloongabba Road network. Formal pedestrian crossing facilities are provided at nearby connecting traffic signal-controlled intersections.

The Woolloongabba Plan specifies a renewed northern Logan Road corridor fronting the site, complete with dedicated footpath, bike path and road lanes with planting zones separating each mode as shown in Figure 3-1.

The Woolloongabba PDA Public Realm Guidelines also identify the outcomes for the Balaclava Street corridor as a subtropical boulevard (minor) to achieve a minimum 2.4m wide footpath with either separate cycle lanes or shared on-road cycle infrastructure.

However, the future form of the Balaclava Street corridor may change, subject to the finalisation of the Woolloongabba PDA Amendment No.1 and Woolloongabba PDA Development Charges and Offset Plan which were placed on Public Notice from 7 to 29 August 2025.

3.3.4 Cyclists

Line-marked on-street cycle lanes are currently provided along both sides Logan Road north of Balaclava Street, which is identified as a 'Primary Cycle Route' under BCC's Bicycle Network Overlay. Line-marked Road shoulders are partially provided on Logan Road south of Balaclava Street for shared cyclist use and conditional on-street parking.

No on-street cyclist infrastructure is provided on Balaclava Street. Similarly, no on-street cycle lanes are present on connecting Wellington Road, both of which are also designated 'Local Cycle Routes' and are facilitated by footpaths on both directions of travel.

A 'Secondary Cycle Route' also connects from the Logan Road / Balaclava Street / Wellington Road intersection through Hampton Street and Woolloongabba Rotary Park through separated paths and signalised intersection crossing access from the development site.

The major northwest/southeast cycle route in the surrounding network is via Logan Road, which connects to the wider cycle network to the south, joining up with the South East Busway Bikeway and Main Street linking to the city.

A summary of the cycle routes in the vicinity of the subject site are provided in Figure 3-4.

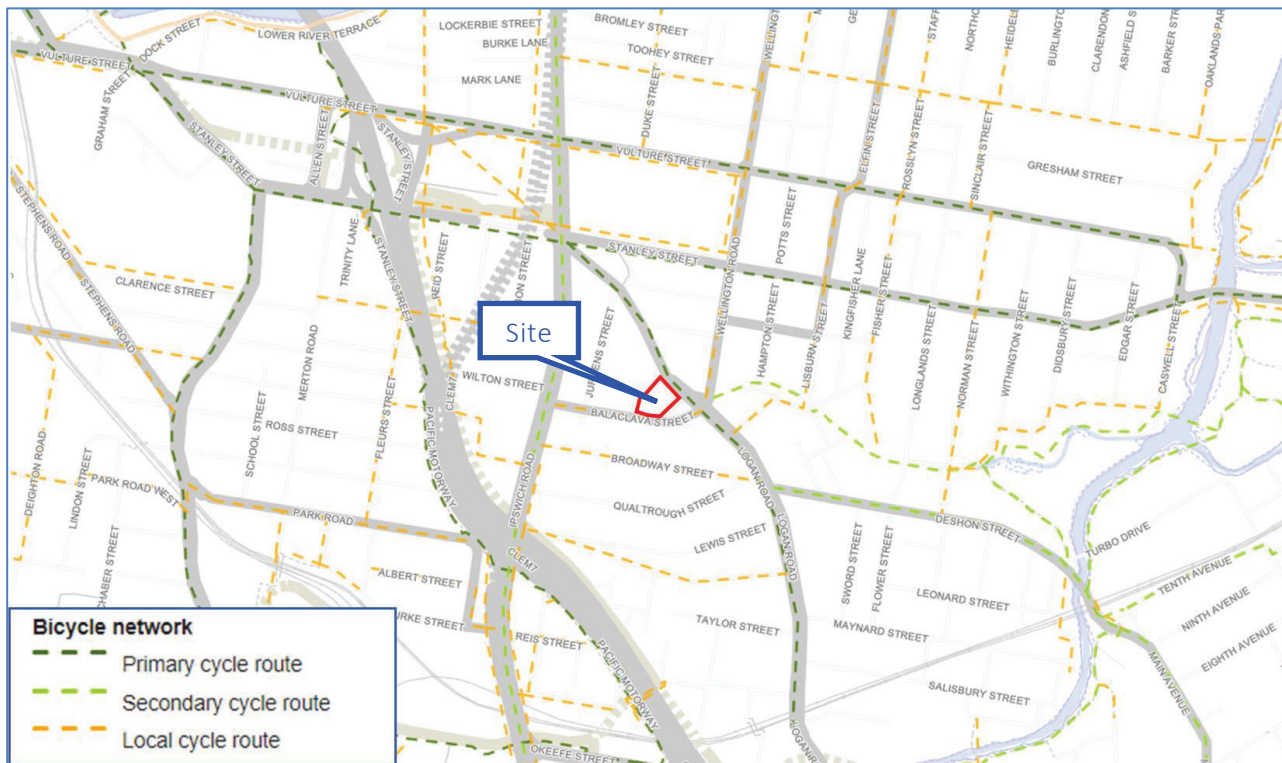


Figure 3-4: Excerpt of BCC Bicycle Network Overlay

Source: BCC Interactive Mapping, 2025

3.4 Short Street – Closed to Vehicles

Short Street is a section of remnant road carriageway fronting the development site that connects to Logan Road. Notably the street:

- is not given a road classification in the BCC City Plan (2014).
- is a sealed, dead-end street of less than 50m length.
- as shown in Figure 3-5 and Figure 3-6, is currently line marked with 10 angled on-street restricted parking spaces on the southern side and regulatory yellow-line marking (i.e. No standing) along the northern side kerb. This despite the line marking people are still parking along the northern side of the street

From a transport engineering perspective, the need to retain the street for vehicular use is largely redundant. Further, removal of the carriage way would not have any impact on the operation of the street network.

It is not surprising that both the Woolloongabba PDA Development Scheme (2024) and the Woolloongabba PDA Amendment No.1 (2025) identify this area as new open space and under vehicular restriction in the Precinct 2 Plan mapping.

In this context the opportunity exists to enact the intent of the planning schemes by closing Short Street to vehicles, and converting the existing asphalt pavement into a landscaped plaza to complement redevelopment of the heritage listed Broadway Hotel building, as indicated on the architect's Site Plan in Appendix A.



Figure 3-5: Short Street Existing Layout – Street View

Source: Google Maps, 2022

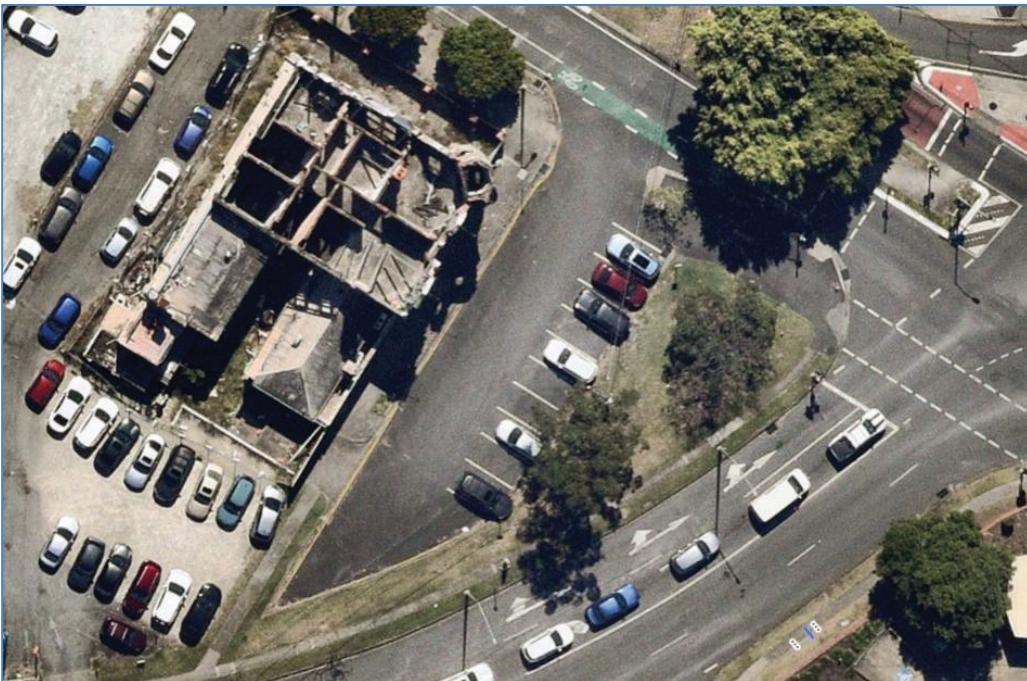


Figure 3-6: Short Street Existing Layout – Aerial View

Source: Nearmap, 2025

4 Car Parking Arrangements

4.1 Car Park Supply

Table 4-1 provides a summary of the parking supply requirements of the Woolloongabba Plan, the Woolloongabba Plan Amendment 01 (August 2025, Table 10), and the proposed provisions for the development scheme.

The following multiple dwelling parking supply provisions are also outlined in the Woolloongabba Plan:

- Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling.
- Visitor parking:
 - is not provided in tandem configurations, and
 - achieves minimum of 50% allocation within communal areas.

The following additional parking supply provisions are also outlined in BCC's TAPS PSP:

- In parking areas containing more than 50 spaces, a minimum of 2% the required parking supply are to be provided in the form of motorcycle parking spaces.
- In fully reserved parking areas, up to 20% of the parking supply can be provided as small car (50th percentile) parking spaces, provided such spaces are no smaller than 2.3m wide x 5m long and are appropriately signed as being for small cars only.
- A minimum of 1 PWD space per 50 standard parking spaces is provided.

At the time of this assessment, the Woolloongabba PDA (2024) is under review and the draft Woolloongabba PDA Development Scheme (2025) has been subject to a public notice period from 7 to 29 August 2025. Notably the parking supply requirements set out by these Schemes are identical except for multiple dwelling visitor parking supply requirements as outlined in Table 4-1.

Within this context

- It is noted that, the provisioned car parking supply for both residents and for the Broadway Hotel exceeds the maximum rate specified by the Woolloongabba PDA Development Scheme by a combined total of 32 total parking spaces.
- The excess residential and commercial parking supply is only expected to generate an additional 3vph in the AM peak and 12vph in the PM peak from the development, which has been assessed to be negligible given the overall peak hour trips generated by the development is small relative to the network (see **Section 8** for details).
- While provision of 15 spaces visitor parking for the residential units supply is short of meeting the minimum requirement set out by the draft Woolloongabba Plan Amendment 01 (August 2025), the

visitor parking supply meets the maximum visitor parking requirement of 1 space per 0.05 dwellings (i.e. 5%) set out by the 2024 version of the Woolloongabba Plan, which is still in effect.

Table 4-1: Parking Supply Requirement & Proposed Parking Provisions

Land-Use	Woolloongabba PDA Requirement	Extent	Parking Supply Requirement	Parking Provision
Multiple Dwelling: 1-bedroom 2-bedroom 3-bedroom Total	0.5 space per unit (max.) 1 space per unit (max.) 1.5 spaces per unit (max.)	104 units 152 units 26 units 282 units	52 spaces (max.) 152 spaces (max.) 39 spaces (max.) 243 (max.)	241 spaces
Visitor (Proposed Woolloongabba PDA Development Scheme Amendment, 2025)	0.15 spaces per dwelling (min.)	282 units	43* spaces (min.)	15 spaces
Visitor (Woolloongabba Plan, 2024)	0.05 spaces per dwelling (max.)	282 units	15* spaces (max.)	
Broadway Hotel: Uses other than: dwelling house, hospital, major sport, recreation and entertainment facility, multiple dwelling, rooming accommodation or short-term accommodation	1 space per 300m ² GFA (max.)	1,159 m ² GFA	4* spaces (max.)	19 commercial standard car spaces
Total			290 spaces (Amended PDA 2025) 262 spaces (max.) (PDA 2024)	275 spaces

*Decimal calculations rounded up to nearest whole number as per BCC TAPS PSP requirement

Motorcycle Spaces

The TAPS PSP specifies that 2% of the required parking provision shall be provided in the form of motorcycle spaces in parking areas containing more than 50 spaces.

Based on the car parking supply of 297 for residents and visitors, this equates to a minimum of 6 motorcycle parking spaces. Forty-nine (49) motorcycle spaces are provided for residents, which satisfies the requirements outlined in BCC's TAPS PSP.

Based on the parking supply of 19 for the Hotel component, this equates to a minimum of 1 motorcycle space. Two (2) spaces are provisioned for the Hotel, which also satisfies the requirements outlined in BCC's TAPS PSP.

Small Car Spaces

Within the resident parking areas, 4 out of the 282 residential parking spaces have been designated as small car parking spaces. This provision equates to 1.4% of the overall resident parking supply, which satisfies the requirements outlined in BCC's TAPS PSP for a maximum of 20%. All small car parking spaces will be signed accordingly.

4.2 Car Park Design

The dimensions of the car park spaces, and the width of the parking aisles is illustrated on the architectural plans in Appendix A. Table 4-2 below summarises the characteristics of the parking areas with respect to the requirements outlined in the TAPS PSP. The fourth (far-right) column identifies the compliance of each design aspect, based on the dimensions provided in the architectural plans (refer Appendix A). Where compliance with the TAPS PSP is not achieved, further information is provided below Table 4-2.

Table 4-2: Parking Design Requirements

Design Aspect	Minimum TAPS PSP Standard	Proposed Provision	Compliance
Parking Space Length: - Standard Bay - Small Car Bay - PWD Bay - Motorcycle bay	5.4m 5.0m 5.4m 2.5m	5.4m 5.0m TBC 2.5m	TAPS PSP Compliant TAPS PSP Compliant Refer note (1) TAPS PSP Compliant
Parking Space Width: - Resident - Visitor/Commercial - Small Car Bay - PWD Bay - Motorcycle bay	2.6m 2.6m 2.3m 2.4m + 2.4m 'Shared Area' 1.35m	2.6m 2.6m 2.3m TBC 1.5m	TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant Refer note (1) TAPS PSP Compliant
Aisle Width: - Parking Aisle - Straight Circulation Road/Ramp (up to 300vph two-way)	6.2m 6.5m (between walls)	6.2m (5.8m at security shutter) >6.5m (between walls)	TAPS PSP Compliant TAPS PSP Compliant
Curved circulation Road/Ramp Specifications: - Outside turn Radius - Inside turn radius - Lane width (median separated) - Median width - Inside kerb width - Outside kern width	TAPS PSP refers to A2890.1: 11.8m 4.0m 3.4m 0.6m 0.3m 0.5m	12.0m 4.0m 3.5m 0.6m 0.3m 0.5m	AS 2890.1 Compliant AS 2890.1 Compliant AS 2890.1 Compliant AS 2890.1 Compliant AS 2890.1 Compliant AS 2890.1 Compliant
Parking Envelope Clearance - Column adjacent to bay	Located between 0.8m and 1.8m of aisle	Located between 0.8m and 1.8m of aisle	TAPS PSP Compliant
Parking Envelope Clearance - space adjacent to wall	Space 0.3m clear of wall	Space 0.3m clear of wall	TAPS PSP Compliant

Design Aspect	Minimum TAPS PSP Standard	Proposed Provision	Compliance
Parking Aisle Extension	2.0m beyond last bay or 8.0m aisle width	0.93m beyond last bay	Refer note (2)
Maximum Gradient: - PWD Parking - Parking Bay - Parking Aisle - Ramp (straight) - Ramp (curved)	1:40 (2.5%) 1:14 (7.1%) 1:14 (7.1%) 1:6 (16.7%) 1:6 (16.7%)	TBC 1:20 (5%) 1:20 (5%) 1:20 (5%) 1:4 (25%)	Refer note (1) TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant Refer note (3)
Maximum Change in Grade	Per AS2890.1: 1:8 (12.5%) summit 1:6.67 (15.0%) sag	1:8 (12.5%) summit & sag	TAPS PSP Compliant
Height Clearance - General Min. - Over PWD bay	2.3m 2.5m	2.3m – 2.5m generally 2.5m generally <i>Note: floor to floor height plus nominal 0.4m for slab thickness and overhead utilities.</i>	TAPS PSP Compliant TAPS PSP Compliant

Based on the architectural plans prepared for the development application the carpark layout generally complies with BCC's and AS2890.1:2004 requirements, with following alternative solutions proposed where non-compliant was identified:

(1) PWD Provision

The TAPS PSP stipulates parking spaces for vehicle occupants with a disability are provided at a rate of 1 space per 50 ordinary parking spaces and a minimum provision of 1 space is required. Given that the resident parking spaces are effectively not classed as 'ordinary spaces' for the purposes of determining PWD provisions, the requirement is therefore based on the 19 commercial parking spaces.

As such, to comply with the PWD requirements outlined in BCC's TAPS PSP, two (2) of the commercial parking spaces located on Basement 01 should be converted into one (1) PWD space with an adjacent shared area as illustrated in Figure 4-1 below.

Additionally, the proposed pedestrian ramp (1 in 10 grade) leading from the parking aisle to the lifts should be extended to provide a maximum 1:14 grade to be DDA compliant as per AS1428.1:2021 specifications.

The proposed parking supply (with recommended PWD space provision) would still be considered acceptable given that it satisfies the requirements outlined in Council's TAPS PSP.

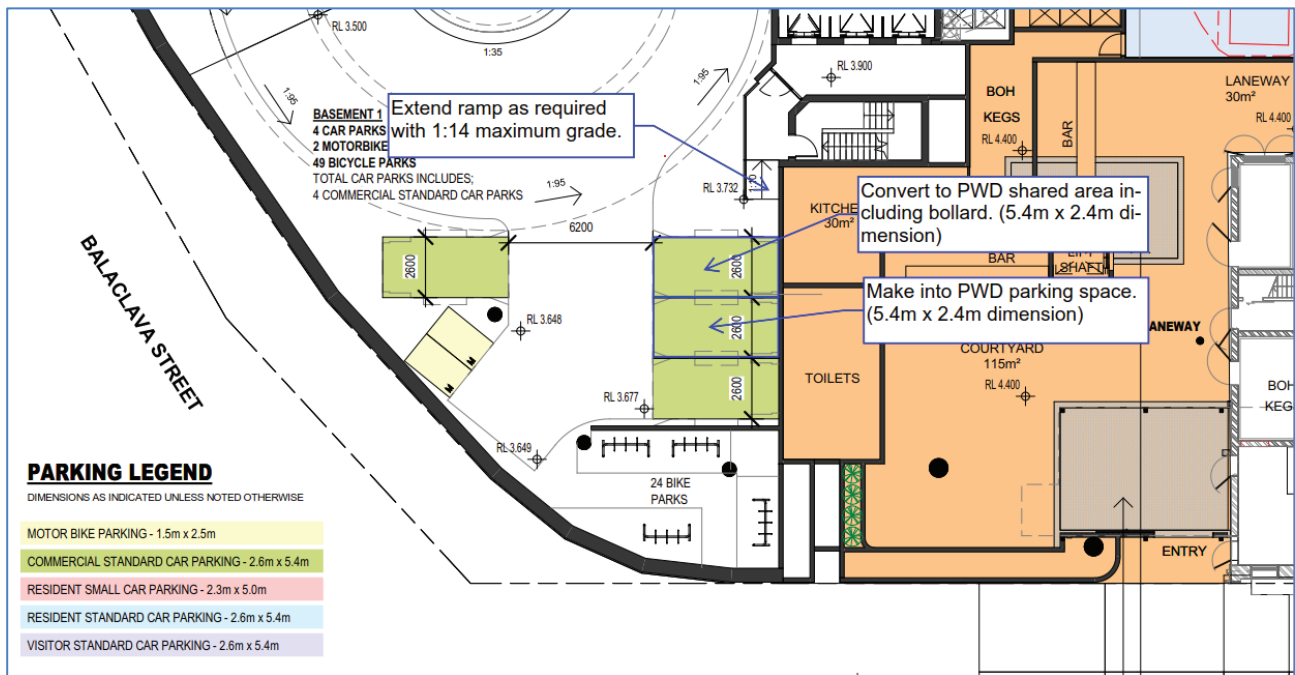


Figure 4-1 Colliers Proposed PWD Parking Space location – Basement 01

(2) Blind Aisle Treatments on Podium Parking Levels

The proposed end aisle extension on five Podium parking levels (levels P2-P6) measures only 0.993m from the wall to the closest adjacent parking space, impacting 5 residential spaces.

While this distance is slightly less (than the minimum acceptable end aisle extension specified in the AS2890.1:2004 of 1.0m, the 6.2m width parking aisle in concert with the 2.6m wide parking space provides enough space for motorists driving a 4.91m (B85%ile) medium vehicle to enter and exit the car park space albeit with corrective manoeuvring as shown in the swept path assessment in Colliers drawing No. 24BRT0602-11A in **Appendix B**. Colliers considers the blind aisle extension is acceptable and 'fit for purpose'.

For reference, 1.2m blind aisle extension is achieved on the opposite adjacent parking space, which is compliant with the AS2890.1:2004 minimum provision of 1.0m.

(3) Curved Ramp Gradients

The TAPS PSP details that curved ramp grades should not exceed 1:6 (16.7%).

The proposed development provides a maximum grade of 1:4 (25%) between car parking levels. These ramp grade provisions satisfy the maximum grades per AS2890.1:2004 for 'private or residential car parks' which allows up to 1:4 (25%) grades for segments measuring less than 20m in length including 1:8 transitions. As the maximum design gradient satisfies the requirements outlined in AS2890.1:2004, it is considered a suitable performance solution.

Further, the width of the inside and outside lanes of the curved ramps, for the nominated inside and outside curve radii comply with Table 2.2 and Figure 2.9 of AS2890.1:2004.

4.3 Summary

Overall, the proposed car park layout, and the design of the curved ramp, generally complies with the TAPS PSP requirements, with adoption of the recommended alternative design provisions ensuring compliance with the provisions of AS2890.1:2004 with the exception of selected Podium blind aisle treatments which have been demonstrated to be sufficient for a 4.91m (B85%ile) medium vehicle.

As such, the revised car park design and layout is considered acceptable.

5 Site Access Arrangements

The Woolloongabba PDA Scheme refers to the Brisbane City Council TAPS planning scheme policy regarding development site access requirements.

The proposed development has adopted a dual access arrangement with residential traffic accessing the site solely from Balaclava Street and all servicing vehicles accessing the site via Logan Road. The access arrangement differs from the access arrangement described in the Woolloongabba PDA scheme, which proposes access to the development be limited to Balaclava Street only.

The adoption of a split access arrangement for the development responds to presence of the heritage listed hotel and the attributes of the subject site:

- The heritage listed hotel, (*which is to be restored from its current unusable state*) and the requirement to preserve its immediate environment has, understandably, had a major influence on the design, particularly the level of the service vehicle area.
- The site depth between Balaclava Street and Logan Road access locations is only approximately 56m.
- The 1.85m height difference between the access off Balaclava Street and the access off the lower Logan Road.

Architectural plans prepared by Red Door Architecture for a Pre-lodgement meeting in December 2024 (refer Appendix A) illustrate the impact of providing a singular access for both cars and service vehicles off Balaclava Street. As evident from the plans:

- A two-way access off Balaclava Street would need to be in the order of 13 metres wide to accommodate service vehicle manoeuvring.
- There is a 1.85m height difference between the access off Balaclava Street and the access off the lower Logan Road. (Refer Red Door Architecture dwg TA- 003 Rev 1 in Attachment B).
- A service vehicle ramp of approximately 32m in length is required for the height difference.
- The service vehicle ramp would need to be located at least 25m - 30m within site to avoid impacting access to the basement and podium carparking.

In short, with an access off Balaclava Street, the manoeuvring of a 10.24m rear lift RCV, with the 30m service ramp, cannot fit within the subject site.

5.1 Balaclava Street Access

Access for the development residential, visitor and hotel car park will be achieved via a 6.5m Type B2 driveway crossover to Balaclava Street. This driveway will operate as a LIFO arrangement.

Table 5-1 identifies the characteristics of the proposed driveway crossover with respect to BCC's requirements. The last column identifies the compliance of each design aspect. Where compliance with BCC is not achieved, further information is provided below.

Table 5-1: Typical Driveway Requirements for the Access Arrangements on Balaclava Street

Design Aspect	TAPS PSP Requirement	Proposed Provision	Compliance
Distance from: - A major intersection - Another driveway - Traffic signals	30m (min) 15m (min) Located clear of queuing area and turning lanes	60m (to Logan Road) 35m (approx.) Located outside of existing queuing area and turning lanes	TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant
Sight Distance – 50kph ¹	Desirable SISD ^{1 2} - 123m	~230m to the west (upstream to Ipswich Rd signalised intersection)	TAPS PSP Compliant
Driveway Type ^{1 3 4}	Type C2	Type B2	refer note (1)
Width ^{1 3 4}	5.5m entry, 5.0m exit	6.5m	Performance Solution
Gradient	1:20 (5%) maximum within the first 6.0m	1:20 (5%) maximum within the first 6.0m	TAPS PSP Compliant
Pedestrian Visibility Splay	2.0m x 5.0m	2.0m x 5.0m	TAPS PSP Compliant
Minimum Queuing Provisions ²	7 plus 1% capacity over 250: 8 vehicles/48m	4 vehicles/24m to security roller door	refer note (2)

¹ Based on Balaclava Street being classed as a 'major road' and speed limit of 50kph (design speed 60kph).

² Based on the SISD reaction time of 2 seconds and observation time of 3 seconds.

³ Based on the access servicing 294 car parking spaces.

⁴ Based on the access servicing service vehicles up to the size of an SRV.

The proposed Balaclava Street access arrangements generally comply with TAPS PSP requirement; however, the following issues are resolved with alternative solutions:

(1) Crossover Design Type and Width

For the development parking supply (275 space carpark accessed from a major road), the TAPS PSP requires up to a 12.0m Type C2 driveway crossover configuration. The development proposes to provide a 6.5m wide Type B2 entry/exit driveway crossover to facilitate LILo vehicular access to the car parking area.

Whilst this arrangement differs from the TAPS PSP requirements, Colliers considers the proposed width to be adequate due to low turnover/tidal nature of the site, being a residential development in a high-density area with multiple active/public transport opportunities.

Furthermore, the access will operate as a LILo crossover, with no conflicting vehicle movements entering/exiting the site, reducing the need to separate the entry/exit movements at the access to limit vehicle conflicts that could impact on the passing traffic.

It should be noted that the width of the driveway facilitating vehicular access to the residential car parking area is supported as it is common practice in higher density inner city areas to ensure vehicle entrances, service areas and car parking are designed and located to minimize disruption to building frontages, the pedestrian environment, and to reduce the visual impact on the street environment. As such, the proposed

arrangements provide a more suitable pedestrian environment under normal light vehicle operating conditions, reducing the crossing width and conflict zone.

On this basis, the proposed driveway crossover design is considered 'fit-for-purpose', and so acceptable in this instance.

Queueing Provision

The internal parking areas are spread across both Podium and Basement levels, with 156 residential car parks provided on the upper levels and 119 combined residential/visitor/commercial car spaces provided on the Basement levels. On this basis, the queueing provisions have been measured separately in terms of upper level and lower-level parking provisions.

Entering queueing is considered more critical as it has the potential to adversely impact the operation of the external road network. Queueing vehicles seeking to exit the development is an internal management matter and will not affect the operation of the external Rd network.

Recommended traffic management measures where upper and lower ramps converge include a stop line and keep clear line-marking and associated signage facing motorists coming up from the Basement 01. A convex mirror is also proposed at the conference of the ramps as shown in Colliers drawing No. 24BRT0602-12C in **Appendix B**. Along with the above-mentioned provisions, advisory control signage is recommended facing egress vehicle movements coming down from the Podium 01 level to the ground floor. Additionally, consideration should be given to a sensor detection system should be installed for vehicles headed down the Podium 01 ramp to activate the roller door for egress vehicles prior to arriving at the security gate to avoid unnecessary queue build-up.

Table 10 in the TAPS PSP specifies the minimum standard queueing provisions for car parks with a capacity of 101-150 spaces is 5 vehicles in entry/exit queue, whereas parking areas with 151-200 spaces requires provision for 6 vehicles in entry/exit queue.

At the Ground level, where the upper and lower ramps converge, the upper ramp (to residents only parking) has priority. This provides a queue distance on entry of 28m from the access crossover to the security roller door measured from the property boundary. The entry queueing provision of 28m (i.e. 4 vehicles) slightly less than the distance recommended in BCC's TAPS PSP.

However, Colliers considers the 28m provision as adequate given, based on expected traffic generation rates, the likelihood that more 2 vehicles are queued at the security roller door before the Podium ramps when entering the development is considered low given the estimated traffic generation of the proposed residential development is 43vph OUT in the AM peak and 34vph IN during the PM peak (see **Section 8** for details). When this is split across the proportion of resident/visitor parking spaces on the Podium levels (156/256 i.e. 61%), this equates to approximately 26vph exiting the development via the Podium ramps in the AM peak (or 1 vehicle every 2.25 minutes) and 21vph entering the development using the Podium ramps across the PM peak (or 1 vehicle every 3 minutes).

Further, there would be no impediment to motorists entering the basement car park until motorists reach the parking area within the basement, more than 42m (i.e. 7 queued car lengths) from the development access. This complies with BCC TAPS PSP.

Provided the aforementioned recommendations are adopted the proposed driveway queueing provision is considered 'fit-for-purpose', and so acceptable in this instance.

5.2 Logan Road Access

Service vehicle access for the development will be achieved via a 6.5m Type B2 driveway crossover to Logan Road. This driveway will operate as a LILLO configuration, facilitating access to the van bays, LRV bay and turn around area. Table 5-2 shows the characteristics of the proposed driveway crossover with respect to BCC requirements. The last column identifies the compliance of each design aspect. Where compliance with BCC is not achieved, further information is provided in Table 5-2.

Table 5-2: Typical Driveway Requirements for the Access Arrangements on Logan Road

Design Aspect	TAPS PSP Requirement	Proposed Provision	Compliance
Distance from: - A major intersection - A minor intersection - Another driveway - Traffic signals	20m (min) 10m (min) 3m (min) Located clear of queuing area and turning lanes	60m (to Balaclava Street) 18m (to Walker Street) 5m (approx.) Located outside of existing queuing area and turning lanes	TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant TAPS PSP Compliant
Sight Distance – 50kph ¹	Desirable - 90m Minimum - 70m	~75m to the south (upstream to Balaclava St signalised intersection)	TAPS PSP Compliant
Driveway Type ¹²³	Type B2	Type B2	TAPS PSP Compliant
Width ¹²³	7.0m	6.5m	refer note (1)
Gradient	1:20 (5%) maximum within the first 6.0m	1:20 (5%) maximum within the first 6.0m	TAPS PSP Compliant
Pedestrian Visibility Splay	2.0m x 5.0m	2.0m x 5.0m	TAPS PSP Compliant ⁴
Minimum Queuing Provisions ³	1 design vehicle/11m	>18m	TAPS PSP Compliant

¹ Based on Logan Road being classed as a 'minor road' and speed limit of 50kph (design speed 60kph).

² Based on the access servicing low turnover car parking spaces.

³ Based on the access servicing service vehicles up to the size of an MRV/RCV.

⁴ Based on the proposed perforated columns in the provided architectural set allowing unobstructed visibility to Logan Road northbound.

The proposed Logan Road access arrangements generally comply with TAPS PSP requirement; however, the following issues are resolved with alternative solutions:

(1) Crossover Design Type

The TAPS PSP requires up to a 7.0m Type B2 driveway crossover configuration to accommodate the largest service vehicle expected to use the driveway crossover (MRV). The development proposes to provide a 6.5m wide Type B2 entry/exit driveway crossover to facilitate vehicular access to the servicing area.

Whilst this arrangement differs from the TAPS PSP requirements, Colliers considers the proposed width to be adequate due to low turnover of service vehicles expected to access the site servicing area that is entirely separate to the residential and Hotel car parking levels.

Furthermore, the access will operate as a LIFO crossover, with no conflicting vehicle movements entering/exiting the site, reducing the need to separate the entry/exit movements at the access to limit vehicle conflicts that could impact on the passing traffic.

This, and given the traffic generation via this access will be limited to service vehicles only, Colliers consider the proposed access driveway width to be sufficient to accommodate the largest design service vehicle.

It should be noted that the width of the driveway facilitating vehicular access to the servicing area is supported as it is common practice in higher density inner city areas to ensure vehicle entrances, service areas and car parking are designed and located to minimize disruption to building frontages, the pedestrian environment, and to reduce the visual impact on the street environment. As such, the proposed arrangements provide a more suitable pedestrian environment under normal light vehicle operating conditions, reducing the crossing width and conflict zone.

On this basis, the proposed driveway crossover design is considered 'fit-for-purpose', and acceptable.

5.3 Summary

Based on the above, Colliers consider that the location and design of the driveway crossovers on Balaclava Street and Logan Road are considered 'fit-for-purpose' and acceptable.

6 Service Vehicle Arrangements

6.1 Planning Scheme Requirements

There are no specific servicing requirements set out in the Woolloongabba PDA development scheme. Reference is made to the BCC City Plan (2014) TAPS PSP.

The provisions of Section 3 of the TAPS PSP in relation to the design service vehicle and loading bay requirements for the proposed development uses is summarised in Table 6.1. The proposed provisions are shown in the last row.

Table 6.1: TAPS PSP Service Vehicle Requirements

Land Use	Design Vehicle		Loading Bay Requirements				
	Regular Access	Occasional Access	Van	SRV	MRV	LRV	RCV
Multiple Dwelling	RCV	LRV	-	-	-	1	1 ¹
Shop/Food & Drink Outlet (1,000-1,499m ² GFA) ²	MRV	RCV	2	1	1	-	-
Proposed Provisions	RCV	LRV	2	-	1	-	Shared Use of MRV bay

MRV = 8.8m 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

² As total floor area is >1,159m² GFA

6.2 Practical Multiple Dwelling Servicing Demands

The primary servicing demand generated by multiple dwelling type developments is furniture delivery vehicles. Colliers notes that the occasional access for an LRV (typically representing furniture vehicles) is considered overly generous for this scale of development.

Based on Colliers' experience, a MRV is considered to be a more reasonable sized design vehicle for these purposes, noting:

- The size of furniture vehicles is related to the types and sizes of units, as this is directly related to volume of furniture. Colliers have researched the dimensions of delivery vehicles which represent typical MRVs and found that MRVs can typically accommodate 35-40m³ of storage space for goods/furniture, which is considered sufficient for around 5-6 rooms. With the development providing a mix of 1, 2 and 3-bedroom units, this would be more than sufficient for moving all furniture in/out.
- It is noted that many residents choose to relocate furniture themselves, by renting a van or truck from a rental company such as Hertz or Budget. The size of truck able to be rented is dictated by the class of licence held by the driver. With only a 'C' Class licence, the largest vehicle able to be rented is no greater than a Small Rigid Vehicle (SRV), with a storage capacity typically up to 20m³.

- It is considered feasible to manage the furniture trucks in a manner that controls the size of the vehicle accessing the site and also the time at which the residents move in/out of the development. The building manager allocates a specific time period to the tenants to use the service vehicle loading area and identifies the maximum size for vehicles accessing the site.

Given the above, in a practical sense a MRV is considered the maximum design vehicle for furniture vehicle purposes.

Based on this, it is expected that the development will generate primarily regular RCV service vehicle demands, and only occasional MRV service vehicle demands.

6.3 Proposed Arrangements

6.3.1 Servicing Provisions

On-site servicing (including refuse collection) is proposed to be undertaken through a dedicated loading area, provided at 4.66m x 12.0m, suitable for accommodating vehicles up to the size of an 8.8m MRV and shared use for 10.235m RCV. It is important to note that provisions for a turnaround area adjacent to the loading area has been made for the service vehicle to access the development site in a forward in/forward out manner. This turnaround area is provided at 10.64m wide x 12.64m deep and so can also accommodate service vehicles up to the size of a 8.8m MRV for loading clear of the aisle. Separate to the loading and turnaround areas are 2 dedicated VAN bays located adjacent to the turnaround area.

An assessment of the proposed servicing provisions against Council and AS2890.2 requirements are summarised in Table 5-1.

Table 6-2: Council / AS2890.2 Service Vehicle Design Requirements – On-Site Loading Area

Design Aspect	Council / AS 2890.2 Provision	Proposed Provision	Compliance
Loading bay length: VAN bay MRV bay RCV bay	5.4m (min) 9.0m (min) 10.5m (min)	5.4m Maneuvering space for 8.8m vehicle unobstructed (see Appendix B) Maneuvering space for 10.235m vehicle unobstructed (see Appendix B)	Compliant Compliant Compliant
Loading bay width: VAN bay MRV bay RCV bay	3.0m (min) 3.5m (min) 3.5m (min)	4.66m wall to wall 4.66m wall to wall 4.66m wall to wall	Compliant Compliant Compliant
Service aisle width (two-way)	6.5m	6.8m minimum parking aisle excluding set down area	Compliant
Loading bay grades: All bays	1:6.5 (15.4%) maximum	Generally flat	To be provided in accordance with Council requirements

Design Aspect	Council / AS 2890.2 Provision	Proposed Provision	Compliance
Height Clearance:			
VAN	2.3m (min)	4.5m	Compliant
MRV	4.5m (min)	4.5m	Compliant
RCV ¹	3.6m (min)	4.5m	Compliant
		Note: floor to floor height + 0.25m overhead utilities.	

¹ Generally based on a rear-loading RCV.

On this basis, the service vehicle provisions for the proposed development scheme are considered acceptable.

6.4 Vehicle Manoeuvring

Colliers has undertaken a swept path analysis (using Autotrack software) to determine the suitability of the service vehicle arrangements:

- Drawing No. 24BRT0602-11A and 24BRT0602-13B, included in **Appendix B**, shows the end aisle provisions are sufficient for an Australian Standard B99 design vehicle to manoeuvre into and out of the end aisle parking spaces clear of adjacent obstructions.
- As shown on Drawing No. 24BRT0602-12C, included in **Appendix B**, an Australian Standard B99 design vehicle (equivalent to a van) can enter and exit the car parking area at Ground level and circulate through the Basement and Podium ramps concurrently with a B85 design vehicle.
- Drawing No. 24BRT0602-14C and 24BRT0602-15A, included in **Appendix B**, confirms that the design of the service vehicle area is adequate to cater for the nominated design vehicles.

6.5 Summary

Overall, Colliers considers that the proposed on-site servicing provisions are sufficient to cater for the expected demands generated by the development.

7 Public and Active Transport

7.1 Public Transport

The subject site has a high level of accessibility to the public transport network in the vicinity of the site, with suitable pedestrian infrastructure provided in the immediate vicinity. Pedestrian connections are provided to multiple public transport stops within 400m, and the Woolloongabba South East Busway interchange is also located within easy walking distance (550m).

The development site also directly fronts onto Translink bus stop 10a (ID: 003051) Logan Road at Walker Street, facilitating access to high-frequency bus routes 175 and 204. This stop is proposed to be relocated from its current position on the northern Logan Road frontage approximately 30.0m to the south (still within the development frontage) to accommodate the proposed servicing crossover driveway.

7.2 Pedestrian Access

Pedestrian access to the site is considered suitable with the Broadway Hotel pedestrian entrance along the site frontage with Logan Road, and main pedestrian access to the residential tower via Balaclava Street with separate main lobby and selected visitor bike parking away from the development driveway.

7.3 Cyclist Requirements

A summary of the bicycle parking supply requirements for the proposed development, noting that the site is within the City Frame (in line with Table 21 of the TAPS PSP), is provided in Table 7-1.

The bicycle parking supply for residents adequately satisfies the minimum requirements outlined in the TAPS PSP.

On this basis, the bicycle parking provisions are considered suitable to cater for expected demand.

Table 7-1: Bicycle Parking Supply Requirements

Land-Use	TAPS PSP Requirements	Extent	Requirement	Proposed
Multiple Dwelling:				
• Residents	1 bicycle space per unit	282 units	282 bicycle spaces (min.)	370 bicycle spaces behind security line
• Visitors	0.25 bicycle space per unit	282 units	70.5 bicycle spaces (min.)	33 bicycle spaces freely accessible
Food & Drink outlet	none	-	-	-
Total			353 bicycle spaces (min.)	403 bicycle spaces

7.3.1 Layout of Bicycle Parking Areas

The bicycle parking areas for residents are provided in secure bike storage rooms across the Ground, Basement and Podium parking areas, while visitor bicycle spaces have been provided on the Ground and Basement 1 level.

Access to resident bike spaces is provided directly from Balaclava Street via the main pedestrian entrance on the Ground floor away from the vehicle driveway. The main pedestrian entrance leads through the grand foyer to the main bike storage room and lift access. An internal lift within the Ground floor residential bike storage room links to all other Basement and Podium resident bike storage rooms, minimising bicycle manoeuvres on the circulation ramp.

Two (2) access doors are provided from the Ground level bicycle store room to the internal vehicle circulation ramp with one behind the security line and one in front of the roller door. These accesses are provisioned as emergency access only and not intended for general use.

Nine (9) visitor and commercial bike parking spaces are provided on freely accessible bike racks located on along the Balaclava Street Frontage at the main pedestrian entrance and at the western property boundary, while a further 24 visitor bike spaces are provided in a bike storage area on Basement Level 01 accessed via the lift from the main foyer. Colliers recommends installation of signage indicating direction to lift-accessible visitor parking visible from the main pedestrian entrance at Balaclava Street.

Table 7-2 outlines the TAPS PSP bicycle parking supply and design requirements for the proposed development scheme in comparison to the current approved development scheme.

Table 7-2: Proposed Bicycle Parking Provisions as per TAPS PSP Bicycle Parking Requirements

Design Aspect	Land Use / Component	Accepted Council Requirement	Proposed Provision	Compliance
Parking Supply	Resident spaces - Basement 4 - Basement 3 - Basement 3 - Basement 1 - Ground - Podium 2 - Podium 3 - Podium 4 - Podium 5 - Podium 6	1 space per unit i.e. 282 bicycle spaces (minimum)	37 bike spaces 37 bike spaces 37 bike spaces 25 bike spaces 105 bike spaces 53 bike spaces 19 bike spaces 19 bike spaces 19 bike spaces 19 bike spaces 370 bike spaces (total residential)	TAPS PSP Compliant
	Visitor spaces - Basement 1 - Ground	0.25 bicycle space per unit i.e. 70.5 bicycle spaces (minimum)	24 bike spaces 9 bike spaces 33 bike spaces	TAPS PSP Compliant
Wall Racks Length ¹	-	1.2m (min)	1.2 (min)	AS2890.3 Compliant
Ground Rack length ¹	-	1.8m (min)	>1.8m (min)	AS2890.3 Compliant
Horizontal Rack length ³	-	1.8m (min)	2.2m (min)	AS2890.3 Compliant
Vertical Rack spacing ^{1,2}	-	0.5m (min)	0.5m (min)	AS2890.3 Compliant
Ground Rack spacing ¹	-	1.0m (min)	1.0m (min)	AS2890.3 Compliant
Horizontal Rack spacing ³	-	0.4m (min)	0.4m (min)	AS2890.3 Compliant

Design Aspect	Land Use / Component	Accepted Council Requirement	Proposed Provision	Compliance
Manoeuvring/Access Paths ²	-	1.5m (min)	0.90m (min) (store room door) 1.1m (min) (elevator door)	Performance Solution

¹ TAPS PSP is silent with regards to this matter, so revert to AS2890.3 as per Section 1.2 of the TAPS PSP.

² Presuming full handlebar stagger.

³ Presuming approved alternating height tracks to offset handlebar stagger

The design of the bicycle parking areas (including the access paths) generally satisfies the requirements outlined in AS2890.3, with the following performance solutions:

Manoeuvring / Access Paths

Colliers acknowledges the minimum required bicycle manoeuvring width of 1.5m is achieved throughout the development with the exception of the access doorway widths of the bicycle store rooms across the Basement and Podium levels (0.9m doorway width) and elevator doorway width (1.1m width).

Whilst this is not compliant with the minimum width specified in the AS 2890.3, Colliers have undertaken a review of the spatial requirements for a pedestrian pushing a bicycle.

As documented in Figure 7-1, a minimum width of 0.823m (in accordance with Figure 2.1 of AS2890.3 and Figure 3.1 of *Austroads Guide to Road Design Part 6A – Paths for Walking and Cycling*) is required to accommodate a pedestrian pushing a bicycle, which is provided with the minimum doorway width of 0.9m at the resident bicycle parking store rooms.

On this basis, the bicycle parking arrangements for the development scheme are considered acceptable.

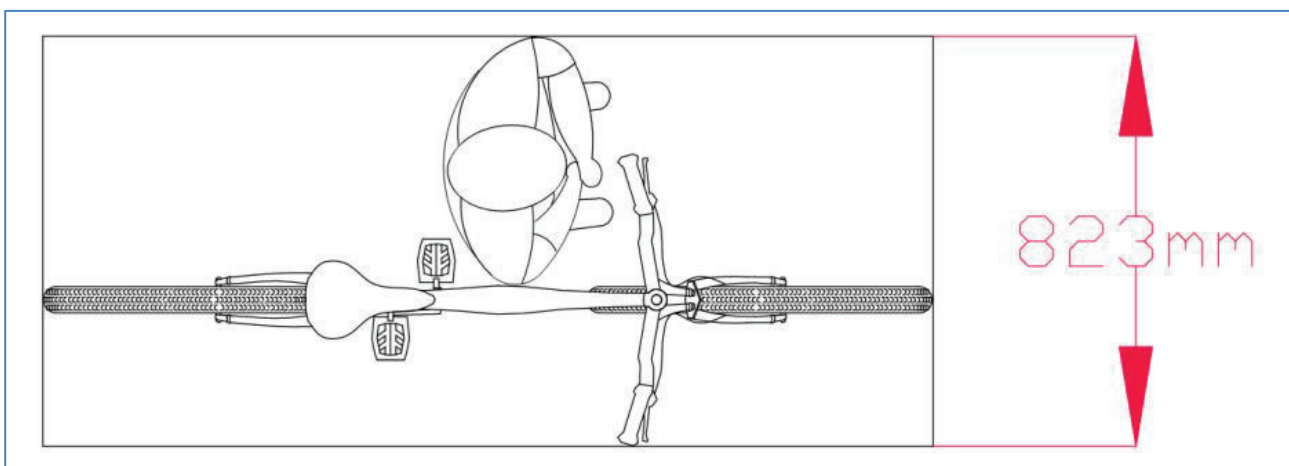


Figure 7-1 Bicycle and Pedestrian Spatial Requirements

8 Estimated Future Transport Demands

8.1 Development Traffic Generation

To assess the impact of the proposed development on the adjacent road network, it is necessary to predict the likely volume of vehicles that will be generated by the proposal in comparison to the existing and approved uses. To estimate the traffic generation expectations of the proposed multiple dwelling land use, reference is made to the Transport for NSW Guide to Transport Impact Assessment (2024), as per DTMR's Guide to Traffic Impact Assessment (GTIA).

Interrogation of the traffic generation surveys referenced by the TfNSW GTIA (2024) at established high density residential developments with high public transport accessibility (i.e. within 800m of major transport interchange) in urban areas (Sydney) have indicated the following vehicle trip generation rates:

MUD Development

- AM Peak Hour: 0.19vph per dwelling
- PM Peak Hour: 0.15vph per dwelling

Regarding directional splits, in line with generally accepted traffic engineering practice this is estimated to be:

- AM Peak Hour: 20% inbound / 80% outbound
- PM Peak Hour: 80% inbound / 20% outbound

Broadway Hotel Development and Adjoining Café

In terms of vehicle-generated trips to the Broadway Hotel and adjoining café, it is anticipated that the traffic movements at the site access crossover during the weekday PM peak hour will be up to 0.8 vehicles per hour per commercial vehicle parking space provided on-site, with the assumption that 20% of commercial vehicle parking will be occupied by staff vehicles before the peak begins. Similarly, the adopted vehicle trips generated by the Broadway Hotel in the AM peak hour is 20% of commercial vehicle parking under the assumption that the Hotel will be closed in the mornings and the majority of AM trips to the café will come from active transport and internal trips from the development itself.

Regarding directional splits, in line with generally accepted traffic engineering practice this is estimated to be:

- AM Peak Hour: 80% inbound / 20% outbound
- PM Peak Hour: 80% inbound / 20% outbound

Application of the above generation rates and directional splits would result in proposed development traffic demand estimates as shown in

Table 8-1.

Table 8-1: Proposed Traffic Generation Totals

Land Use	Extent	Generation Rate		Peak Traffic Generation	
		AM Peak	PM Peak	AM Peak	PM Peak
Multiple Dwelling:					
• 1 Bedroom	104 units	0.19vph/ dwelling	0.15vph/ dwelling	20vph	16vph
• 2 Bedroom	152 units			29vph	23vph
• 3 bedroom	26 units			5vph	4vph
Sub Total:	282 units			54vph	43vph
Broadway Hotel (Proposed Parking Provision)	19 parking spaces	0.2vph per commercial space	0.8vph per commercial space	4vph	16vph
Broadway Hotel (Woolloongabba Plan Parking Requirement)	4 parking space (max.)	0.2vph per commercial space	0.8vph per commercial space	1vph	4vph
Total Traffic Generation (Based on Proposed Parking Supply)				58vph	59vph

As can be seen in

Table 8-1, with the proposed parking provisions the development is likely to result in a generation of up to 59vph via the carpark access on Balaclava Street. In comparison, the development is forecast to generate up to 55vph if the Woolloongabba Plan maximum commercial parking supply is adopted for the Broadway Hotel.

Table 8-2 and Table 8-3 below show how the peak traffic generation totals are split across tidal flows into and out of the development.

Table 8-2: Proposed Traffic Generation Splits (by Land Use)

Land Use	Yield	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
MUD	486 Bedrooms	11vph	43vph	54vph	34vph	9vph	43vph
Broadway Hotel	19 commercial parks	3vph	1vph	4vph	12vph	3vph	15vph
Total		14vph	44vph	58vph	47vph	12vph	59vph

Table 8-3: Proposed Traffic Generation Splits (by Basement and Podium Levels)

Land Use	Yield	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Basement Levels	19 commercial parks	3vph	1vph	4vph	12vph	3vph	15vph
	39% of total residential car parking (including visitor)	4vph	17vph	21vph	13vph	3vph	16vph
Podium Levels	61% of total residential car parking (including visitor)	7vph	26vph	33vph	21vph	5vph	26vph
Total		14vph	44vph	58vph	47vph	12vph	59vph

8.2 Warrants for Detailed Traffic Impact Assessment

Acceptable Solution A02 of the Road Hierarchy Overlay Code details that the development traffic impacts be quantified and mitigated for an ‘assessable development for a material change of use’ which meets any of the following triggers:

- is classified as a major development; or
- involves an access driveway to a major road; or
- involves an access driveway within 100m of a signalised intersection.

Note: The TAPS PSP defines a ‘major development’ as one with a total peak hour vehicle generation rate greater than 25vph.

Whilst all three of the three triggers are applicable in this instance, the projected increases in surrounding network traffic volumes attributable to the proposed development is not considered significant enough to warrant a detailed traffic impact assessment.

The two-way traffic generation on Balaclava Street is projected to be up to 59vph in the weekday PM peak, or 47vph in the eastbound inflow direction. Balaclava Street is classed as a Suburban Road in the BCC City Plan, which has an attributed traffic volume capacity of between 15,000vpd and 30,000vpd as noted in Table 2.2.4 of the Infrastructure Design Planning Scheme Policy. Assuming that peak hour trips generally generate approximately 10% of daily traffic, this equates to an hourly bi-directional capacity of around 1,500vph to 3,000vph, or 750vph to 1,500vph in the eastbound direction if a 50% directional split is applied.

The forecast PM peak hour traffic generation into the development (47vph) would be therefore equivalent to somewhere in the order of 3% to 6% of the eastbound hourly capacity on Balaclava Street.

Overall, Colliers considers the traffic generation of the development will have a negligible adverse impact on the surrounding road network and does not anticipate that there will be any significant deterioration of intersection performance in the vicinity of the subject site.

9 Code Responses

A response to the TAPS Code is included in **Appendix C**.

10 Conclusions

10.1 Car Parking Arrangements

The development provides a total of 275 car parking spaces. This comprises of 241 resident parking spaces, 15 visitor parking spaces and 19 designated Broadway Hotel parking spaces.

Whilst this supply exceeds the maximum parking requirements outlined in the Woolloongabba Plan, the supply is considered acceptable given the excess parking supply has minimal impact to traffic generation with projected peak hour volumes expected to increase by 3vph in the AM peak and 12vph in the PM peak.

The design of the parking areas is considered acceptable through compliance with a combination of design aspects from the TAPS PSP and performance solutions, resolved in compliance with the AS2890.1:2004 requirements. This includes a recommended conversion of 2 proposed commercial parking spaces on Basement 01 into a PWD space with shared area (see Colliers mark ups in **Appendix A**) to comply with the PWD requirements outlined in BCC's TAPS PSP.

Overall, Colliers considers the proposed parking arrangements adequate.

10.2 Site Access Arrangements

Resident, visitor and Broadway Hotel car parking access will be achieved via a 6.5m Type B2 driveway crossover at Balaclava Street. A separate 6.5m Type B2 driveway crossover is proposed at Logan Road accessing the designated servicing area. These will both operate as LIFO arrangements, facilitating access to the parking and servicing areas respectively.

Off-street car parking is accessed through 4 basement levels and 5 podium levels that are connected through a circular ramp system that connects to the Ground Floor Balaclava Street access driveway via an internal control point that gives priority to vehicles accessing the podium ramp. A stop line, keep clear painted treatment and convex mirror is recommended for the basement 01 ramp approach on the Ground Floor to indicate priority at the converge of the internal ramps and minimise queue spillback risk. Additional advisory signage is recommended for both Podium 01 downward ramp and Basement 01 upward ramp movements to alert priority controls at the internal control point on the Ground Floor.

Entry queuing provision at the Balaclava Street access is Considered satisfactory given the expected low trip generation of the high-density residential development. Queuing motorists exiting the development will be managed internally and not have an adverse impact on the operation of the external road network.

Overall, Colliers considers the proposed access arrangements acceptable through compliance with a combination of design aspects and performance solutions from the TAPS PSP and AS2890.1 requirements.

10.3 Service Vehicle Arrangements

Servicing for the development is proposed to be facilitated via 2 VAN bays and a dedicated loading area, provided at 4.66m x 12.0m, suitable for accommodating vehicles up to the size of an 8.8m MRV and shared

use for 10.235m RCV, with separate turnaround provisions to facilitate forward-in/forward-out manoeuvring.

Overall, Colliers considers that the proposed service vehicle provisions sufficient to cater for the expected demands generated by the proposed development.

10.4 Active Transport

The bicycle parking supply for residents and visitors satisfies the requirements outlined in the TAPS PSP and the Austroads AGTM – Part 11, which are considered suitable to cater for expected demand.

The design of the bicycle parking areas generally satisfies the requirements outlined in AS2890.3 and AGRD06A.

Overall, Colliers considers the proposed active transport arrangements suitable.

10.5 Development Traffic Impacts

The weekday road AM/PM peak hour traffic generation estimated at proposed development is approximately 60vph, with peak directional volume estimated at in the order of 50vph.

Balaclava Street is classed as a Suburban Road with a traffic volume capacity between 15,000vpd and 30,000vpd as noted in Table 2.2.4 of the BCC Infrastructure Design PSP, which equates to approximately 1,500 to 3,000 vehicles per hour. Applying at 50% directional split, access would be in the order of 750 to 1500vph.

Noting that the peak volume generation by the development would be in the order of 50vph, this would only increase the peak hour eastbound traffic volumes along the Balaclava Street by less than approximately 3% to 6%, which is considered very low and well within the typical daily fluctuations expected on the surrounding network.

No significant deterioration of intersection performance is predicted in the vicinity of the subject site.

No further traffic analysis is considered necessary in this instance.

10.6 Conclusion

Based on the assessment contained within this report, provided the recommendations contained with this report are adopted, Colliers see no transport engineering reason to preclude development approval being granted for the proposed development.

Appendix A Development Plans

DEVELOPMENT SUMMARY

REAL PROPERTY DESCRIPTION	
93 & 97 LOGAN ROAD, WOOLLOONGABBA, QLD. 4102	
LOT 50 ON RP217072	
LOT 1 ON RP149357	
LOT 76 ON RP11846	
TOTAL SITE AREA:	2,511m ²
TOTAL LANDSCAPED AREA:	817m ² (32.5%)
TOTAL DEEP PLANTING:	0m ² (0%)
TOTAL GFA	28,632m ² (1140.4%)
TOTAL COMMUNAL OPEN SPACE (OUTDOOR):	1646m ² (65.5%)
TOTAL COMMUNAL OPEN SPACE (INDOOR):	471m ² (18.7%)
SITE COVER	2,186m ² (87.0%)

BUILDING		
LEVEL		DESCRIPTION
	B4	BASEMENT 4
	B3	BASEMENT 3
	B2	BASEMENT 2
	B1	BASEMENT 1
	1	GROUND FLOOR
	2	PODIUM 1 PARKING
	3	PODIUM 2 PARKING
	4	PODIUM 3 PARKING
	5	PODIUM 4 PARKING
	6	PODIUM 5 PARKING
	7	PODIUM 6 COMMUNAL
	8	PART FLOOR
	9	TYPICAL FLOOR
	10	TYPICAL FLOOR
	11	TYPICAL FLOOR
	12	TYPICAL FLOOR
	13	TYPICAL FLOOR
	14	TYPICAL FLOOR
	15	TYPICAL FLOOR
	16	TYPICAL FLOOR
	17	TYPICAL FLOOR
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	31	TYPICAL FLOOR
	32	TYPICAL FLOOR
	33	TYPICAL FLOOR
	34	ROOF TERRACE

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AREA (GBA)	m ²
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	1878
	1480
	1119
	1904
	2002
	1787
	1787
	1787
	927
	1396
	1380
	1398
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	1396
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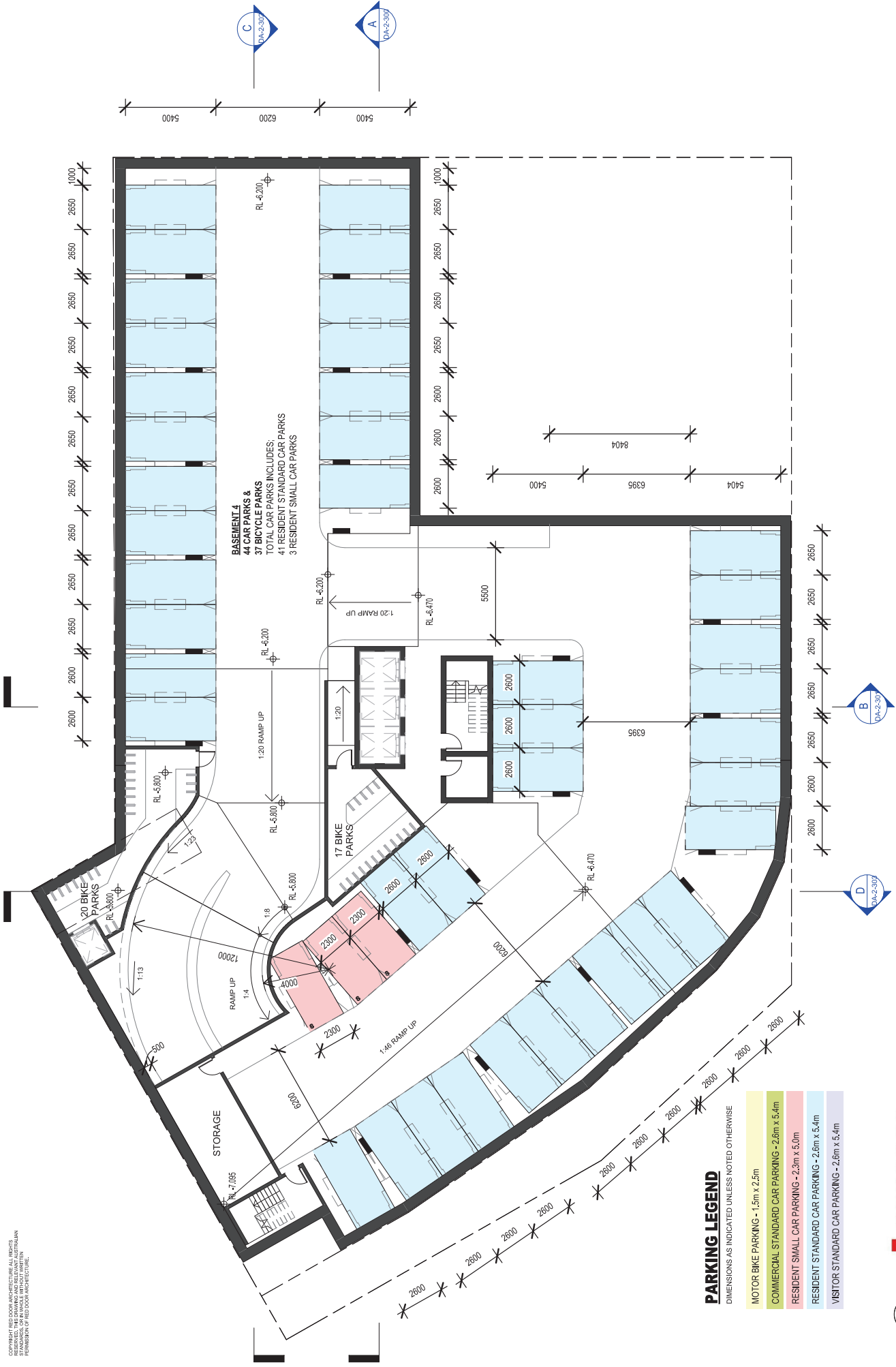
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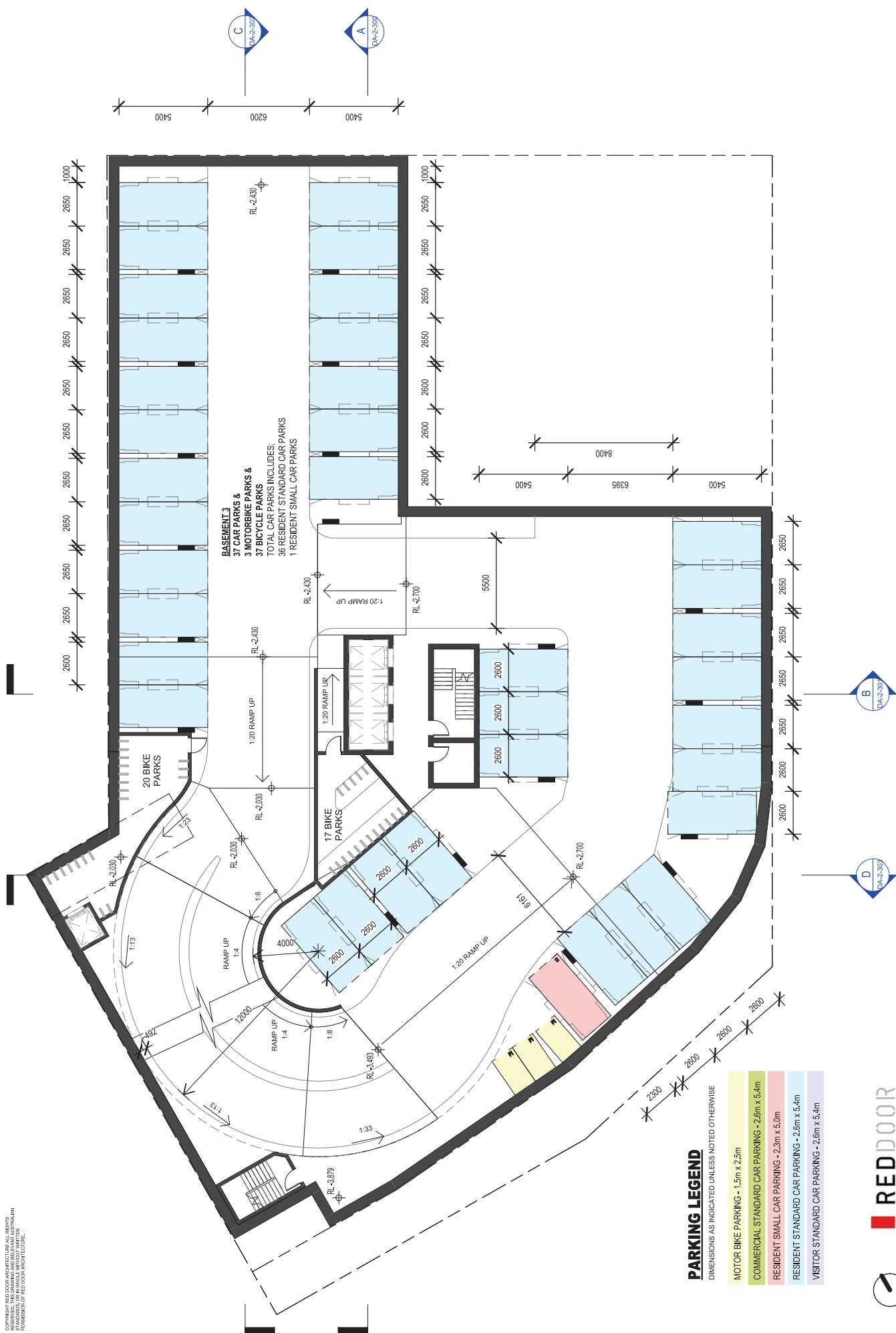
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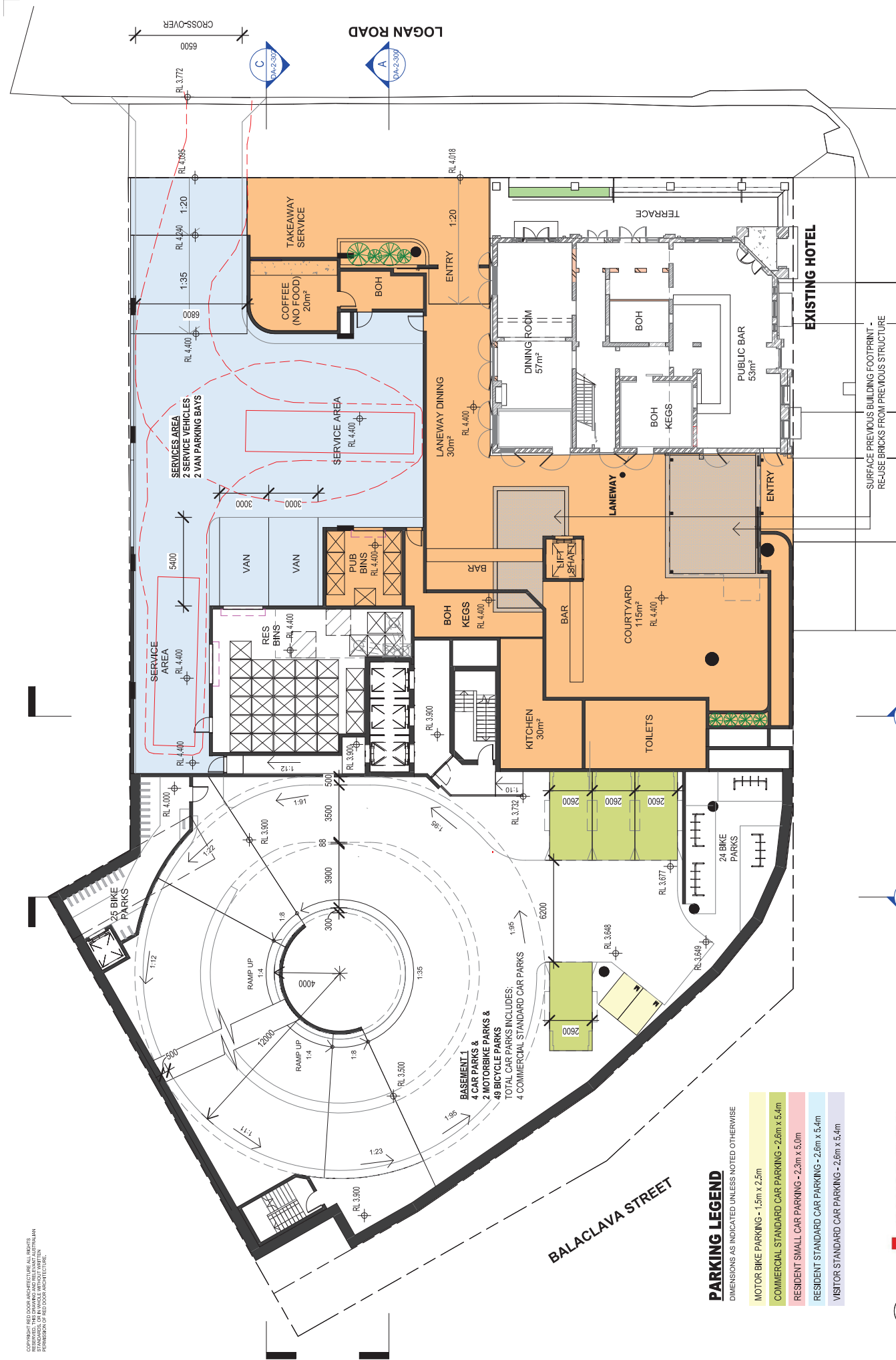
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*A TOTAL OF 19 CAR PARKS HAVE BEEN ALLOCATED FOR COMMERCIAL USE IN ASSOCIATION WITH THE BROADWAY HOTEL









PARKING LEGEND

DIMENSIONS AS INDICATED UNLESS NOTED OTHERWISE

MOTOR BIKE PARKING - 1.5m x 2.5m
COMMERCIAL STANDARD CAR PARKING - 2.6m x 5.4m
RESIDENT SMALL CAR PARKING - 2.3m x 5.0m
RESIDENT STANDARD CAR PARKING - 2.6m x 5.4m
VISITOR STANDARD CAR PARKING - 2.6m x 5.4m



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ARCHITECTURE

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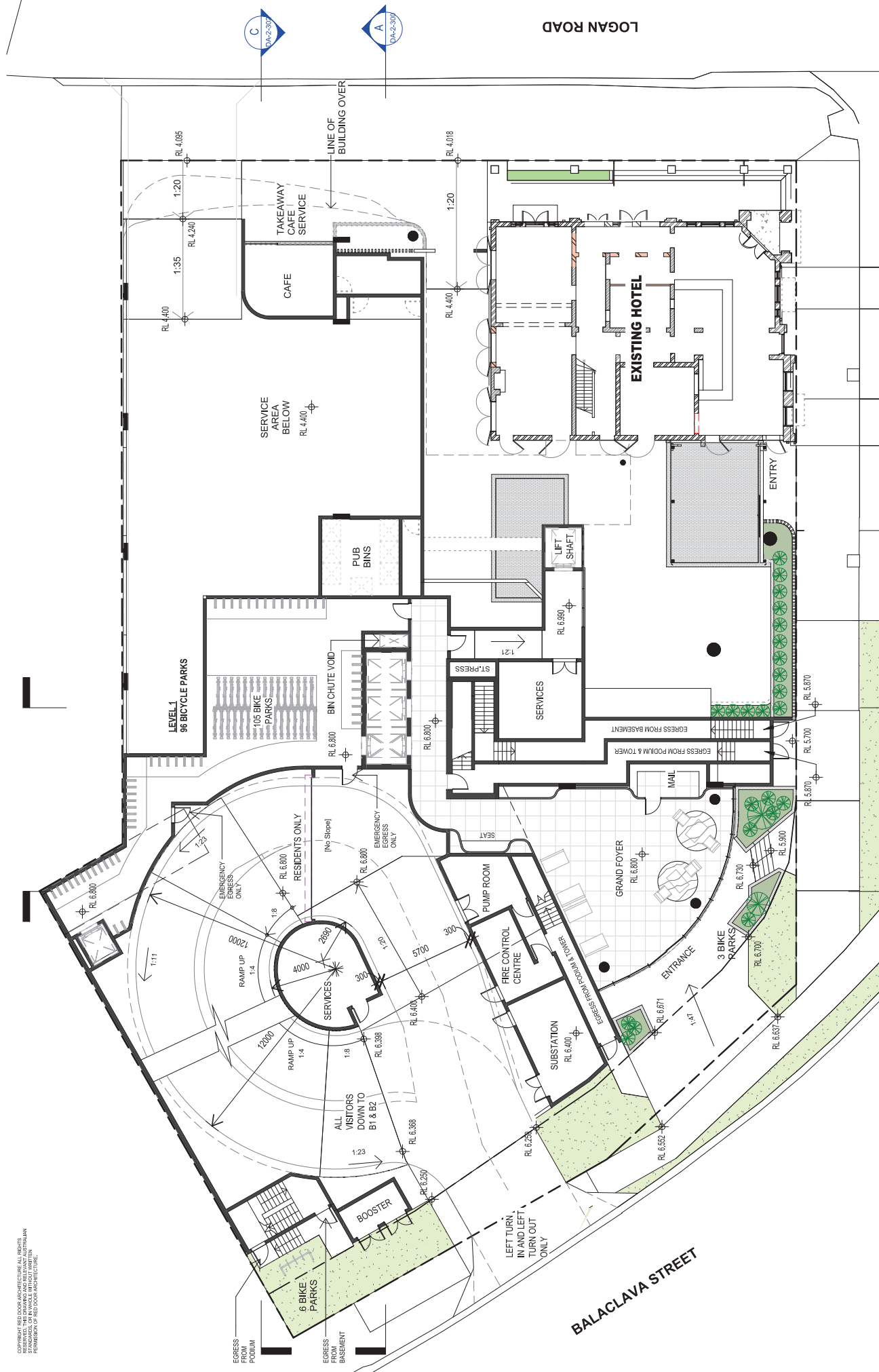
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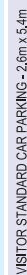
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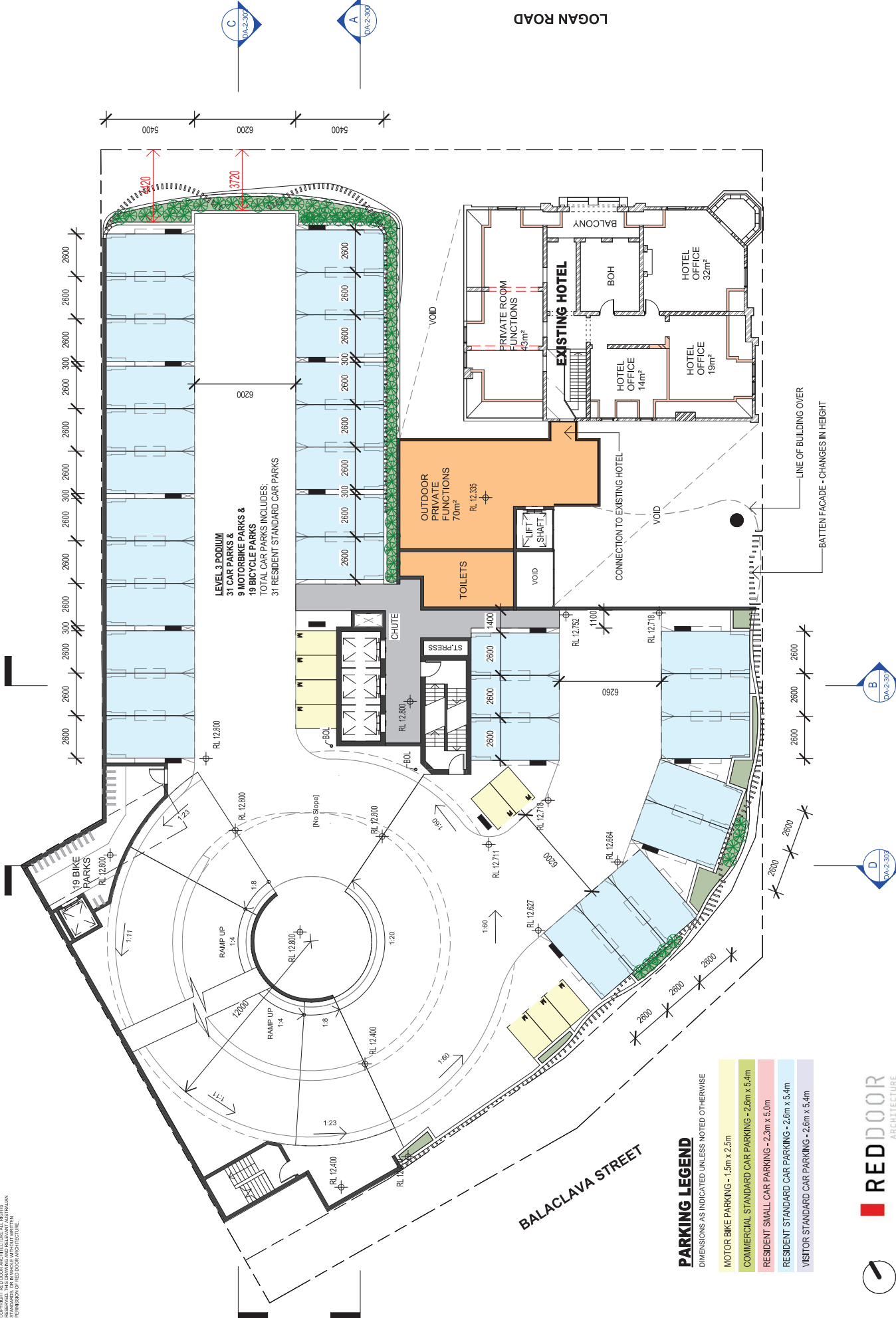
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DA-2-099 BASEMENT 1



LOGAN ROAD

BALACLAVA STREET



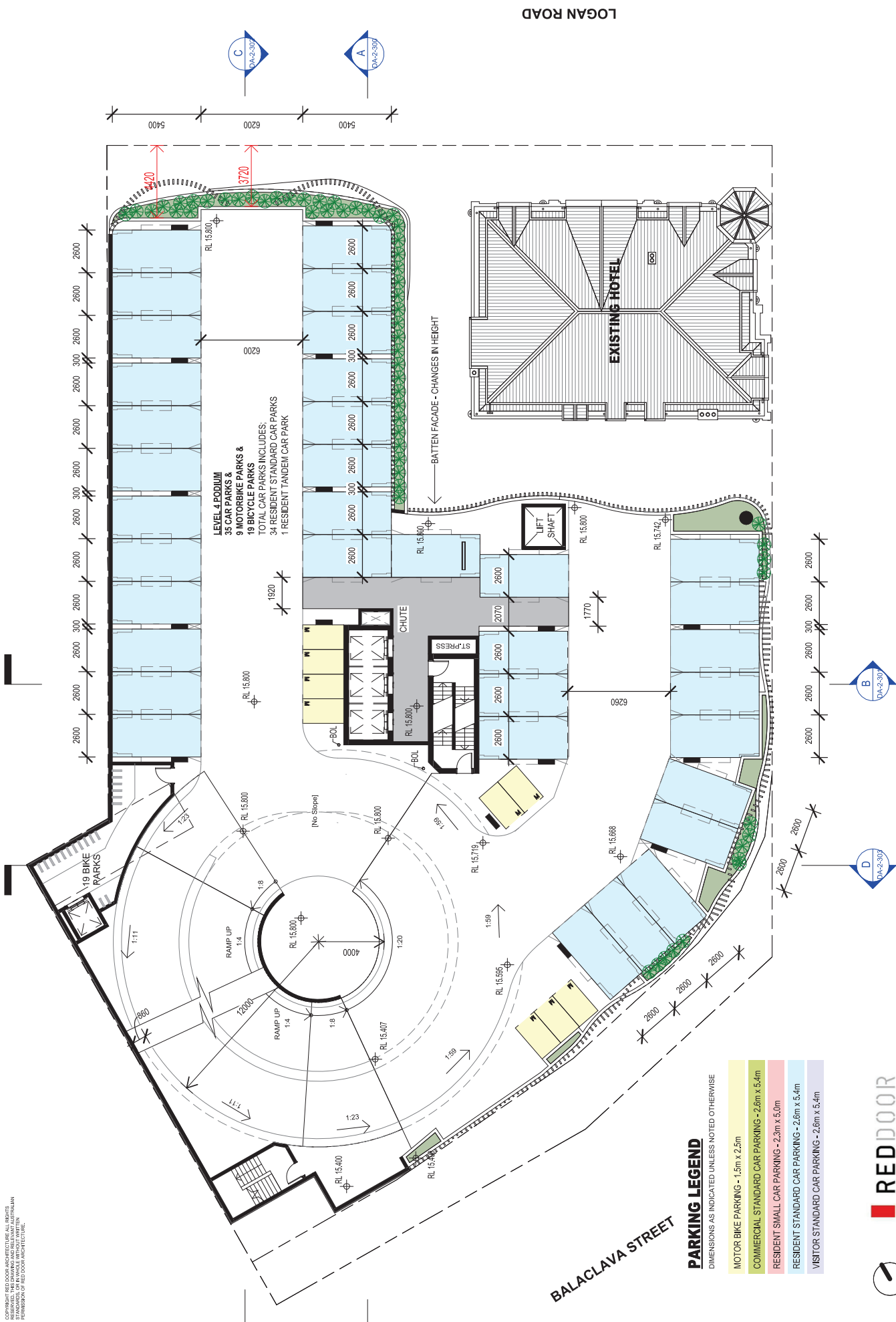


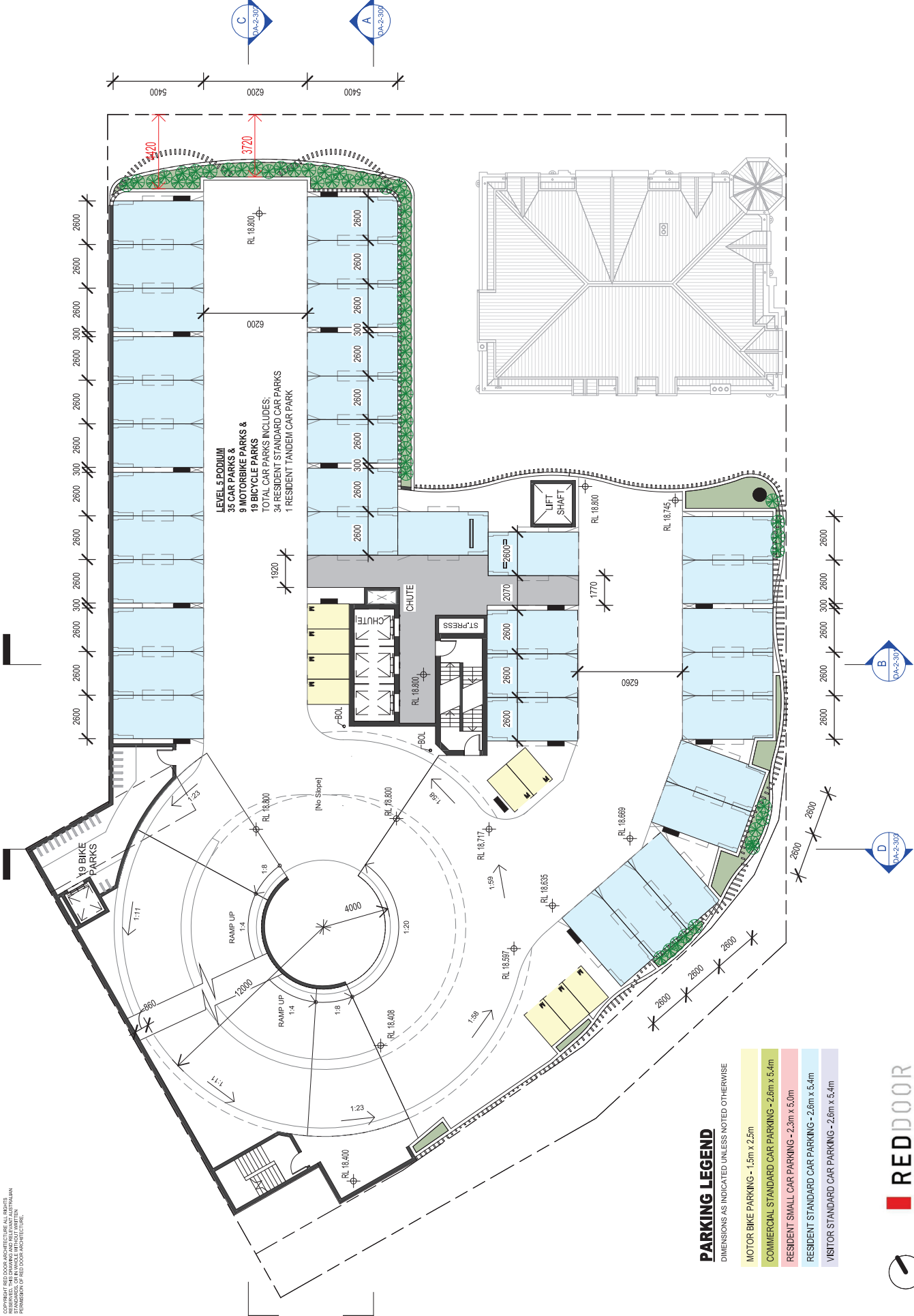
PARKING LEGEND

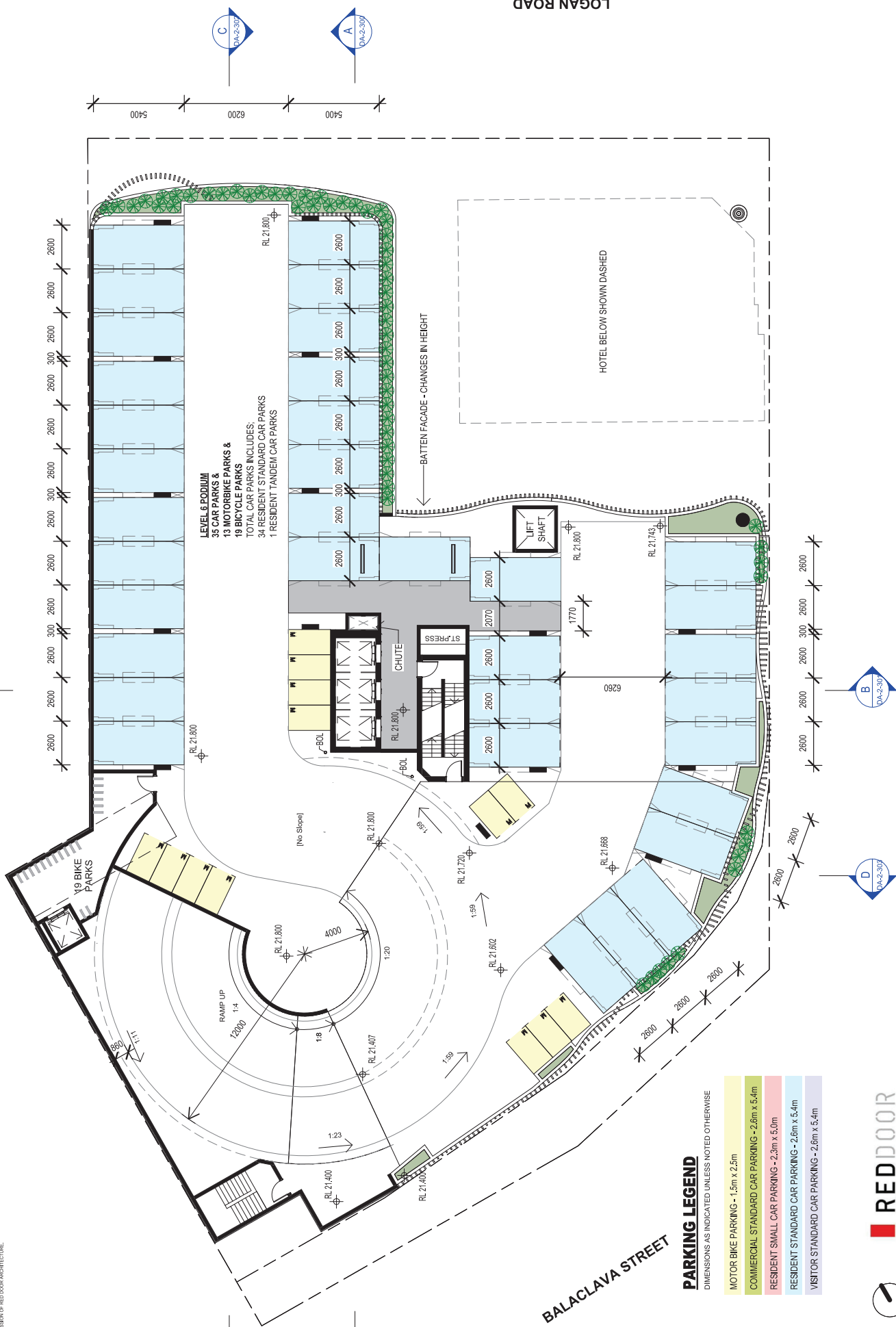
DIMENSIONS AS INDICATED UNLESS NOTED OTHERWISE

MOTOR BIKE PARKING - 1.5m x 2.5m
COMMERCIAL STANDARD CAR PARKING - 2.6m x 5.4m
RESIDENT SMALL CAR PARKING - 2.3m x 5.0m
RESIDENT STANDARD CAR PARKING - 2.6m x 5.4m
VISITOR STANDARD CAR PARKING - 2.6m x 5.4m





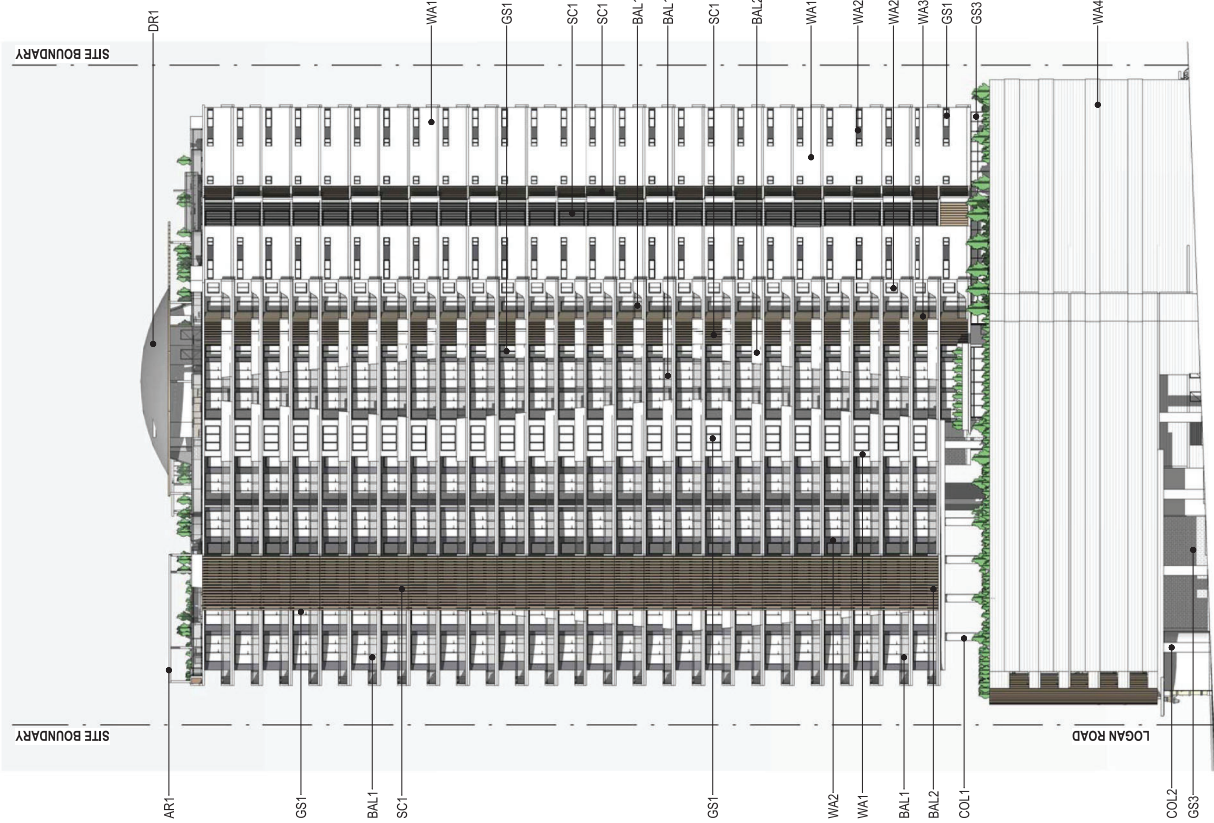




ROOF TERRACE	---
LEVEL 33	---
LEVEL 32	---
LEVEL 31	---
LEVEL 30	---
LEVEL 29	---
LEVEL 28	---
LEVEL 27	---
LEVEL 26	---
LEVEL 25	---
LEVEL 24	---
LEVEL 23	---
LEVEL 22	---
LEVEL 21	---
LEVEL 20	---
LEVEL 19	---
LEVEL 18	---
LEVEL 17	---
LEVEL 16	---
LEVEL 15	---
LEVEL 14	---
LEVEL 13	---
LEVEL 12	---
LEVEL 11	---
LEVEL 10	---
LEVEL 9	---
LEVEL 8	---
LEVEL 7	---
LEVEL 6	---
LEVEL 5	---
LEVEL 4	---
LEVEL 3	---
LEVEL 2	---
LEVEL 1 (GF)	---
LEVEL 1 (B1)	---
BASEMENT 1	---
BASEMENT 2	---

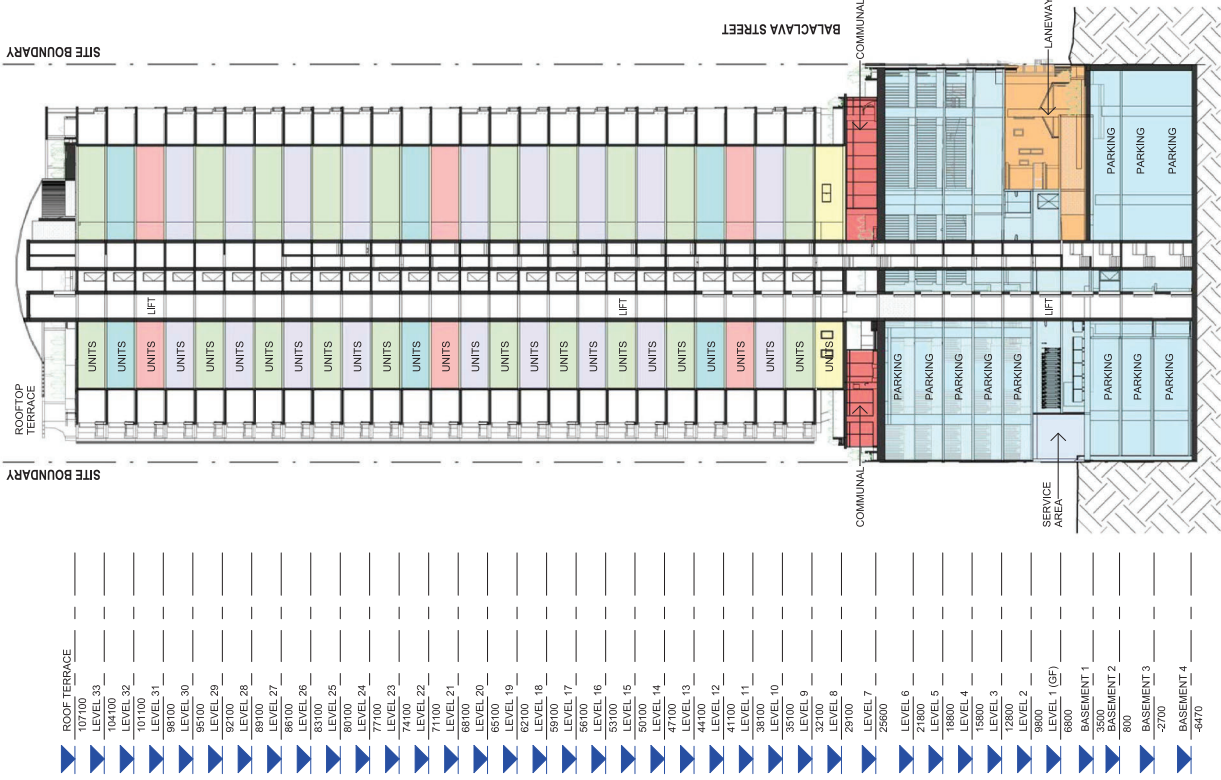
MATERIAL & FINISHES LEGEND

CODE	DESCRIPTION	COLOUR
AR1 -	ARBOUR STRUCTURE - ALUMINIUM POWDERCOAT	ANCIENT BRONZE
AR2 -	ARBOUR STRUCTURE - ALUMINIUM POWDERCOAT	WHITE
BAL1 -	FRAMELESS GLASS BALUSTRADE	CLEAR
BAL2 -	AFS TYPE - CONCRETE UPSTAND BALUSTRADE - PAINTED	WHITE
COL1 -	CIRCULAR CONCRETE COLUMN - PAINTED	WHITE
COL2 -	RECTANGULAR CONCRETE COLUMN - PAINTED	WHITE
CR1 -	CONCRETE ROOF - PAINTED	WHITE
DR1 -	METAL DOME ROOF - COLORBOND	SHALE GREY
GS1 -	TINTED GLAZING AL. WINDOW SYSTEM - POWDER COATED	MONUMENT
GS2 -	CURTAIN WALL WINDOW SYSTEM - POWDER COATED	MONUMENT
GS3 -	SHOPFRONT WINDOW SYSTEM - POWDER COATED	MONUMENT
SC1 -	VERTICAL AL. BATTEN SCREENING - POWDER COATED	ANCIENT BRONZE
SC2 -	VERTICAL AL. BATTEN SCREENING - POWDER COATED	WHITE
WA1 -	RENDER - PAINTED FINISH	WHITE
WA2 -	RENDER - PAINTED FINISH	MONUMENT
WA3 -	AL. TIMBER LOOK CLADDING	JARRAH
WA4 -	PRE-CAST PANELS - HORIZONTAL LINES	FLOODED GUM
WA5 -	BRICK FINISH	WHITE

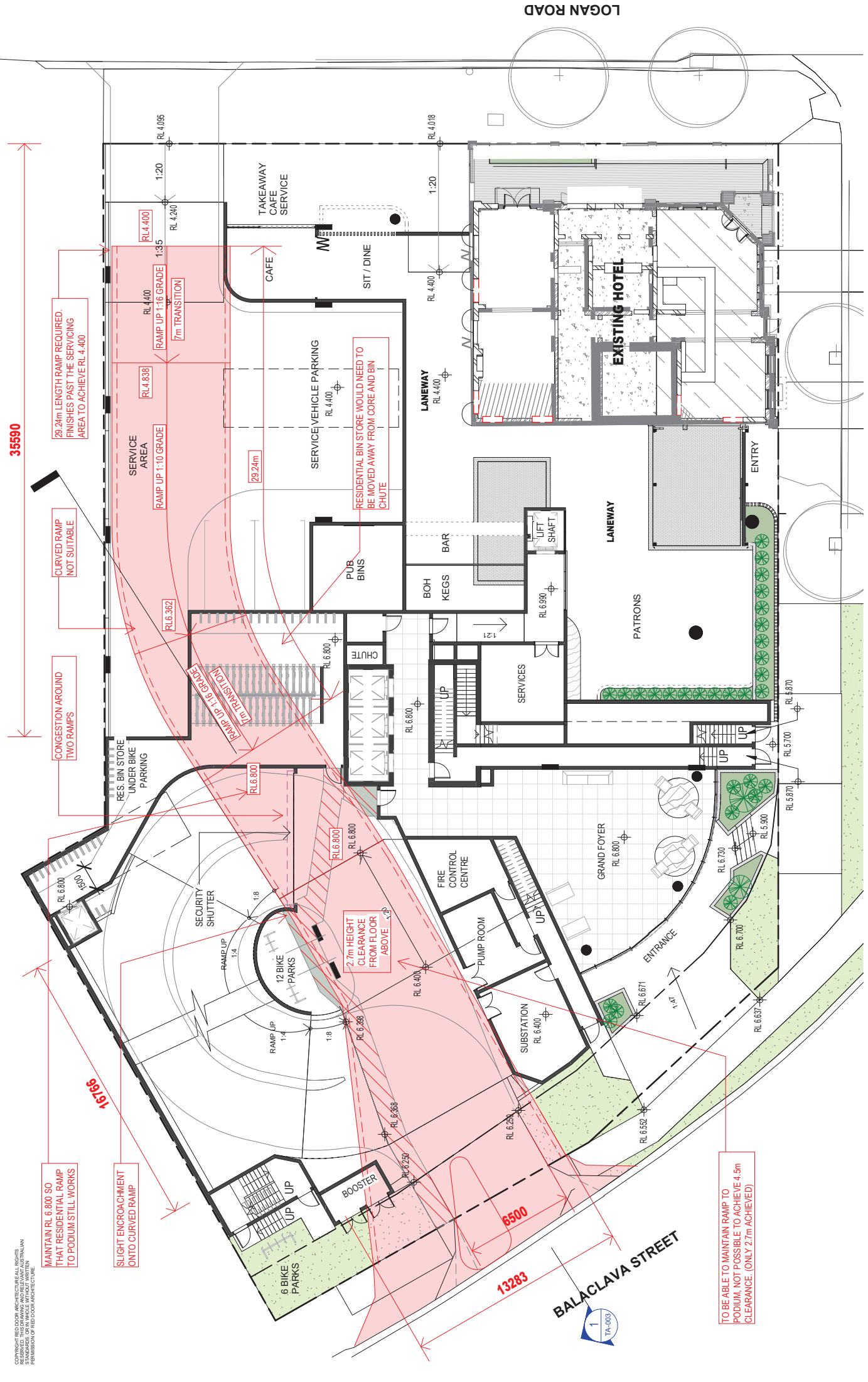


LEVEL TYPE LEGEND

PARKING
LANEWAY
COMMUNAL
GRAND FOYER
UNIT LEVEL - HALF LEVEL (LEVEL 8)
UNIT LEVEL - TYPE 1
UNIT LEVEL - TYPE 2
UNIT LEVEL - TYPE 3
UNIT LEVEL - TYPE 4



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35590

16166

29.24m LENGTH RAMP REQUIRED.
FINISHES PAST THE SERVICING
AREA TO ACHIEVE RL 4.400

CURVED RAMP
NOT SUITABLE

CONGESTION AROUND
TWO RAMP

MAINTAIN RL 6.800 SO
THAT RESIDENTIAL RAMP
TO PODIUM STILL WORKS

SLIGHT ENCROACHMENT
ONTO CURVED RAMP

29.24m

RAMP UP 1:10 GRADE
RL 4.838

RAMP UP 1:16 GRADE
RL 4.400

RAMP UP 1:16 GRADE
RL 6.382

RAMP UP 1:16 GRADE
RL 6.800

RAMP UP 1:4
RL 6.258

RAMP UP 1:4
RL 6.258

RAMP UP 1:4
RL 6.258

13283

7m TRANSITION

7m TRANSITION

7m TRANSITION

7m TRANSITION

7m TRANSITION

7m TRANSITION

7m TRANSITION

7m TRANSITION

7m TRANSITION

RESIDENTIAL BIN STORE WOULD NEED TO
BE MOVED AWAY FROM CORE AND BIN
CHUTE

RESIDENTIAL BIN STORE WOULD NEED TO
BE MOVED AWAY FROM CORE AND BIN
CHUTE

RESIDENTIAL BIN STORE WOULD NEED TO
BE MOVED AWAY FROM CORE AND BIN
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RESIDENTIAL BIN STORE WOULD NEED TO
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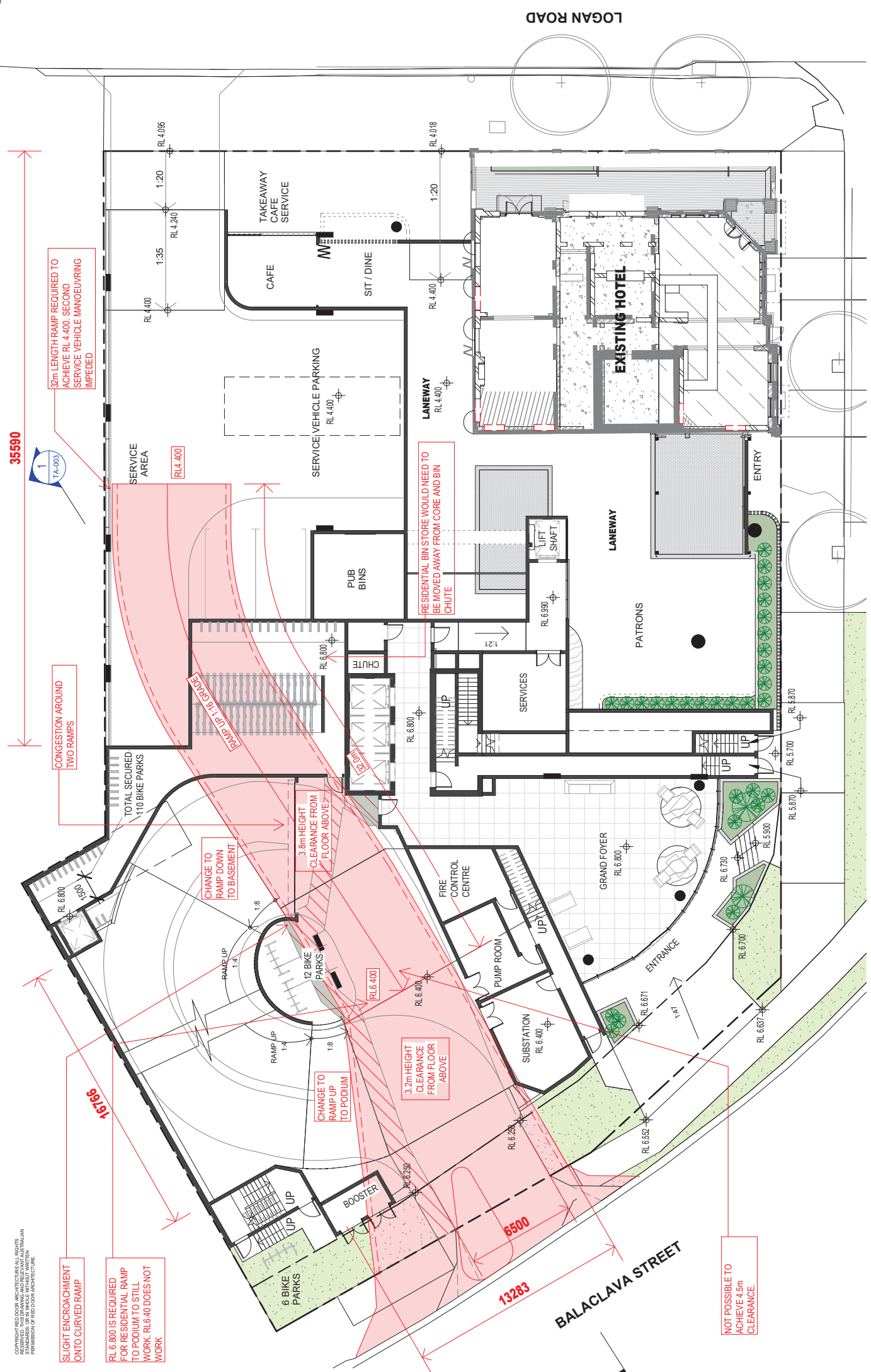
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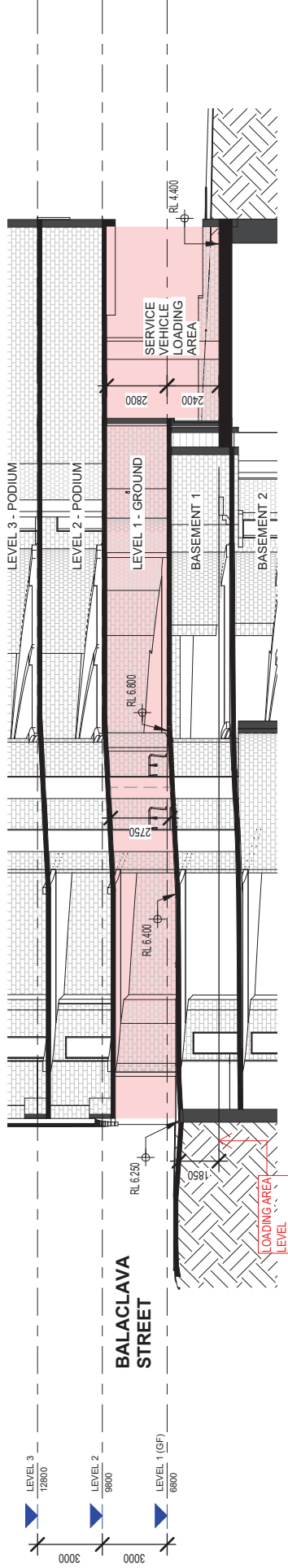
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RED DOOR
ARCHITECTURE



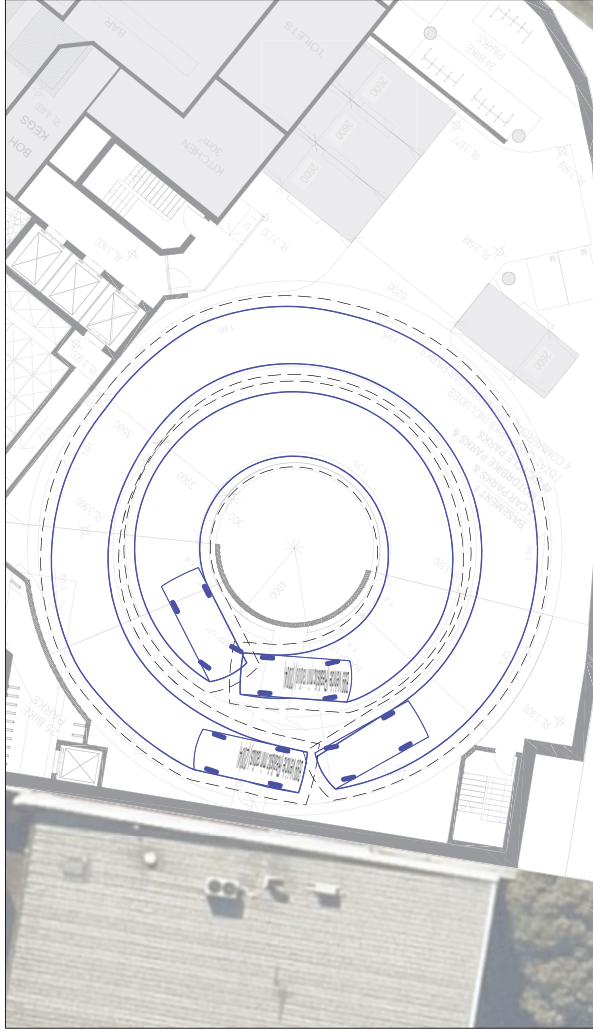
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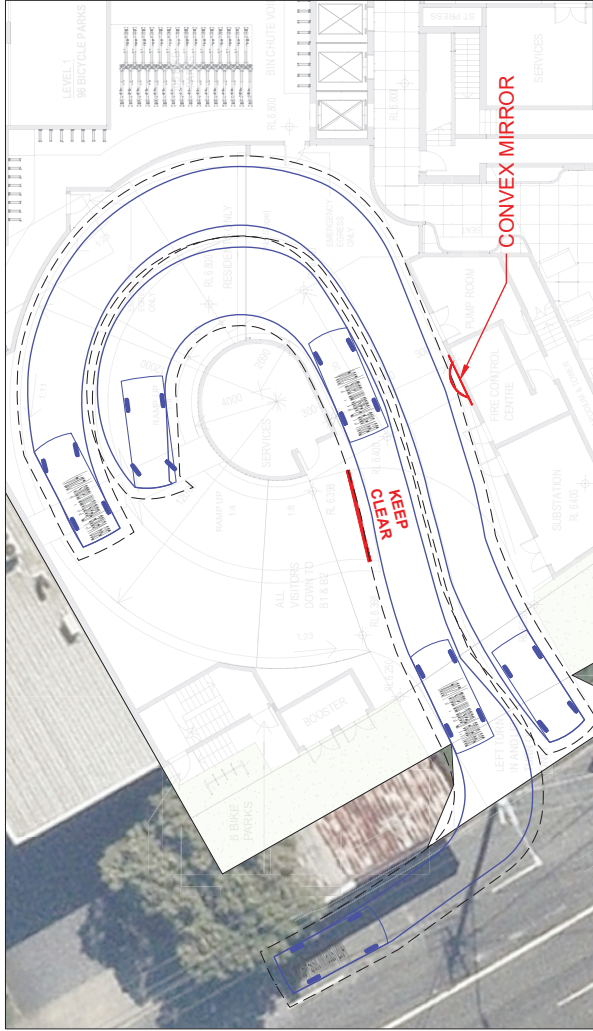


RED DOOR
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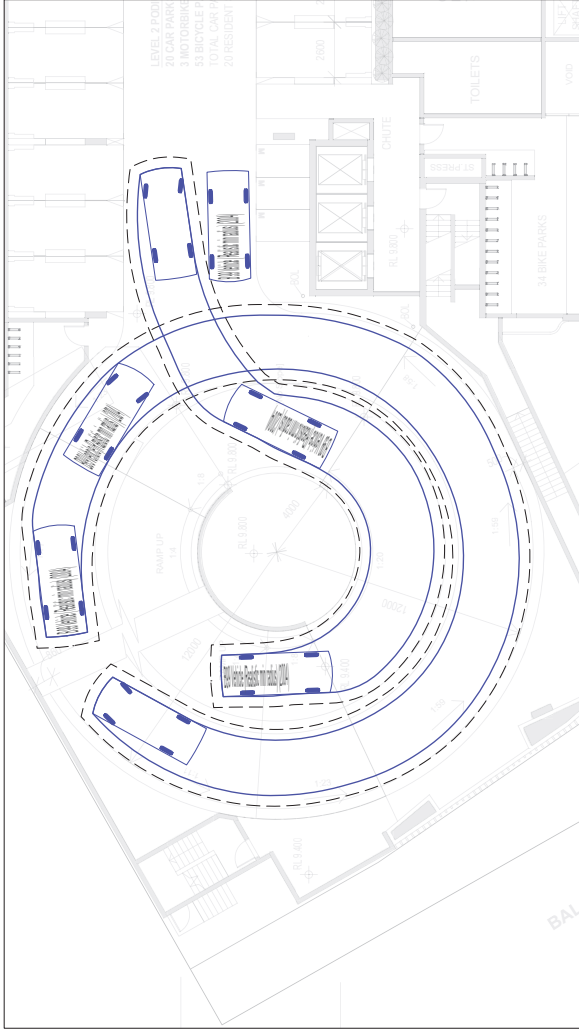
Appendix B Colliers Vehicle Swept Paths Review



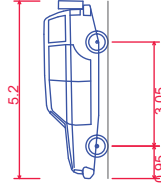
BASEMENT 1 - RAMP VEHICLE MOVEMENTS



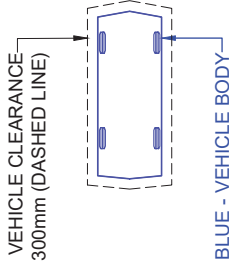
GROUND FLOOR - DEVELOPMENT CAR PARKING ACCESS



PODIUM 1 - VEHICLE MANOEUVRES

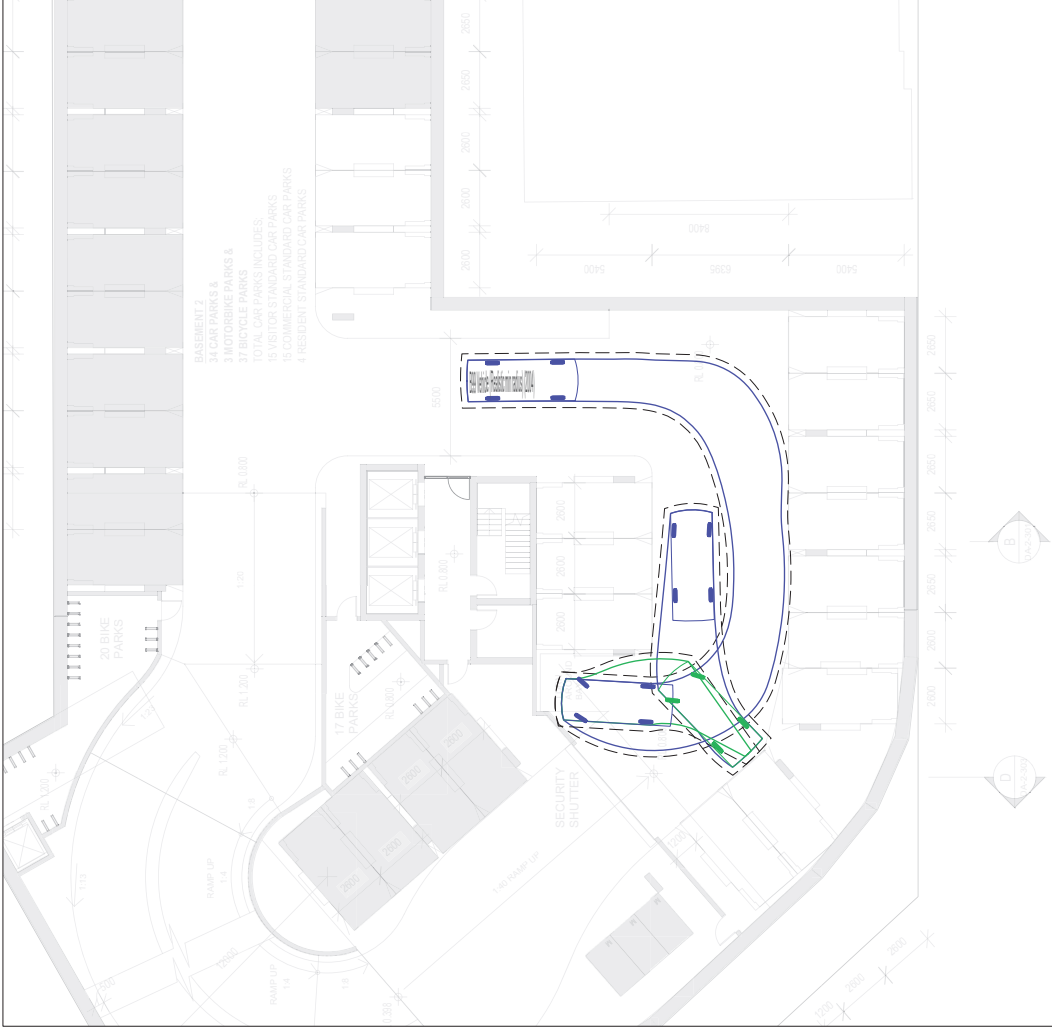


B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
Design Speed Forward 5.0km/h
Clearance Envelope 0.300m



**PRELIMINARY
ADVICE ONLY**
16 September 2025

PROJECT		PROJECT		PROJECT	
Colliers International Engineering & Design (TTMC) Pty Ltd		93 Logan Road, Woolloongabba		PROJECT NUMBER	
ABN 65 010 868 821		SWEPT PATH ANALYSIS		24BR T0602	
P.O. BOX 12015, BRISBANE QLD 4003		VEHICLE MANOEUVRES		DRAWING NUMBER	
T: (07) 3327 9500 F: (07) 3327 9501		B99 DESIGN VEHICLE		24BR T0602-12	
E: ttm@ttmgroup.com.au W: www.ttmgroup.com.au		B99 DESIGN VEHICLE		REVISION	
				C	
				DATE	
				16 Sep 2025	
				SHEET	
				1 OF 1	



VEHICLE TURNAROUND MANOEUVRE



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.978m
Wheelbase 0.978m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
Design Speed Forward 5.0km/h
Clearance Envelope 0.300m

VEHICLE CLEARANCE
300mm (DASHED LINE)
BLUE - VEHICLE BODY

REV	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
B	16/09/2025	ORIGINAL ISSUE	BY	CR	GR
A	30/03/2025	ORIGINAL ISSUE	BY	CR	GR



Carbone Developments



Colliers International Engineering
& Design (TTMC) Pty Ltd
ABN 65 010 868 821
100 Creek Road, Brisbane QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmc@colliersgroup.com.au W: www.ttmcgroup.com.au

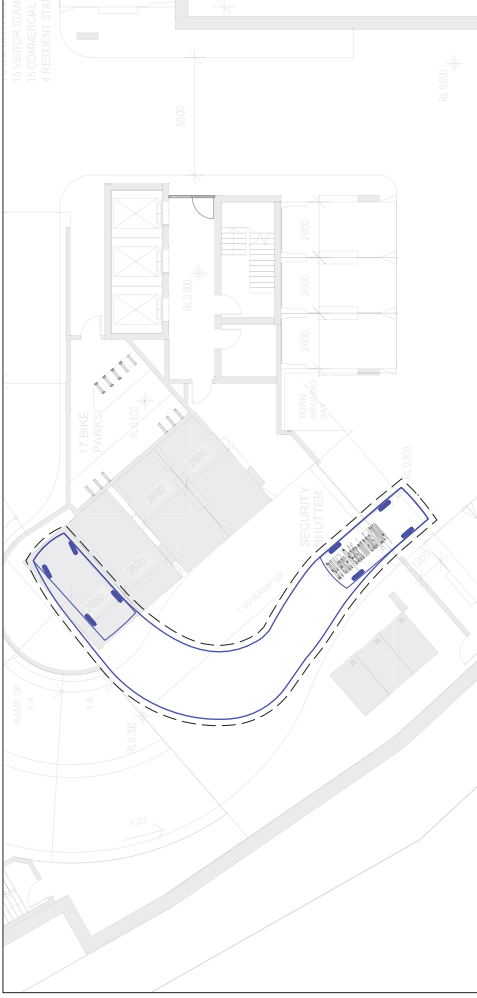
PROJECT
93 Logan Road, Woolloongabba

DRAWING TITLE
SWEEP PATH ANALYSIS
BASEMENT 2 MANOEUVRES
B99 DESIGN VEHICLE

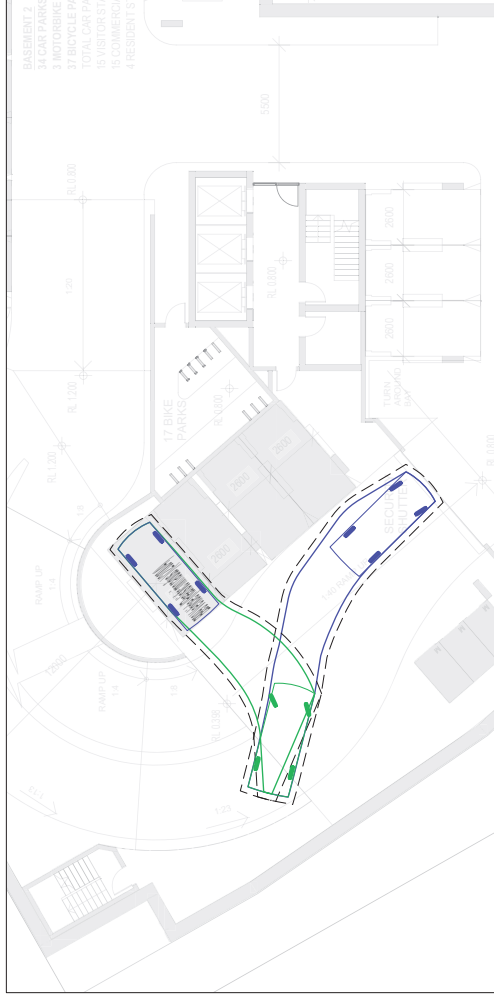
PROJECT NUMBER	ORIGINAL SIZE
24BRT0602	A3
DRAWING NUMBER	REVISION
24BRT0602-13	B
DATE	SHEET
16 Sep 2025	1 OF 1

PRELIMINARY
ADVICE ONLY

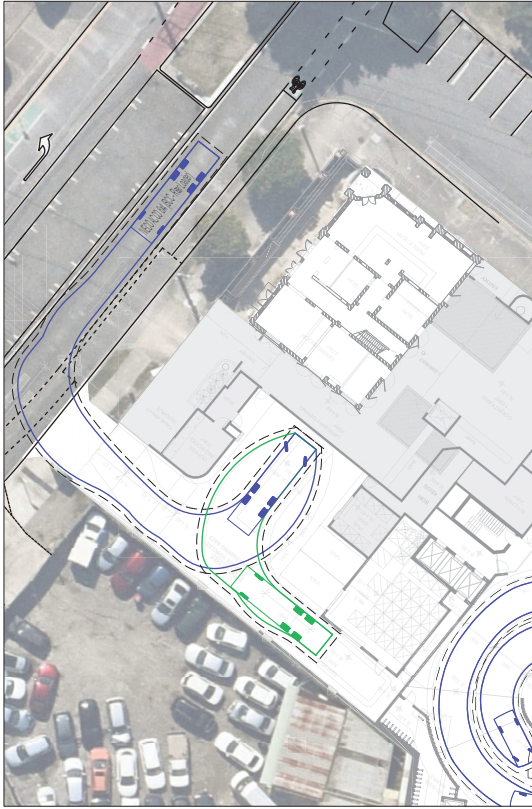
16 September 2025



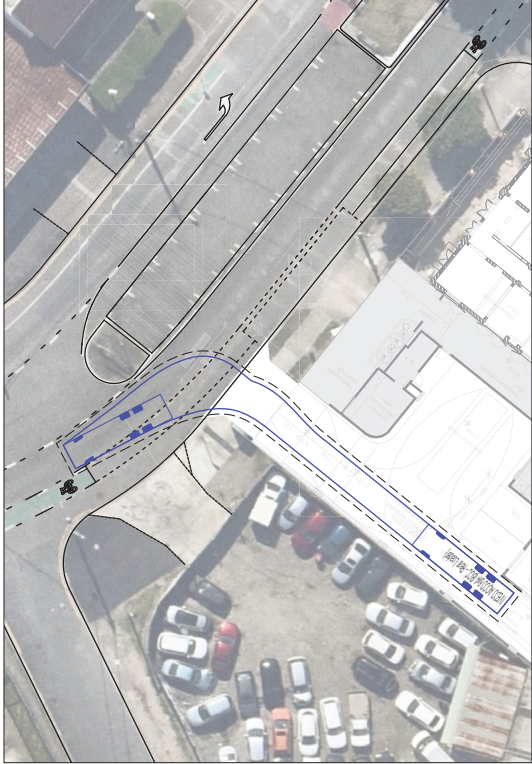
VEHICLE PARKING BAY MANOEUVRE - INGRESS



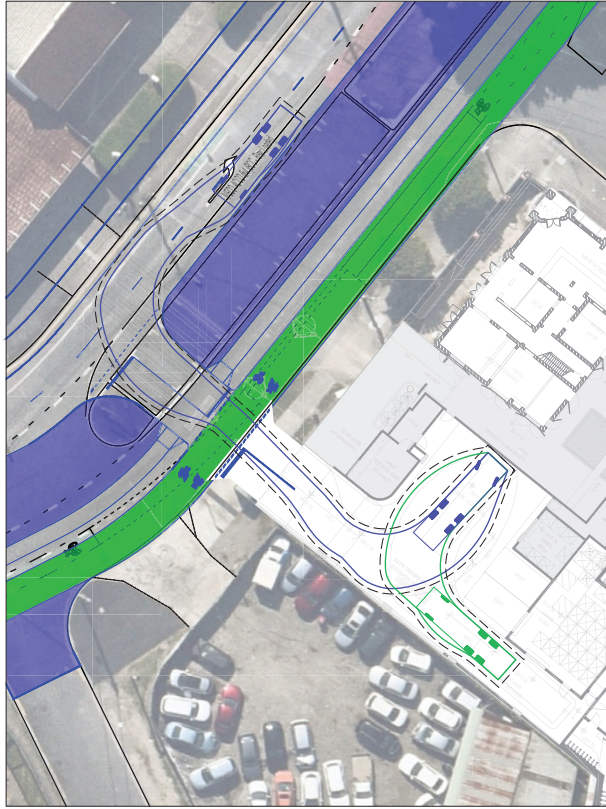
VEHICLE PARKING BAY MANOEUVRE - EGRESS



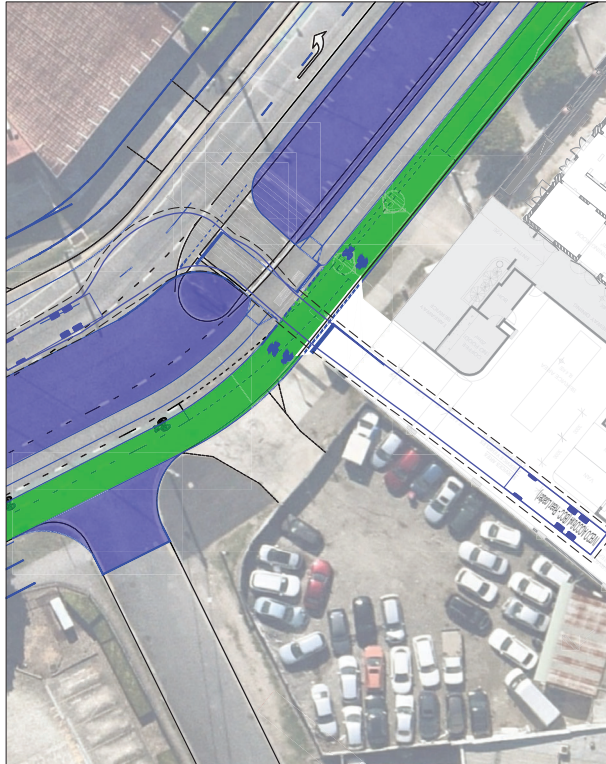
INGRESS MANOEUVRE



EGRESS MANOEUVRE
EXISTING LOGAN ROAD EXTERNAL ROAD LAYOUT



INGRESS MANOEUVRE



EGRESS MANOEUVRE

PROPOSED LOGAN ROAD EXTERNAL ROAD LAYOUT

REV	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
C	16/09/2025	REVISED SCHEME	BV	GR	GR
B	16/07/2025	REVISED ARCHITECTURAL BASE	DSF	GR	GR
A	26/11/2024	ORIGINAL ISSUE	DSF	GR	GR



Colliers International Engineering
& Design (TTMC) Pty Ltd
ABN 65 010 868 821
10/110 SOUTH BRISBANE QLD 4000
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T: (07) 3327 9500 F: (07) 3327 9501
E: ttmc@colliersgroup.com.au W: www.ttmcgroup.com.au



NORTH



SCALE 1:500 AT ORIGINAL SIZE

CLIENT
Carbone Developments

PROJECT
93 Logan Road, Woolloongabba

DRAWING TITLE
EXISTING ROAD LAYOUT - PROPOSED SEPARATED BIKE LANE
LOGAN ROAD BETWEEN BALACLAVA ST & WALKER ST
(10.24m REAR LOADER RCV SWEEP PATHS)

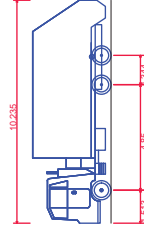
PROJECT NUMBER
24BR0602

DRAWING NUMBER
24BR0602-14

DATE
16 Sep 2025

PROJECT NUMBER	DRAWING NUMBER	DATE
24BR0602	24BR0602-14	16 Sep 2025

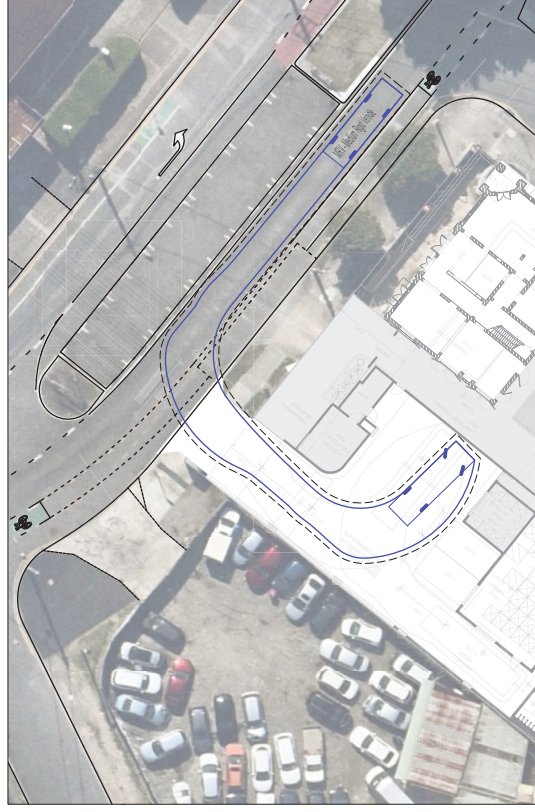
ORIGINAL SIZE	REVISION	SHEET
A3	C	1 OF 1



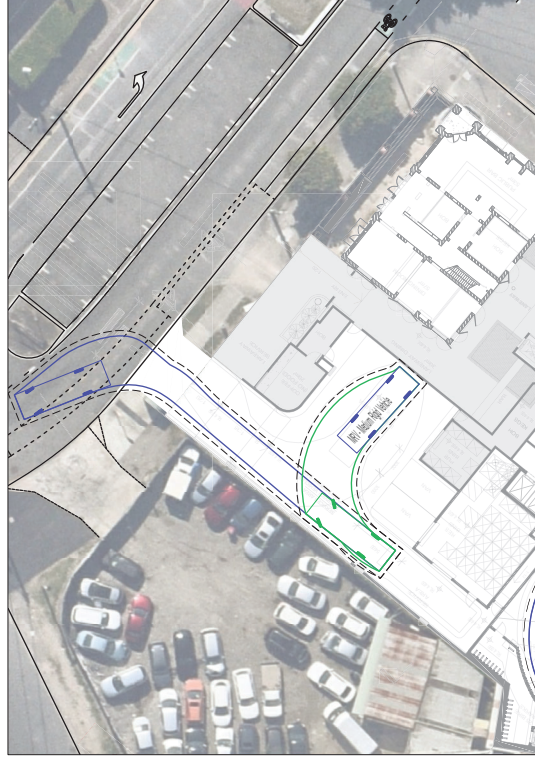
- IVECO ACCO 6x4 (BCC - Rear Loader)
- Overall Length 10.24m
- Overall Width 2.50m
- Overall Body Height 3.600m
- Min Body Ground Clearance 0.280m
- Track Width 2.500m
- Lock-to-lock time 6.00s
- Curb to Curb Turning Radius 9.757m
- Body Clearance 0.500m

**PRELIMINARY
ADVICE ONLY**

16 September 2025



INGRESS MANOEUVRE

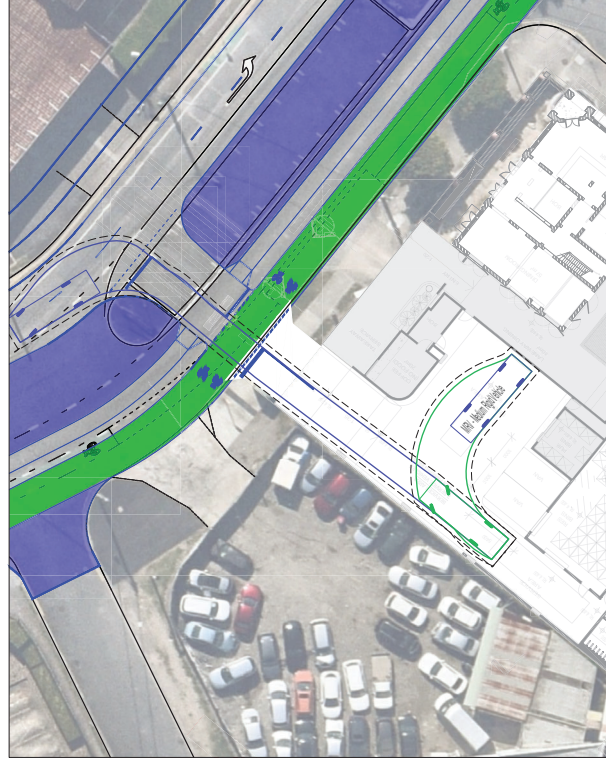


EGRESS MANOEUVRE

EXISTING LOGAN ROAD EXTERNAL ROAD LAYOUT

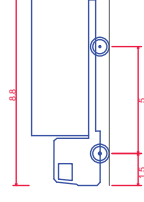


INGRESS MANOEUVRE



EGRESS MANOEUVRE

PROPOSED LOGAN ROAD EXTERNAL ROAD LAYOUT



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 Turning Radius	4.00s
Curb to Curb Turning Radius	10.000m
Design Speed Forward	50km/h
Clearance Envelope	0.500m

**PRELIMINARY
ADVICE ONLY**

[illegible]

Appendix C TAPS Code Responses

9.4.11

Transport, access, parking and servicing code

9.4.11.1

Application

1. This code applies to assessing:
 - a. operational work which is assessable development if this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for operational work (section 5.8); or
 - b. a material change of use or reconfiguring a lot if:
 - i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5) reconfiguring a lot (section 5.6), or an overlay (section 5.10); or
 - ii. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code contains performance outcomes or acceptable outcomes that relate to:

- crime prevention through environmental design principles, guidance is included in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided and the Graffiti prevention planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- transport, access, parking and servicing standards and guidelines are contained in the Transport, access, parking and servicing planning scheme policy and the

Note—If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997*, the development contains a reconfiguring a lot aspect of development and the Subdivision code will apply.

9.4.11.2

Purpose

1. The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.
 - b. Development enhances the potential for trip making other than by private vehicle.
 - c. Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.
 - d. Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.

- e. Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system.
- f. Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles.
- g. Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.
- h. Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.
- i. Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.
- j. Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:
 - i. are safe and convenient to use;
 - ii. if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.
- k. Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.
- l. Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.

9.4.11.3

Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development is designed: a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds.	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	The proposed development access, layout and proposed servicing arrangement are generally compliant with Council's TAPS PSP – Refer to Colliers' Transport Engineering Report.

Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: - is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.	AO2 No acceptable outcome is prescribed.	Compliant Bus stop ID:003051 located directly on Logan Road site frontage with proposed relocation of existing bus stop 30m south of existing location. High level public transport accessibility with multiple stops within 400m and within 550m of major interchange (Woolloongabba South East Busway). Balaclava Street and Logan Road frontage footpaths and cycle provisions comply with the Woolloongabba Plan Streetscape hierarchy – Refer to Colliers' Transport Engineering Report.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	Compliant The proposed accesses' location, form, and design generally comply with Council's TAPS PSP. Further, given the justification provided within the report, the proposed development is not expected to result in a significant worsening of operation on the road network and is not expected to have a significant impact on the safety, efficiency, function, convenience or use, or capacity of the road network – Refer to Colliers' Transport Engineering Report.

PO4 Development provides walking and cycle routes through the site which: a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	Compliant The development provides pedestrian and cyclist access to/from the site via public footpaths off Balaclava Street and Logan Road.
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity;	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. AO5.3	Complies with AO5.1, AO5.3, AO5.4 & AO5.5 The development according to Council's TAPS PSP Table 21 being multiple dwelling and food & drink outlet is not listed among uses that require separate cyclist and end-of-trip facilities.

e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	Compliant The development provides pedestrian access to/from the site via public footpaths off Baladava Street and Logan Road.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	Compliant The proposed development provides pedestrian and cyclist connection to/from the site which is reflective of the existing external network
PO9	AO9.1	Compliant The proposed development provides LILO access

Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy). AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage. AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO9.4 Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	driveway to car parking via Balaclava Street and LILLO access driveway to separate servicing area on Logan Road in compliance with BCC Standard Drawings. Adequate sight distance and pedestrian splays provided at both proposed accesses as per TAPS PSP. Performance solution sought for queueing provision at carpark driveway – Refer to Colliers' Transport Engineering Report. Logan Road service vehicle access driveway proposed at current bus stop ID:003051. Development includes proposed relocation of bus stop 30m south of existing alignment to avoid conflict with driveway. Active transport access is provided separate to vehicle driveways via Balaclava Street and Logan Road.
PO10 Redevelopment provides for:	AO10 No acceptable outcome is prescribed.	Compliant The proposed development will result in the closure of all existing driveways to facilitate the proposed new driveway locations.

a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths.		
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO11.2 Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight plays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	Complies with AO11.1 & AO11.2 Both proposed development access driveways provide adequate sight distance as per TAPS PSP. Convex mirrors supplied to provide additional sight distance to queues at internal circular ramp convergence point – Refer to Colliers' Transport Engineering Report.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	Not applicable – Car parking rates supplied in accordance with Woolloongabba PDA Development Scheme – Refer to Colliers' Transport Engineering Report.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking	AO13 Development outside of the City core and City frame as identified in Figure a:	Not applicable.

demand without any overflow of car parking to an adjacent premises or adjacent street.	a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
PO14 Development ensures that the number of car parking spaces and design of the car parking area: a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Refer to response to PO12.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area;	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with AO15 Car parking design requirements are met as per TAPS PSP or AS2890.1:2004 series – Refer to Colliers' Transport Engineering Report.

d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e. is consistent with safe and convenient pedestrian and cyclist movement.		
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	Complies with AO16 It is understood that the development design will create a safe environment by incorporating the key elements of crime prevention through environmental design.
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:	Not relevant to traffic engineering assessment.

	a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Compliant On-site servicing refuse collection is proposed via dedicated shared LRV/RCV service bay with turn around area and 2 van bays meeting minimum TAPS PSP requirements for development land uses – refer to Colliers' Transport Engineering Report..
PO19 Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; b. is located away from street frontages and screened from adjoining premises. AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy. AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing	Compliant Proposed servicing area separate to car parking access includes on-site turn around provision for up to LRV design vehicle allowing for forward gear ingress and egress as per Brisbane City Council's TAPS PSP requirements.

	planning scheme policy and the Infrastructure design planning scheme policy.	
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 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.	Compliant - Refer to PO18 & PO19
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1—9.	AO21.1 Development which is freight-dependent development is located on a site which: a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	Not applicable

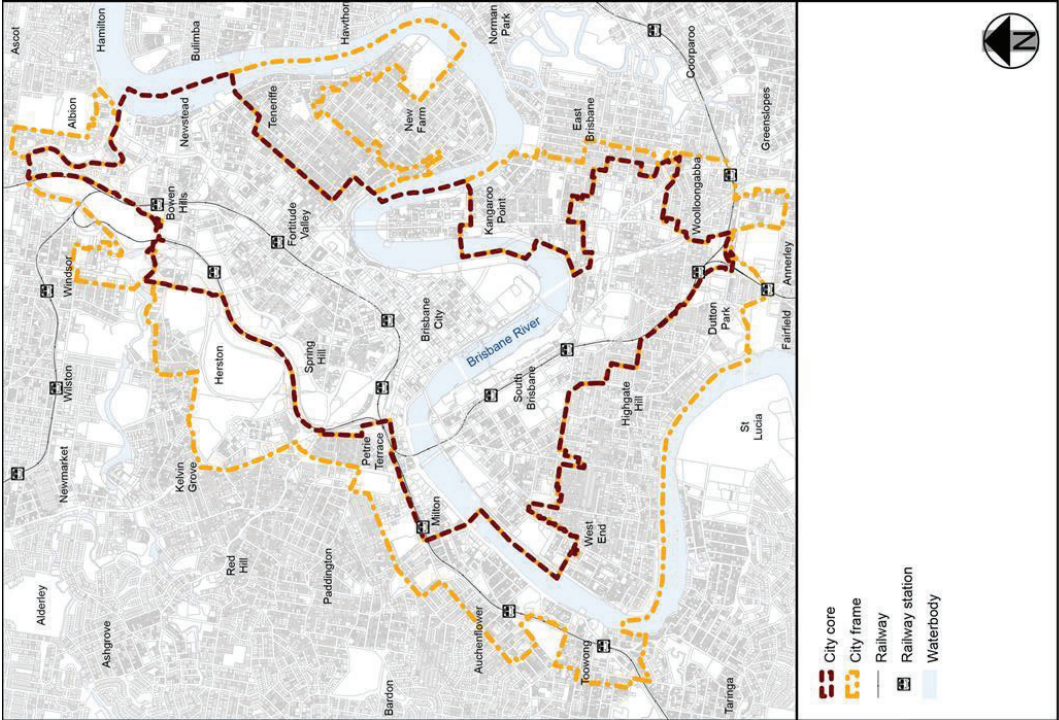


Figure a—City core and City frame

View the high resolution of Figure a-City core and City frame