



PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

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By: Essen Joseph

Date: 25-May-2026



See amendments in red to Drawing
Number 26BRT0011-04 , contained in
Appendix B.

Transport Engineering Report

893-899 Stanley St & 10 Hampton St, East
Brisbane

Multiple Dwelling Development



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Revision Record

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1. Introduction

1.1. Purpose

Colliers International Engineering and Design (TTMC) Pty Ltd has been engaged to prepare a Transport Engineering Report investigating a proposed multiple dwelling development located at 893-899 Stanley and 10 Hampton Street, East Brisbane. It is understood this report will accompany a Development Application to be lodged with Economic Development Queensland (EDQ), given the site is located within the Woolloongabba Priority Development Area (PDA).

Whilst the application will be submitted to EDQ, it is noted that many of the provisions of the Woolloongabba PDA Development Scheme revert to the respective requirements of the Brisbane City Council City Plan 2014.

1.1. Scope

The scope of the transport aspects investigated includes:

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

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

- Woolloongabba PDA Development Scheme
- Brisbane City Council Planning Scheme (City Plan 2014), specifically:
 - Transport, Access, Parking and Servicing Code (TAPS Code)
 - Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP)
 - Infrastructure Design Planning Scheme Policy (Infrastructure PSP)
 - Refuse Planning Scheme Policy (Refuse PSP)
 - Streetscape Design Overlay Code

- Road Hierarchy Overlay Code
- Bicycle Network Overlay Code
- Australian Standards for Parking Facilities, specifically:
 - Part 1: Off-street car parking (AS2890.1:2004)
 - Part 2: Off-street commercial vehicle facilities (AS2890.2:2018)
 - Part 3: Bicycle parking (AS2890.3:2015)
 - Part 6: Off-street parking for people with disabilities (AS2890.6:2009).
- Council Standard Drawings (BSD Series)

2. Site Location

2.1. Subject Site and Surrounding Streets

The site is located at 893-899 Stanley Street and 10 Hampton Street, East Brisbane, as shown in Figure 2.1. The property description is Lot 60- 63 /RP11567 and 1/RP116092. The site has frontage to Stanley Street to the north and Hampton Street to the west.

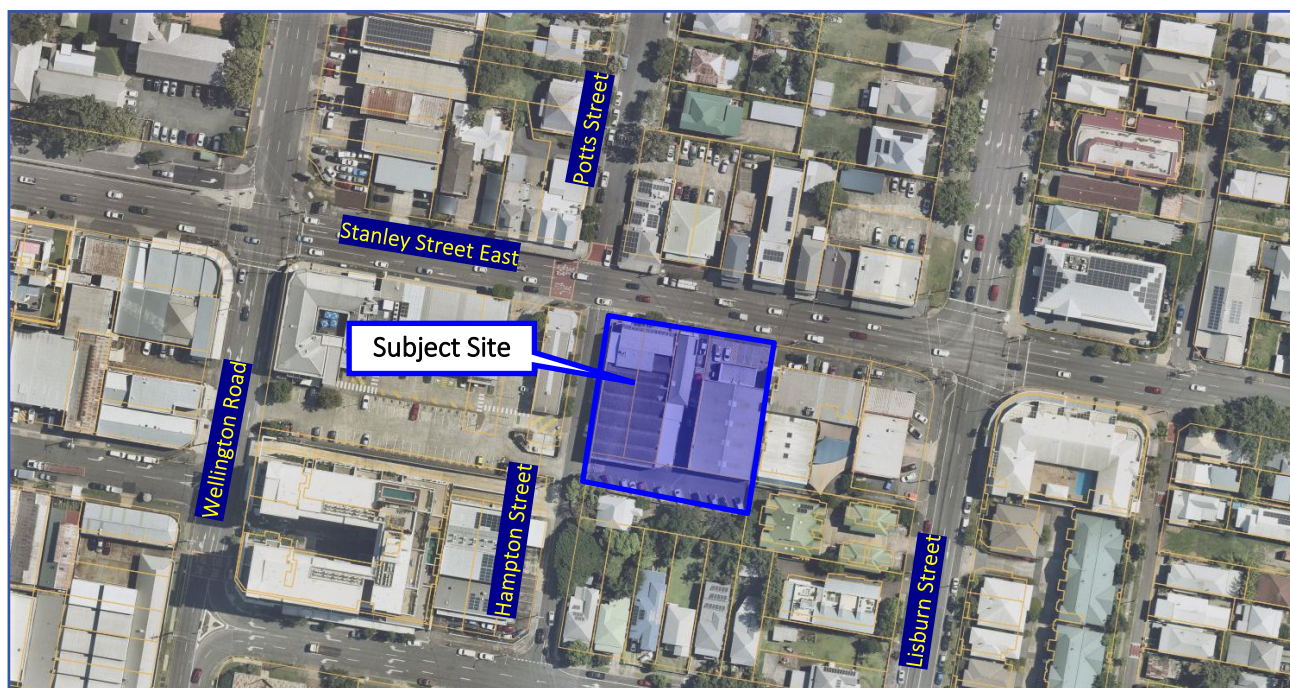


Figure 2.1: Site location (Source: Nearmap)

The site is currently occupied by three buildings, detailed as follows:

- Bulky goods retailer (or similar) on 899 Stanley Street East with direct car parking access via two driveway crossovers off Stanley Street East.
- Office development (or similar) over two buildings or similar on 893 to 897 Stanley Street East, with a single driveway crossover off Stanley Street East
- 10 Hampton Street consists of at-grade car parking only with a single driveway crossover off Hampton Street

2.2. Woolloongabba PDA

The site is located within and on the eastern edge of the Woolloongabba PDA as illustrated Figure 2.2. As such, the proposed development will need to address the requirements of the Woolloongabba PDA Development Scheme (October 2025).



Figure 2.2: Subject Site relative to the Woolloongabba PDA Boundary

Site: 893-899 Stanley St and 10 Hampton St, East Brisbane

Reference: 26BRT0011

3. The Proposed Development

3.1. Development Profile

The proposed development is for a residential multiple dwelling development comprising 176 units, consisting of the following breakdown:

- 32 one-bedroom dwellings
- 112 two-bedroom dwellings
- 32 three-bedroom dwellings

A copy of the architectural plans is included in **Appendix A**.

3.2. Parking Arrangements

The development plan includes a total of 238 parking spaces across ground-level and podium levels. It includes the following parking supply:

- 208 resident spaces
- 30 visitor spaces (incl. 1 PWD spaces)

Further details regarding the proposed car parking provisions are included in **Section 7**.

3.3. Access Arrangements

Access to the site is via an all-movement access to Hampton St that will accommodate cars and service vehicles.

Further details regarding the proposed access arrangements are included in **Section 8**.

3.4. Servicing Arrangements

The development plan allows for regular access for vehicles up to the size of a refuse collection vehicle (RCV) and medium rigid vehicle (MRV). The site layout caters for a HRV to reverse-in from Hampton Street and exit in a forward gear.

Further details regarding the proposed servicing arrangements are included in **Section 9**.

3.5. Active Transport

The development plan provides a pedestrian entry at both Stanley Street and Hampton Street frontages. 176 residential bicycle parking spaces and 44 visitor parking spaces are provided.

Further details regarding the proposed active transport arrangements are included in **Section 10**.

4. Site Travel Environment

4.1. The Road Network

The hierarchy and characteristics of roads in the immediate vicinity of the site are shown in Figure 4.1.

Table 4.1: Surrounding Road Hierarchy

Road	Speed Limit	Lanes	Classification
Stanley Street / Stanley Street East	60km/h posted	4 traffic lanes one-way westbound	Arterial Road
Hampton Street	50km/h ¹	2 traffic lanes two-way unmarked plus informal kerbside parking	Neighbourhood Road
Potts Street	50km/h ¹	2 traffic lanes two-way unmarked plus informal kerbside parking	Neighbourhood Road
Overend Street	60km/h posted	3 traffic lanes one-way westbound formal kerbside parking	Arterial Road
Lisburn Street	60km/h posted	2 to 4 traffic lanes one-way southbound plus informal kerbside parking	Suburban Road
Wellington Road	60km/h posted	4 traffic lanes one-way northbound	Arterial Road

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

The intersection controls within the vicinity of the site are detailed as follows:

- The Stanley Street / Hampton Street intersection is a priority controlled four-leg intersection
- The Hampton Street / Overend Street intersection is a priority controlled four-leg intersection
- The Stanley Street East / Lisburn Street intersection is a signalised four-leg intersection
- The Wellington Road / Stanley Street intersection is a signalised four-leg intersection

4.2. Transport Planning

Colliers has reviewed the BCC Local Government Infrastructure Plan (LGIP) Mapping, DTMR's Development Assessment Mapping System (DAMS), DTMR's Queensland Transport and Roads Investment Program (QTRIP) and Queensland Government's Woolloongabba PDA Development Charges and Offset Plan (DCOP). It is understood that there are several road, active transport and public transport infrastructure upgrades within the proximity of the site. Extracts of the Woolloongabba PDA DCOP Road and Active Transport infrastructure plans are shown in Figure 4.2.



Figure 4.1: Woolloongabba PDA DCOP Road Infrastructure

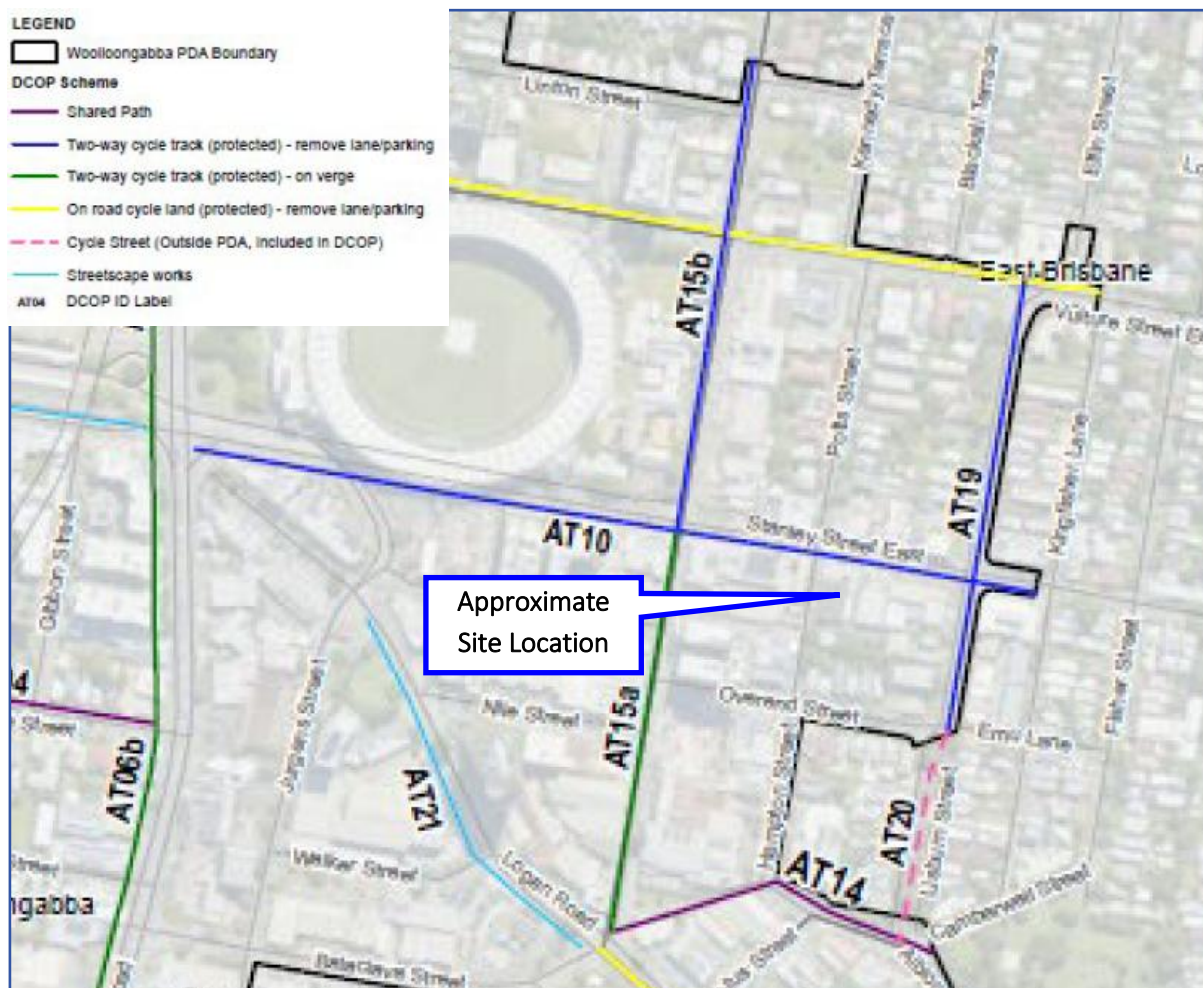


Figure 4.2: Woolloongabba PDA DCOP Active Transport Infrastructure

Based on the above figures, a number of infrastructure upgrades within immediate proximity to the site are described as follows:

- I14 – Intersection Upgrade – Cyclist Crossing & Bus Jump
 - Estimated Timing of 2031 & Estimated Cost of \$1,114,015
- I24 / LGIP EAB-RL-004 – Intersection Upgrade – Cyclist Crossing
 - Estimated Timing of 2031+ & Estimated Cost of \$362,426
- RD06b / AT10 / LGIP EAB-RC-007 – Two-way cycle track and wide footpath
 - Estimated Timing of 2031 & Estimated Cost of \$4,505,930
- RD15b / AT15b – Two-way cycle track and wide footpath
 - Estimated Timing of 2031 & Estimated Cost of \$2,589,231

There are no planned road or infrastructure upgrades within the vicinity of the site identified in DTMR's DAMS mapping. However, the new Woolloongabba train station is under construction to the west of the site. Figure 4.3 shows the proposed location of the train station. Trains services for the Cross River Rail, through Woolloongabba Station, are expected to commence by 2029.

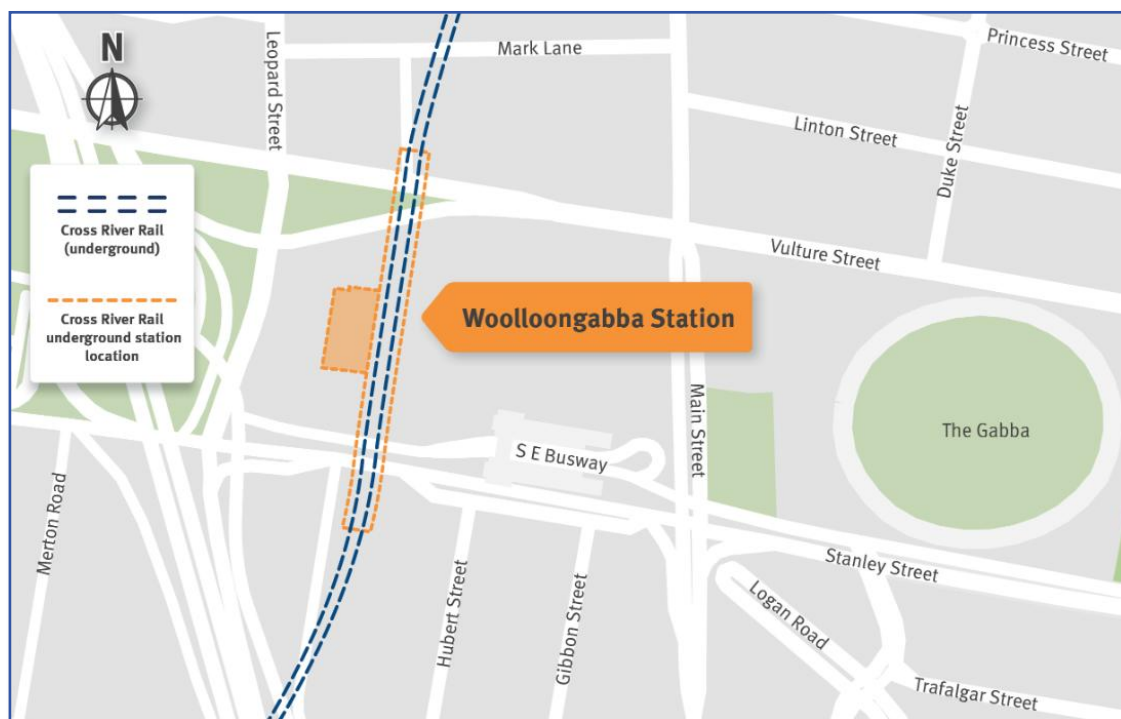


Figure 4.3: Woolloongabba Train Station (Proposed) (Source: crossriversrail.qld.gov.au)

4.3. Public Transport Facilities and Services

4.3.1. Bus Services

The site is located approximately 700m walking distance to the Woolloongabba Bus Station which is a major public transport interchange.

- This interchange services route 26, 29, 61, 100, 125, 175, 185, 200, 204, 210, 211, 212, 214, 215, 220, 230, 234, 235, 333, 340, N100, N154, N184, N200, N226

Colliers has also undertaken a review of the bus stops within 400m walking distance to the site. However, it is noted that many public transport users would prioritise services from Woolloongabba Bus Station due to frequency of buses and its connectivity to other suburbs or major destinations other than Brisbane City. These on-street bus stops include:

- Stanley St at Stanley Street East, stop 10 (approximately 80m walking distance)
 - This stop services route 185, 210, 212, 214, 215, 220, 230 and 235
- Stanley St at East Brisbane School, stop 10 (approximately 150m walking distance)

- This stop services route 185, 210, 212, 214, 215, 220, 230, 235, N184 and N226
- Stanley St at Fisher Street, stop 15/11 (approximately 200m walking distance)
 - This stop services route 175 and 204
- Jurgens St at Woolloongabba, stop E (approximately 365m walking distance)
 - This stop services route 125, 175 and 204
- Stanley St at Jurgens Street, stop F (approximately 400m walking distance)
 - This stop services route 175 and 204

The following is a summary of the bus routes currently serviced by these stops:

Table 4.2: Bus Services

Route	Suburbs Serviced	Operation	Peak hour frequency
Route 175	Garden City to Fortitude Valley	7 days	10-min weekday 30-min weekend
Route 185	Garden City to City & Fortitude Valley	7 days	15-min weekday 30-min weekend
Route 204	Carindale to Fortitude Valley	7 days	10-min weekday 30-min weekend
Route 210	Cannon Hill to City & Fortitude Valley	7 days	30-min weekday 30-min Saturday 2-hrs Sunday
Route 212	Carindale to City & Fortitude Valley	7 days	30-min weekday 30-min weekend
Route 214	Carindale to City Express via Tingalpa	5 days	15-min weekday
Route 215	Carindale to City Express via Tingalpa	7 days	1-hr weekday 1-hr weekend
Route 220	Wynnum, Carindale and Cannon Hill to City	7 days	1-hr weekday 1-hr weekend
Route 230	Balmoral to City via Riding Road	7 days	15-min weekday 30-min Saturday 1.5 hr Sunday
Route 235	Balmoral to City via Thynne Road	6 days	30-min weekday 45- min Saturday

4.4. Active Transport Facilities

4.4.1. Bicycles

Within vicinity of the site, Stanley Street forms part of the Primary Cycle route under the BCC City Plan mapping as shown in Figure 4.4. Formal bicycle lanes are not provided but it is understood that there are plans to provide a cycle track as mentioned in Section 4.2.

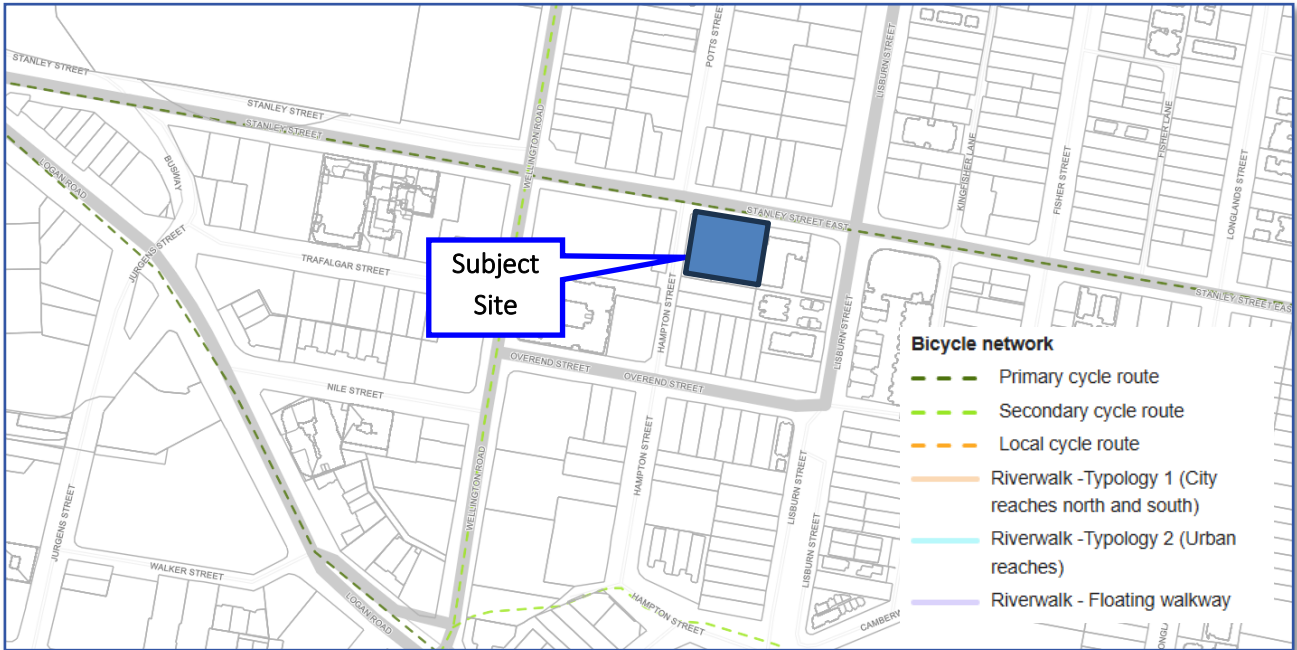


Figure 4.4: Bicycle Network. Source – Brisbane City Council City Plan 2014

Colliers has reviewed DTMR's SEQ Principal Cycle Network of which Stanley Street forms part of the SEQ Principal route, as shown in Figure 4.5.

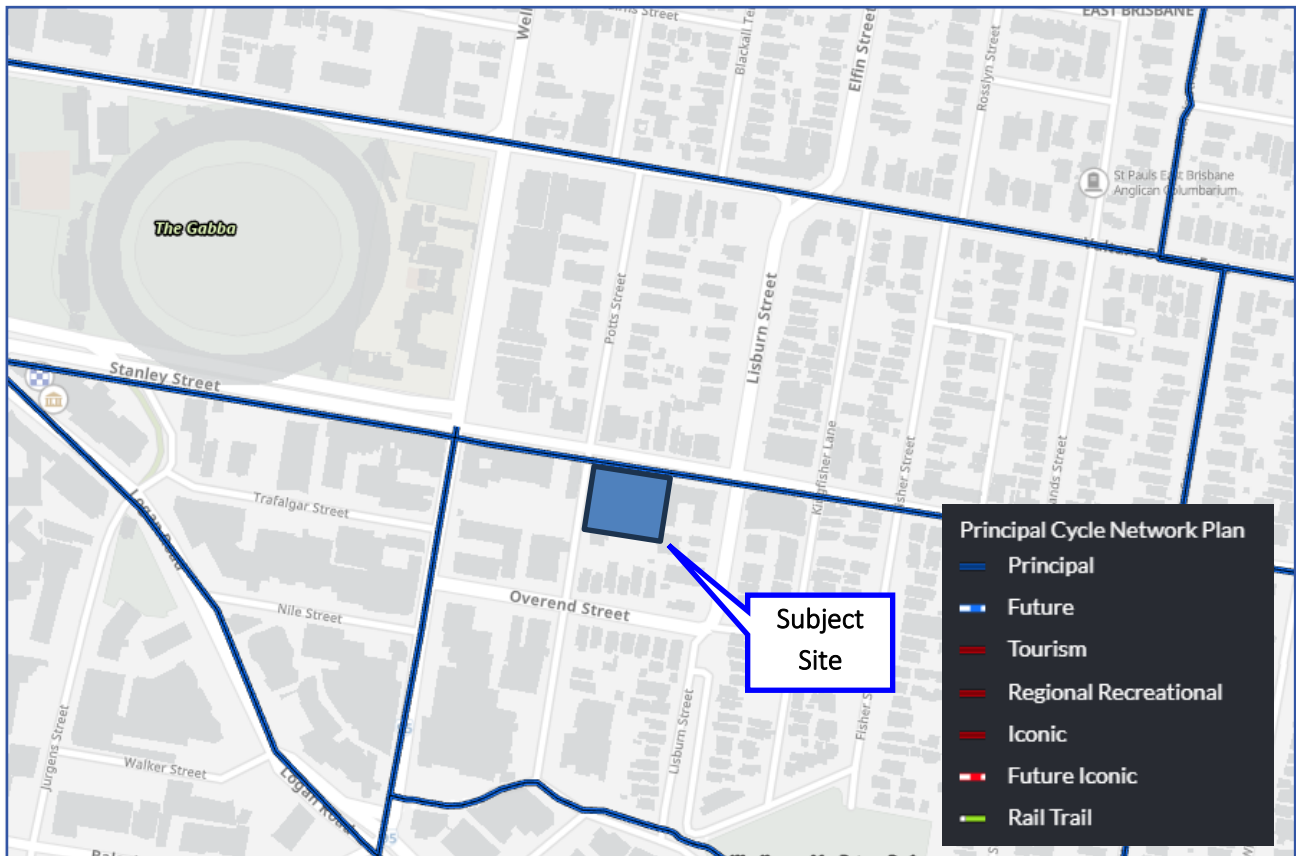


Figure 4.5: Principal Cycle Network Plan (Source: Queensland Globe)

4.4.2. Pedestrians

Formal pedestrian footpaths are located on both sides of Stanley and Hampton St. The nearest formal pedestrian crossings across Stanley St are located at the Lisburn/ Stanley signalised intersection and the Wellington/ Stanley St signalised intersection, both within a short walking distance from the site.

5. Parking Arrangements

5.1. Parking Supply

The car parking supply requirements for the proposed development land uses have been determined in line with Table 10 of the Woolloongabba PDA Development Scheme dated October 2025.

Table 4.5.1 provides a summary of the parking supply requirements in line with the Woolloongabba PDA, and the proposed provisions, for the development scheme.

Table 4.5.1: Woolloongabba Car Parking Supply Requirement

Land Use / Component	Woolloongabba PDA Requirement	Extent	Requirement	Provision
Multiple Dwelling (Residents):	Maximum rate:			
• 1 Bedroom	0.5 space/unit	32 units	16 spaces maximum	32 spaces
• 2 Bedrooms	1.0 spaces/unit	112 units	112 spaces maximum	112 spaces
• 3 Bedrooms	1.5 spaces/unit	32 units	48 spaces maximum	64 spaces
Subtotal			176 spaces maximum	208 spaces
Multiple Dwelling (Visitors)	0.15 spaces/unit	176 units	27 spaces minimum	30 spaces
Total				238 spaces

As shown in the above table, the intent is to provide 1 car parking space per unit for all 1-bed and 2-bed units, and 2 car parking spaces for all 3-bed units. This results in a total supply of 208 residential parking spaces, which exceeds the maximum parking provision of 176 parking spaces.

This proposed supply is considered to find the right balance between achieving the intent of the precinct by minimising car ownership and private vehicle trips whilst realising the current state of public and active transport infrastructure and ongoing densification of the precinct. Although it is acknowledged that the proposed car parking supply for 1- and 3-bed units exceed the PDA's maximum rates, the proposal complies with the maximum car parking rate for all 2-bed units, noting that 2-bed units comprise 112 of the proposed 176 units (~64%) of the development yield.

Consideration has also been given to the following key points:

- While the maximum parking rate provides an appropriate strategic benchmark that supports broader mode-shift objectives for the area, it is also important to consider short- to medium-term transport realities. Until the future Woolloongabba Station becomes operational and surrounding active and public transport networks are fully established, residents are likely to retain a relatively high level of car ownership. As such, a modest exceedance of the maximum rate represents a balanced and pragmatic response that addresses foreseeable car ownership during this transition period, while remaining broadly aligned with the long-term intent of the planning framework.
- The site is positioned on the boundary of higher public transport accessibility zones rather than at the core. It is also located on the eastern edge of the Woolloongabba PDA (refer to Figure 2.2). This reduces

the attractiveness of public and active transport options – particularly on weekends, potentially resulting in a higher private vehicle ownership than anticipated under the PDA’s maximum rate.

- Although committed in planning policy, current active transport infrastructure (e.g., continuous separated cycleways, wider footpaths and additional pedestrian links, and direct pedestrian crossings) remains incomplete or fragmented. Until these networks are fully realised, barriers to walking or cycle still exist.

Providing a modest but practical parking supply still allows flexibility for future conversion (e.g., to storage or additional bike parking) if private vehicle dependency decrease over time with improved transport networks. Overall, the proposed surplus in parking is considered to address the transition to reduced car dependency until long term transport infrastructure is completed and significant urban densification is realised.

People with a Disability (PWD) Parking

PWD requirements relate to visitor parking and are not required for residential dwellings under NCC. Therefore, the TAPS PSP indicates the following requirements for PWD parking:

- A provision rate of 1 PWD space for every 50 ‘ordinary’ spaces (with a minimum of 1 space)
- Multiple dwellings with more than 10 units provide a minimum of 1 visitor car parking space designed and reserved for vehicle occupants with a disability.
- PWD spaces are provided as close as possible to the main building entrance.

1 PWD space has been provided adjacent to the building ground floor car park entry which complies with the TAPS PSP.

5.2. Parking Layout

Table 4.5.2 identifies the characteristics of the proposed parking layouts with respect to the TAPS PSP design provisions.

Table 4.5.2: Parking Design Requirements

Design Aspect	TAPS PSP Provision	Australian Standards	Proposed Provision	Compliance
Parking space length:				
• Resident space	5.4m (min)	5.4m (min)	5.4m (min)	TAPS PSP & AS Compliant
• Visitor space	5.4m (min)	5.4m (min)	5.4m (min)	TAPS PSP & AS Compliant
• Tandem (Standard & Small Car)	10.4m (min)	10.4m (min)	10.4m (min)	TAPS PSP & AS Compliant
• Tandem bay	10.8m (min)	10.8m (min)	10.8m (min)	TAPS PSP & AS Compliant
• Small car space	5.0m (min)	5.0m (min)	5.0m (min)	TAPS PSP & AS Compliant
• PWD space	5.4m (min)	5.4m (min)	5.4m (min)	TAPS PSP & AS Compliant
Parking space width:				
• Resident space	2.6m (min)	2.4m (min)	2.5m (min)	AS Compliant
• Visitor space	2.6m (min)	2.5m (min)	2.5m (min)	AS Compliant

Design Aspect	TAPS PSP Provision	Australian Standards	Proposed Provision	Compliance
- Small car space - PWD space	2.3m (min) 2.4m + 2.4m 'Shared Area'	2.3m (min) 2.4m + 2.4m 'Shared Area'	2.3m (min) 2.4m + 2.4m 'Shared Area'	TAPS PSP & AS Compliant TAPS PSP & AS Compliant
Aisle/Ramp Widths: - Parking aisle - Circulation ramp (two-way, straight)	6.2m (min) 5.5m + 300mm clearance to walls As per AS2890.1, Figure 2.8	5.8m (min) 5.5m + 300mm clearance to walls As per AS2890.1, Figure 2.8	6.0-6.2 m 6.1m	AS Compliant TAPS PSP & AS Compliant
Parking envelope clearance	Located as per Figure f of TAPS PSP	Located as per Figure 5.2 design envelope	Located outside of design envelope	TAPS PSP & AS Compliant
Maximum Gradient: - PWD parking - Parking aisle - Ramp	1:40 (2.5%) 1:20 (5.0%) 1:6 (16.7%)	1:40 (2.5%) 1:16 (6.25%) 1:5 (20%)	1:40 (2.5%) 1:16 (6.25%) 1:5 (20%)	TAPS PSP Compliant AS Compliant AS Compliant
Maximum Gradient Transitions	No greater than 5%	1:8 (12.5%) summit ¹ 1:6.67 (15.0%) sag ¹	1:8 (12.5%) summit (Max) 1:6.67 (15.0%) sag Max)	AS Compliant
Height Clearance: - General Minimum - Absolute Minimum~ - Over PWD space	2.3m 2.1m 2.5m	2.3m 2.3m 2.5m	2.3m (min) 2.3m (min) 2.5m (min)	TAPS PSP & AS Compliant TAPS PSP & AS Compliant TAPS PSP & AS Compliant
Small Car Spaces	20% of parking within reserved car parks	N/A	11% of total residential spaces	TAPS PSP Compliant

On the ground level, a stop line on ground level is recommended to enable cars to exit upon traversing down the ramp. Similarly, a stop line and accompanying warning signage with flashing lights on level 1 triggered upon ground level security line opening is recommended. B99 large car swept paths and signage and line marking locations are shown in **Appendix B**.

Overall, the proposed car park layout is designed generally in accordance with the TAPS PSP and Australian Standards and is therefore considered suitable.

6. Access Arrangements

The development plan includes a 7.0m wide Type B2 driveway to Hampton Street that will cater for access for cars and service vehicles. The access will cater for all turning movements.

The design provisions of the Hampton St access and the respective provisions of the TAPS PSP and Australian Standards are detailed in Table 5.6.1.

Table 5.6.1: Hampton St Access Arrangements

Design Aspect	TAPS PSP Provision	Australian Standards	Proposed Provision	Compliance
Width / Crossover Type to accommodate: - Cars - Service vehicles	Type B2 Driveway (7m) Type B2 Driveway (7m)	12.5m wide at property boundary to accommodate HRV	Type B2 Driveway (7m)	TAPS PSP Compliant
Distance from: - minor intersection¹ - major intersection¹ - adjacent driveway¹	10m (min) 20m (min) 3m (min)	6.0m (min) 6.0m (min) N/A	N/A 28m 13m	TAPS PSP and AS Compliant TAPS PSP and AS Compliant TAPS PSP and AS Compliant
Sight Distance ¹	90m (desirable) 70m (minimum)	69m (desirable) 45m (minimum)	- Visible to Hampton Street / Stanley Street intersection (approx. 25m) - Visible to Hampton Street / Overend Street intersection (approx. 70m)	TAPS PSP and AS Compliant
Driveway Sight Splays	2.0m wide x 5.0m deep (on each side)	2.0m wide x 2.5m deep (on left-hand side)	2.0m wide x 2.5m deep (on left-hand side)	AS Compliant
Minimum Queuing Provisions	7 vehicles (42m)	16 vehicles (96m)	5.7m to first visitor bay & 40m to secure line	Performance Solution
Maximum Driveway grade	1:20 (5%) maximum within first 6m	1:20 (5%) maximum within first 6m	1:20 (5%) maximum within first 6m	1:20 (5%) maximum within first 6m

¹ Based on Hampton St being classed as a 'minor road' and speed limit of less than 50km/h.

The development access is generally consistent with the provisions of the TAPS PSP and the Australian Standards. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, is detailed below.

Minimum queueing provisions

The minimum queueing requirements of 7 vehicles under TAPS PSP and 16 vehicles under the Australian Standards are based on commercial / retail land-use and short-term turnover assumptions, where high and unpredictable customer turnover can generate concentrated arrival peaks. The proposed development is a residential apartment building, which has significantly lower traffic generation, with resident arrivals and departures spread across predictable peak periods and lower visitor turnover demand. Residential access systems such as swipe tags / remotes operate quickly and consistently, meaning the 5.7 m setback to the first control point enables at least one vehicle to enter the site without obstruction, and the 40 m of internal storage provides capacity for approximately 6–7 vehicles on approach to the secure line.

Given these low-intensity, predictable access characteristics, the internal storage provided is considered sufficient to ensure queues do not extend to the public road, and therefore the reduced queueing provision is acceptable and appropriate for a residential context.

Overall the proposed Hampton St access is designed generally in accordance with the TAPS PSP and Australian Standards apart from the performance solutions, which are deemed 'fit for purpose'.

7. Service Vehicle Arrangements

7.1. Council Requirements

Section 3 of the TAPS PSP indicates that Multiple Dwelling uses requires “Occasional Access” for a Large Rigid Vehicle (LRV) and “Regular Access” for a Refuse Collection Vehicle (RCV) from a minor road.

The TAPS PSP also details the following with respect to vehicle manoeuvring and on-site standing:

Occasional Access Service Vehicles

- This vehicle can perform a reverse movement (regardless of classification of frontage road) for one movement to/from the site.
- The vehicle can stand wholly contained within the site without blocking access to more than 50% of the car parking spaces.
- No formal loading bay provisions are required.

Regular Access Service Vehicles

- the design service vehicle can stand wholly contained within the site without occupying any designated queue areas, or blocking access to more than 50% of car parking spaces;
- any on-street manoeuvring by the design service vehicle can be limited to safe reversing onto the site in one movement only;
- the swept path of the design service vehicle may cover the overall width of a two-way undivided driveway.

7.2. Proposed Service Vehicle provisions

The primary servicing demand generated by a Multiple Dwelling development involves furniture delivery vehicles and general delivery vehicles (mail and groceries). Colliers notes that requiring occasional access for a large rigid vehicle (LRV), typically representing furniture delivery vehicles, is considered very onerous for this scale of development particularly when the majority of units are 1 or 2 bedrooms. Therefore, a Medium Rigid Vehicle (MRV) is deemed more suitable for the “Regular Access” service vehicle with a large rigid vehicle being “Occasional Access”.

It is noted that the site caters for a heavy rigid vehicle (HRV) to reverse-in from Hampton Street and exit in a forward gear.

For regular access, a 10.235m RCV can enter the site in a forward gear and reverse into the standing area adjacent to the waste storage room. Such provision also maintains the primary aisle for cars to manoeuvre past loading vehicles. The RCV will then manoeuvre on the site and exit in forward gear.

Swept paths demonstrating the ability for an MRV and RCV to be contained within the loading area without blocking access for other vehicles or greater than 50% of the visitor parking bays are shown in **Appendix B**. All movements allow a minimum 300mm clearance (and general 500mm clearance) to all internal and external structures.

A height clearance of 4.5m will be required throughout the length of the swept path manoeuvres on the ground floor, which is available.

Overall, the proposed service vehicles arrangements are generally in accordance with the TAPS PSP.

8. Active Transport

The site provides strong support for active transport modes through well-designed pedestrian and bicycle access networks.

8.1. Pedestrians

Building entrances for pedestrians are available at the Stanley St and the Hampton St road frontages, separated from the vehicle driveway.

8.2. Bicycle Parking

Table 8.1 provides a summary of the bicycle parking supply requirements in line with the TAPS PSP, and the proposed provisions, for the proposed development.

Table 8.1: TAPS PSP Bicycle Parking Supply Requirement

Land Use / Component	TAPS PSP Requirement	Extent	Requirement	Provision
Multiple Dwelling (Residents)	1 space per unit	176 units	176 spaces	176 spaces
Multiple Dwelling (Visitors)	1 space per 4 units	176 units	44 spaces	46 spaces
Total			220 spaces	220 spaces

As shown in the above Table, the bicycle requirements are satisfied. The bicycle parking provisions are generally proposed to be accommodated as follows:

- 176 resident bicycle parking spaces located throughout the various car parking levels and includes a mixture of grouped racks or rails (horizontal and vertical rails).
- 46 visitor bicycle parking spaces in grouped racks or rails (horizontal and vertical rails) located on the ground floor.

Overall, the bicycle parking supply for the development are considered acceptable.

9. Potential Development Traffic

Reference to Transport for New South Wales (TfNSW) Guide to Transport Impact Assessment Version 1.1, 2024 was made to estimate the potential traffic generation associated with the existing land uses and proposed development.

9.1. Existing Site Traffic Generation

As mentioned in Section 2 and based on google street view and Near map imagery, it is understood that there are two existing land uses on the site. The existing traffic generation and gross floor area (GFA) was estimated, as summarised in Table 9.1.

Table 9.1: Estimated Existing Land Use Traffic Generation

Land use	Yield (Estimated)	Generation Rate (vph/100m ² GLFA)		AM Peak	PM Peak
		AM	PM		
Bulky goods store	650m ² GFA	1.68	2.70	11 vph	18 vph
Office	860 m ² GFA	2.49	1.84	22 vph	16 vph
Total				33 vph	34 vph

9.2. Development Traffic Generation

Based on approximately 700m walking distance from the Woolloongabba bus station, Sydney average rates were adopted for high density residential land use. The estimated development traffic generation is summarised in Table 9.2.

Table 9.2: Development Traffic Generation Estimate

Land use	Yield	Generation Rate		AM Peak	PM Peak
		AM	PM		
High Density Residential	176 units	0.19	0.15	34 vph	27 vph

9.3. Net Development Traffic Generation

The net traffic generation has been determined based on the existing and proposed development traffic estimates, as shown in Table 9.3.

Table 9.3: Net Development Traffic Generation

Land use	AM Peak	PM Peak
Existing Land Uses	33 vph	34 vph
Proposed High Density Residential	34 vph	27 vph
Net Difference	+1 vph	-7 vph

Based on the above Table, the net difference in potential traffic generation is 1 additional vehicle during the AM peak hour and 7 less vehicles during the PM peak hour. As such, no further traffic analysis is warranted and the development is not anticipated to have a significant impact on the adjacent road network.

10. Summary and Conclusions

10.1. Proposed Development

The proposed development includes a multiple dwelling comprising of 176 units. Vehicle access will be provided via an all-movements driveway to Hampton Street.

10.2. Parking Arrangements

It is proposed that a parking supply be provided above the maximum rates for 1-bed and 3-bed units but equal to the maximum rate for 2-bed units, noting that 2-bed units comprise 112 of the proposed 176 units (~64%) of the development yield. This proposed supply is considered to find the right balance between achieving the intent of the precinct by minimising car ownership and private vehicle trips whilst realising the current state of public and active transport infrastructure, the ongoing densification of the precinct and the site's location being on the fringe of the Woolloongabba PDA.

The parking layout is considered acceptable and addresses the key requirements set out in Council's TAPS PSP and Australian Standards.

10.3. Access

The development access is generally consistent with the provisions of the TAPS PSP and the Australian Standards and is considered appropriate for the development.

10.4. Service Vehicle Arrangements

The proposed development caters for MRV and RCV to enter the site, stand on-site without blocking 50% of visitor spaces to service the site, and exit the site in a forward direction. A HRV will be able to reverse-in from Hampton Street and exit the site a forward gear.

10.5. Potential Development Traffic Impacts

Assessment of the proposed development indicates that the development will not have a significant impact on the existing road network. As such, no further traffic impact analysis and road works are required.

10.6. Active Transport

Building entrances for pedestrians are available at the Stanley St and the Hampton St road frontages, separated from the vehicle driveway. Cyclist parking is provided for residential and visitors across the ground level and podium levels.

10.7. Conclusion

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

Appendix A Development Plans

DEVELOPMENT SCHEDULE: RESIDENTIAL UNITS / NUMBERS:

DRAWING REGISTER - DA APPLICATION PACKAGE					
			REV	DATE	ISSUE
2531	DA000	COVER SHEET	-	17.03.26	DA APPLICATION
2531	DA001	STANLEY STREET PERSPECTIVE	-	17.03.26	DA APPLICATION
2531	DA002	HAMPTON STREET PRESPECTIVE	-	17.03.26	DA APPLICATION
2531	DA010	LOCATION PLAN	-	17.03.26	DA APPLICATION
2531	DA020	COMMUNAL OPEN SPACE DIAGRAM	-	17.03.26	DA APPLICATION
PROPOSED PLANS					
2531	DA200	GROUND FLOOR PLAN	-	17.03.26	DA APPLICATION
2531	DA201	LEVEL 1 FLOOR PLAN	-	17.03.26	DA APPLICATION
2531	DA202	LEVEL 2 FLOOR PLAN	-	17.03.26	DA APPLICATION
2531	DA203	LEVEL 3 FLOOR PLAN	-	17.03.26	DA APPLICATION
2531	DA204	LEVEL 4 FLOOR PLAN	-	17.03.26	DA APPLICATION
2531	DA205	LEVEL 5-6 FLOOR PLAN	-	17.03.26	DA APPLICATION
2531	DA206	LEVEL 7 - 19 FLOOR PLAN	-	17.03.26	DA APPLICATION
2531	DA207	LEVEL 8 - 18 FLOOR PLAN	-	17.03.26	DA APPLICATION
2531	DA208	LEVEL 20 FLOOR PLAN	-	17.03.26	DA APPLICATION
2531	DA209	ROOF PLAN	-	17.03.26	DA APPLICATION
BUILDING ELEVATIONS					
2531	DA300	NORTH ELEVATION	-	17.03.26	DA APPLICATION
2531	DA301	EAST ELEVATION	-	17.03.26	DA APPLICATION
2531	DA302	SOUTH ELEVATION	-	17.03.26	DA APPLICATION
2531	DA303	WEST ELEVATION	-	17.03.26	DA APPLICATION
BUILDING SECTIONS					
2531	DA400	CROSS SECTION AA	-	17.03.26	DA APPLICATION
2531	DA401	CROSS SECTION BB	-	17.03.26	DA APPLICATION

UNIT MIX SCHEDULE:													
BUILDING AREA SCHEDULE (GFA):													
	1 BED	2 BED	3 BED	UNITS	CARS	Internal Unit Area	Internal Circulation	External Balcony	L20 Pool Deck	Ground circulation entry, etc.	Ground car parking services	Podium car parking	
LEVEL 20									738				
LEVEL 19	2	7	2	11		1,023	83	161					
LEVEL 18	2	7	2	11		1,023	83	161					
LEVEL 17	2	7	2	11		1,023	83	161					
LEVEL 16	2	7	2	11		1,023	83	161					
LEVEL 15	2	7	2	11		1,023	83	161					
LEVEL 14	2	7	2	11		1,023	83	161					
LEVEL 13	2	7	2	11		1,023	83	161					
LEVEL 12	2	7	2	11		1,023	83	161					
LEVEL 11	2	7	2	11		1,023	83	161					
LEVEL 10	2	7	2	11		1,023	83	161					
LEVEL 9	2	7	2	11		1,023	83	161					
LEVEL 8	2	7	2	11		1,023	83	161					
LEVEL 7	2	7	2	11		1,023	83	161					
LEVEL 6	2	7	2	11		1,023	83	172					
LEVEL 5	2	7	2	11		1,023	83	172					
LEVEL 4	2	7	2	11		1,023	83	693					
LEVEL 3					76							2,022	
LEVEL 2					74							2,022	
LEVEL 1					64							1,931	
GRND					24			207		643	1,073		
TOTAL	32	112	32	176	238	16,368	1,328	3,130	738	643	1,073	5,975	

893-899 STANLEY STREET EAST + 10 HAMPTON STREET.
EAST BRISBANE.
SITE AREA 2,617m2

GROSS FLOOR AREA:

TOTAL RES. GFA: 16,368m2

32 x 1B UNITS (18%)
112 x 2B UNITS (64%)
32 x 3B BED UNITS (18%)

TOTAL UNITS: 176

CAR RATES APPLIED

0.5 FOR 1 BED 16
1.0 FOR 2 BED 112
1.5 FOR 3 BED 48
0.15 VISITOR 26.4

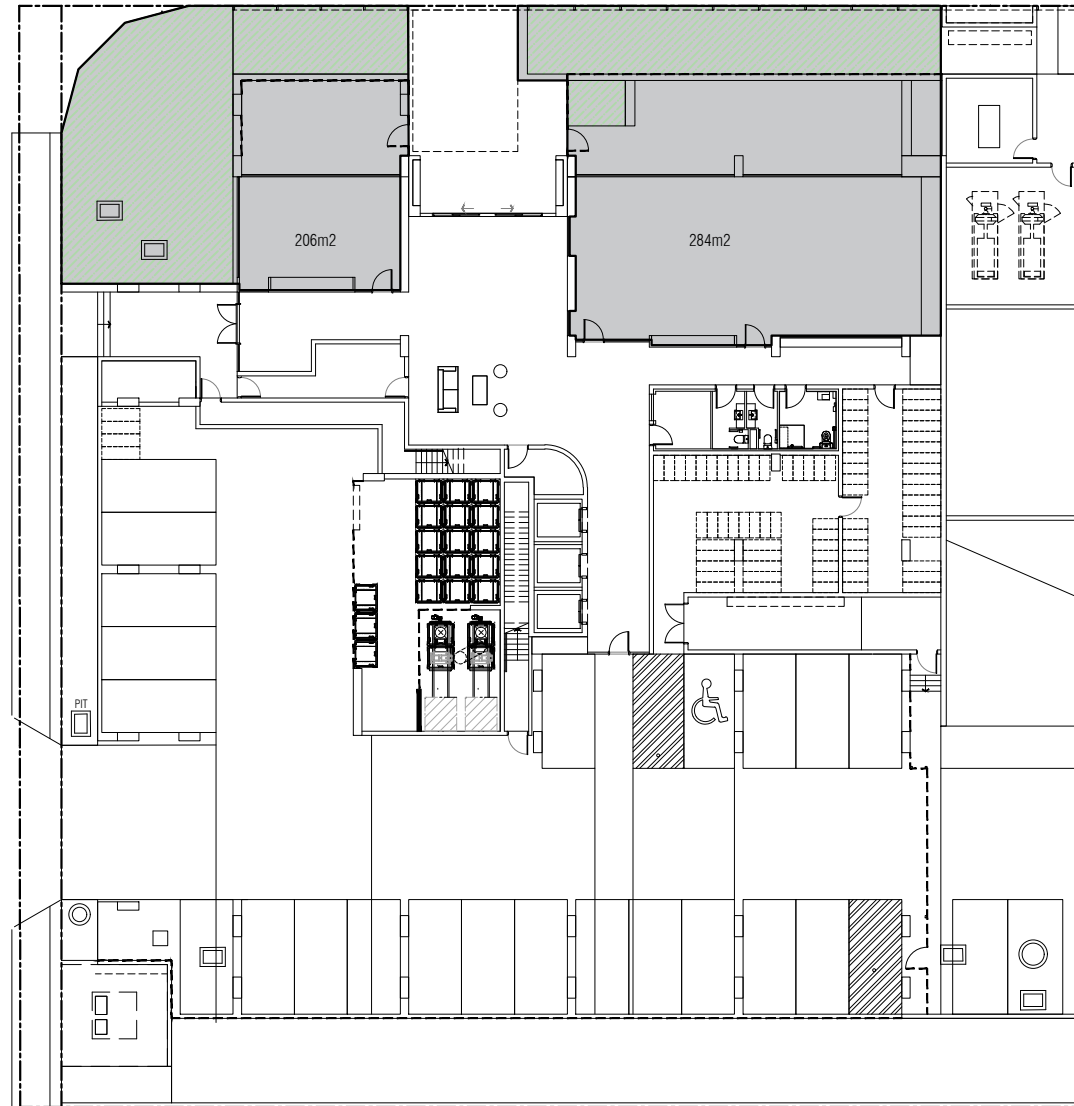
CAR RATES APPLIED

202.4

REQUIRED 202.4
PROVIDED 238 (30 VISITOR CAR BAYS)

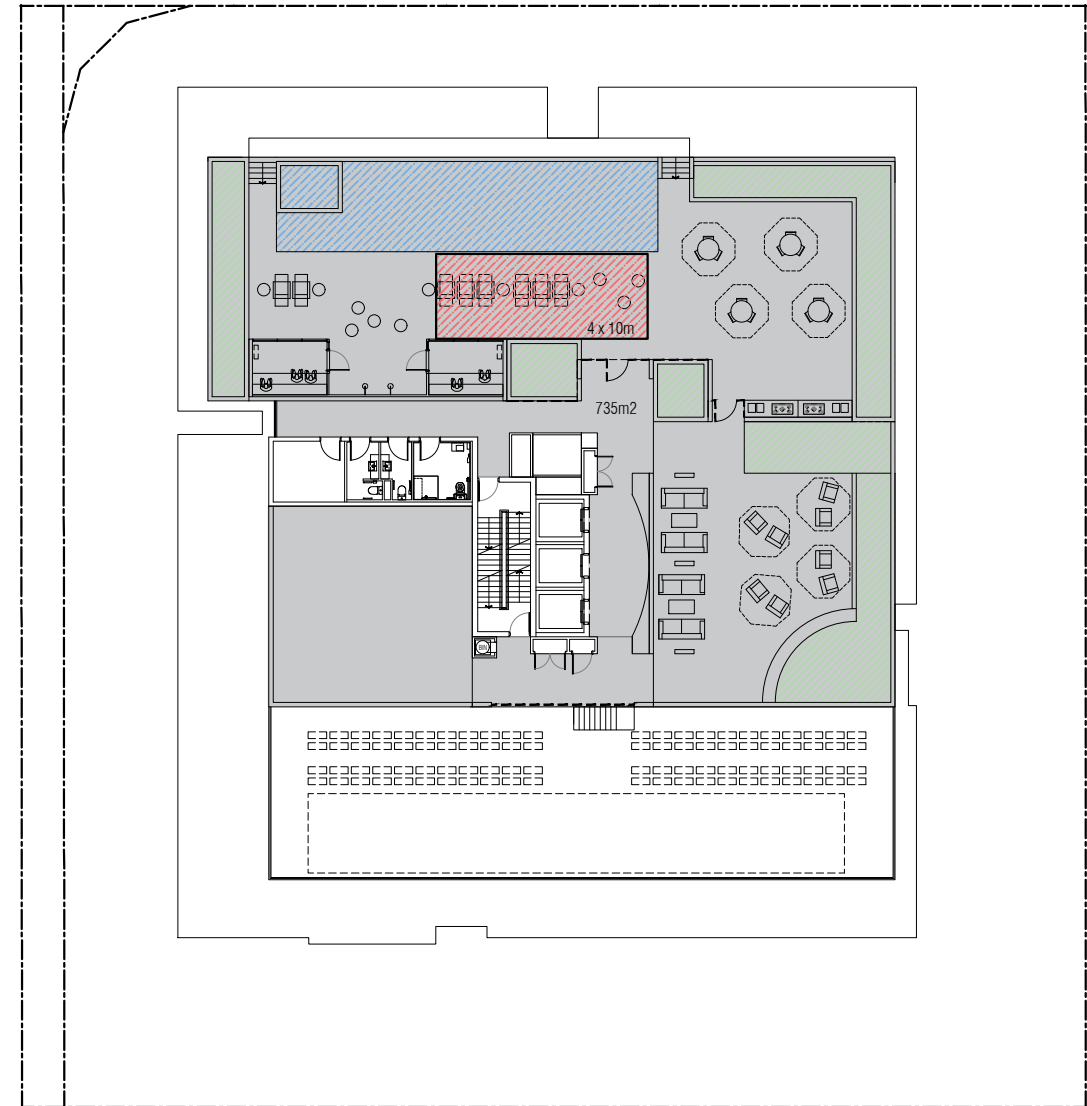
17.03.2026

STANLEY STREET



GROUND FLOOR PLAN COMMUNAL OPEN SPACE 490m² (which inc. LANDSCAPING 190.8m² - 38%)

STANLEY STREET



LEVEL 20 COMMUNAL OPEN SPACE 714m² (which inc. LANDSCAPING 107.2m² - 15%)

COMMUNAL OPEN SPACE OVERALL 1,204m²
(which inc. LANDSCAPING 298m² - 25%)

17.03.2026

NMDSARCHITECTURE

NICK MUSLIN 0409.130.471
www.nmds.net.au

PROJECT ADDRESS
PROPOSED UNIT DEVELOPMENT.
893-899 STANLEY ST EAST +
10 HAMPTON ST. EAST BRISBANE.

DRAWING TITLE
COMMUNAL OPEN
SPACE
AREA DIAGRAM

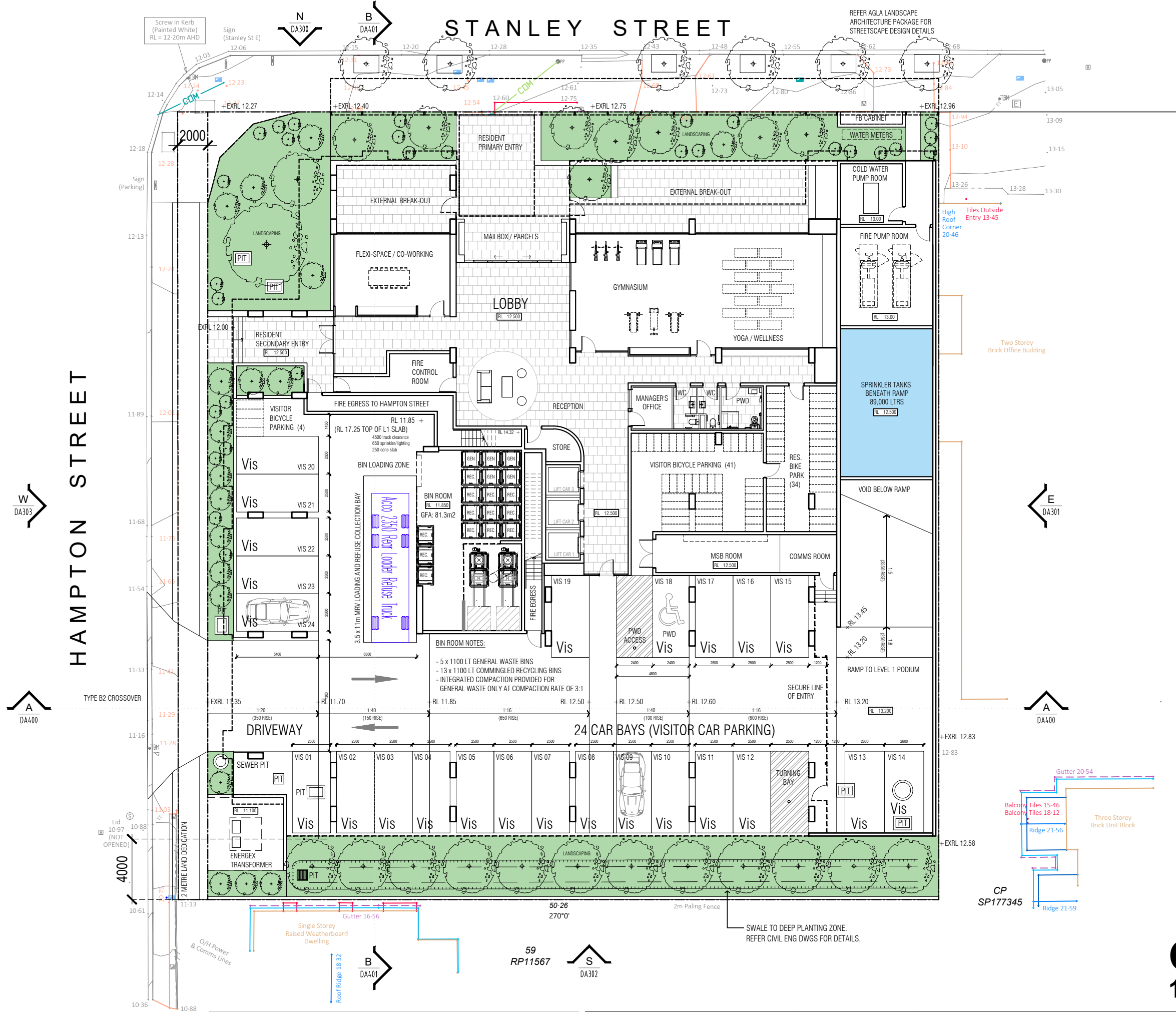
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NTS
A3

JOB NUMBER
2531

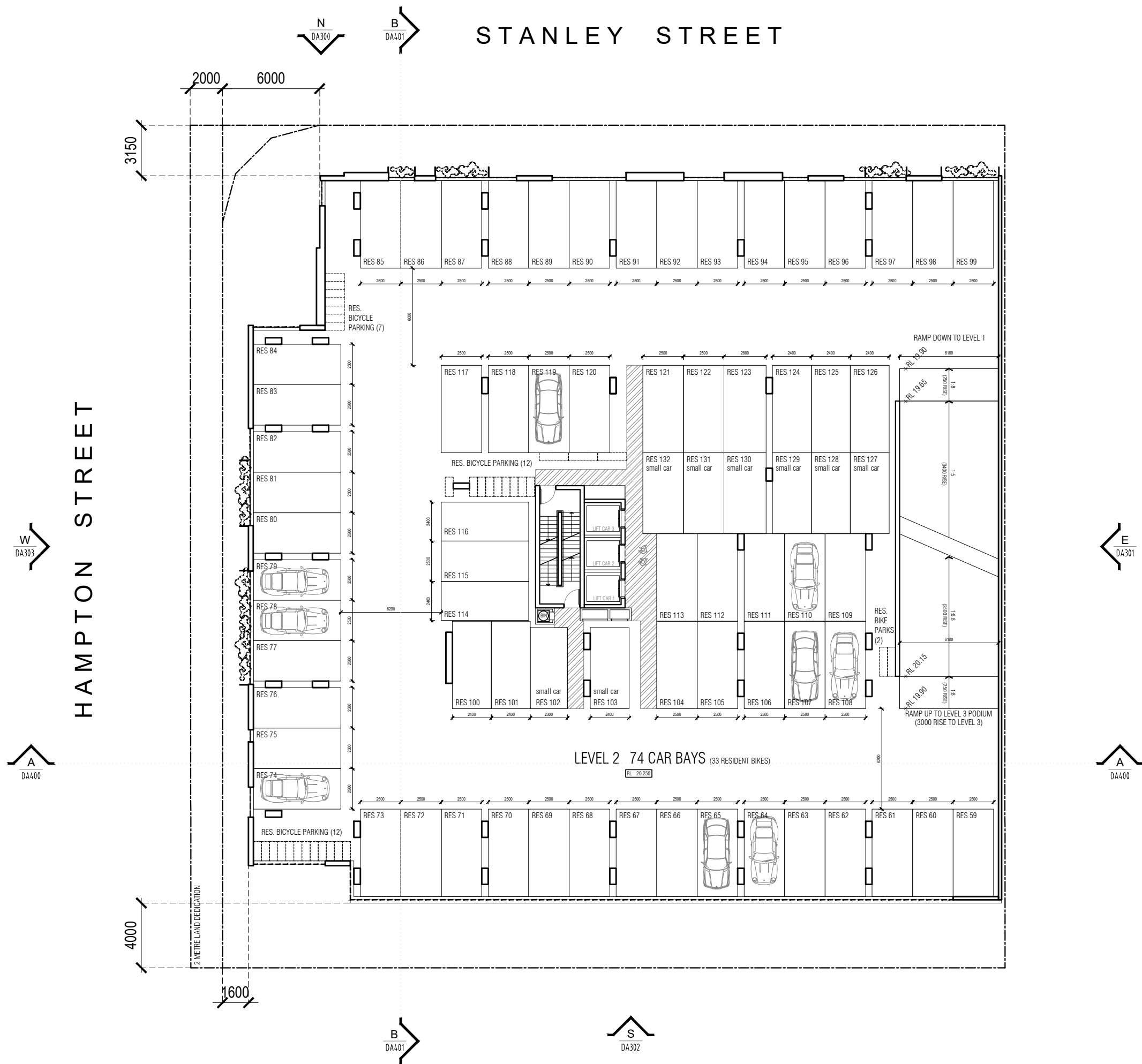
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DA-020 -

REV

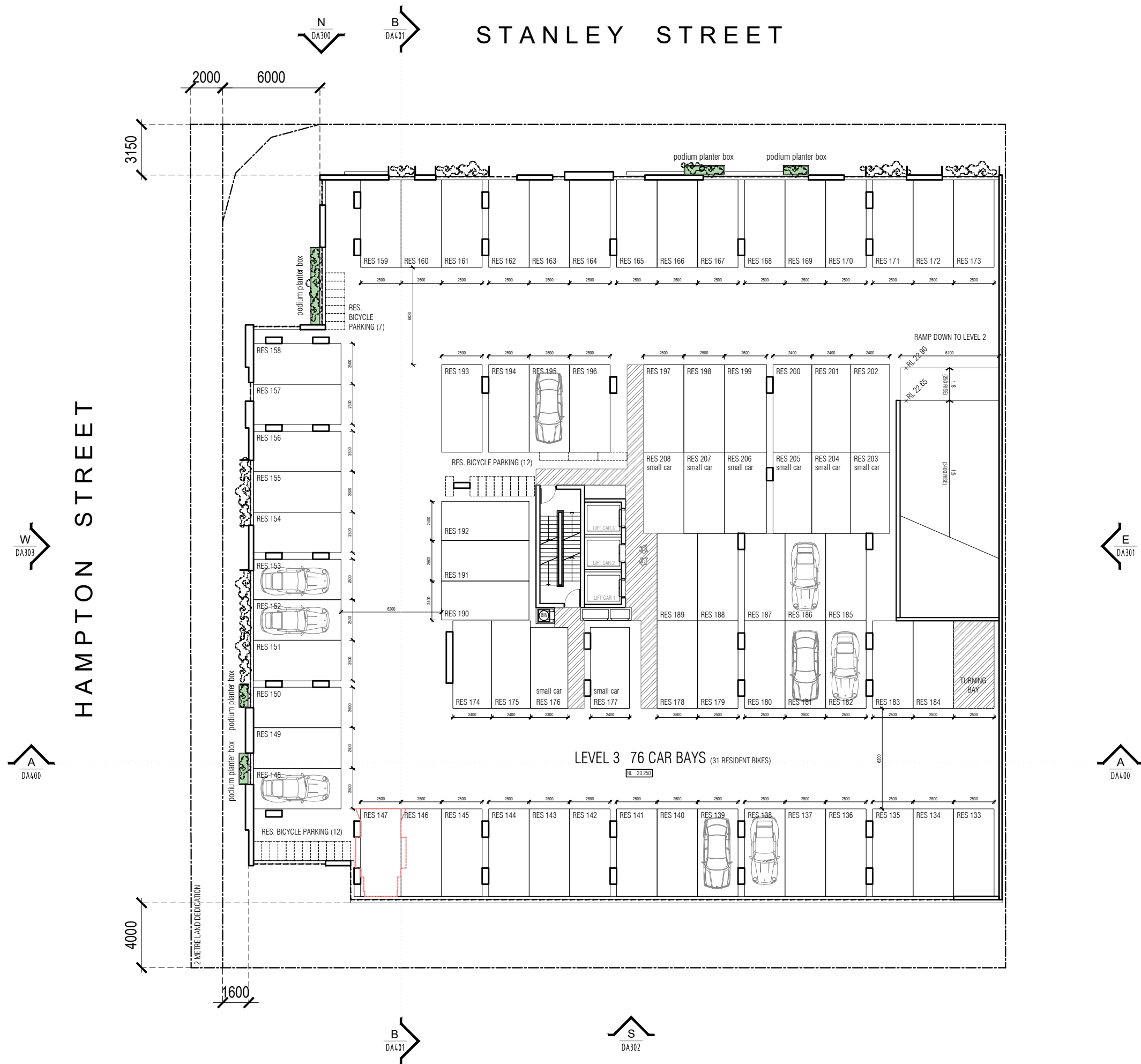
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-	17.03.2026	DA APPLICATION



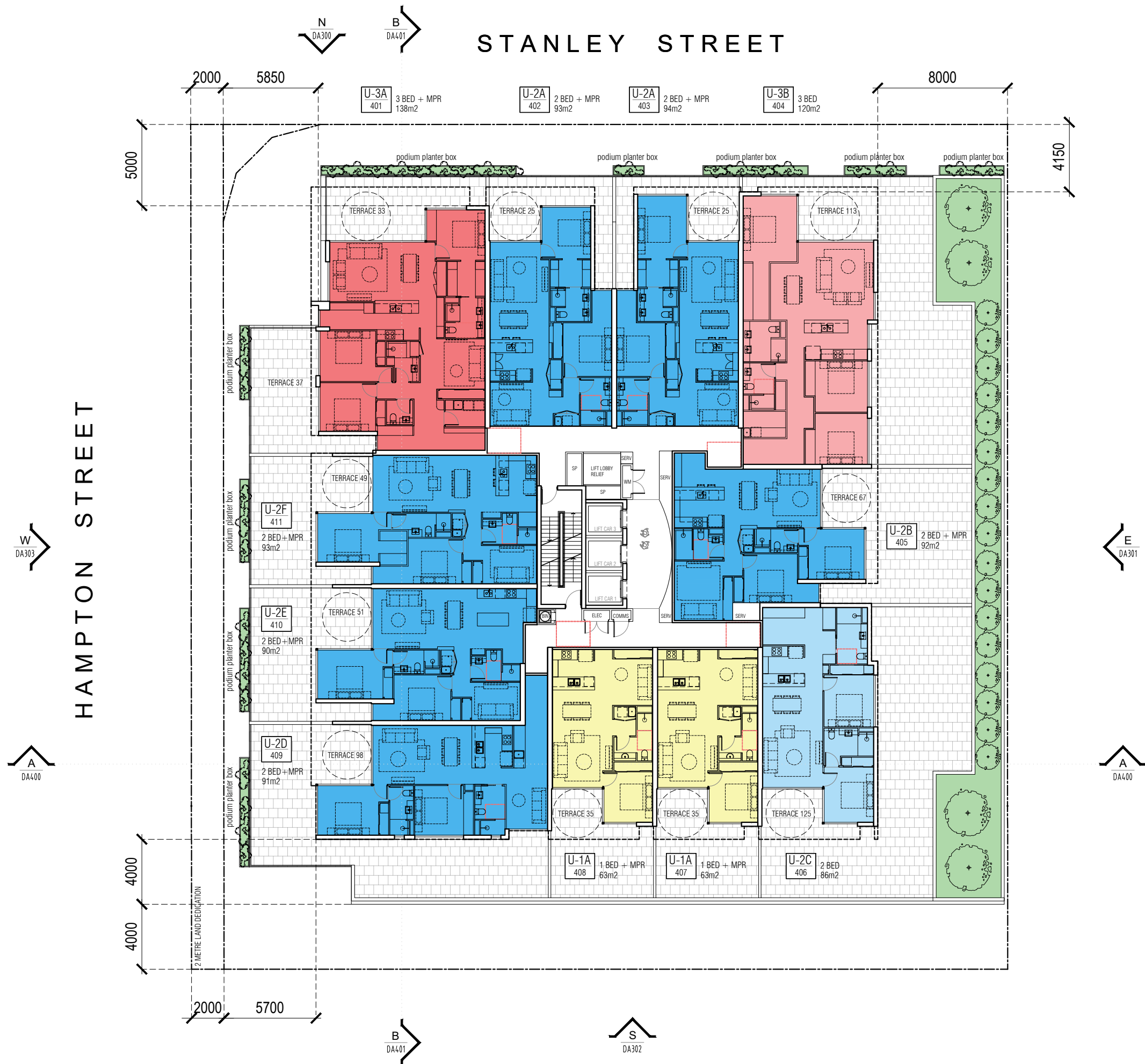




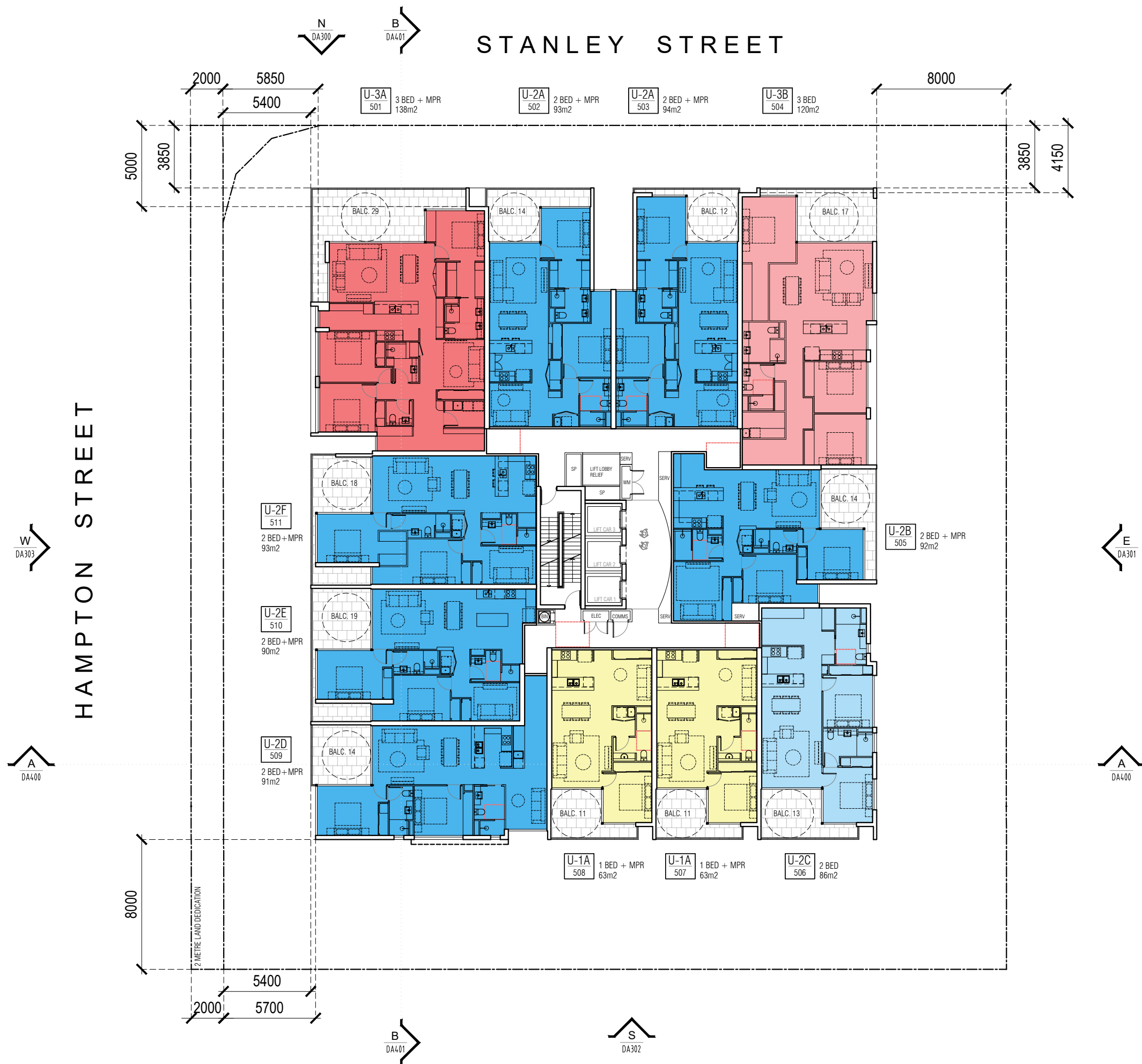
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17.03.2026



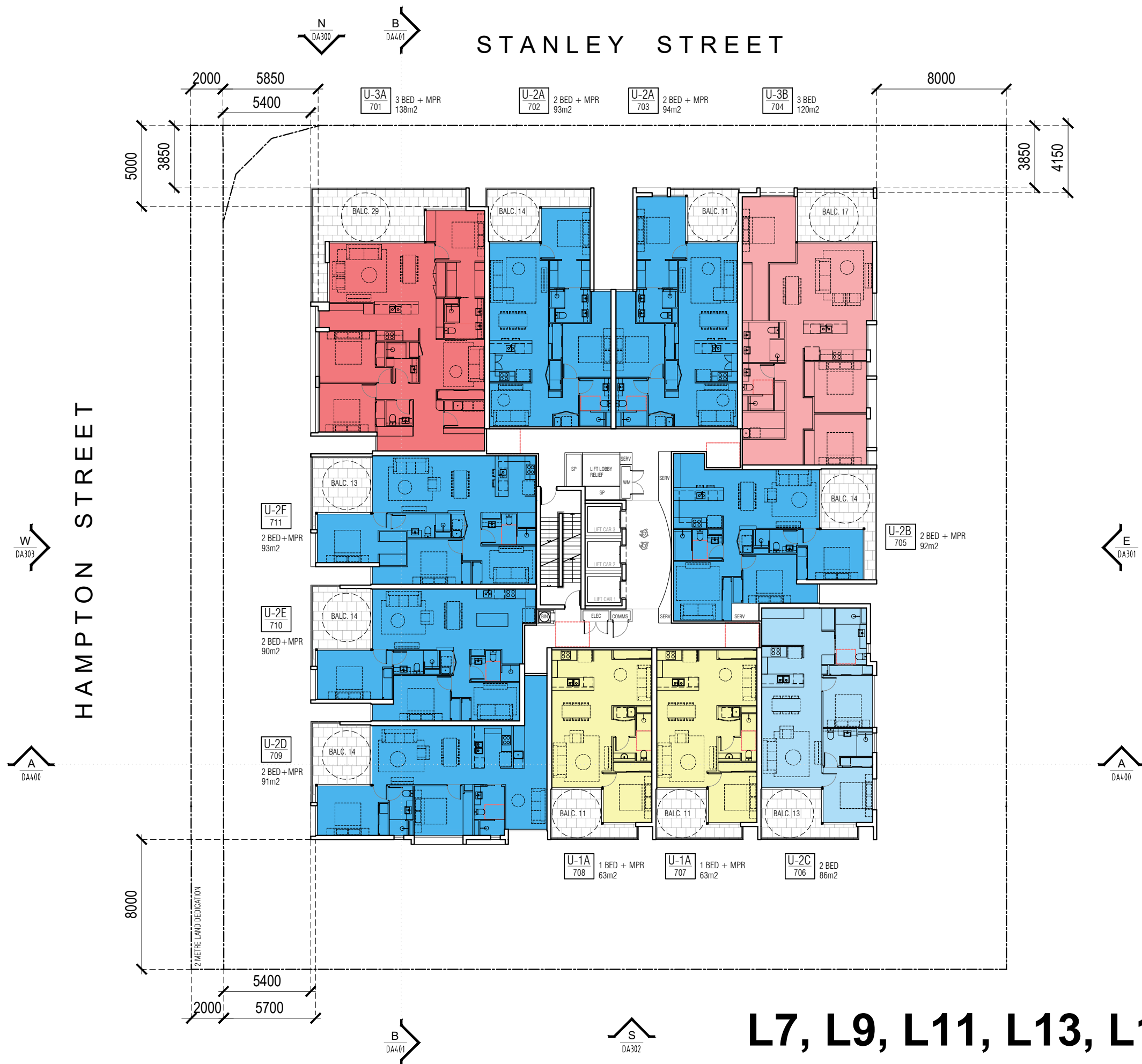
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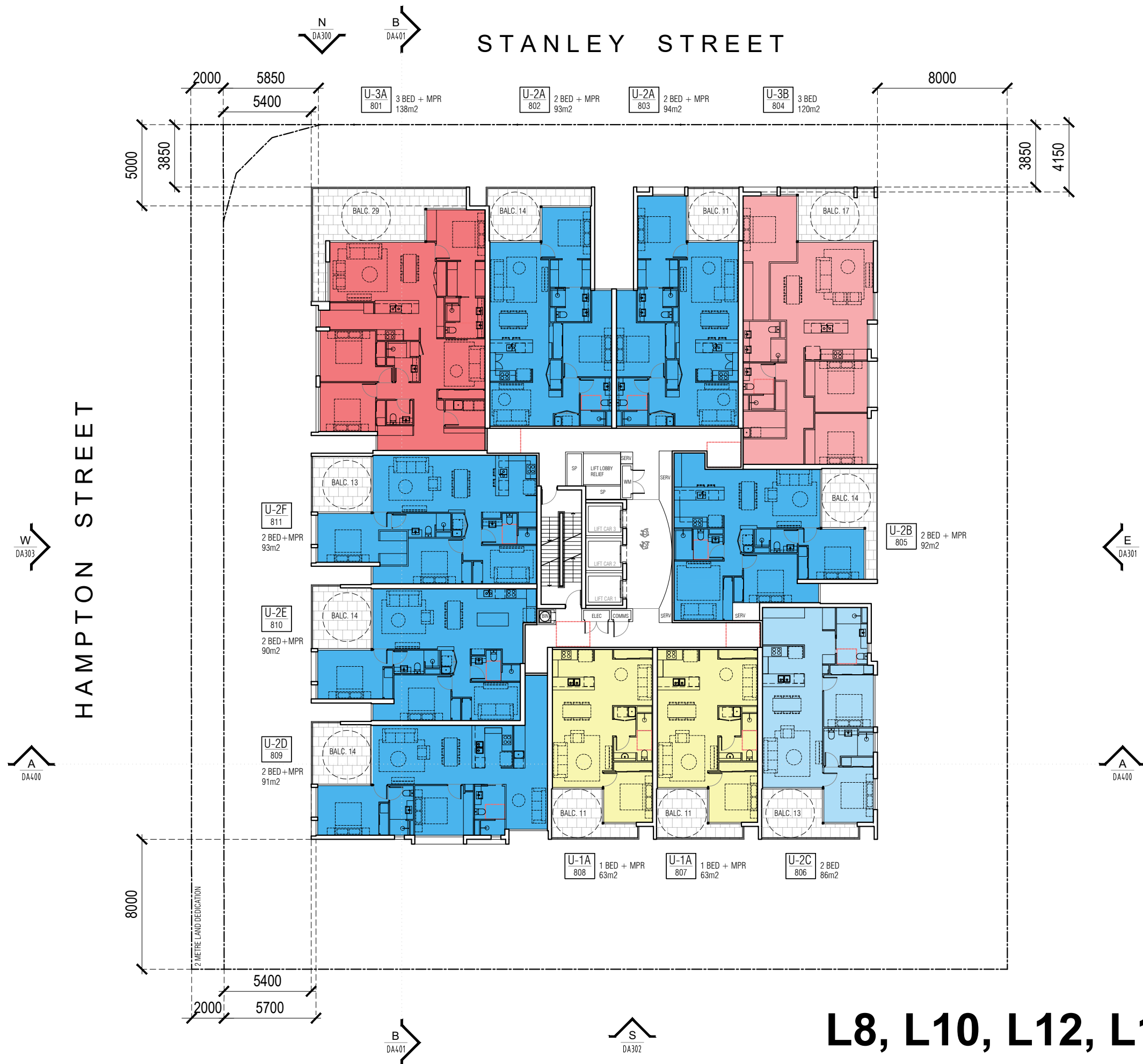
L4
17.03.2026



L5-L6
17.03.2026



L7, L9, L11, L13, L15, L17, L19
17.03.2026



L8, L10, L12, L14, L16, L18

17.03.2026

N
DA300

B
DA401

STANLEY STREET

W
DA303

HAMPTON STREET

A
DA400

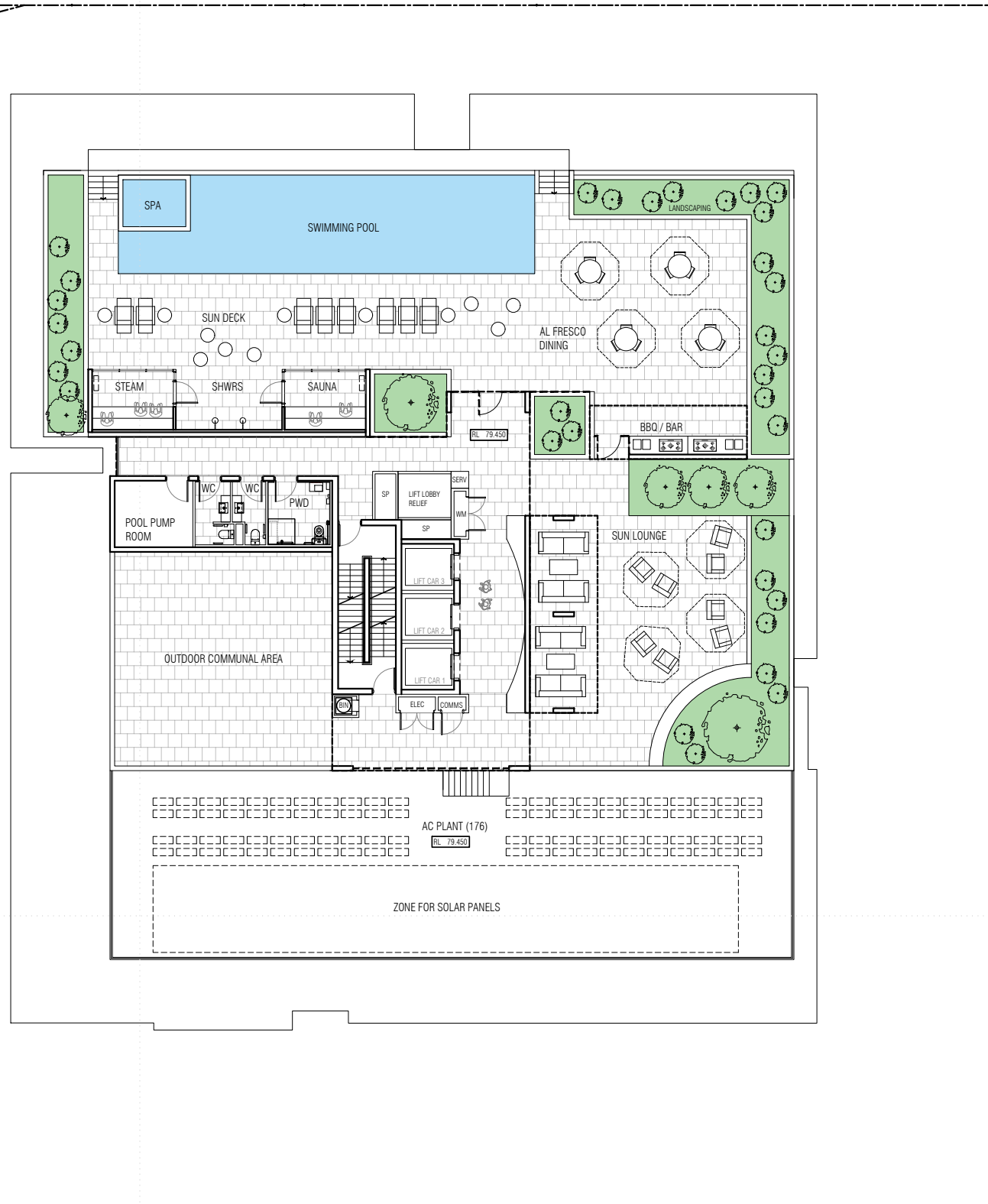
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DA301

A
DA400

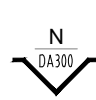
B
DA401

S
DA302

2 METRE LAND DEDICATION



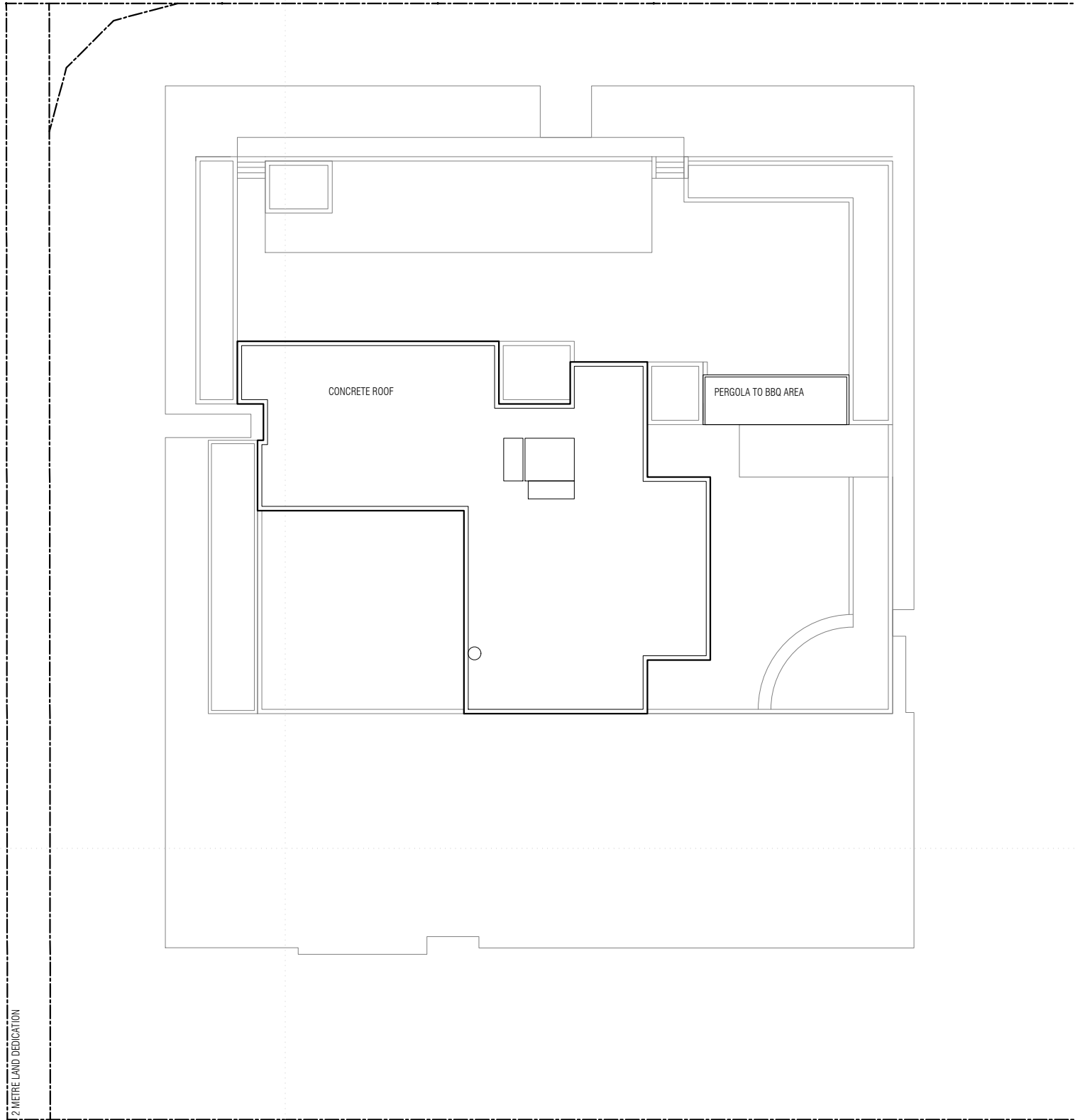
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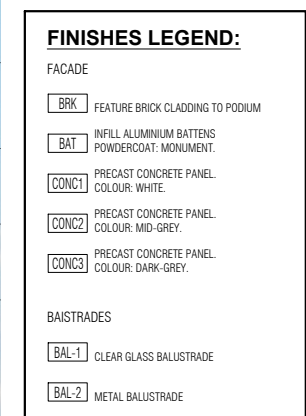
STANLEY STREET



HAMPTON STREET



ROOF
17.03.2026

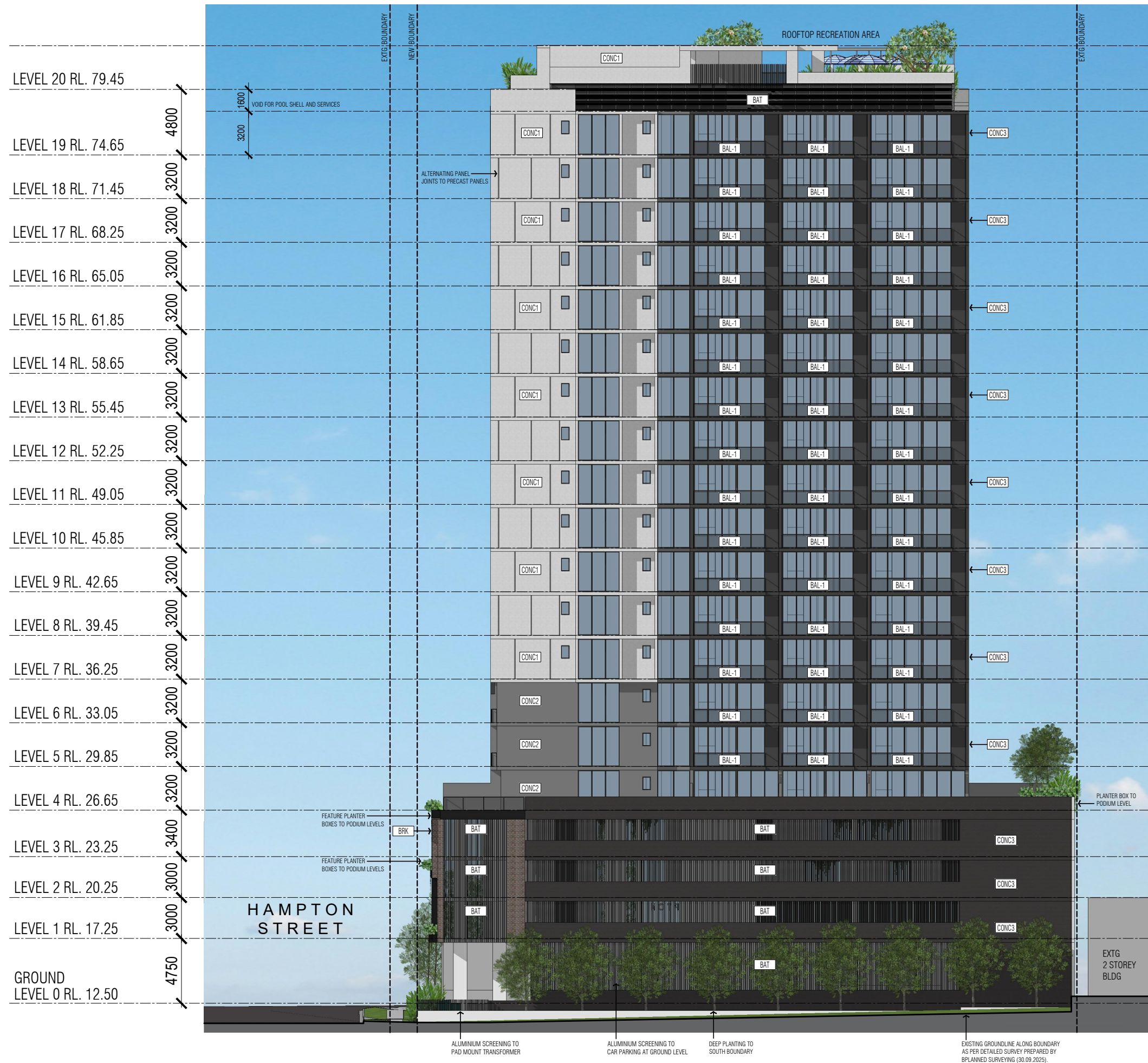


-	17.03.2026	DA APPLICATION



FINISHES LEGEND:	
FACADE	
BRK	FEATURE BRICK CLADDING TO PODIUM
BAT	INFILL ALUMINIUM BATTENS POWDERCOAT: MONUMENT.
CONC1	PRECAST CONCRETE PANEL COLOUR: WHITE.
CONC2	PRECAST CONCRETE PANEL COLOUR: MID-GREY.
CONC3	PRECAST CONCRETE PANEL COLOUR: DARK-GRY.
BAISTRADES	
BAL-1	CLEAR GLASS BALUSTRADE
BAL-2	METAL BALUSTRADE

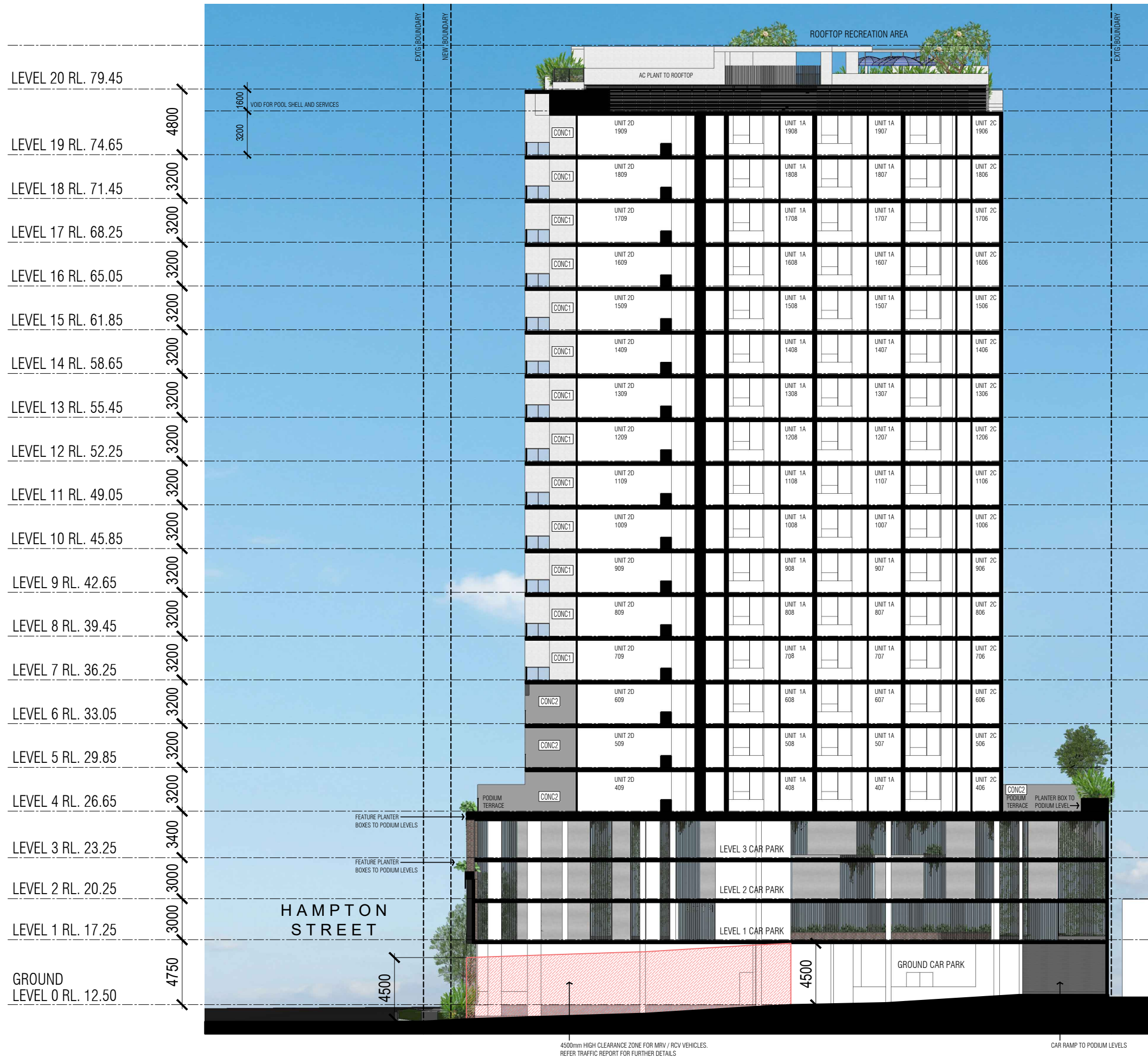
EAST
17.03.2026



SOUTH
17.03.2026

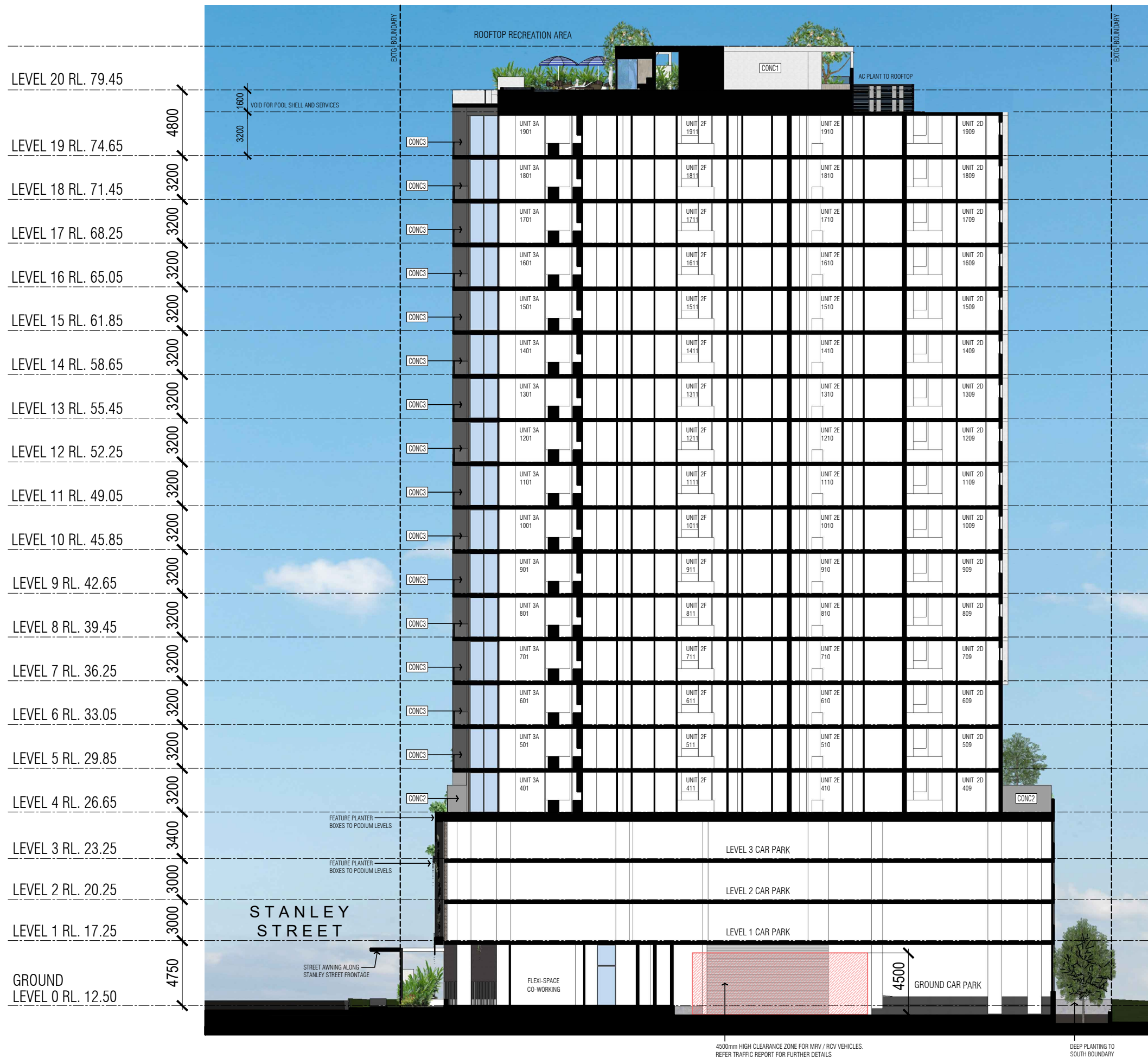


WEST
17.03.2026



FINISHES LEGEND:	
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BRK	FEATURE BRICK CLADDING TO PODIUM
BAT	INFILL ALUMINIUM BATTENS POWDERCOAT: MONUMENT.
CONC1	PRECAST CONCRETE PANEL COLOUR: WHITE.
CONC2	PRECAST CONCRETE PANEL COLOUR: MID-GREY.
CONC3	PRECAST CONCRETE PANEL COLOUR: DARK-GREY.
BALSTRADES	
BAL-1	CLEAR GLASS BALUSTRADE
BAL-2	METAL BALUSTRADE

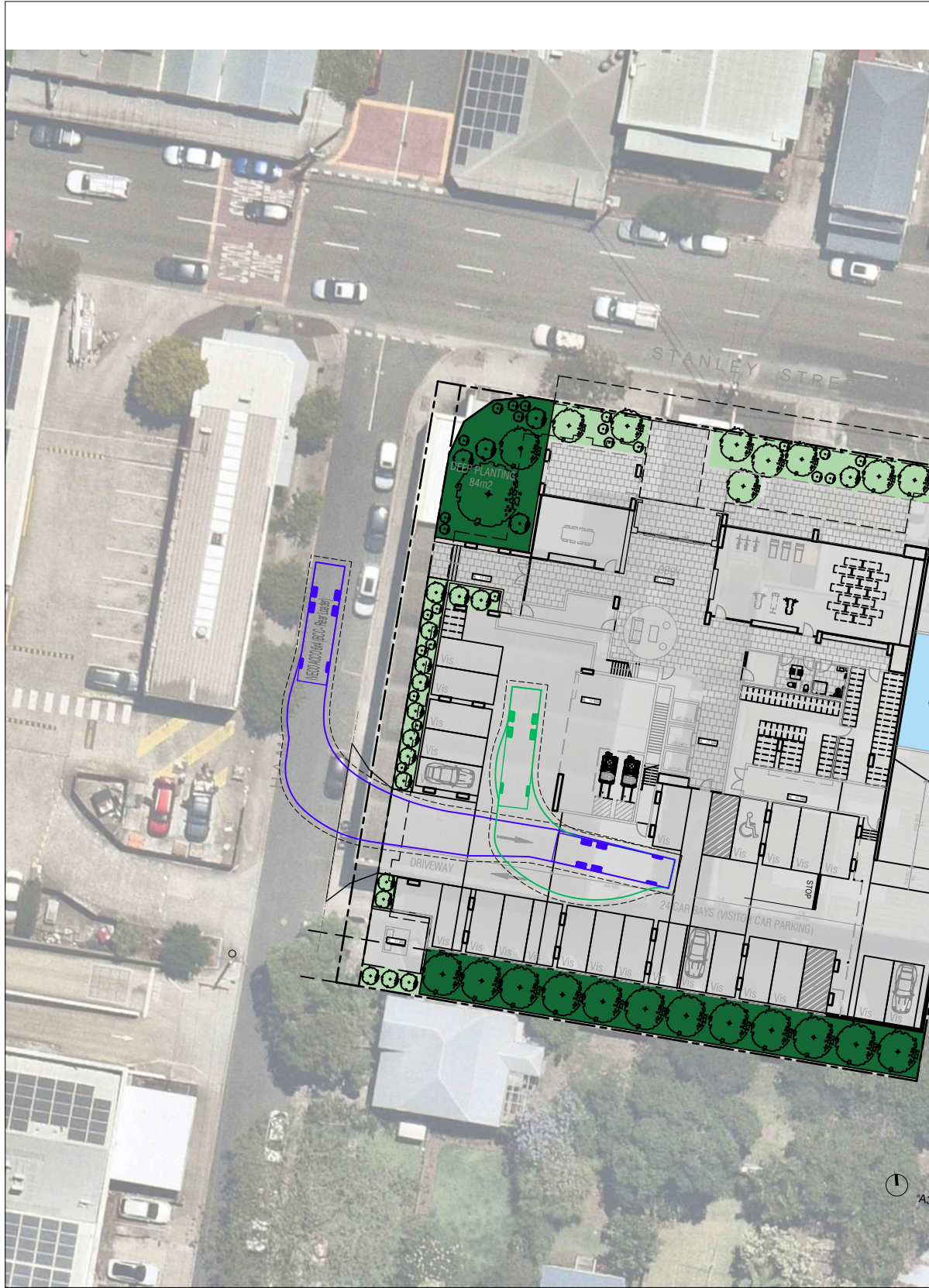
SEC A
17.03.2026



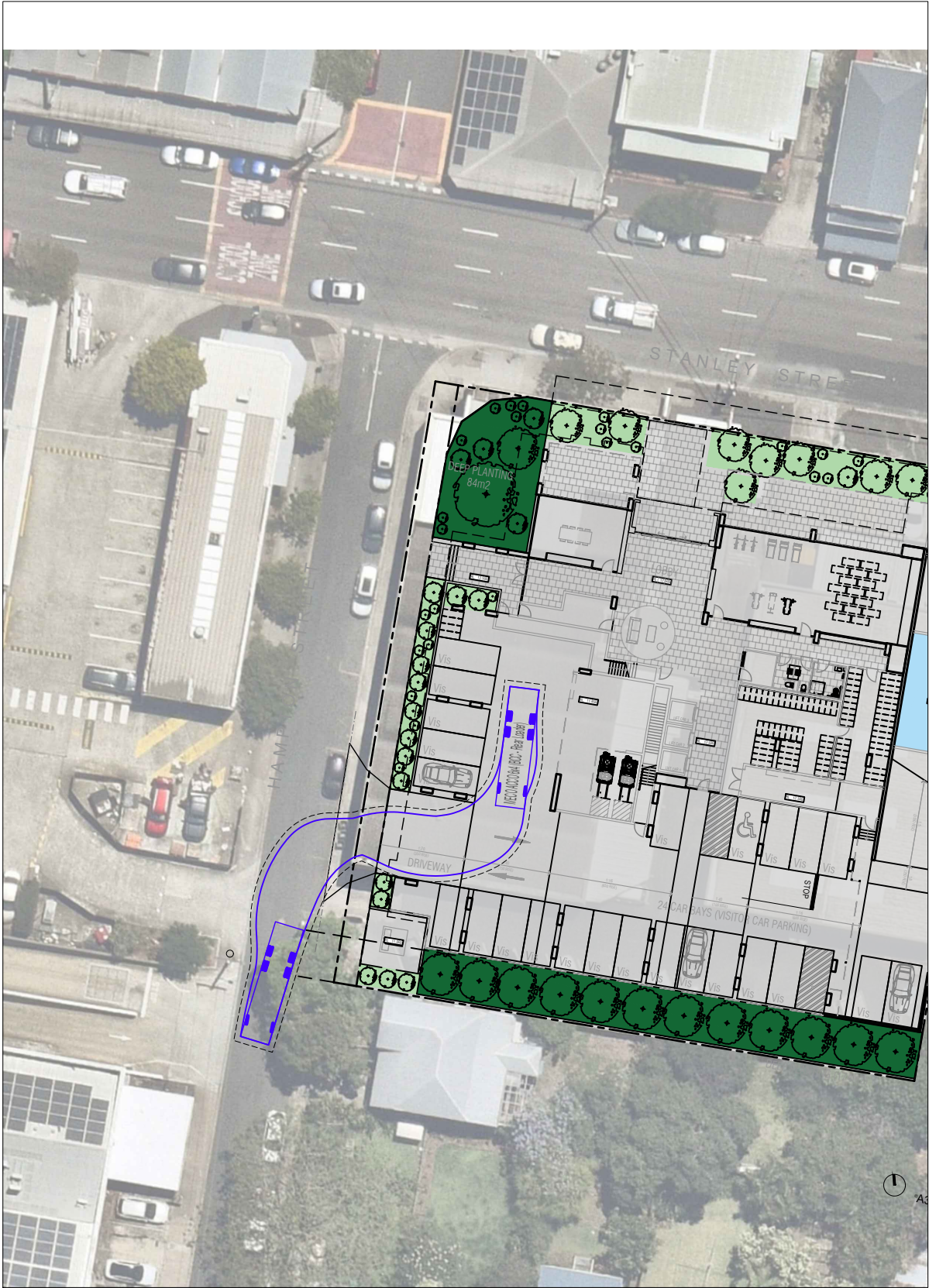
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BRK	FEATURE BRICK CLADDING TO PODIUM
BAT	INFILL ALUMINIUM BATTENS POWDERCOAT: MONUMENT.
CONC1	PRECAST CONCRETE PANEL COLOUR: WHITE.
CONC2	PRECAST CONCRETE PANEL COLOUR: MID-GREY.
CONC3	PRECAST CONCRETE PANEL COLOUR: DARK-GREY.
BAISTRADES	
BAL-1	CLEAR GLASS BALUSTRADE
BAL-2	METAL BALUSTRADE

SEC B
17.03.2026

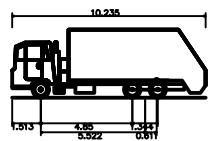
Appendix B Colliers Drawings



REAR LIFT BCC RCV ENTERING SITE



REAR LIFT BCC RCV EXITING SITE

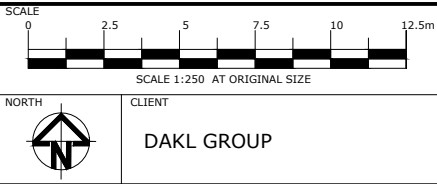


IVECO ACCO 6x4 (BCC - Rear Loader)
Overall Length 10.235m
Overall Width 2.500m
Overall Body Height 3.600m
Min Body Ground Clearance 0.280m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 9.757m

**PRELIMINARY
ADVICE ONLY**

20 March 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	20-03-26	ORIGINAL ISSUE	RL	WKS	WKS

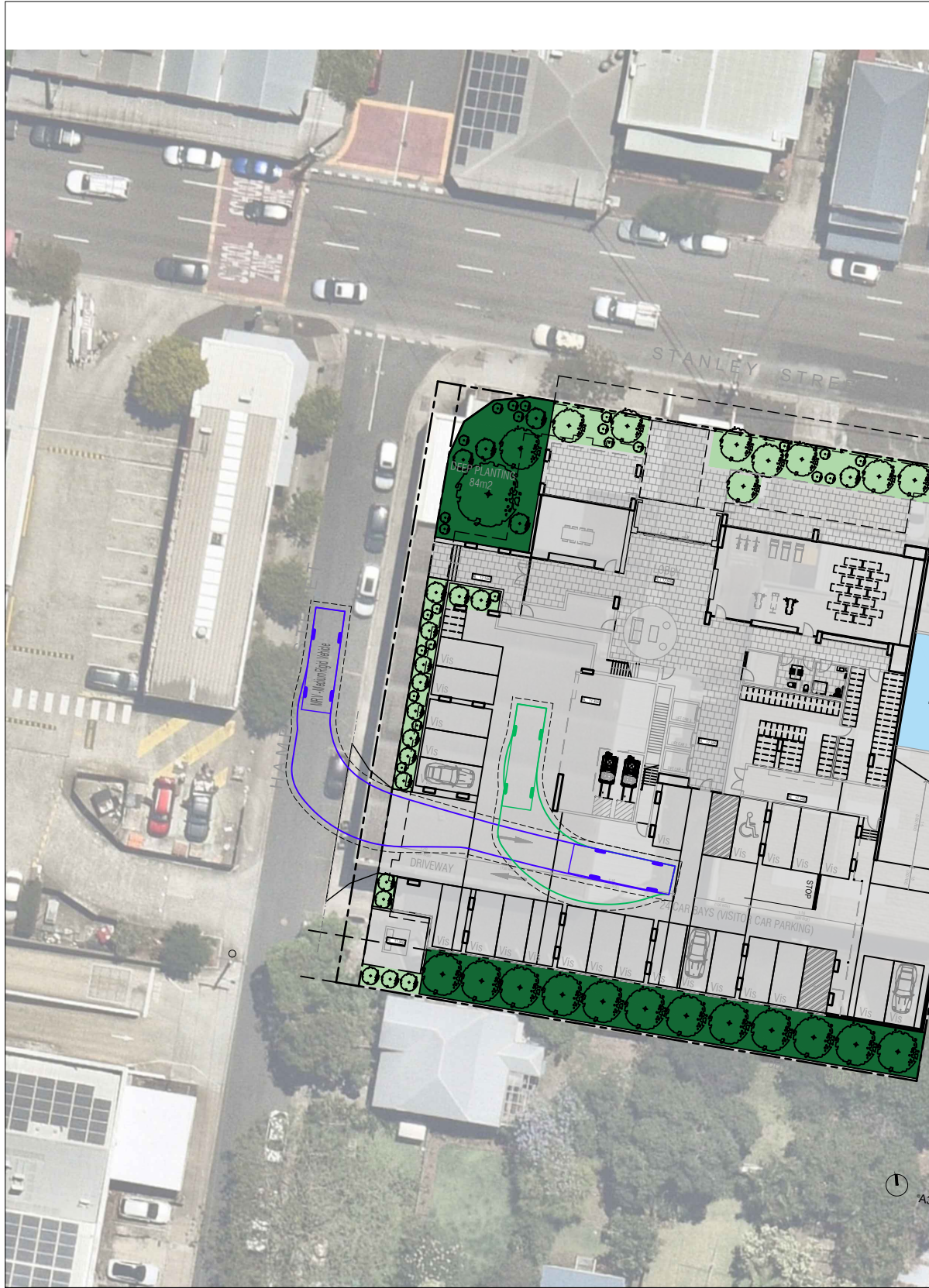


Colliers
Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbis@ttmgroup.com.au W: www.ttmgroup.com.au

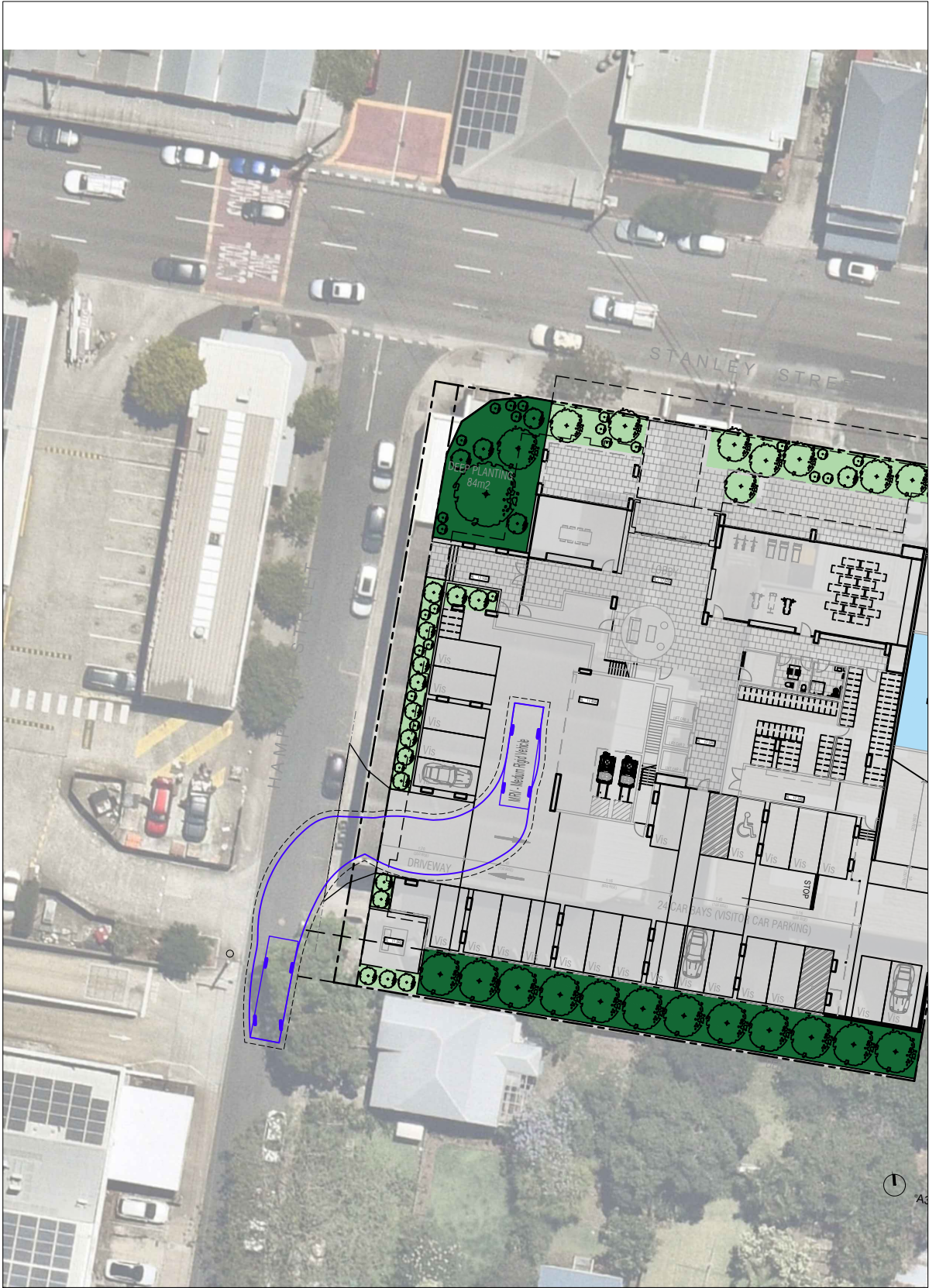
PROJECT
893-899 STANLEY ST EAST, EAST BRISBANE

DRAWING TITLE
SWEPT PATH ANALYSIS
DESIGN VEHICLE - 10.235M REAR LIFT RCV

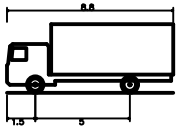
PROJECT NUMBER 26BRT0011	ORIGINAL SIZE A3
DRAWING NUMBER 26BRT0011-01	REVISION A
DATE 20 Mar 2026	SHEET 1 OF 1



MRV ENTERING SITE



MRV EXITING SITE

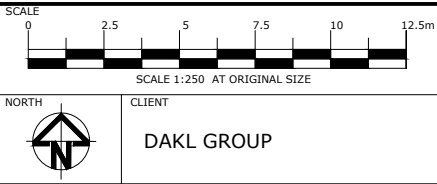


MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m

**PRELIMINARY
ADVICE ONLY**

20 March 2026

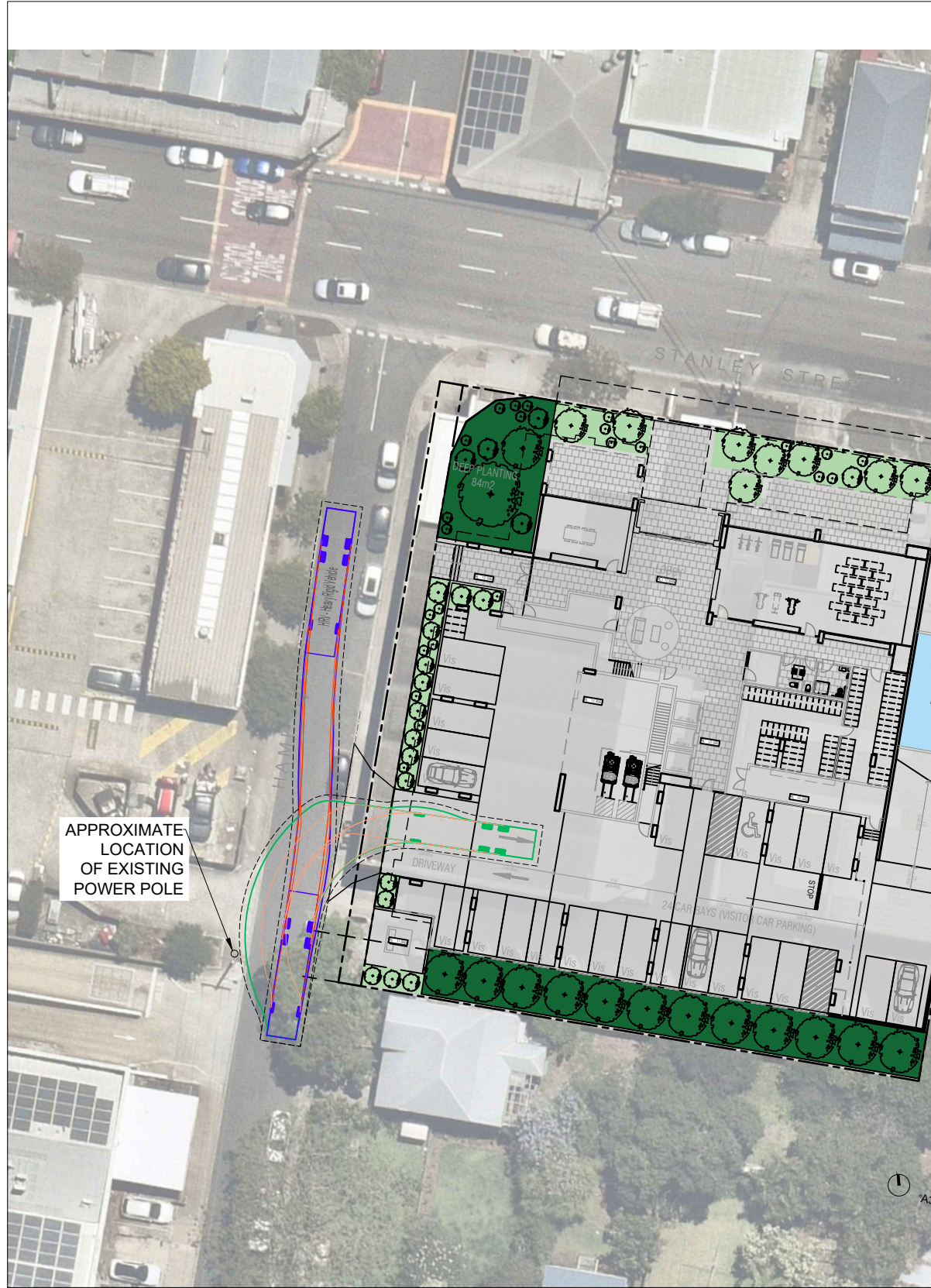
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A	20-03-26	ORIGINAL ISSUE	RL	WKS	WKS



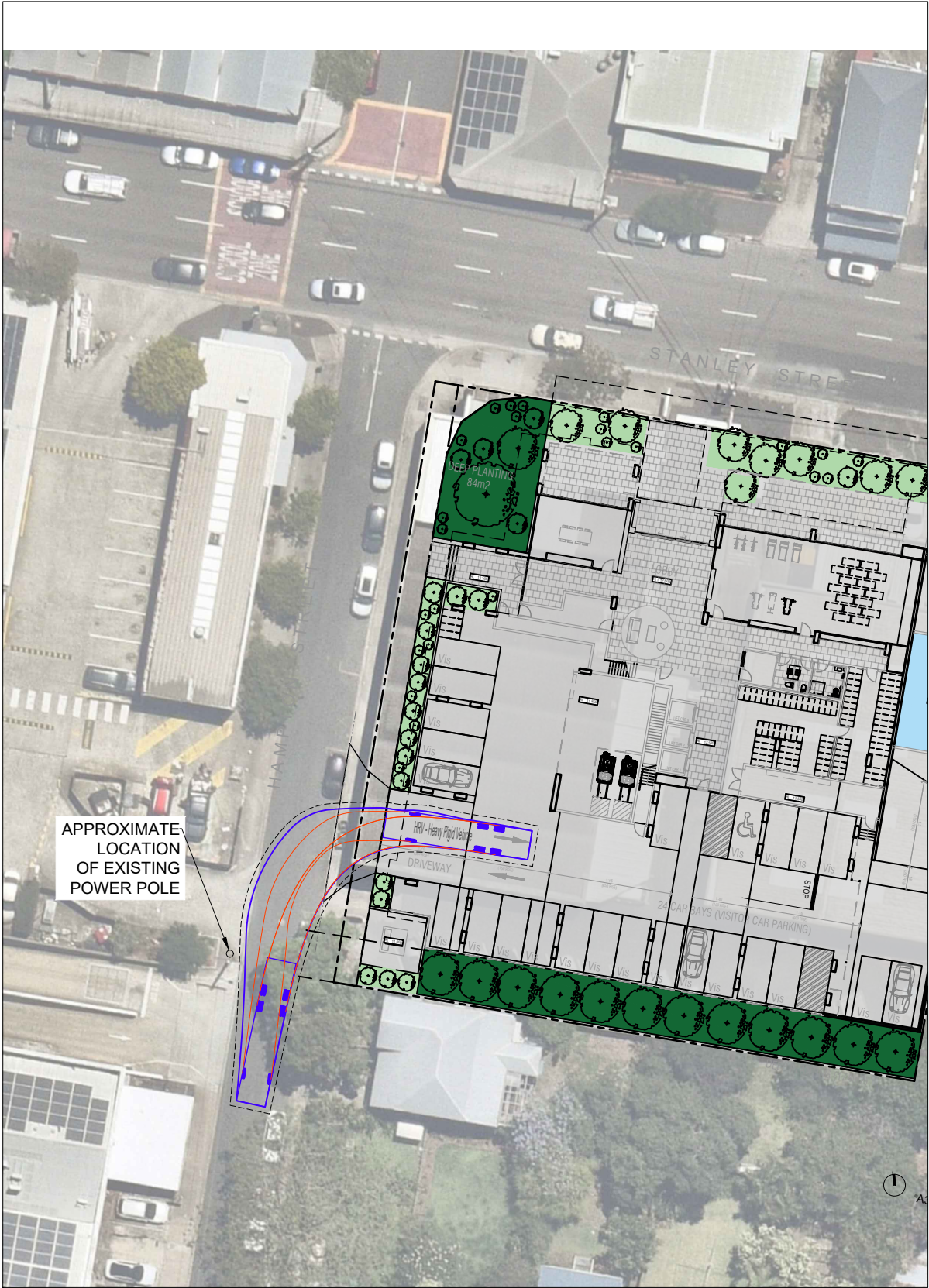
Colliers
Colliers International Engineering & Design (TTMC) Pty Ltd
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E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT 893-899 STANLEY ST EAST, EAST BRISBANE
DRAWING TITLE SWEPT PATH ANALYSIS DESIGN VEHICLE - 8.8M MRV

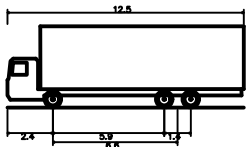
PROJECT NUMBER 26BRT0011	ORIGINAL SIZE A3
DRAWING NUMBER 26BRT0011-02	REVISION A
DATE 20 Mar 2026	SHEET 1 OF 1



HRV ENTERING SITE



HRV EXITING SITE

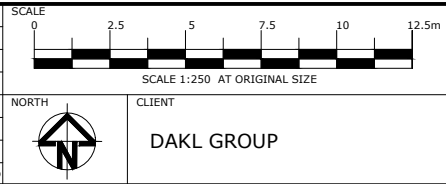


HRV - Heavy Rigid Vehicle
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.41m
Track Width 2.500m
Lock-to-lock time 6.0m
Curb to Curb Turning Radius 12.500m

**PRELIMINARY
ADVICE ONLY**

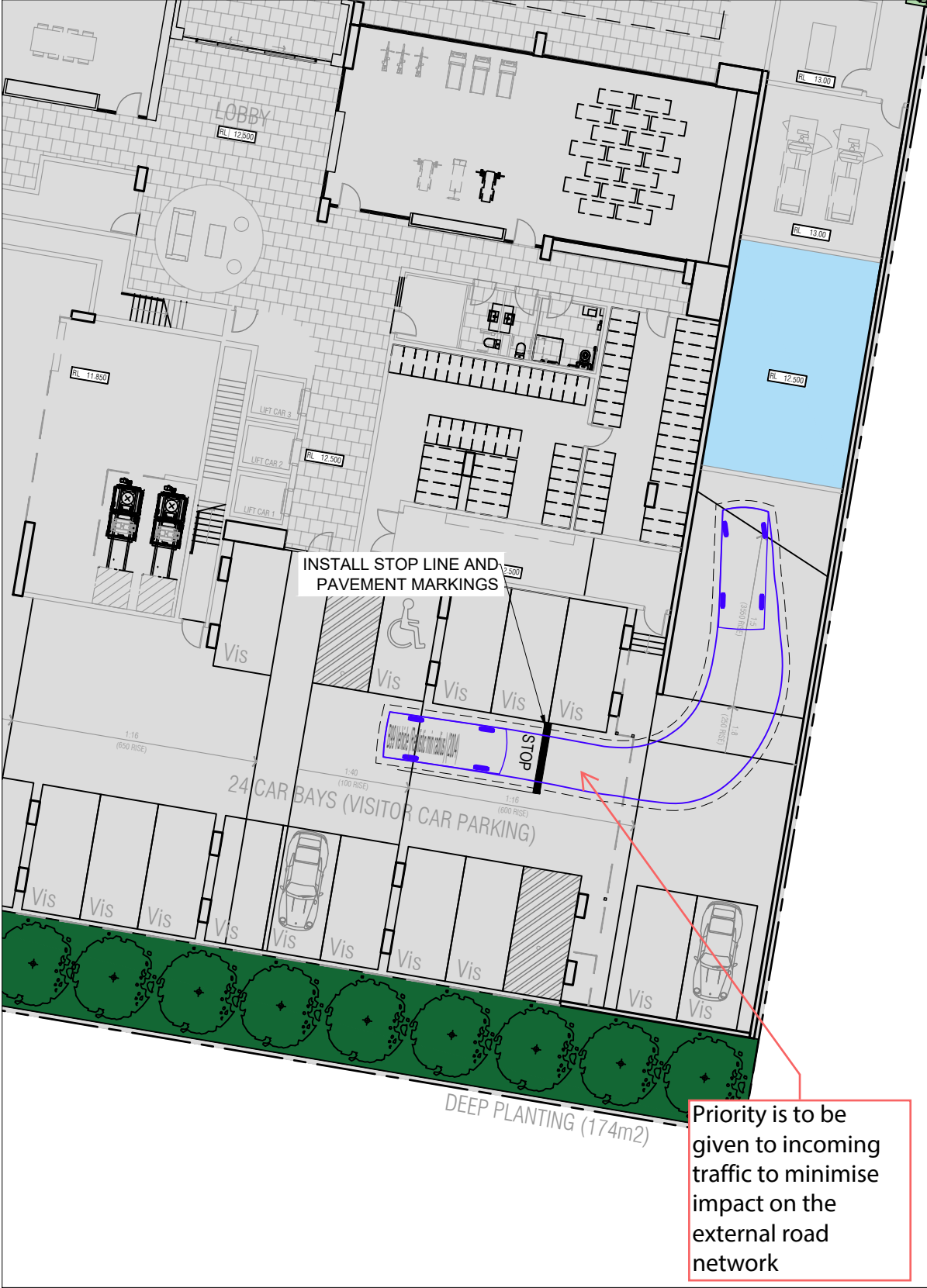
20 March 2026

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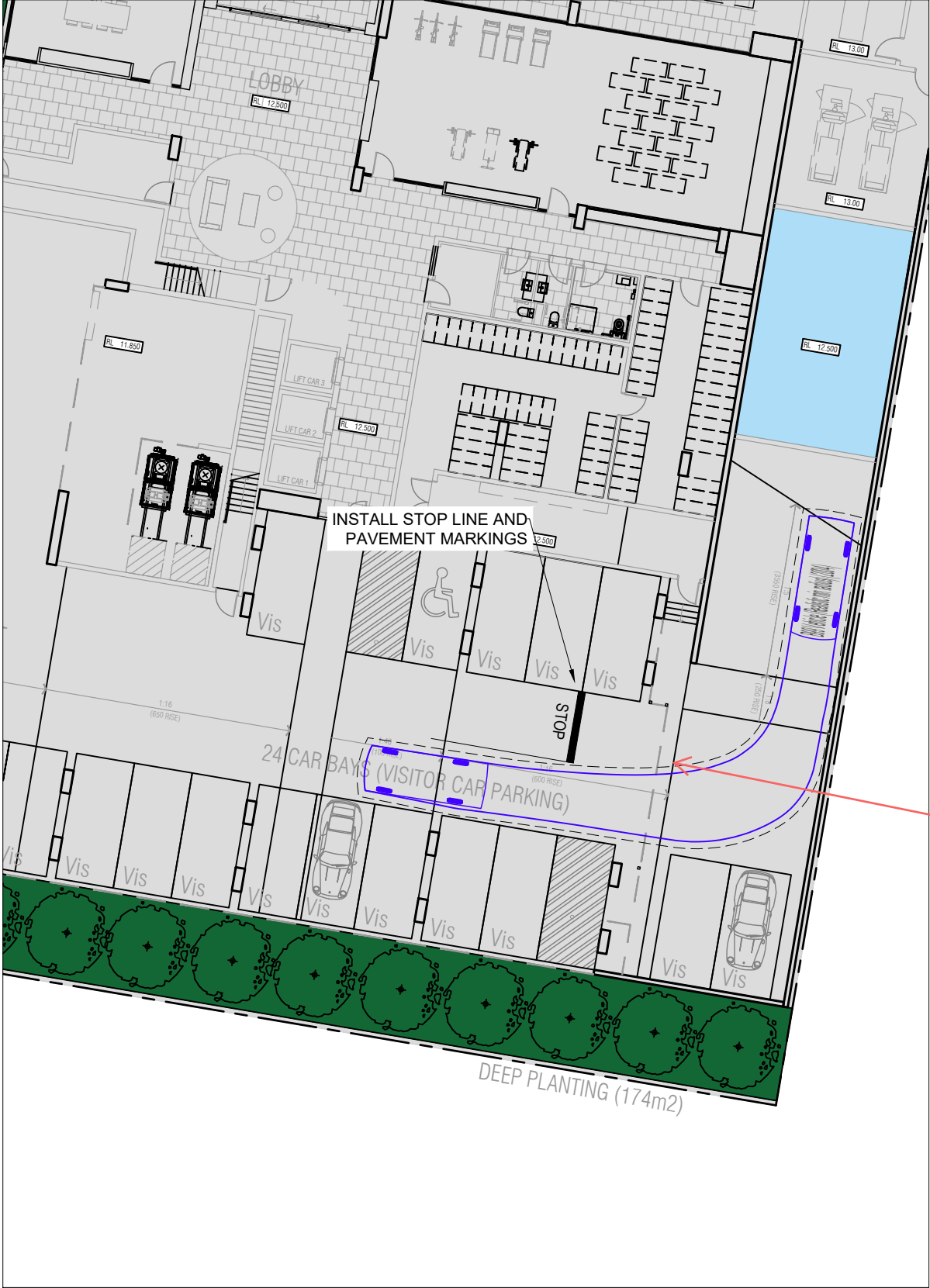


Colliers
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E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT 893-899 STANLEY ST EAST, EAST BRISBANE	PROJECT NUMBER 26BRT0011	ORIGINAL SIZE A3
DRAWING TITLE SWEPT PATH ANALYSIS DESIGN VEHICLE - 12.5M HRV	DRAWING NUMBER 26BRT0011-03	REVISION A
	DATE 20 Mar 2026	SHEET 1 OF 1

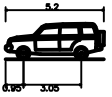


B99 GROUND LEVEL ENTERING RAMP



B99 GROUND LEVEL EXITING

Priority is to be given to incoming traffic to minimise impact on the external road network

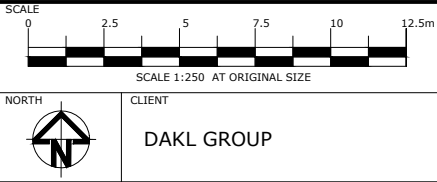


B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m

**PRELIMINARY
ADVICE ONLY**

20 March 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
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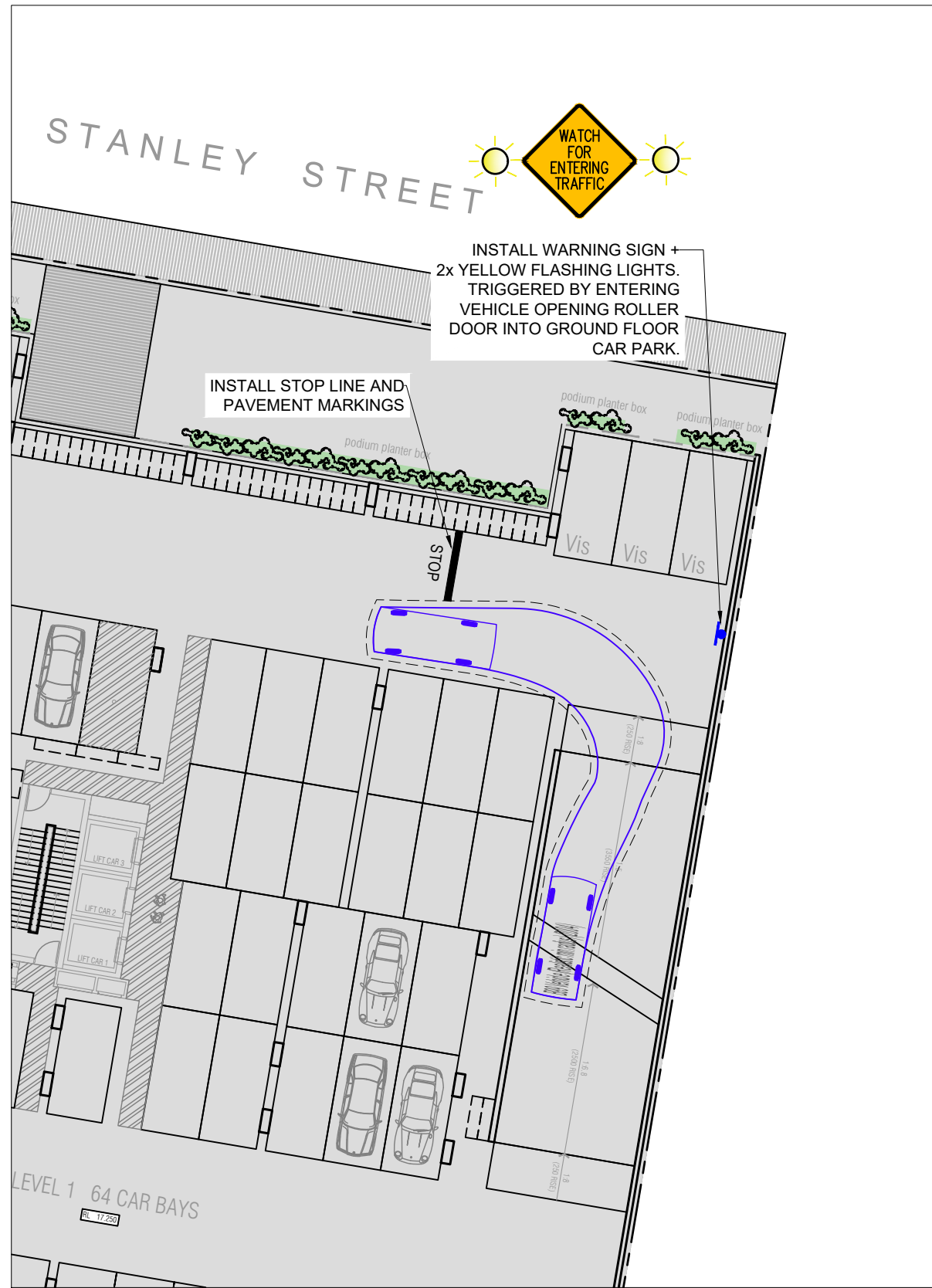


Colliers International Engineering & Design (TTMC) Pty Ltd
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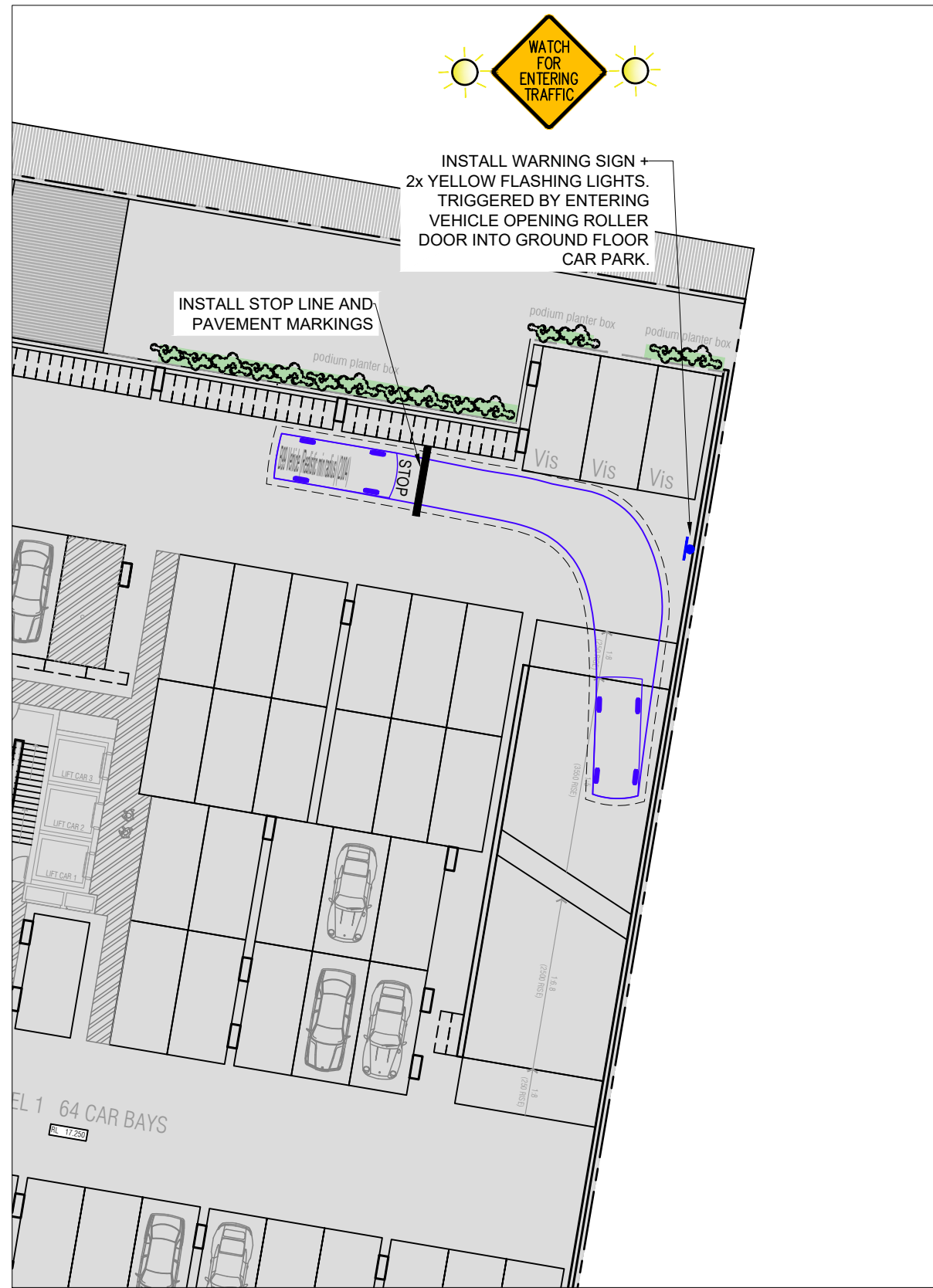
PROJECT
893-899 STANLEY ST EAST, EAST BRISBANE

DRAWING TITLE
**SWEPT PATH ANALYSIS
DESIGN VEHICLE - B99 VEHICLE**

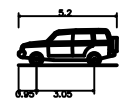
PROJECT NUMBER 26BRT0011	ORIGINAL SIZE A3
DRAWING NUMBER 26BRT0011-04	REVISION A
DATE 20 Mar 2026	SHEET 1 OF 1



B99 LEVEL 1 ENTERING



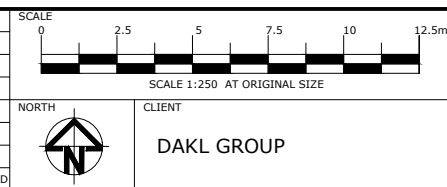
B99 LEVEL 1 EXITING



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

**PRELIMINARY
ADVICE ONLY**
 20 March 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	20-03-26	ORIGINAL ISSUE	RL	WKS	WKS



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PROJECT 893-899 STANLEY ST EAST, EAST BRISBANE	PROJECT NUMBER 26BRT0011	ORIGINAL SIZE A3
DRAWING TITLE SWEPT PATH ANALYSIS DESIGN VEHICLE - B99 VEHICLE	DRAWING NUMBER 26BRT0011-04	REVISION A
	DATE 20 Mar 2026	SHEET 1 OF 1