

18 June 2026

Core Property Partners  
Level 11, 260 Queen Street  
Brisbane QLD 4000



Attention: Bikram Kaler

Dear Bikram,

**RE: 36 WARRY STREET, FORTITUDE VALLEY  
PROPOSED OTHER CHANGE – TRAFFIC ENGINEERING ASSESSMENT**

**INTRODUCTION**

This report has been prepared by Pekol Traffic and Transport, as requested by Core Property Partners, to assess the traffic engineering aspects of a proposed Other Change to an approved mixed-use development at 36 Warry Street, Fortitude Valley (Approval Reference: A006020142). The proposed development comprises a mix of residential and commercial / food and drink uses.

The aim of this assessment is to review the proposed Other Change in terms of its site access arrangements, car parking provision and design, servicing arrangements, pedestrian facilities and likely traffic impact, with respect to the Brisbane City Council's (BCC) 2014 City Plan and Australian Standards Parking Facilities Part 1: Off-Street Car Parking (AS2890.1).

**EXISTING CONDITIONS**

**SUBJECT SITE**

The subject site is formally described as Lot 2 on RP221701 and currently accommodates multiple buildings, which cater for commercial / office uses, as shown in Figure 1. According to BCC's City Plan, the site is zoned as Mixed Use (Inner City) and is located within the City Core.

The site is bounded by:

- Warry Street to the north
- commercial uses to the east
- Kennigo Street to the south
- residential uses to the west

The surrounding area comprises a mix of commercial and residential uses.



Access to the site is currently provided via two separate access crossovers on Warry and Kennigo Streets. An additional crossover is currently located on the western side of the Kennigo Street frontage. However, existing line marked on-street parking and signage (installed by BCC within the verge) physically obstructs the use of this crossover.

Figure 1: SUBJECT SITE



## ROAD NETWORK

Both Warry and Kennigo Streets are classified as Neighbourhood Roads (ie minor roads), according to the BCC 2014 City Plan. Both streets have an unposted speed of 50km/h, are undivided with a single lane of traffic in each direction and cater for on-street parking (on both sides of the street).

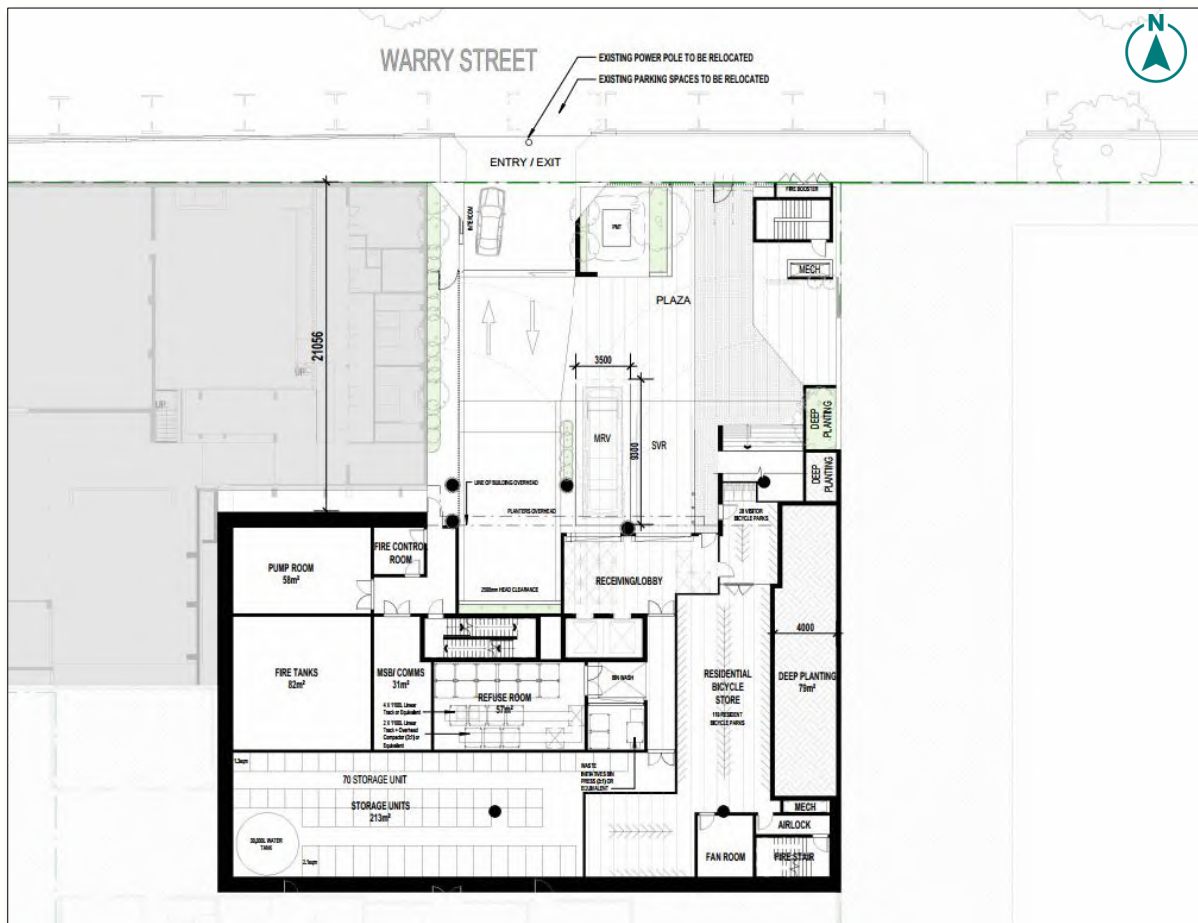
## ACTIVE TRANSPORT

There are footpaths on both sides of Warry and Kennigo Streets in the vicinity of the site.

## APPROVED DEVELOPMENT

In February 2023, BCC granted a Material Change of Use (MCU) approval for a mixed-use development over the subject site (Reference: A006020142). A total of 111 residential units and approximately 260m<sup>2</sup> GFA of ground floor retail / food and drink uses were approved. The approved ground floor layout is shown in Figure 2.

Figure 2: APPROVED GROUND FLOOR LAYOUT



The approved development is accessed via a single all-movements crossover on Warry Street. Separate Medium Rigid Vehicle (MRV) and Small Rigid Vehicle (SRV) bays are located on the ground floor, with all service vehicles accessing and egressing the site in forward gear via the approved crossover.

TTM prepared a traffic impact assessment report in support of the approved development. A peak traffic generation rate of 0.24 trips per dwelling was adopted, equating to a total peak traffic generation of 27 vehicles per hour. TTM did not quantify peak traffic generation for the proposed ground floor retail uses.

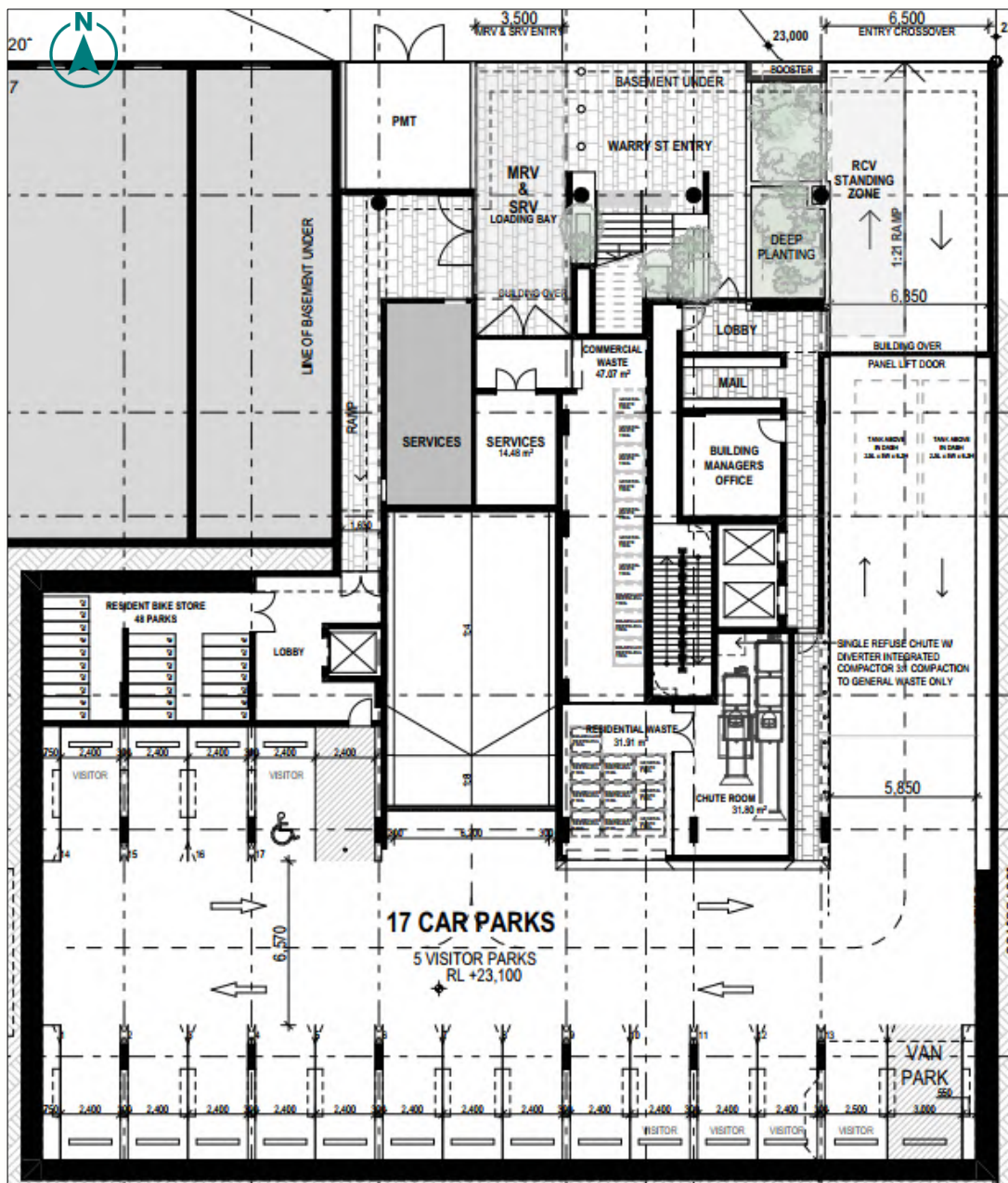
On-site parking was approved over four basement levels. We note that the approved resident and visitor parking bay are less than 2.6m (ie the minimum prescribed width in BCC's TAPS Policy for residential uses) but are compliant with AS2890.1.

## PROPOSED DEVELOPMENT

### OVERVIEW

The proposed Other Change scheme comprises 100 units, including 66 two-bedroom units and 34 three-bedroom units. Approximately 970m<sup>2</sup> GFA of retail / food and drink uses are also proposed on the ground floor. Compared to the approved development, this results in a decrease of 15 residential units and an increase of approximately 710m<sup>2</sup> GFA of retail / food and drink uses. The revised development would be supported by 140 parking spaces over four levels, including five visitor spaces on the ground floor. The proposed lower ground floor layout is demonstrated in Figure 3, with dimensioned architectural plans attached.

Figure 3: PROPOSED LOWER GROUND FLOOR LAYOUT



## ACCESS

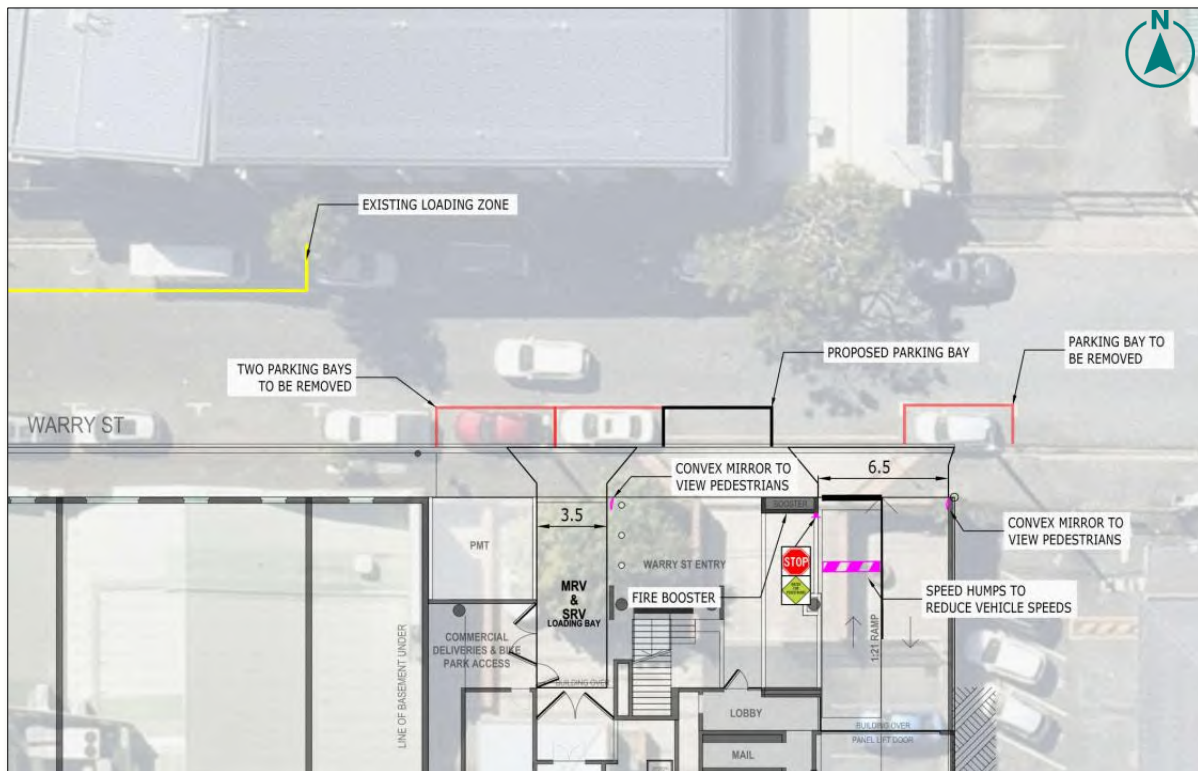
### Location

Vehicular access to the on-site car parking areas, including the basement levels, is proposed via a 6.5m wide all-movements driveway on Warry Street.

A separate 3.5m wide driveway is also proposed on Warry Street and would cater for service vehicles only.

A functional layout of the Warry Street access driveways is shown in Figure 4. The proposed access driveways are adequately separated and would be wholly contained within the site frontage. Thus, the proposed access locations are compliant with BCC's TAPS Policy and are considered appropriate for the proposed scale of development.

Figure 4: PROPOSED ACCESS ARRANGEMENT



### Design

The proposed development is expected to be regularly serviced by a Medium Rigid Vehicle (MRV) and Small Rigid Vehicle (SRV) and occasionally serviced by a Refuse Collection Vehicle (RCV). A swept path of an MRV accessing / egressing the proposed service vehicle access is attached and demonstrates that the access crossover would adequately cater for all regular service vehicles generated by the proposal. Given the limited available site frontage, it is recommended that the crossover be of Type B1 design, in accordance with BCC Standard Drawing BSD-2021.

The proposed light vehicle access width (ie 6.5m) would adequately cater for an RCV, in accordance with Table 12 of BCC’s TAPS Policy. A reduced taper is proposed on the entry side of the access to ensure the crossover is wholly contained within the site frontage. As demonstrated in the attached swept path drawings, the proposed access has been sufficient designed to:

- cater for RCV access and egress
- cater for two-way light vehicle movements
- allow a B85 car to pass an RCV standing on-site

Excluding the entry taper, it is recommended that the light vehicle access crossover be of Type B1 design, in accordance with BCC Standard Drawing BSD-2021.

The proposed access driveways would result in a net loss of two on-street car parking spaces on Warry Street. However, the proposed Other Change seeks to remove the two existing access crossovers on Kennigo Street. Sufficient kerb space would be available within the site frontage to relocate these two parking spaces to Kennigo Street. A functional layout of the recommended on-street parking design on Kennigo Street is shown in Figure 5.

Figure 5: KENNIGO STREET REVISED ON-STREET PARKING



### Sight Distance

On a 50km/h road (ie Warry Street), BCC’s TAPS Policy requires a minimum sight distance of 70m for developments generating less than 100 vehicle movements per hour. A desktop review of the site indicates that the proposed access locations achieve in excess of 70m sight distance to the west on Warry Street and approximately 45m sight distance to the east (to the Saint Pauls Terrace / Warry Street

intersection). Vehicles approaching the site access driveways from the east, having just turned left into Warry Street from Saint Pauls Terrace are expected to be travelling at lower speeds (ie 20 – 30km/h) and as such, the available sight distance to the east is considered acceptable.

### Queuing

For a parking area comprising 140 parking spaces, Table 10 of BCC’s TAPS Policy requires sufficient queue storage be provided on-site to accommodate five cars (ie 30m). Approximately 32m (ie in excess of five cars) of queue storage would be provided on-site, measured between the Warry Street site boundary and the first internal parking bay. Thus, sufficient queue storage would be available on-site, in accordance with BCC’s TAPS Policy.

## PARKING

### BCC REQUIREMENT

The subject site is located within the City Core, as defined in BCC’s TAPS Code. Accordingly, the parking requirement for the proposed Other Change has been calculated based on City Core parking rates included in BCC’s TAPS Policy. As detailed in table 1, a maximum of 133 parking spaces is permitted under the scheme.

Table 1: PARKING REQUIREMENT

LAND USE	SCALE	RATE	REQUIREMENT
<i>Residential</i>			
Two-Bedroom Units	66 units	maximum 1.0 spaces per unit	66 spaces
Three-Bedroom Units	34 units	maximum 1.5 spaces per unit	51 spaces
Visitors	100 units	0.05 spaces per unit	5 spaces
<i>Non-Residential</i>			
Retail / Food and Drink	970m <sup>2</sup>	maximum 1 space per 200m <sup>2</sup> GFA	10 spaces
<i>Site Total (Maximum)</i>			<b>132 spaces</b>

### PROVISION

A total of 140 parking spaces is proposed on-site, including five visitor parking spaces and one person with disability (PWD) bay. The proposed parking provision allows two spaces to be allocated to each 3-bedroom unit, in line with market / community expectations and will reduce the demand for on-street parking by residents of these units. Accordingly, the proposed parking provision complies with Overall Outcome OO2(f) and OO2(j)(i) and Performance Outcome PO14 of Council’s TAPS Code.

### PERSONS WITH DISABILITY PARKING

The proposal would be supported by one PWD bay. This is consistent with BCC’s TAPS Policy, which requires one visitor parking space be designated as a PWD parking bay be for residential developments comprising more than 10 units.

## DESIGN

The proposed parking facilities have been designed generally in accordance with BCC's TAPS Policy, AS2890.1 and the approved development in terms of bay dimensions, aisle widths, vehicle circulation and manoeuvring, this is typified by:

- standard parking bays – dimensioned 2.4m wide by 5.4m long
- PWD parking bay – dimensioned 2.4m wide by 5.4m long, with an adjacent shared bay of equivalent dimensions
- parking aisles – dimensioned 6.15m wide or greater
- circulation aisles – dimensioned 5.8m wide or greater
- end of aisle extension (beyond the last parking bay) – dimensioned 0.75m wide or greater
- maximum ramp grade – dimensioned at 1:4
- maximum ramp grade transitions – dimensioned at 1:8 (for 2.0m)
- columns, walls and structure – located outside of parking bays envelopes

A blind parking aisle is proposed within the ground floor parking area and as such, vehicle turnaround needs to be catered for. A swept path of a B99 large car turning around within the ground floor parking area is attached. A dedicated turnaround bay is not considered necessary.

A reduced 0.75m wide end of aisle extension is proposed on the western side of each parking level (ie beyond the western most parking bays). AS2890.1 requires a minimum 1.0m end of aisle extension be provided beyond end parking bays to facilitate vehicle egress. However, a wide 6.57m wide parking aisle is proposed adjacent to the western most parking bays and as demonstrated in the attached swept path drawings, a B85 car would be able to egress these bays. Thus, a wider end of aisle extension is not considered necessary to facilitate vehicle egress.

A security gate is proposed in proximity to the light vehicle access on Warry Street. All visitor parking would be located behind the security gate. It is recommended that either:

- a. the security gate is relocated to the top of the basement ramp (in the lower ground parking area), as indicated in attached drawing 26-076-004, or
- b. the proposed security gate (near Warry Street) remains open during the day (say 7am – 9pm) and an intercom be located on the exit side of the driveway (between Warry Street and the gate) to facilitate after hours visitor access (when the gate is closed)

## SERVICING

### DELIVERIES

BCC's TAPS Policy nominates a Large Rigid Vehicle (LRV) as the occasional service vehicle for residential uses (ie furniture deliveries). However, as outlined in the approved TTM traffic report, a Medium Rigid Vehicle (MRV) is expected to service the residential units, which was accepted by BCC for the approved development. The proposed Other Change seeks to reduce the number of dwellings on-site from 111 units to 96 units (ie reduction of 15 units). Accordingly, the frequency of furniture deliveries and MRV servicing movements is also expected to reduce.

The vast majority of the proposed retail / food and drink tenancies comprise less than 120m<sup>2</sup> GFA and according to Table 3 of BCC's TAPS Policy, are expected to be regularly serviced by a Small Rigid Vehicle (SRV). A larger tenancy (ie Tenancy 7), which comprises around 510m<sup>2</sup> GFA, is proposed on the mezzanine level, and is expected to be serviced by an MRV and Van.

A shared MRV / SRV bay on the ground floor and a separate Van bay in the visitor parking area is proposed, which would cater for the nominated regular service vehicles generated by the proposed scale of uses. The approved development layout included separate MRV and SRV bays, but no Van bay. The proposed Other Change seeks to combine the MRV and SRV bay (ie these vehicle types would share the bay). The proposed number of service vehicle loading bays is considered acceptable because:

- furniture deliveries (ie MRV servicing) associated with the residential units is expected to be infrequent (say once per year per unit) and would be less frequent than the approved development
- MRV movements associated with the retail / food and drink tenancies is expected to be low, noting that only Tenancy 7 is expected to generate an MRV servicing demand
- a separate Van bay is proposed on-site, as required by Table 3 in BCC's TAPS Policy, and is expected to be used by both the residential and retail / food and drink tenancies for small more frequent deliveries (ie Parcel deliveries etc)
- on the rare occasions when both an MRV and SRV are required to service the site at the same time, one of these vehicles could either utilise the existing loading zone on Warry Street (as indicated in Figure 4) or momentarily stand on one side of the light vehicle access (without restricting entry / exit movements)

The proposed MRV / SRV bay is dimensioned 3.5m wide by 9.0m long. The proposed Van bay is dimensioned 3.0m wide by 5.4m long, with a minimum 2.3m height clearance provided over all areas trafficked by a Van. The adopted service bay design accords with Table 12 of BCC's TAPS Policy.

Swept paths of an MRV (largest vehicle) accessing and egressing the proposed shared loading bay are attached. Both an MRV and SRV service vehicles would be required to reverse into the site from Warry Street. This is considered appropriate because:

- Warry Street is a minor road
- reverse entry manoeuvres for service vehicles are commonly approved on minor roads
- furniture deliveries associated with the residential uses would be infrequent, noting that BCC classifies a furniture delivery vehicle (ie LRV/MRV) as an occasional service vehicle
- the proposed scale of each ground floor retail / food and drink tenancy is not expected to generate a significant servicing demand
- a Van (ie a frequent service vehicle) would be able to enter and exit the site in forward gear

## REFUSE COLLECTION

Refuse would be collected by a 10.2m long BCC rear-lift refuse collection vehicle (RCV). It proposed that the RCV:

- reverses into the light vehicle access driveway from Warry Street
- momentarily stands on the driveway while collecting bins
- exits in forward gear to Warry Street

Reverse entry manoeuvres from a minor road (ie Warry Street) are accepted in BCC's Refuse Planning Scheme Policy. Furthermore, it is common in urban inner-city areas for an RCV to stand on one side of the access driveway when collecting refuse, noting that RCV servicing is expected to be infrequent. Swept paths of a BCC RCV accessing and egressing the site are attached.

## ACTIVE TRANSPORT

### PEDESTRIAN FACILITIES

Dedicated pedestrian accesses, separate to the vehicular driveways, are proposed on both the Warry Street and Kennigo Street frontages. These accesses provide a safe and direct connection between the lift lobbies / ground floor tenancies and external pedestrian network.

No pedestrian splay would be provided on the exit side of both the light vehicle and service vehicle driveways. Section 4.5 of BCC's TAPS Policy requires sight splays be provided at access driveways where an obstruction such as a fence or landscaping is likely to obstruct visibility to pedestrians and cyclists within the adjacent verge. Given the constrained nature of the site, and the limited site frontage available on Warry Street, it is recommended that traffic management devices be installed at both accesses in lieu of pedestrian sight splays. The recommended devices are summarised in Figure 4 and include:

- a speed hump on the exit side of the light vehicle access, to manage speeds of exiting vehicles as they approach the Warry Street verge
- signage and line marking informing exiting vehicles to stop and watch for pedestrians
- a convex mirror on the western side of each driveway to allow exiting vehicles to view and locate pedestrians approaching the driveway from the east

The site is located in a built-up urban environment and the proposed traffic management arrangement (ie in lieu of a pedestrian sight splay) is common in built-up inner-city areas (ie where buildings, walls and fences are commonly built to the boundary). Drivers are therefore expected to be familiar with the proposed traffic management devices.

It is our view that the proposed traffic management devices would adequately maintain pedestrian safety on Warry Street in the vicinity of the upper basement access crossover.

### CYCLISTS

The proposed scale of each retail / food and drink tenancy (ie less than 100m<sup>2</sup>) would not require bicycle parking, as per Table 21 in BCC's TAPS Policy.

The strict application of BCC's TAPS Policy would require one residential bicycle space be provided per dwelling, plus one visitor space per four dwellings. The proposal comprises 72 resident and 16 visitor spaces, which equates to:

- resident parking: 1 space per 1.3 dwellings
- visitor parking: 1 space per six dwellings

Accordingly, the proposed resident bicycle parking provision rate is less than the rate prescribed in the Transport Code. However, we note that Austroads Guide to Guide to Traffic Management Part 11 – Parking Management Techniques recommends bicycle parking be provided at the following rates:

- resident parking: 1 space per 3 dwellings / flats

- visitor parking: 1 space per 8 dwellings / flats

Thus, the proposed bicycle parking provision exceeds Austroads recommended requirement. Additional bicycle parking is not considered necessary to support the proposal.

## TRAFFIC OPERATIONS

The peak hour traffic generation associated with the proposed residential units been estimated using a conservative trip rate of 0.24 vehicles per dwelling, as per the approved TTM traffic report. The Other Change proposes a net reduction of 15 units and as such, resident traffic would reduce by around four vehicle trips per hour compared to the approved development.

The approved TTM report does not prescribe a traffic generation rate for the non-residential uses. Given that a maximum parking rate applies to non-residential uses in the City Core, the proposed additional retail / food and drink GFA is expected to generate negligible traffic during peak periods. However, we have conservatively adopted a peak traffic generation of two vehicle trips per 100m<sup>2</sup> GFA for the non-residential uses. The proposal comprises an additional 710m<sup>2</sup> of retail / food and drink use, which would generate in the order of 14 vehicle trips during peak periods. Accounting for the reduction in residential traffic, the proposed Other Change is expected to generate around 10 additional vehicle trips during the commuter peaks, compared to the approved development. This small increase in traffic is not expected to have a significant impact on surrounding traffic operations and it is expected the surrounding network has sufficient spare capacity to cater for the proposal.

## CONCLUSION

The proposed Other Change has been evaluated in terms of its site access arrangements, parking provision and design, servicing arrangements, pedestrian / cyclist facilities and likely traffic impact. The main points to note are:

- the proposed Other Change scheme comprises 100 units and 970m<sup>2</sup> of retail / food and drink use
- vehicular access is proposed via separate service vehicle and light vehicle access driveways on Warry Street
- the proposed access arrangement is consistent with BCC's TAPS Policy and / or AS2890.1 in terms of location, driveway design, queuing and sight distance
- two on-street parking spaces would be relocated from Warry Street to Kennigo Street to cater for the proposed access driveways
- a total of 140 car parking spaces, including 5 visitor parking spaces, are proposed on-site
- the on-site parking layout has been designed generally in accordance with the approved development layout, BCC's TAPS Policy and AS2890.1
- the proposal can accommodate on-site servicing for a VAN SRV, MRV and rear-lift RCV, which is expected to be adequate to support the proposed scale of uses
- dedicated pedestrian accesses would be provided on the Warry Street and Kennigo Street frontages
- sufficient residential and visitor bicycle parking would be provided on-site, in accordance with Austroads

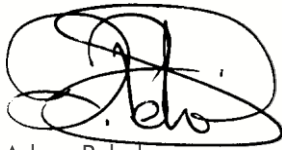
- the proposal is expected to generate around 10 additional vehicle trips during the weekday commuter peak hours compared to the approved development
- the additional development traffic associated with this proposal is expected to have a negligible impact on surrounding road operations

Based on the above, it is recommended that:

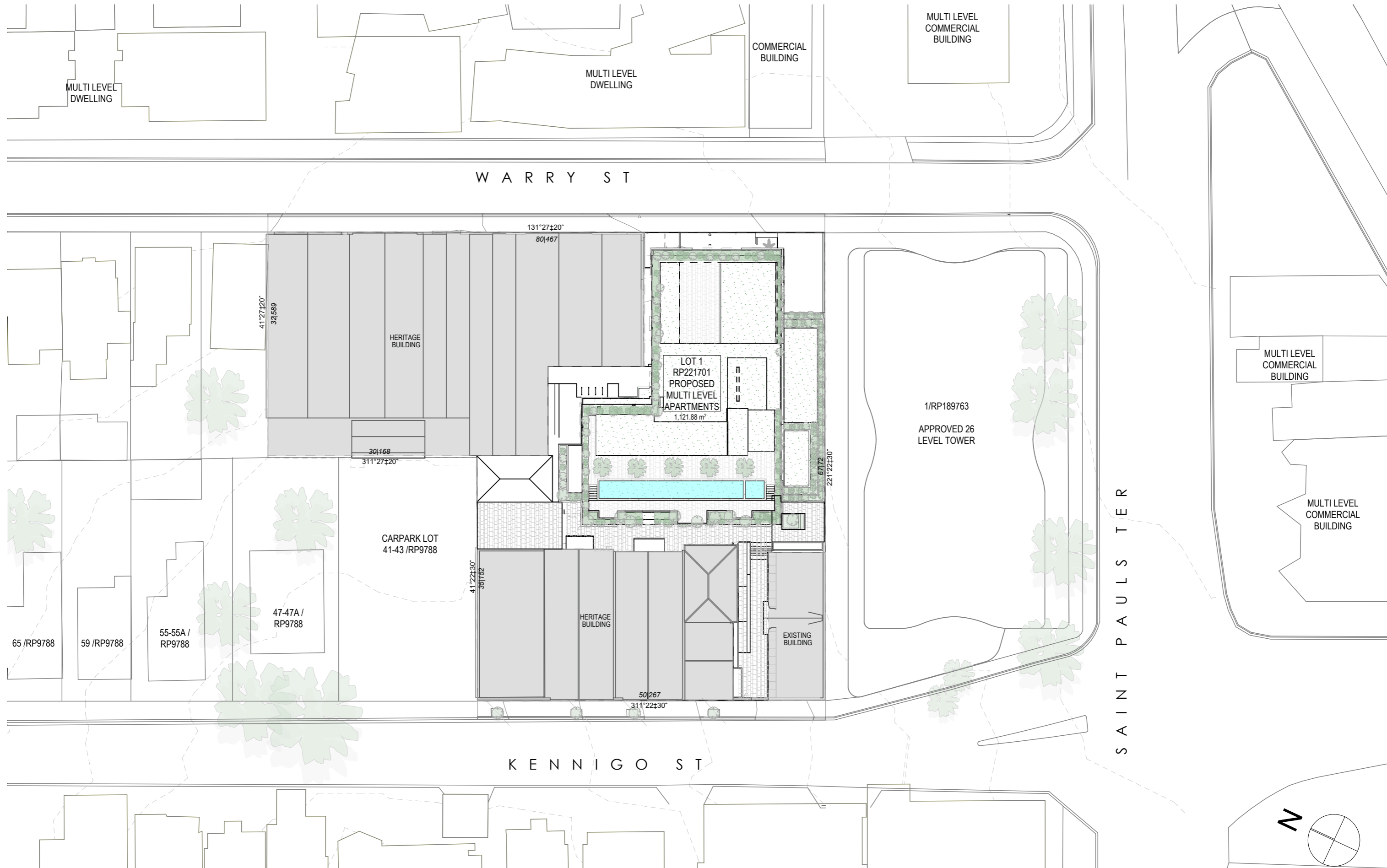
- the proposed access crossovers are designed generally in accordance with BCC Standard Drawing BSD-2021
- traffic management devices be installed at the access driveway to improve pedestrian visibility, as summarised in Figure 4
- either the light vehicle access security gate be relocated to the top of the basement or the gate remains open during daytime hours, with an intercom provided in front of the gate facilitating after hours visitor access

If you have any questions regarding the issues discussed above, please do not hesitate to contact us.

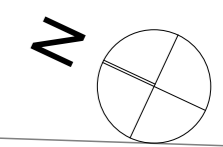
Yours sincerely,

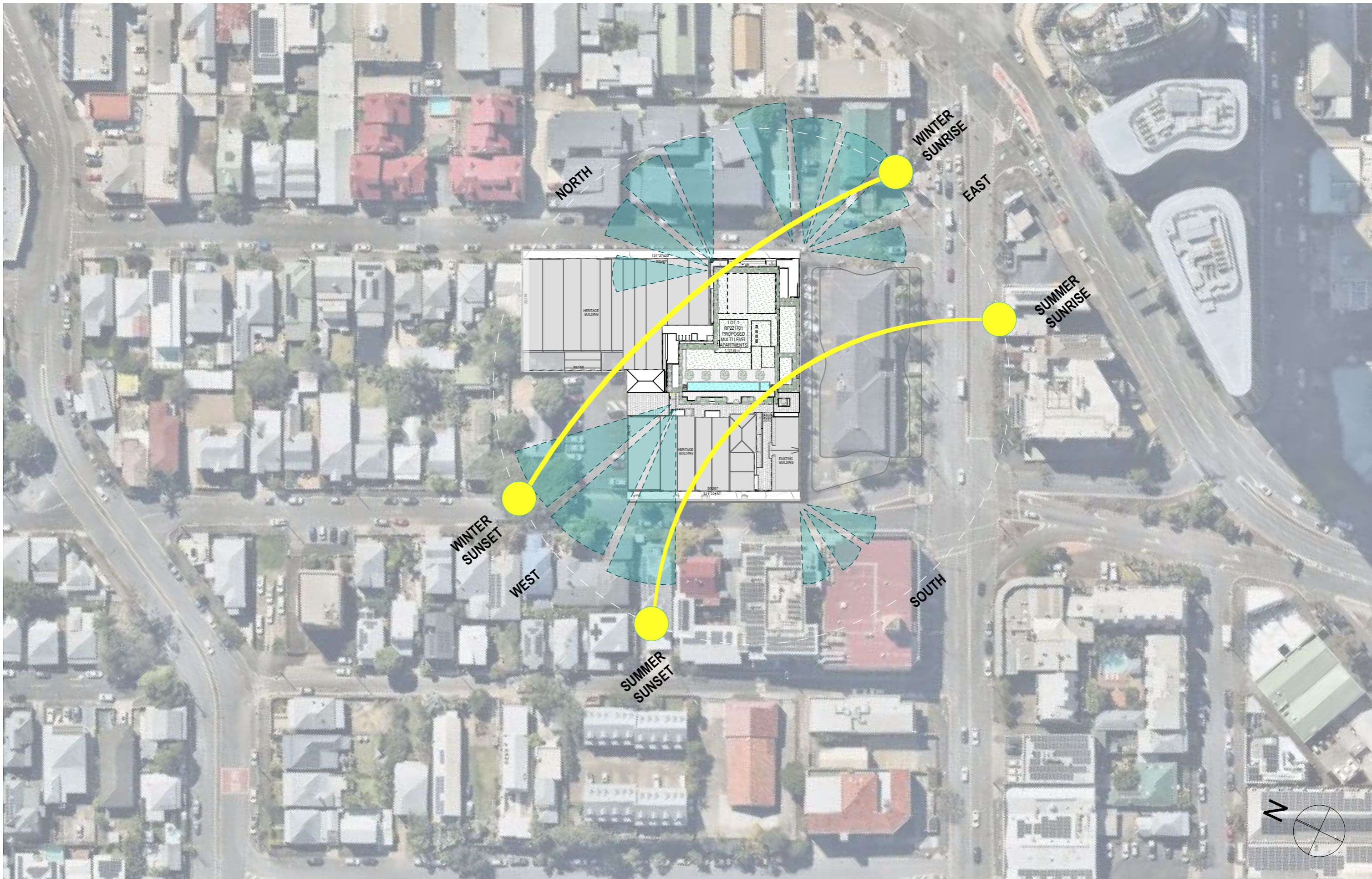


Adam Pekol  
Director (RPEQ 05286)



1 Site Plan 1:500





# Site Analysis

DAH.Architecture

www.daharchitecture.com.au  
ph: 3 190 8799

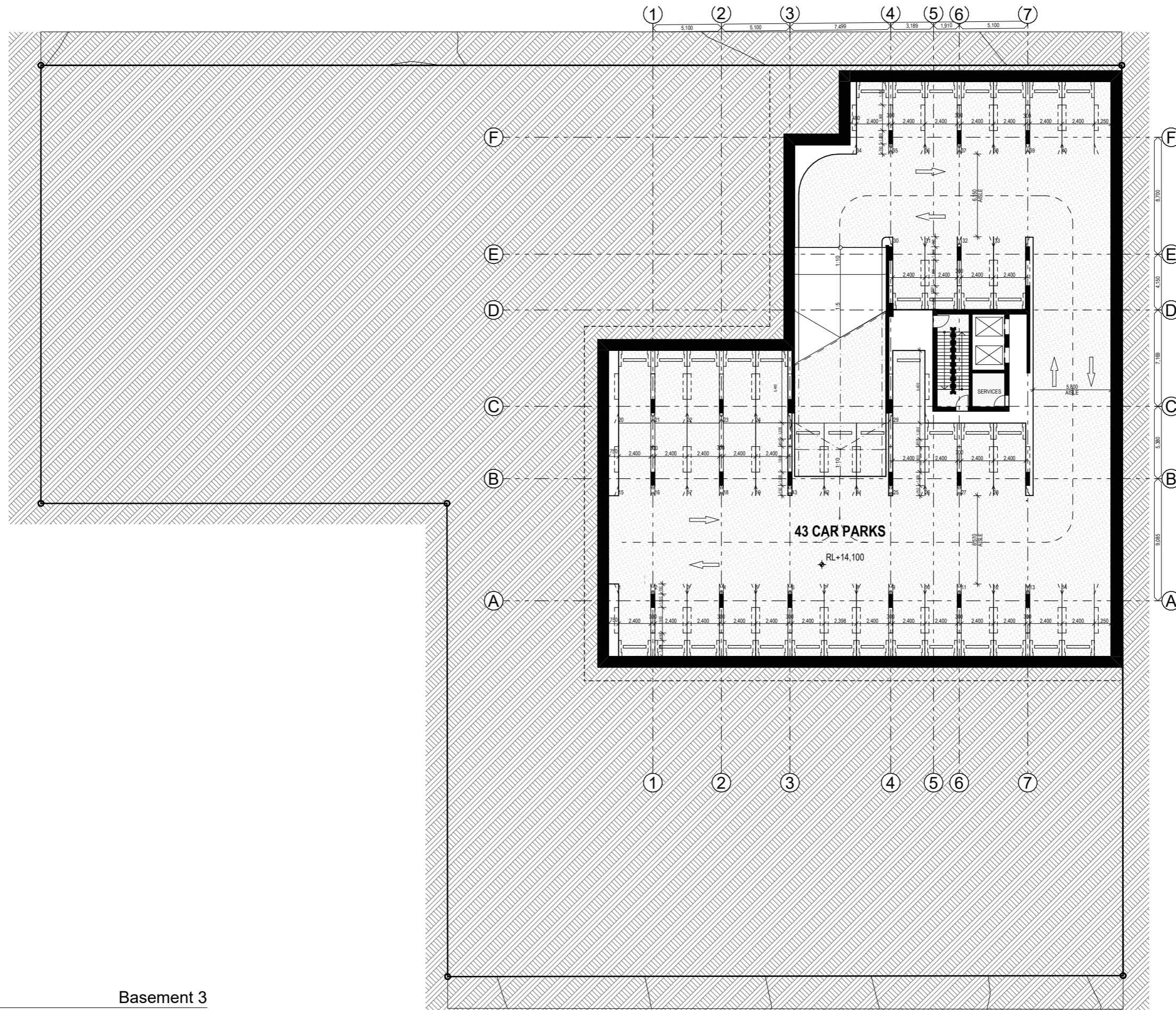
ISSUE	DATE	ISSUE NAME
A - WIP	Work in Progress	DA ISSUE

Client  
Core Property Partners

Project  
BAKERS GROUND  
33-37 Kennigo St, Brisbane,  
4000

Drawing Title  
Site Analysis

Scale @ A3  
1:1000  
Project Number 964KEN  
Drawing Number A-DA 102  
Issue A - WIP



1

Basement 3  
1:300



Basement 3  
DAH.Architecture  
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ph: 07 3190 8799

ISSUE	DATE	ISSUE NAME
SK1	31/10/25	Sketch Issue
SK2	01/12/25	Traffic Issue
SK3	05/12/25	Consultant Issue
SK4	09/12/25	Consultant Issue
A - WIP	Work in Progress	DA ISSUE

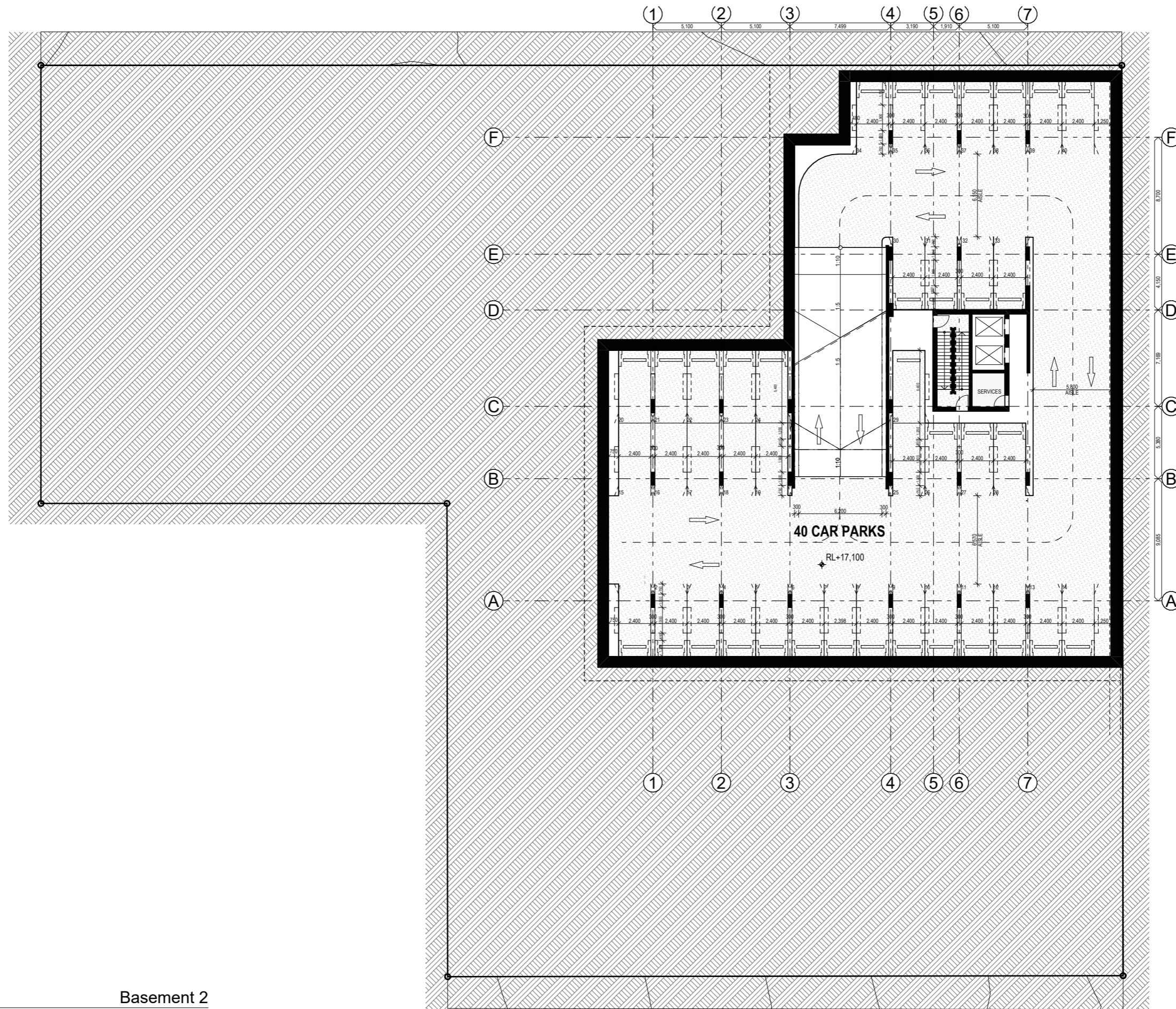
Client  
Core Property Partners

Project  
BAKERS GROUND  
33-37 Kennigo St, Brisbane,  
4000

Drawing Title  
Basement 3

Scale @ A3  
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Project Number 964KEN Drawing Number A-DA 201 Issue A - WIP



1

Basement 2  
1:300



Basement 2  
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ISSUE	DATE	ISSUE NAME
SK1	31/10/25	Sketch Issue
SK2	01/12/25	Traffic Issue
SK3	05/12/25	Consultant Issue
SK4	09/12/25	Consultant Issue
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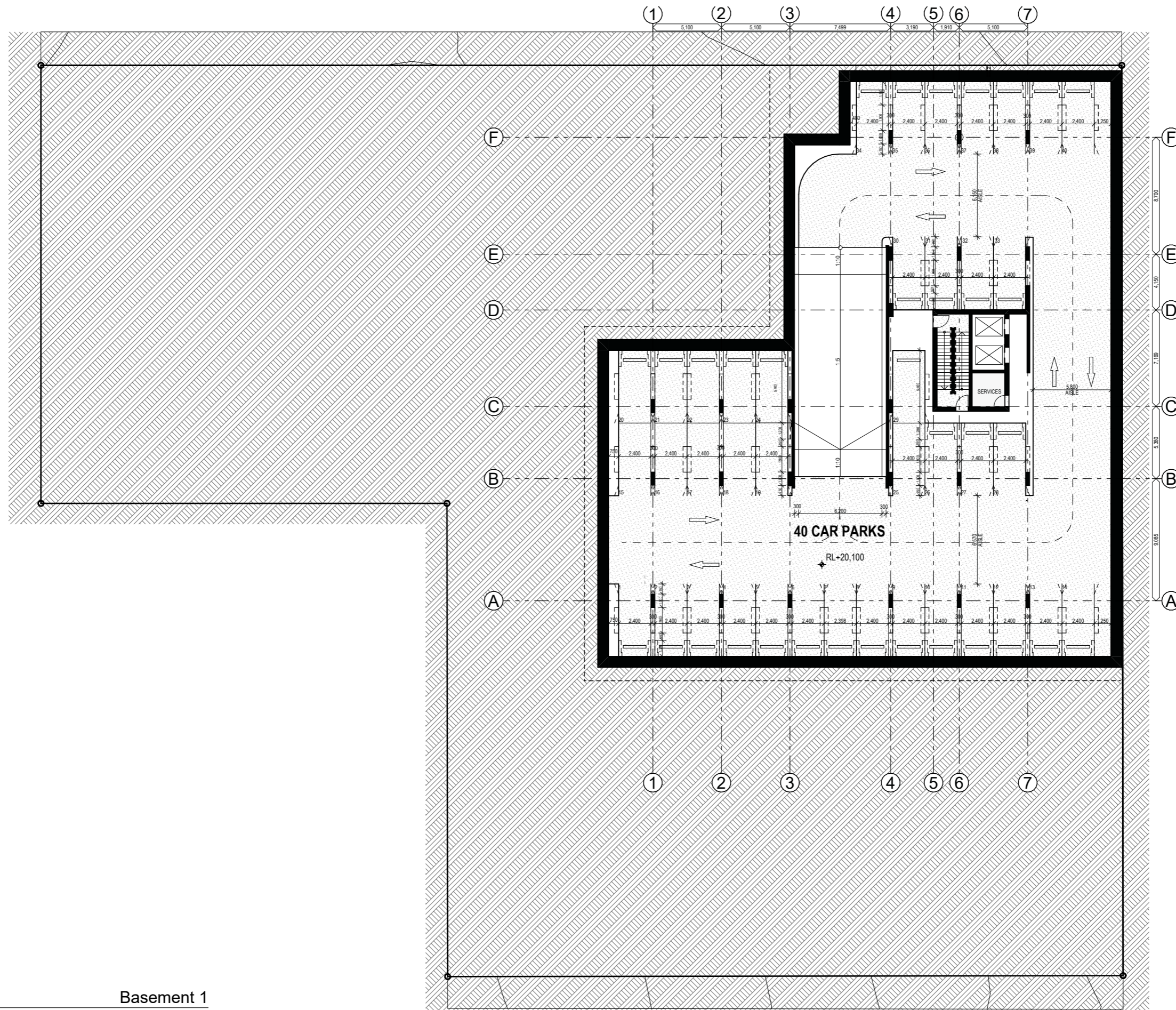
Client  
Core Property Partners

Project  
BAKERS GROUND  
33-37 Kennigo St, Brisbane,  
4000

Drawing Title  
Basement 2

Scale @ A3  
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Project Number 964KEN Drawing Number A-DA 202 Issue A - WIP



1

Basement 1  
1:300



**Basement 1**  
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ISSUE	DATE	ISSUE NAME
SK1	31/10/25	Sketch Issue
SK2	01/12/25	Traffic Issue
SK3	05/12/25	Consultant Issue
SK4	09/12/25	Consultant Issue
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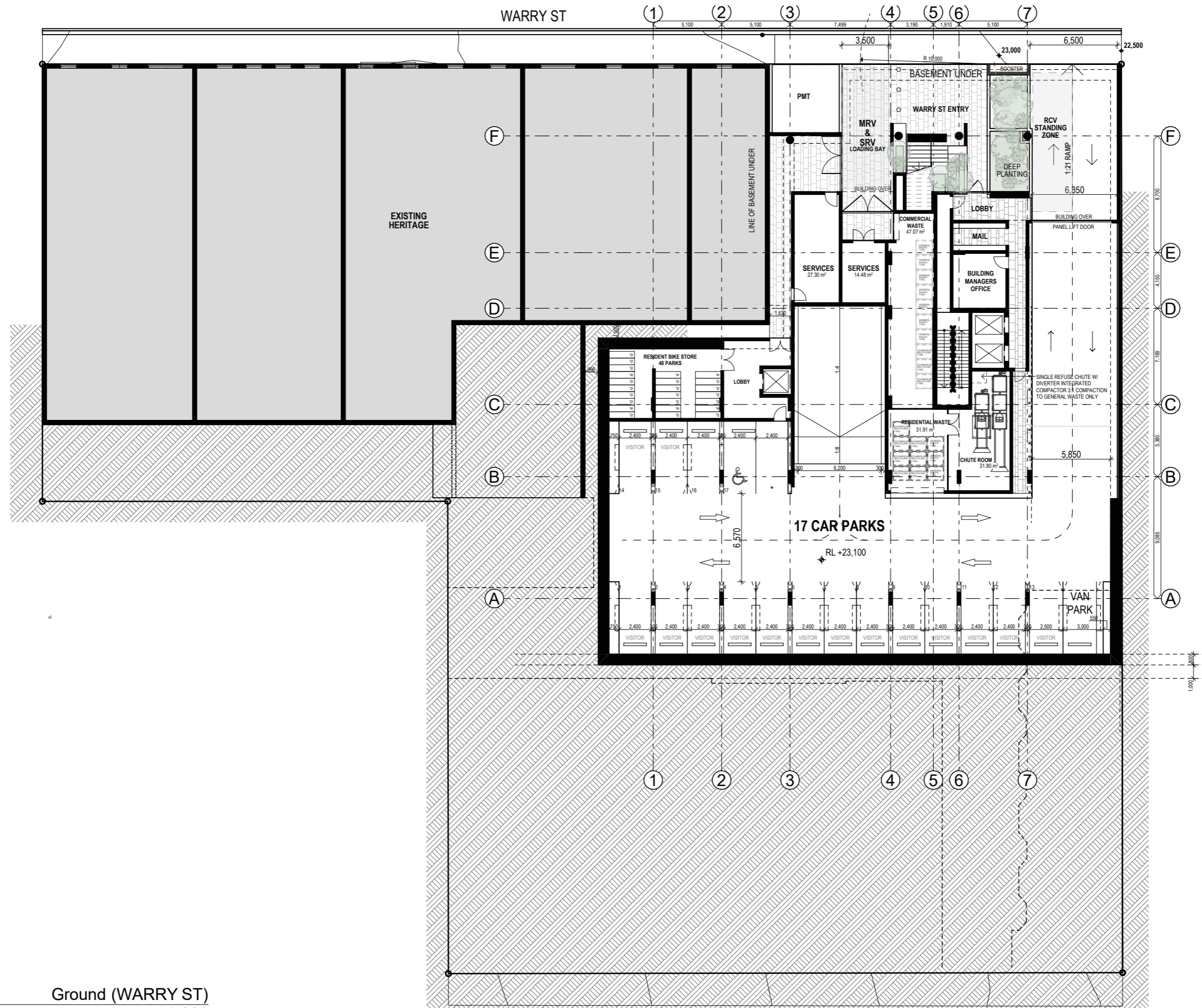
Client  
Core Property Partners

Project  
**BAKERS GROUND**  
33-37 Kennigo St, Brisbane,  
4000

Drawing Title  
Basement 1

Scale @ A3  
1:300

Project Number 964KEN Drawing Number A-DA 203 Issue A - WIP



1

Ground (WARRY ST)  
1:300



# Lower Ground (Warry Street)

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ISSUE	DATE	ISSUE NAME
01	31/10/25	Sketch Issue
SK2	01/12/25	Traffic Issue
SK3	05/12/25	Consultant Issue
SK4	09/12/25	Consultant Issue
A - WIP	Work in Progress	DA ISSUE

ISSUE	DATE	ISSUE NAME
01	31/10/25	Sketch Issue
SK2	01/12/25	Traffic Issue
SK3	05/12/25	Consultant Issue
SK4	09/12/25	Consultant Issue
A - WIP	Work in Progress	DA ISSUE

Client  
**Core Property Partners**

Project  
**BAKERS GROUND**  
33-37 Kennigo St, Brisbane,  
4000

Drawing Title  
**Lower Ground (Warry Street)**

Scale @ A3  
1:300

Project Number  
964KEN

Drawing Number  
A-DA 204

Issue  
A - WIP



1

Podium (KENNIGO ST)  
1:300

KENNIGO ST



Upper Ground (Kennigo Street)  
DAH.Architecture  
www.daharchitecture.com.au  
ph: 07 3190 8799

ISSUE	DATE	ISSUE NAME
SK1	31/10/25	Sketch Issue
SK2	05/12/25	Consultant Issue
SK3	09/12/25	Consultant Issue
A - WIP	Work in Progress	DA ISSUE

Client  
Core Property Partners

Project  
BAKERS GROUND  
33-37 Kennigo St, Brisbane,  
4000

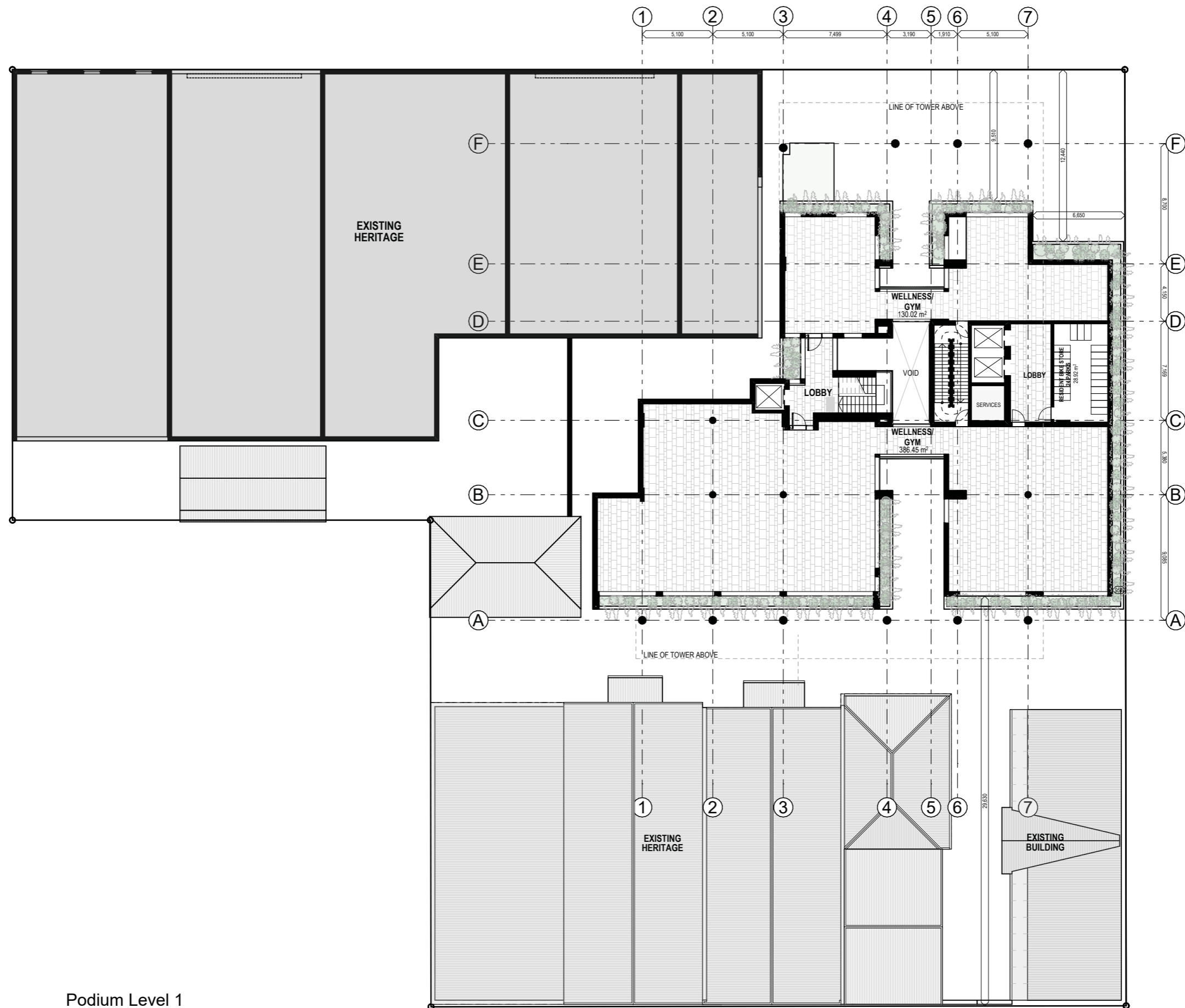
Drawing Title  
Upper Ground (Kennigo Street)

Scale @ A3  
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Project Number  
964KEN

Drawing Number  
A-DA 205

Issue  
A - WIP



1

Podium Level 1  
1:300



Mezzanine  
DAH Architecture  
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ph: 07 3190 8799

ISSUE	DATE	ISSUE NAME
SK1	31/10/25	Sketch Issue
SK2	05/12/25	Consultant Issue
SK3	09/12/25	Consultant Issue
A - WIP	Work in Progress	DA ISSUE



Client  
Core Property Partners

Project  
BAKERS GROUND  
33-37 Kennigo St, Brisbane,  
4000

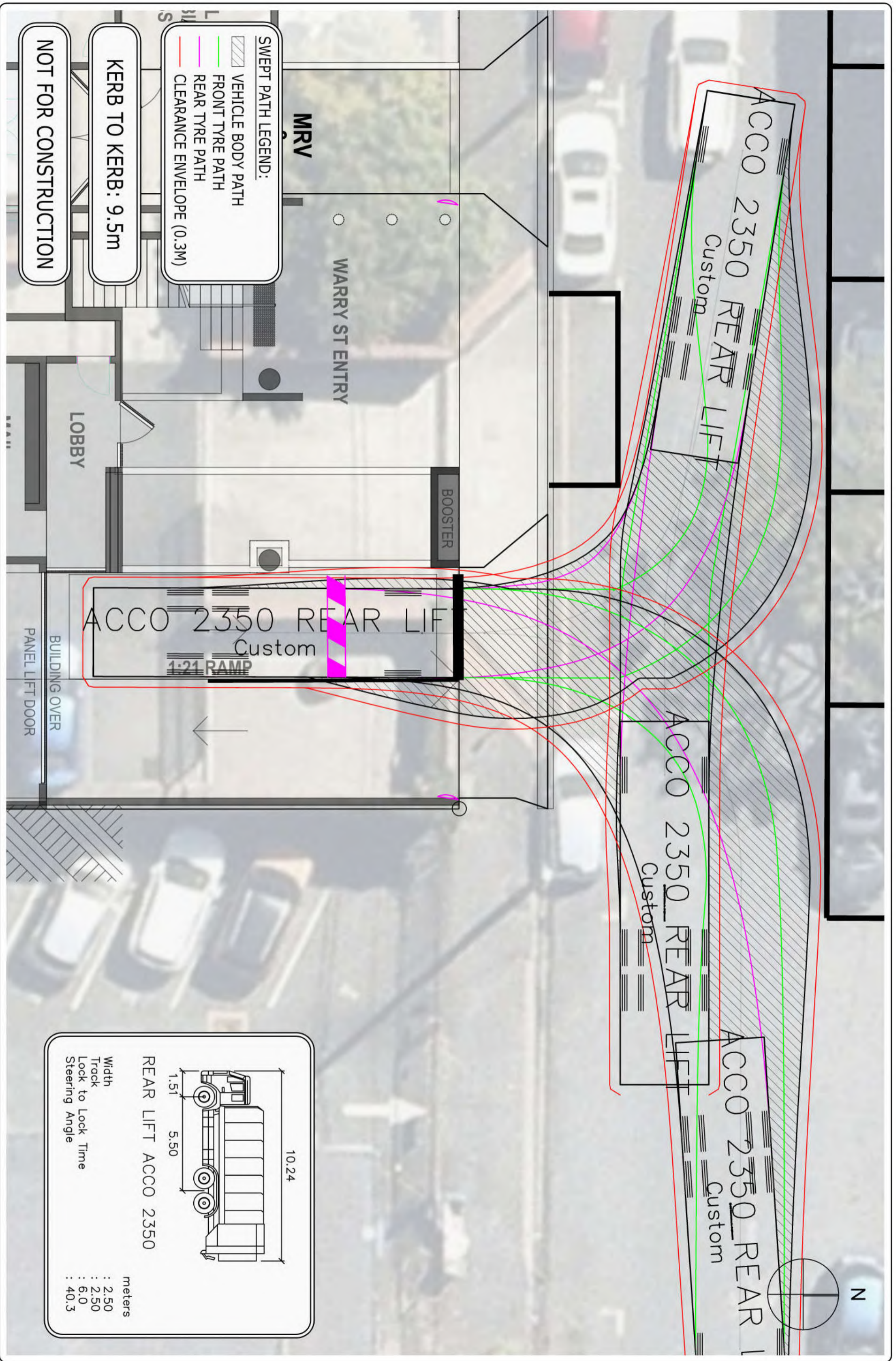
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Mezzanine

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Project Number  
964KEN

Drawing Number  
A-DA 206

Issue  
A - WIP



**PTT**  
 TRAFFIC & TRANSPORT ENGINEERING  
 ABN 96 067 593 962  
 P 07 3839 6771 WWW.PTT.COM.AU  
 Level 2, 62 Astor Tee, Spring Hill QLD 4000

REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	CG	12/12/25

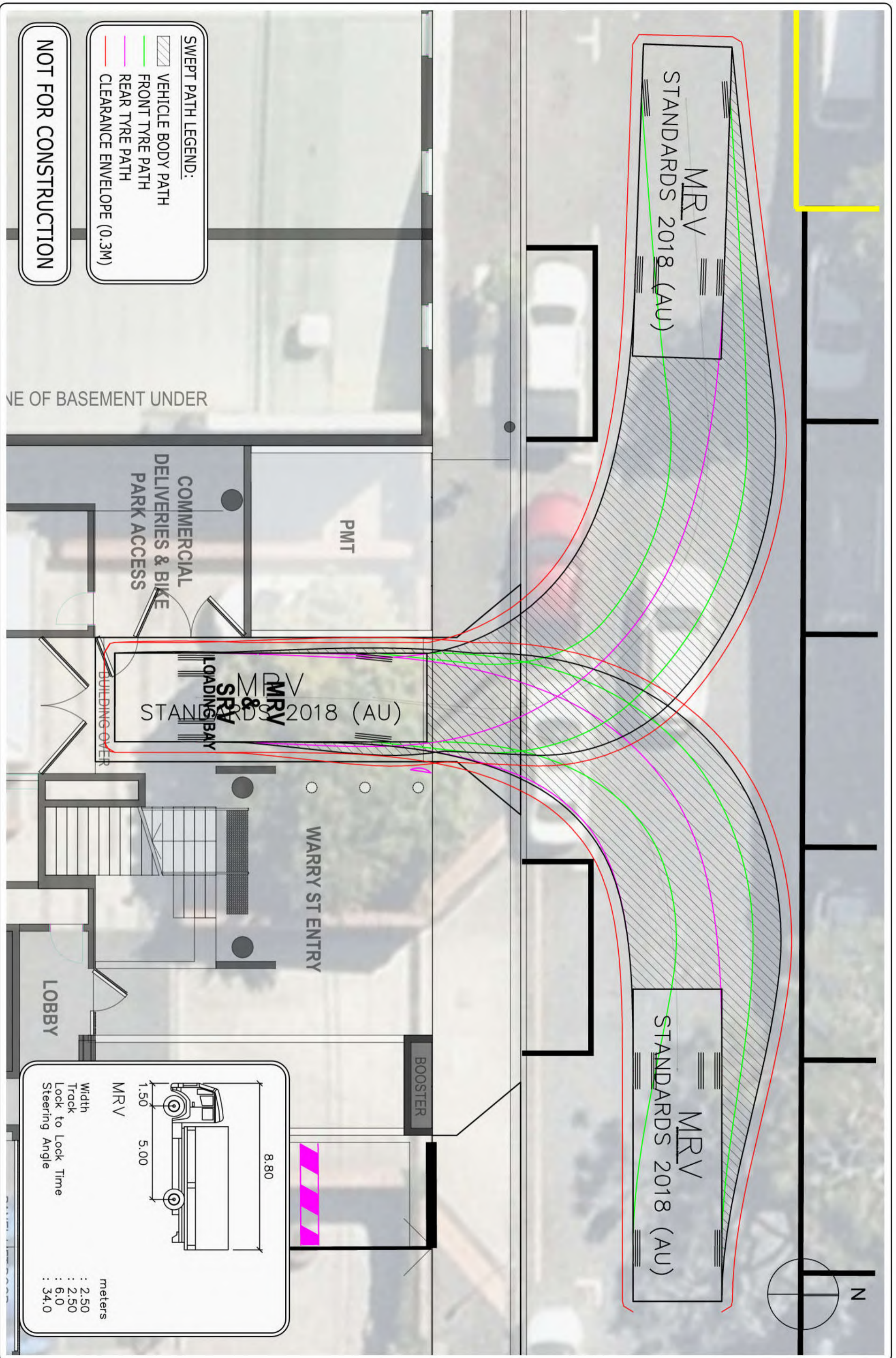
**DRAWING TITLE:**  
 RCV SERVICING

**PROJECT TITLE:**  
 36 WARRY ST, FORTITUDE VALLEY

**DRAWING NO:** 26-076-001  
**REV:** A  
**SCALE:** 1:100 @ A3

**CLIENT:** CORE PROPERTY

**APPROVED BY:**  
 CG (RPEQ 34450)  
*CG*



**SWEPT PATH LEGEND:**

- VEHICLE BODY PATH
- FRONT TYRE PATH
- REAR TYRE PATH
- CLEARANCE ENVELOPE (0.3M)

**NOT FOR CONSTRUCTION**

NE OF BASEMENT UNDER

COMMERCIAL  
DELIVERIES & BIKE  
PARK ACCESS

PMT

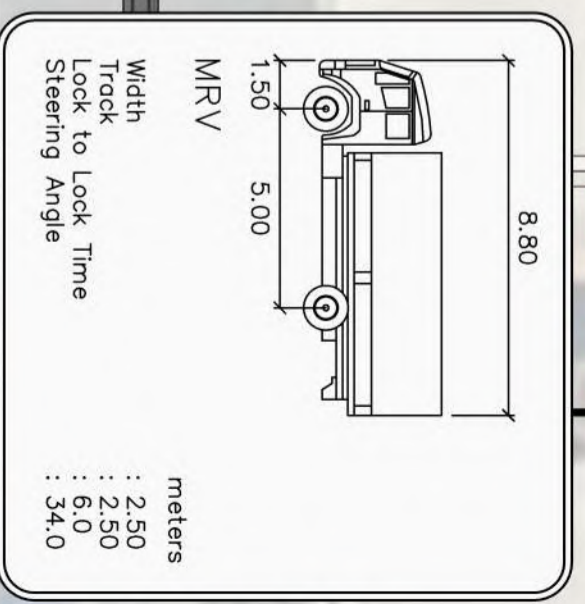
LOADING BAY  
MRV & SRV  
STANDARDS 2018 (AU)

BUILDING OVER

WARRY ST ENTRY

BOOSTER

LOBBY



**PTT**  
TRAFFIC & TRANSPORT ENGINEERING

ABN 96 067 593 962  
P 07 3839 6771 WWW.PTT.COM.AU  
Level 2, 62 Astor Tee, Spring Hill QLD 4000

REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	CG	12/12/25

DRAWING TITLE: MRV SERVICING

PROJECT TITLE: 36 WARRY ST, FORTITUDE VALLEY

DRAWING NO: 26-076-001

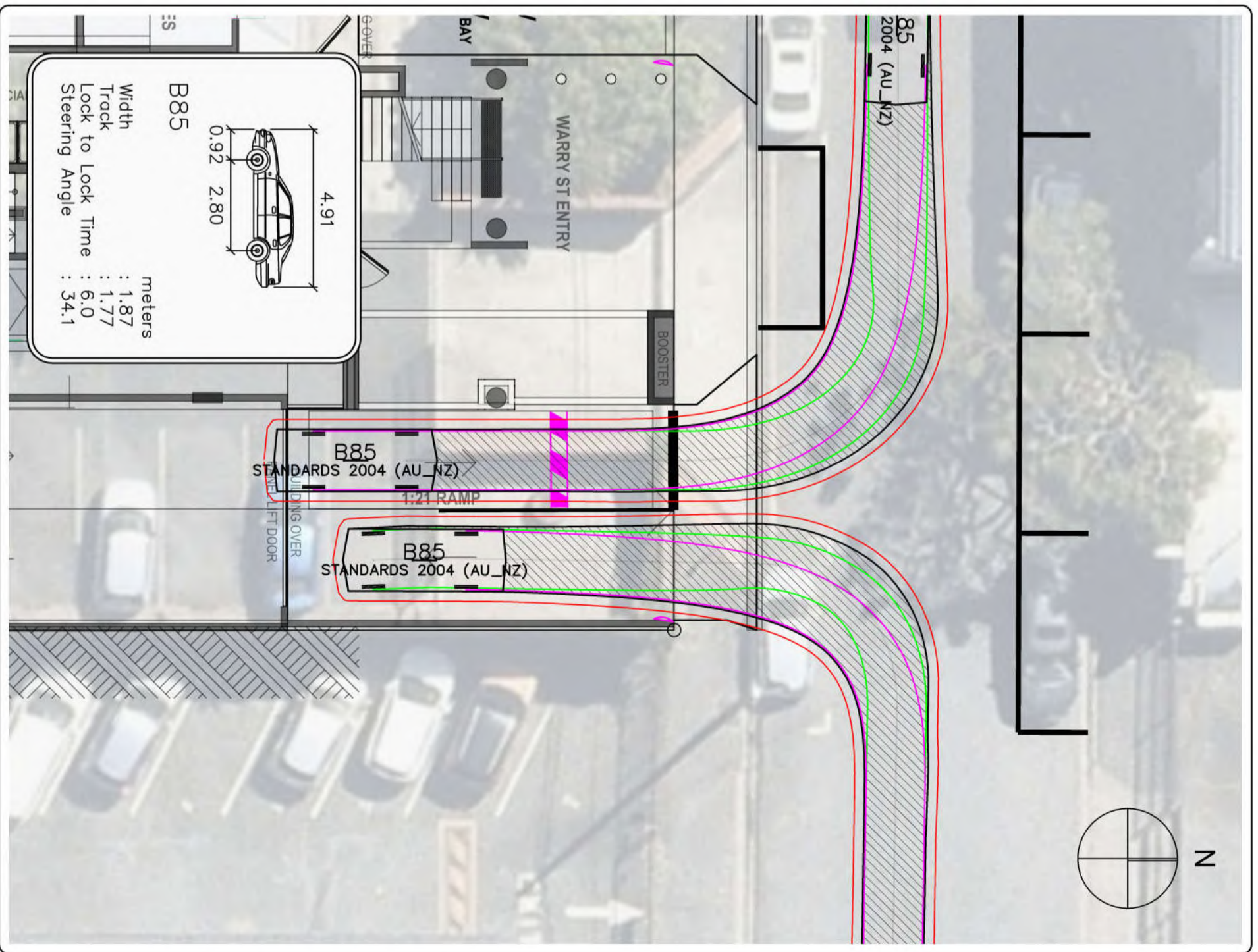
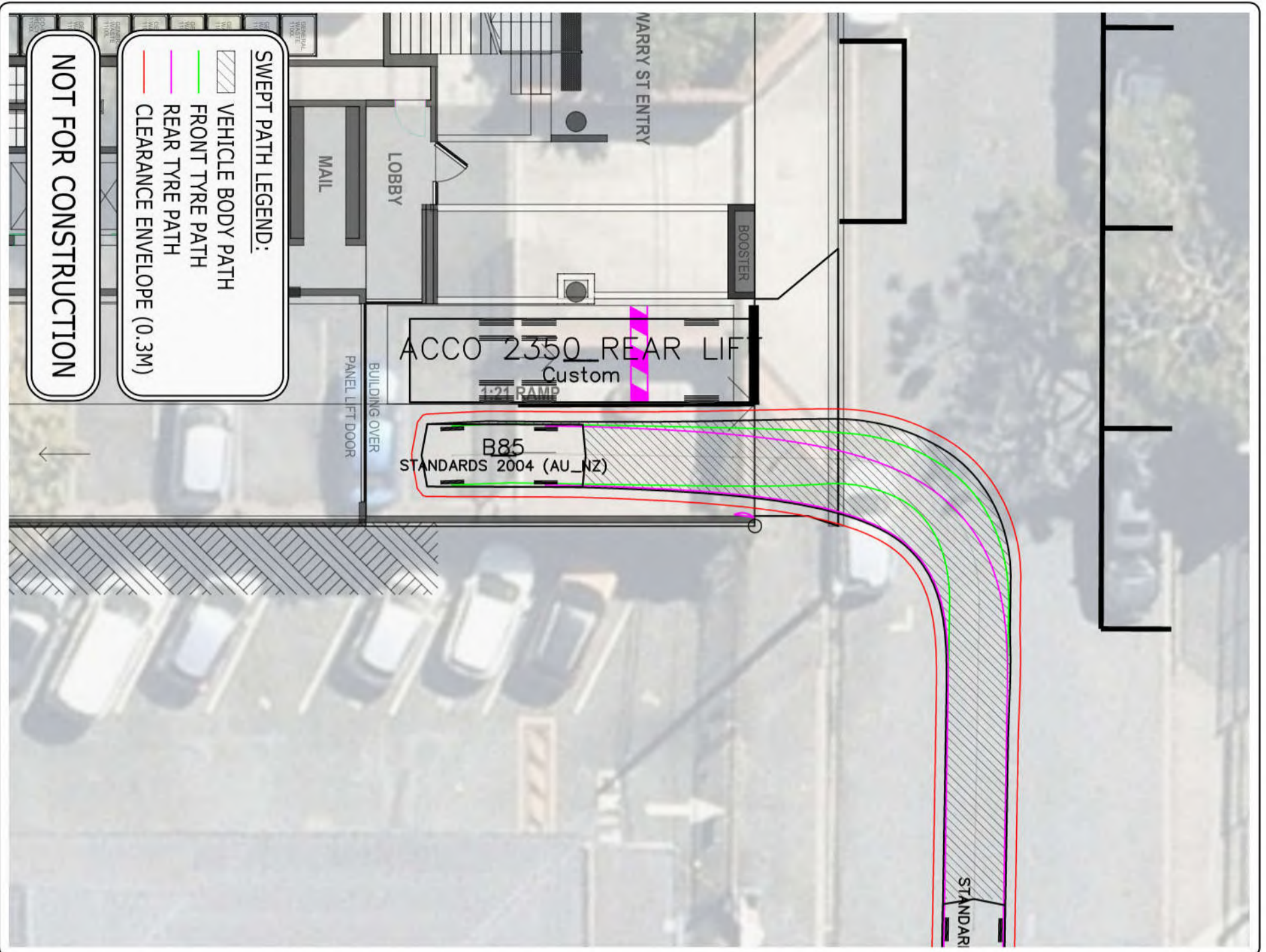
REV: A

SCALE: 1:100 @ A3

CLIENT: CORE PROPERTY

APPROVED BY: CG (RPEQ 34450)

*CG*



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REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	CG	12/12/25

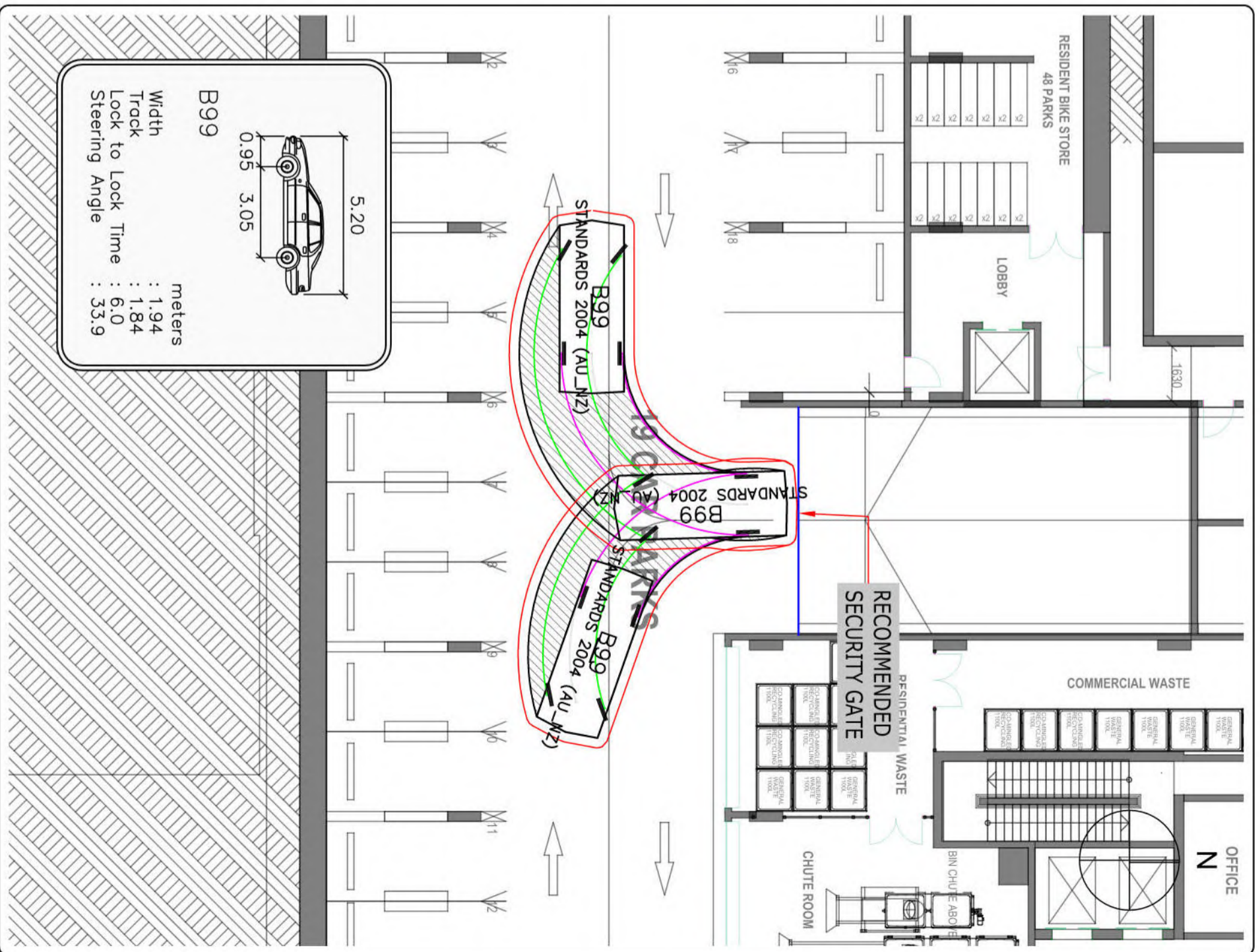
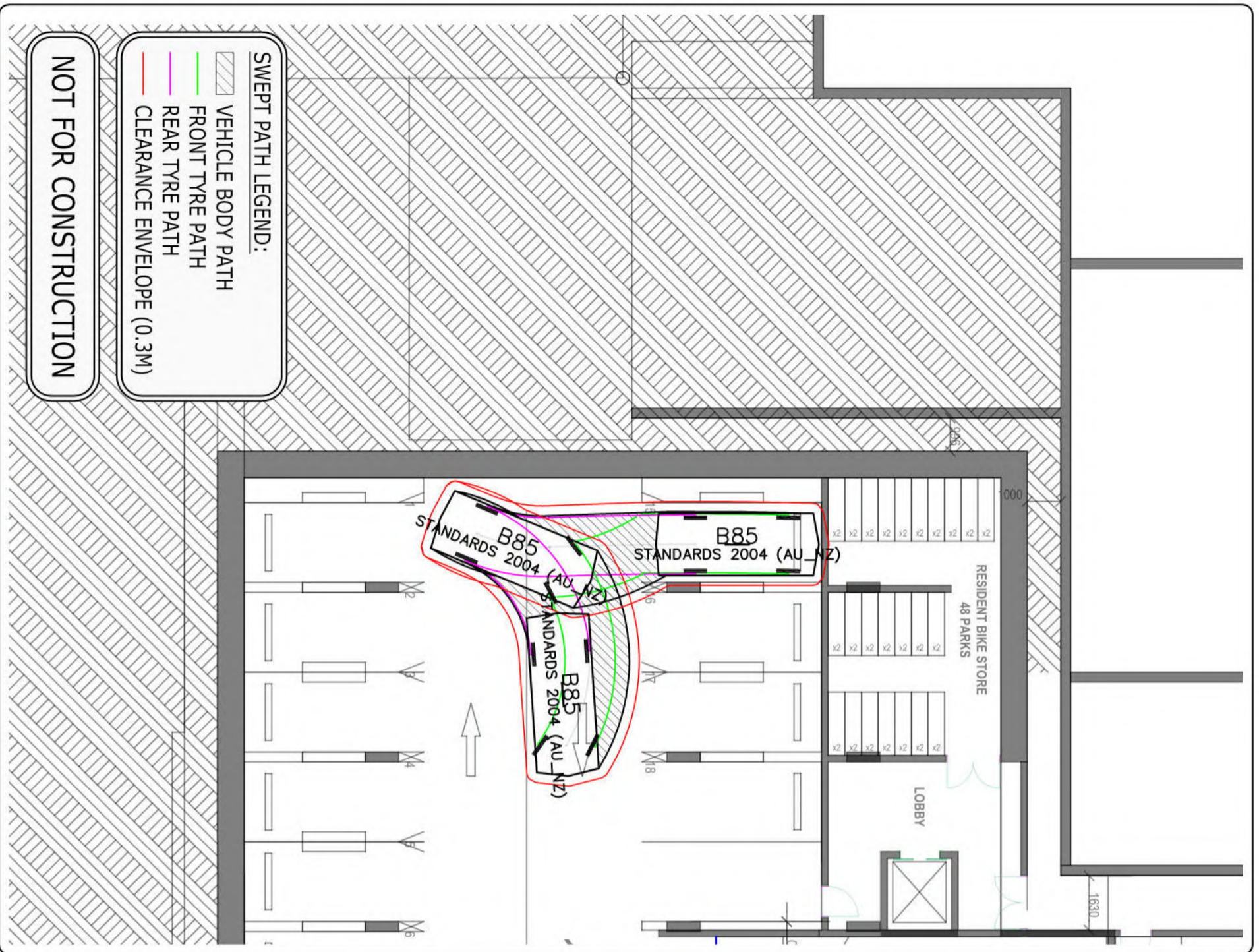
**DRAWING TITLE:**  
ADDITIONAL ACCESS SWEEP PATHS

**PROJECT TITLE:**  
36 WARRY ST, FORTITUDE VALLEY

**DRAWING NO.:** 26-076-003  
**REV.:** A  
**SCALE:** 1:100 @ A3

**CLIENT:** CORE PROPERTY

**APPROVED BY:** CG (RPEQ 34450)  
*C. Spence*



- SWEPT PATH LEGEND:**
- VEHICLE BODY PATH
  - FRONT TYRE PATH
  - REAR TYRE PATH
  - CLEARANCE ENVELOPE (0.3M)

**NOT FOR CONSTRUCTION**

**B99**

Width : 1.94 meters  
 Track : 1.84  
 Lock to Lock Time : 6.0  
 Steering Angle : 33.9

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 Level 2, 62 Astor Tee, Spring Hill QLD 4000  
 ABN 96 067 593 962

REV	A	INITIAL ISSUE	CG	12/12/25
		DESCRIPTION	DRN	DATE

**DRAWING TITLE:**  
 LOWER GROUND FLOOR SWEPT PATHS

**PROJECT TITLE:**  
 36 WARRY ST, FORTITUDE VALLEY

**DRAWING NO.:** 26-076-004  
**REV.:** A  
**SCALE:** 1:150 @ A3

**CLIENT:** CORE PROPERTY

**APPROVED BY:**  
 CG (RPEQ 34450)  
*C. Spence*

