4 May 2026
Our Ref: 26BRT0060
Your Ref: A006900130

PLUTUS 6 PTY LTD
c/o Ultimate DC
Via email: fin@ultimatedc.com.au

Dear Fin,

Re: 53 Evelyn Road, Wynnum West – Residential Development

Transport Assessment / Response to Council Information Request

1. Introduction

Colliers has been engaged by Ultimate DC to prepare a transport assessment for a proposed residential development at 53 Evelyn Road, Wynnum West (subject site). It is understood that this transport assessment will form part of a response to an Information Request (IR) issued by Brisbane City Council ('Council') on 21st January 2026. The traffic-related queries from the Council IR letter are outlined within IR Item 4 (a-h) of the IR.

Civil Engineering plans of the proposed development are provided in Appendix A.

1.1 Response Summary

Colliers has reviewed the traffic engineering-related items outlined within Council's IR letter (Item 4 a – h). A summary of the Council IR Item 4 and corresponding responses are provided in Table 1.

Table 1: Council RFI Item 4 - Response Summary

Council IR Item No.	Council IR Item Text	Summary Colliers RFI Response
Item 4 - Further information is required to demonstrate that the proposal complies with traffic outcomes of the Transport, access, parking and servicing (TAPS) code and planning scheme policy and Subdivision code. Any performance outcomes proposed must be detailed within a report endorsed by a Registered Professional Engineer of Queensland (RPEQ). Provide additional information / amended plans to address the following:		
4 a.	A structure plan prepared in accordance with AO18.1 / PO18 of the Subdivision code	See Town Planning Report illustrating Structure Plan.

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Council IR Item No.	Council IR Item Text	Summary Colliers RFI Response
Item 4 - Further information is required to demonstrate that the proposal complies with traffic outcomes of the Transport, access, parking and servicing (TAPS) code and planning scheme policy and Subdivision code. Any performance outcomes proposed must be detailed within a report endorsed by a Registered Professional Engineer of Queensland (RPEQ). Provide additional information / amended plans to address the following:		
4 b.	Kerb and channel constructed on the Evelyn Street frontage on an alignment generally consistent with the existing pavement edge/BSD-3214 modified T-junction to The immediate west, with a perpendicular kerb return to the existing indented parking arrangement to the east	See Civil Engineering plans and responses in relation to the proposed Evelyn Street kerb including tie-ins to existing kerb to the east and west.
4 c.	The common property road configuration must align with the Infrastructure design planning scheme policy (IDPSP) and Subdivision code in terms of verge width and pavement standards	The common property configuration within the proposed development is generally in line with Infrastructure Design Planning Scheme Policy (PSP) and Subdivision Code. See Section 6 of this advice for further information.
4 d.	Demonstrate refuse collection locations for all lots	Refuse collection locations for all lots are outlined in updated plans and described in Section 7.
4 e.	Clarification of the purpose of Easement A is required. The Town Planning Report mentions Lots 1 – 9 bins will be placed in Easement A, however Lots 1 to 6 can be presented on frontage of their own lot. Only Lots 7, 8 and 9 need to be presented within Easement A	With the revised development layout, this query is not considered to be relevant. For further clarification on the revised easements, see Civil engineering responses.
4 f.	Swept path analysis demonstrating a side loading Refuse Collection Vehicle (RCV) as per BSD 3004, can safely and efficiently service the development and can utilise the turn-around facility. Demonstrate the side arm of the RCV can reach each mobile garbage bin (MGB)	Swept paths for Council's 10.3m side-loading Refuse Collection Vehicle (RCV – as per BSD-3004) are provided in Colliers figures in **Appendix B** of this advice. These diagrams illustrate that all mobile garbage bins MGBs) can be reached by the RCV. Further description of the RCV servicing is provided in Section 7 of this advice.
4 g.	Design of service vehicles for the development must comply with Section 3 of the TAPS PSP	Swept path diagrams for a Heavy Rigid Vehicle (Australian Standard 12.5m HRV) design service vehicle are provided in Colliers' figures in **Appendix B** of this advice. Further description of the HRV servicing is provided in Section 7 of this advice.
4 h.	Clarify whether the intent of the shared access easement (Easement C) is solely for access to the sewer easement	With the revised development layout, this query is not considered to be relevant. For further clarification on the revised easements, see Civil engineering responses.

2. Site Location

The subject site is located at 53 Evelyn Road, Wynnum West as shown in Figure 1. The real property description is Lot 10 on RP33320, and the total site area of this development is 22,539 m^2.

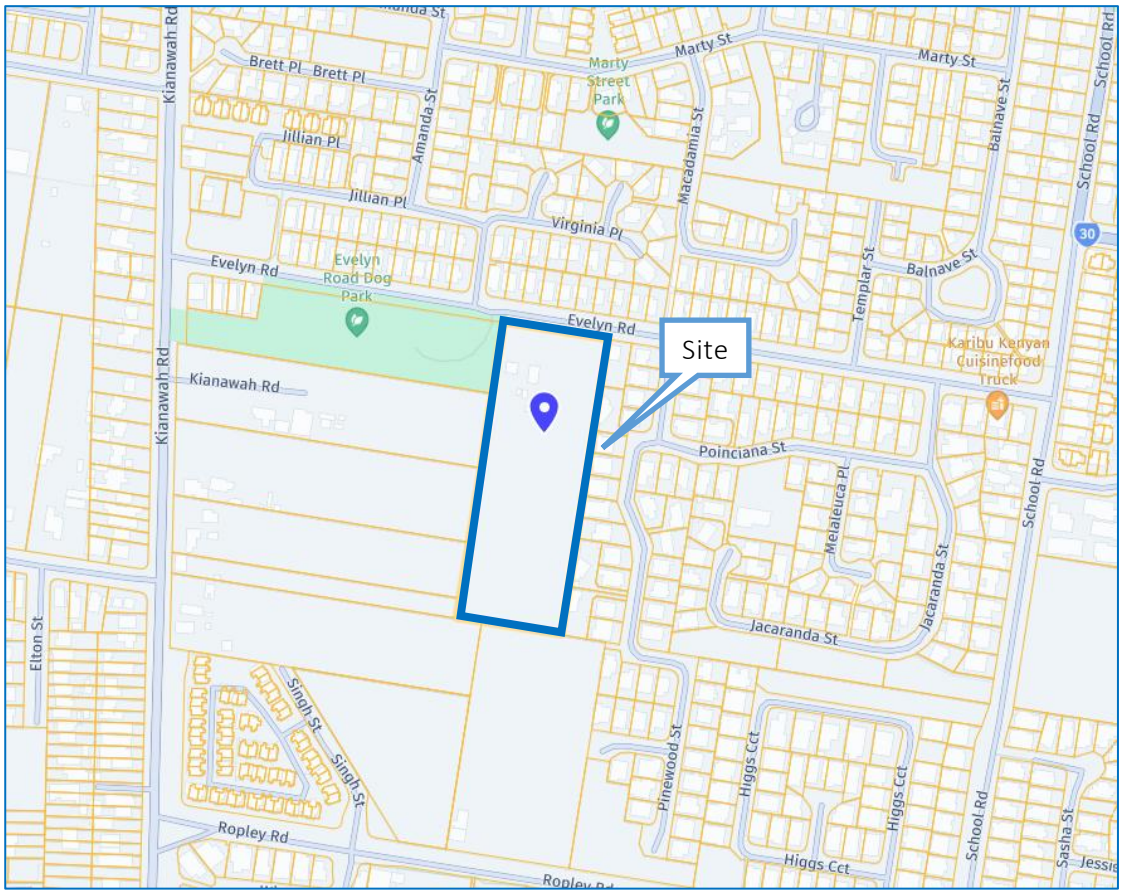

Figure 1: Site Location (Surrounding Context)

The overall subject site has road frontage to Evelyn Road to the north only and is currently occupied by a single residential dwelling.

The majority of the subject site is currently zoned as an *'Environmental Management'* Zone, with a portion of the site near the north-eastern corner zoned as an '*Emerging Community'* Zone.

3. Site Travel Environment

3.1 Public Transport Facilities and Services

3.1.1 Train Services

The subject site is located in proximity to the Lindum Rail Station, which is located approximately 1.4km (15-minute walk) north of the subject site. This station services the Cleveland line, which runs between Shorncliffe / Northgate / Bowen Hills / Brisbane City in the north and Cleveland in the east. This service has weekday peak hour frequencies of 15 minutes on average and off-peak frequencies of 30 minutes.

3.1.2 Bus Services

A pair of local bus stops are located approximately 350m (5-minute walking distance) west of the subject site on Kianawah Road, which is serviced by TransLink Bus Routes 223 & 224. Both routes run between Wynnum and Manly West (anti-clockwise and clockwise loops, respectively), servicing the suburbs in between, including Wynnum and Lota.

Both routes operate at hourly frequencies (approx.), and typically services these stops between 8am to 4:00pm. Route 223 operates from Monday to Saturday and Route 224 operates seven days of the week.

3.2 Active Transport Facilities

3.2.1 Bicycles / Pedestrians

Evelyn Road currently provides pedestrian footpaths on the northern verge extending through the full length of the road, linking Evelyn Road to both School Road and Kiawanah Road, and intermittently along the southern side of the road.

The subject site is also in close proximity to a Secondary and Local Cycle Route (as identified in Council's Bicycle Network Overlay Mapping) on Kianawah Road and School Road, respectively. The surrounding active transport provisions are displayed in Figure 2 overleaf.

Figure 2: Active Transport Provision

Source: Council Bicycle Network Overlay Mapping

3.3 Road Network

The hierarchy and characteristics of roads in the immediate vicinity of the site are shown in Table 3-1. All roads in the site vicinity are administered by Brisbane City Council.

Table 2: Road Hierarchy / Characteristics

Road	Posted Speed Limit	Road Configuration			Classification
		Reserve Width	Carriageway Width (Approx.)	Lane Configuration	
Evelyn Road	50 km/h[1]	20m	9.0m	Two traffic lanes with undivided centreline, plus parking provided intermittently on one or both sides of the road	Neighbourhood Road

Note 1: No posted speed limit, so default speed for unsigned roads of 50 km/h SEQ urban speed limit applied.

3.3.1 Transport Planning

Colliers have reviewed the Council '*Local Government Infrastructure Plan'* (LGIP) maps for planning of the future road network in the vicinity of the subject site, which indicates that there are no future upgrades identified in the surrounding road network that will impact or be impacted by the proposed development.

4. Proposed Development

The development proposal intends to establish a 15-lot residential development, with each lot expected to cater for a 'Dwelling House'.

Vehicle access to the subject site is proposed via a single 6.5m wide (two-way) crossover on Evelyn Road, connecting to a 6.5m wide driveway within a 10.0m wide corridor.. The proposed crossover will accommodate cars and service vehicles with all movements permitted. It is noted that all development lots will have driveways onto the internal private road – i.e. no direct lot access is proposed onto Evelyn Road.

A copy of the development plans is included in Appendix A.

5. Access Arrangements

5.1 Vehicular Access

Vehicle access to the subject site is proposed via single crossover, 6.5m wide, within a 10.0m wide corridor connecting onto Evelyn Road. The proposed vehicle access is expected to accommodate 30 car parking spaces (up to 2 spaces per dwelling) as well as access for service vehicles up to an HRV design service vehicle, with all movements permitted.

An assessment of the design provisions of the proposed crossover and the respective provisions of Council's TAPS PSP and/or Australian Standards (AS)2890.1:2004 are detailed in Table 3.

Table 3: Design Provisions of Proposed Site Access

Design Aspect	Council TAPS PSP / AS2890 Provision	Proposed Provision	Compliance
Total Access Way Reserve Width	10.0m wide (min)	10.0m wide	Compliant
Crossover Width	7.0m wide	6.5m wide	Performance Solution – refer to further details below
Crossover Type	Type B2 Crossover	Type B2 Crossover	Compliant – refer to further details below
Sight Distance (60km/h design speed)	110m (desirable) 85m (minimum)	>110m	Compliant*

Design Aspect	Council TAPS PSP / AS2890 Provision	Proposed Provision	Compliance
Maximum Accessway grade	1:20 (5%) maximum within first 6m	-	Recommended design parameter - – refer to further details below
Visibility Sight Splays	2.0 m wide x 2.5 m deep (on western side)	-	Recommended design parameter** – refer to further details below
Internal Queuing Length	2 vehicles / 12m (considering up to 30-spaces on-site)	6m to the first individual lot crossover (as per civil engineering plans)	Performance Solution – refer to further details below

*Evelyn Road near the vicinity of the site is generally straight and flat in nature

**Any vegetation contained within the splay area must be maintained to a maximum height of 600mm including shrubs) . Any fencing to be 1.0m (max) high and permeable

In general, the proposed Evelyn Road access arrangements are generally consistent with the provisions of the Council / Australian Standards. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, are provided in the following.

Proposed Crossover Width

The proposal includes a 6.5m wide (Type B2) crossover onto Evelyn Road, therefore does not strictly comply with the TAPS PSP requirement for an access serving a Heavy Rigid Vehicle (HRV – 12.5m length) where 7.0m width is identified in Council's TAPS PSP. Notwithstanding, the proposed crossover width complies with AS2890.2:2018 requirement for all service vehicles (6.5m width), therefore is considered acceptable.

Accessway grades

Based on the proposed contours outlined within the civil engineering plans, the accessway gradients (approximately 7.8%) for the first 6m, measured from the site boundary into the site are steeper than 1 in 20 (5%), however the relative change in grade either side of the boundary is less than 1 in 16 (6.25%) and therefore acceptable. It is recommended that the gradients be reviewed at the detailed design stage to achieve a maximum of 1 in 20 (5%) grade for the first 6m minimum from the site boundary along the accessway in line with Council and / or Australian Standards requirements.

Additionally, it is recommended that the individual lot vehicle accesses, including driveway transitions, comply with Council and/or Australian Standard requirements.

Visibility Sight Splays

Due to the presence of a retaining wall / Lot 1 boundary, there is a minor encroachment of the 2.0m wide by 2.5m pedestrian visibility splay identified in AS2890.1:2004 on the exit side of the crossover – 1.5m width

provided. It is therefore recommended that 'STOP' control signage and line marking be provided on the approach to Evelyn Road to mitigate potential conflicts between vehicles and pedestrians.

Kerb and Channel

Based on the Civil Engineering plans provided, a Type E kerb and channel arrangement is proposed for the Evelyn Street frontage.

Refer to the relevant Civil Engineering response for further information.

A Type E kerb and channel is also proposed along the internal accessway. Given the proposal is for an internal (private) accessway, it is recommended to provide a mountable kerb (Type D) in accordance with the Council's BSD standards.

Minimum Queuing Provisions

A minimum queueing length of 2 cars (12m) is outlined to satisfy the Council's TAPS PSP requirement for a site / development serving between 26 – 50 spaces. However, the queuing requirements identified by Table 10 of Council's TAPS PSP as they do not differentiate between low- and high-turnover uses, and are therefore not considered appropriate for residential uses.

The proposed residential development is a very low-turnover use. As such, a single car length queue capacity (~6m) is considered satisfactory for the scale and turnover for the development / subject site.

6. Service Vehicle Arrangements

6.1 Council Requirements

To assess design service vehicle access for the proposed development, Colliers has referred to the Council's requirements for service vehicles. For a 'Multiple Dwelling' development, Council's TAPS PSP outlines the following design service vehicles:

- Occasional access for a Heavy Rigid Vehicle (HRV – 12.5m in length); and
- Regular access for a Refuse Collection Vehicle (RCV).

6.2 Proposed Service Vehicle Arrangements

The vehicle access crossover and internal roadway of the proposed development plan has been assessed with swept path analysis of the largest design service vehicle – 12.5m (Australian Standard) HRV and is included in Appendix B - Colliers Figures.

Based on the swept paths there is sufficient space for a 12.5m HRV to traverse the site and enter and exit the site in a forward direction, albeit will need to utilise the entire carriageway when manoeuvring near the entrance and bend (as a turn-around).

It is recommended that the proposed accessway gradients (including shared driveway serving Lot 8-10) comply with Council and/or Australian standards requirements for a HRV (including transitions).

To allow for sufficient space for the Council side-lift RCV to service the proposed development, a bin pad area for Lot's 5 - 10 bins (six Lots in total) will be located on the southern boundary of Lot 4. All Lot bin locations are illustrated in Figure 3 (in red).

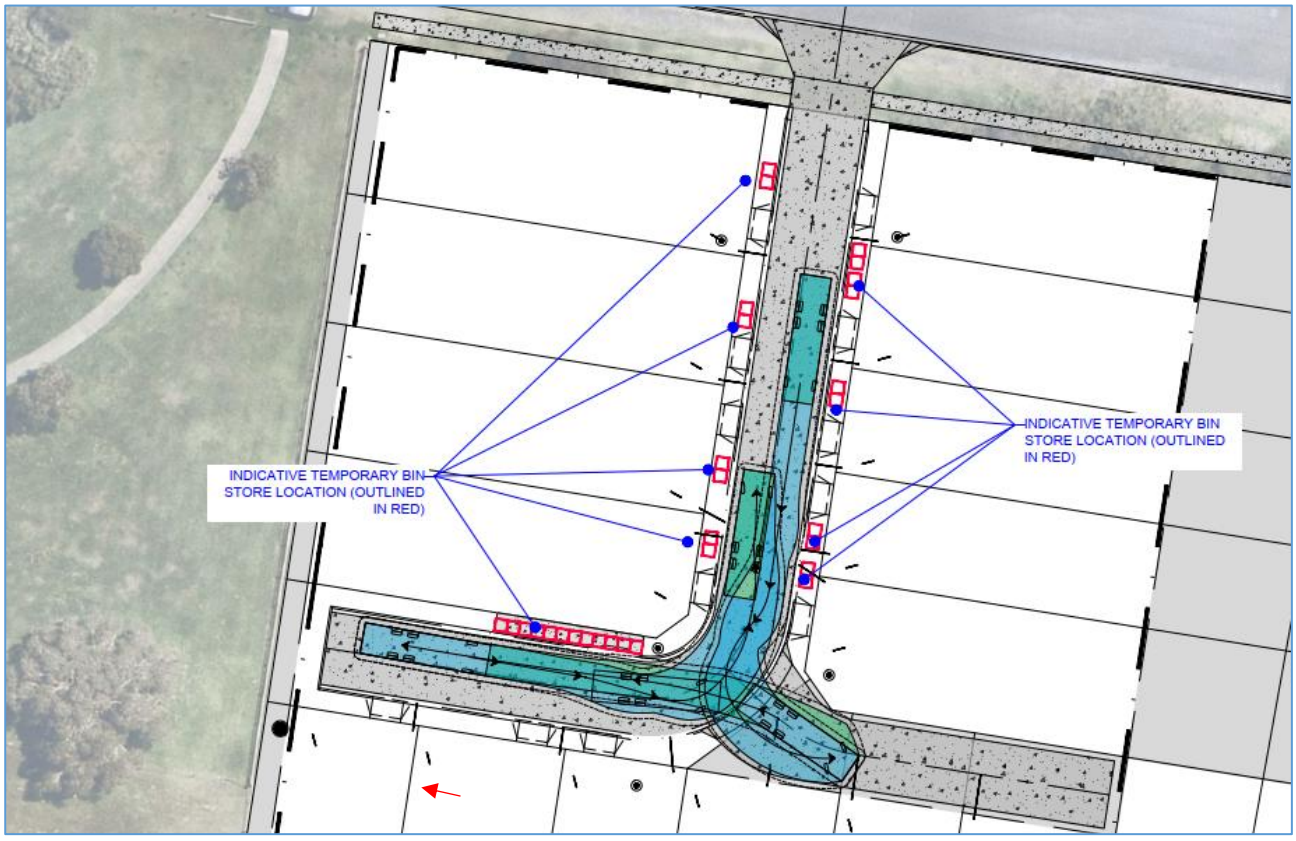

Figure 3: Markup of Indicative Bin Locations (outlined in red)

7. Development Transport Demands

7.1 Existing Site Traffic Demands

The subject site currently occupies a single residential dwelling. With reference to the Transport for NSW South Wales 'Guide to Transport Impact Assessment' (TfNSW GTIA) 2024, the following trip generation rates apply for a 'low density residential dwelling':

- AM Peak Hour: 0.83 vehicles per hour (vph) per dwelling
- PM Peak Hour: 0.84 vph per dwelling
- Daily: 7.53 vehicles per day (vpd) per dwelling

Based on the above rates, the existing dwelling is therefore expected to generate in the order of 1 vph during the morning and afternoon peak hours respectively, and 8 vpd.

Regarding directional splits, in line with generally accepted traffic engineering practice are estimated as:

- AM Peak Hour: 25% inbound / 75% outbound
- PM Peak Hour: 61% inbound / 39% outbound

7.2 Development Traffic Demands

Application of the above generation rates and directional splits would result in the proposed development traffic demand estimates as shown in Table 8-1.

Table 4: Proposed Development Traffic Generation

Land Use	Yield	Generation Rate	AM Peak Hour			PM Peak Hour			Daily Traffic
			In	Out	Total	In	Out	Total	
Residential	15 Dwellings	***AM:*** *0.83 vph per dwelling* ***PM:*** *0.84 vph per dwelling* ***Daily:*** *7.53 vpd per dwelling*	3 vph	10 vph	13 vph	8 vph	5 vph	13 vph	113 vpd
Total			**3 vph**	**10 vph**	**13 vph**	**8 vph**	**5 vph**	**13 vph**	**113 vpd**

Therefore, the projected increase in traffic generation due to the proposed development would be 12 vph and therefore less than the threshold of 25 vph.

Based on the above information, Colliers does not consider a detailed traffic impact assessment to be warranted. The projected traffic generation of the proposed development will not significantly impact the safety or operation of the surrounding road network.

8. Summary / Conclusions

Based on the assessment contained within this report, including recommendations, Colliers believe that the transport-related IR items have been adequately addressed and see no traffic engineering reason why the relevant approvals should not be granted.

If there are any queries, please contact the undersigned.

Yours sincerely,

Nilu Seneviratne
Senior Consultant
Colliers International Engineering and Design (TTMC) Pty Ltd

Darryl Watkins | RPEQ # 23854
Associate Director
Colliers International Engineering and Design (TTMC) Pty Ltd

Appendix A Civil Engineering Drawings

PLUTUS 6 PTY LTD

53 EVELYN ROAD, WYNNUM WEST

DEVELOPMENT APPLICATION

LOCALITY PLAN
SCALE 1:1000

DRAWING INDEX	
DRAWING No.	**DRAWING TITLE**
2487-DA-C000	COVER SHEET, LOCALITY PLAN AND DRAWING INDEX
2487-DA-C001	GENERAL ARRANGEMENT
2487-DA-C002	BULK EARTHWORKS
2487-DA-C003	SITE CROSS SECTIONS SHEET 1 OF 2
2487-DA-C004	SITE CROSS SECTIONS SHEET 2 OF 2

FOR APPROVAL
24 Apr 2026

REV.	REVISION DETAILS	DATE	APPR
B	ISSUED FOR APPROVAL	23.04.26	B.H.
A	ISSUED FOR APPROVAL	23.10.25	

SCALE 1:1000 0 10 20 30 40m

PLUTUS 6 PTY LTD

Dykman Consulting

APPROVAL
RPEQ No
RPEQ SIGNATURE
DATE

DRAWN	DESIGNED	CHECKED
I.F.	B.H.	S.G.

53 EVELYN ROAD, WYNNUM WEST

COVER SHEET, LOCALITY PLAN AND DRAWING INDEX

ISSUE: FOR INFORMATION
PROJECT No: 25037
DRAWING No: 25037-DA-C000
REV: B

CAD FILENAME: C:\12d5\data\Dykmans\SYN\25037 - 53 Evelyn Road, Wynnum West_693\02 Working\022 DC Docs\CAD\DRG\Development Approval\25037-DA-C000.dwg Plot Date: 24 Apr, 2026

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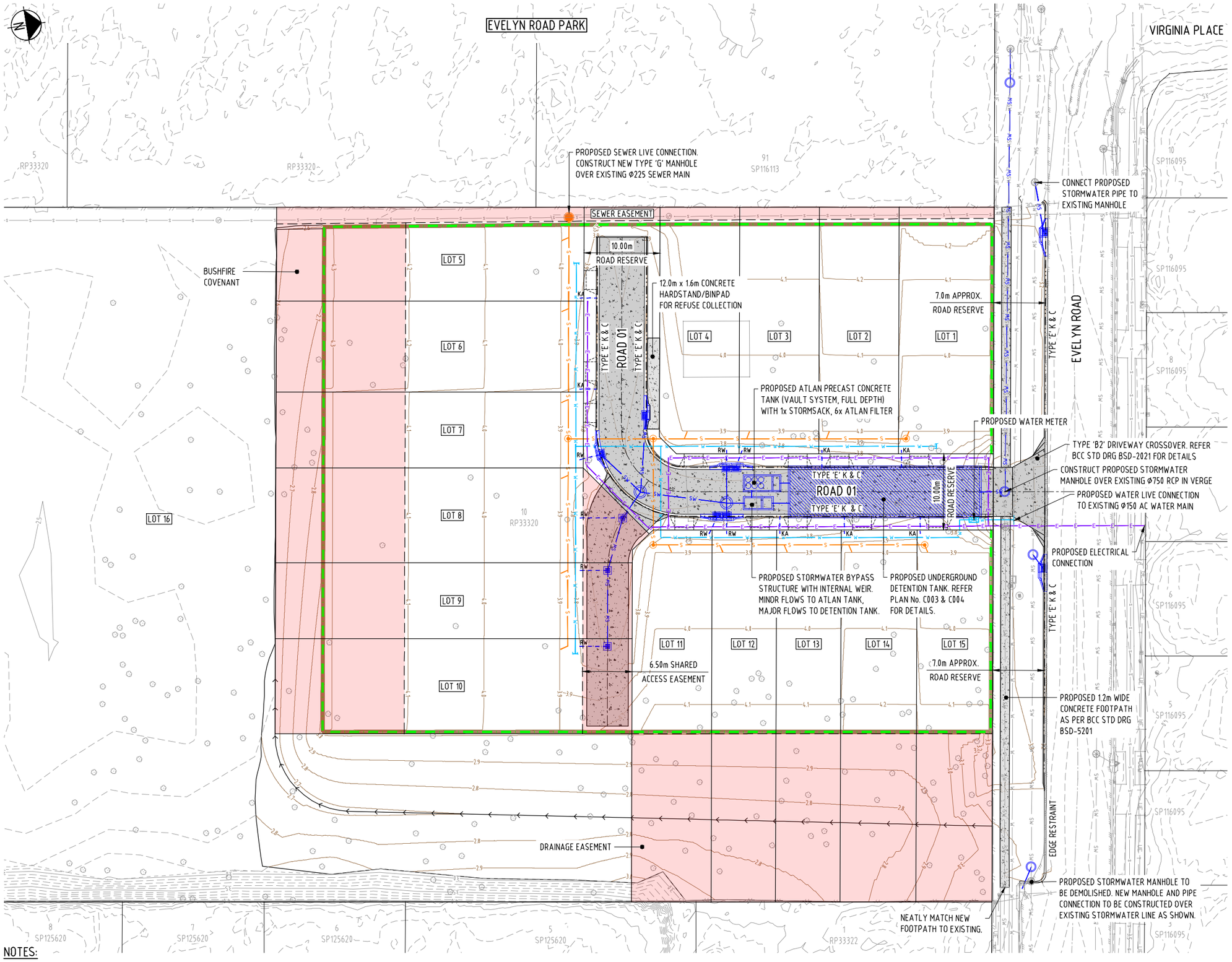


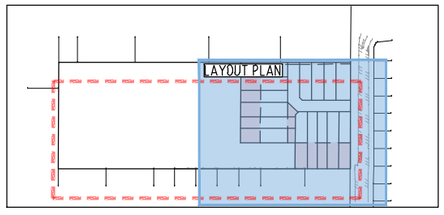
LEGEND

EXISTING

- EXISTING PROPERTY BOUNDARY
- EXISTING ROAD NOMINAL KERB
- EXISTING EDGE OF BITUMEN
- EXISTING CROWN OF BITUMEN
- EXISTING FENCE
- EXISTING EDGE OF BITUMEN
- EXISTING WATER
- EXISTING STORMWATER
- EXISTING SEWER GRAVITY MAIN
- EXISTING ELECTRICAL
- EXISTING COMMUNICATIONS
- EXISTING DRAINAGE MANHOLE
- EXISTING SEWER MANHOLE
- EXISTING WATER FIRE HYDRANT
- EXISTING WATER METER
- EXISTING LIGHTPOLE
- EXISTING ELECTRICAL PILLAR
- EXISTING COMMS PIT
- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- EXISTING TREE

PROPOSED

- EXTENT OF WORKS BOUNDARY
- PROPOSED PROPERTY BOUNDARY
- PROPOSED EASEMENT
- PROPOSED STORMWATER PIPE & MANHOLE
- PROPOSED STORMWATER GULLY PIT
- PROPOSED PRIVATE WATER
- PROPOSED WATER END CAP
- PROPOSED PRIVATE SEWERAGE & MANHOLE
- PROPOSED ELECTRICAL (INDICATIVE)
- PROPOSED MAJOR CONTOURS
- PROPOSED ROAD CENTERLINE
- PROPOSED OVERLAND FLOW PATH
- PROPOSED ROAD NOMINAL KERB
- PROPOSED RETAINING WALL
- PROPOSED KERB ADAPTOR
- PROPOSED ROOFWATER CONNECTION TO PIT
- PROPOSED CONCRETE PATH
- PROPOSED CONCRETE PAVEMENT
- PROPOSED FUTURE DRIVEWAY



KEY PLAN
N.T.S

WARNING

BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES HAVE BEEN INTERPOLATED FROM GIS DATA OR KNOWN POSITIONS OF VALVES, MANHOLES ETC. OR INFORMATION SUPPLIED BY SERVICE AUTHORITIES. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK.

NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING INDEX SHEET 25037-DA-C000.
2. FOR SITE SECTIONS REFER DRG 25037-DA-C003.

LAYOUT PLAN
SCALE 1:250

FOR APPROVAL
24 Apr 2026

REV	REVISION DETAILS	DATE	APPR
B	ISSUED FOR APPROVAL	23.04.26	B.H.
A	ISSUED FOR APPROVAL	23.10.25	

SCALE 1:250 — 0 2 4 6 8 10m

PLUTUS 6 PTY LTD

Dykman Consulting

APPROVAL — RPEQ No — RPEQ SIGNATURE — DATE

DRAWN	DESIGNED	CHECKED
I.F.	B.H.	S.G.

53 EVELYN ROAD, WYNNUM WEST

GENERAL ARRANGEMENT

ISSUE: FOR INFORMATION
PROJECT No: 25037
DRAWING No: 25037-DA-C001
REV: B

CAD FILENAME: C:\12d5\data\DykmanSYN\25927 - 53 Evelyn Road, Wynnum West_693102 Working\022 DC Docs\CAD\DRGs\Development Approval\25037-DA-C001.dwg Plot Date: 24 Apr 2026

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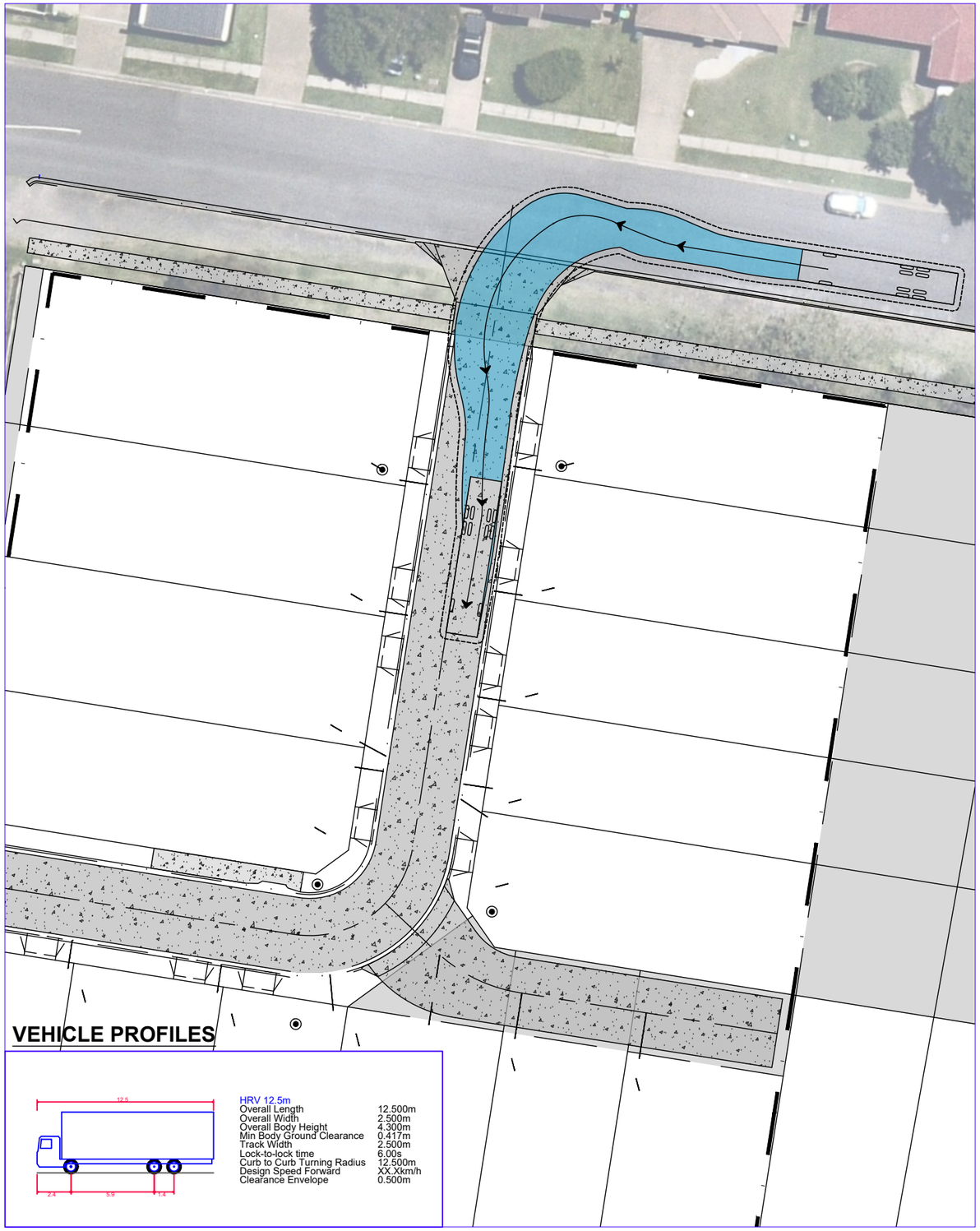
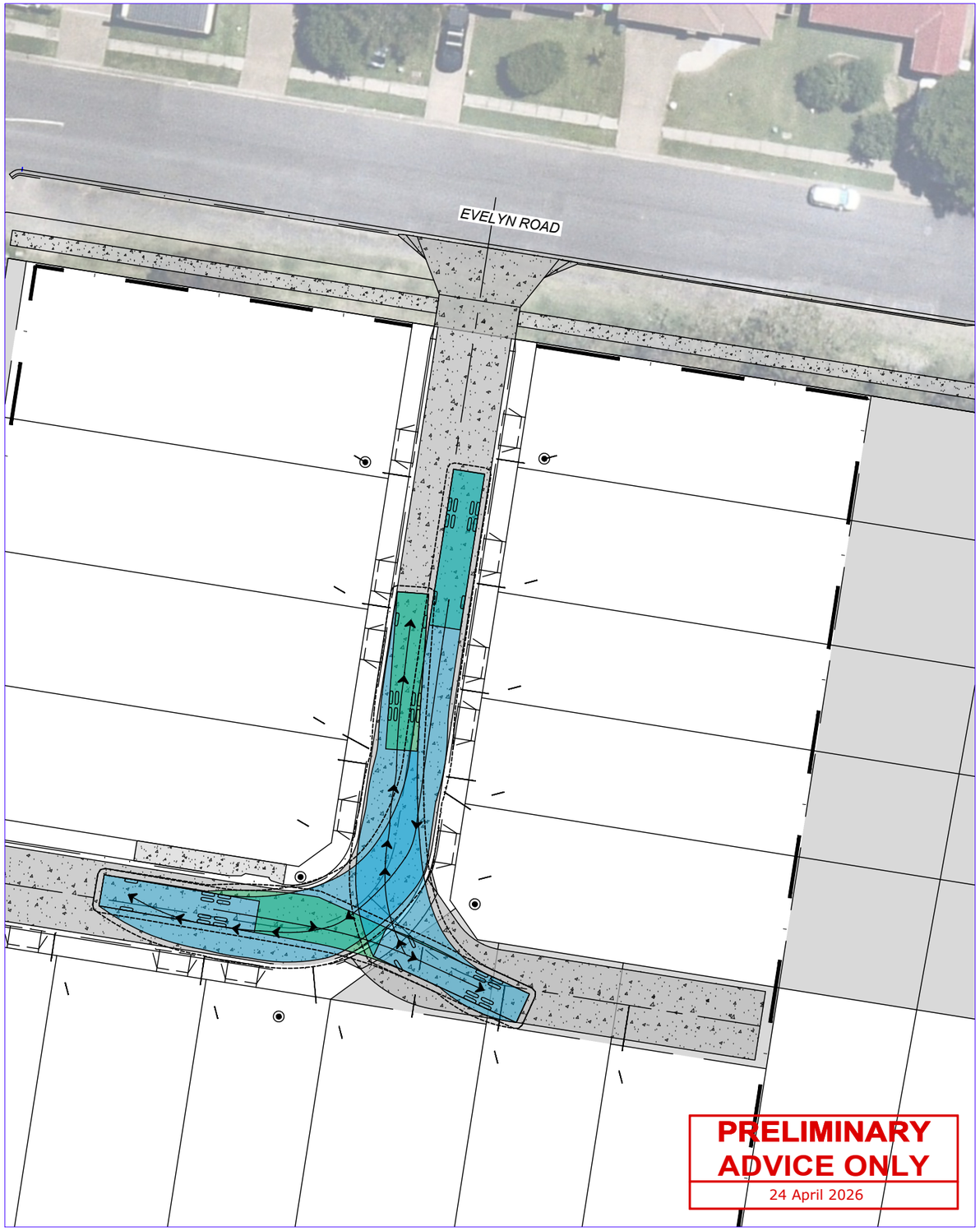
Appendix B Colliers Figures





VEHICLE PROFILES

HRV 12.5m

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m
Design Speed Forward	XX.Xkm/h
Clearance Envelope	0.500m

PRELIMINARY ADVICE ONLY

24 April 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	23-04-26	ORIGINAL ISSUE	NS	NS	DW

SCALE 0 4 8 12 16 20m

SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT: PLUTUS 6 PTY LTD

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P.O. BOX 12015, BRISBANE QLD 4003
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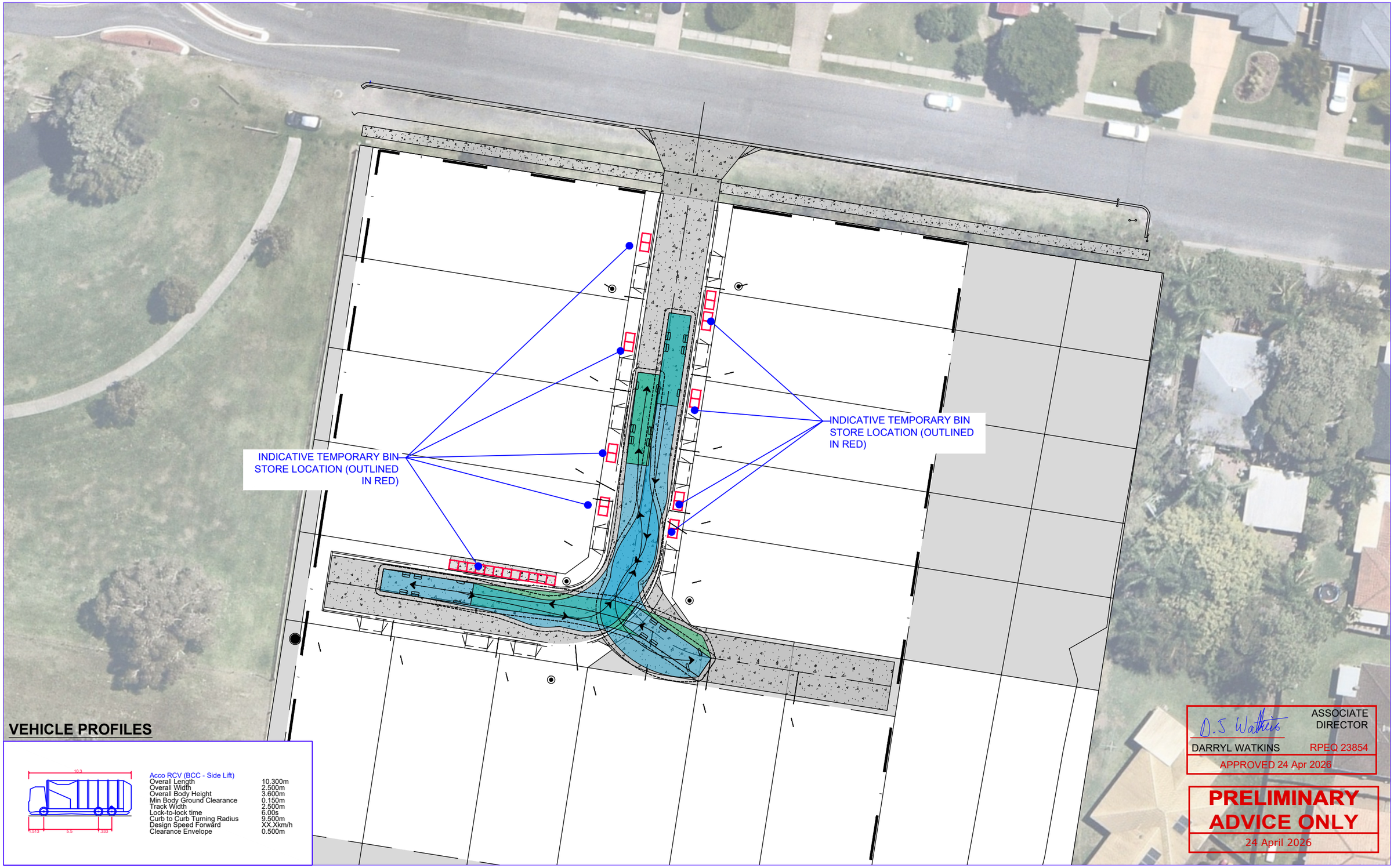
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT: **53 EVELYN ROAD, WYNNUM WEST**

DRAWING TITLE: **SWEPT PATH ANALYSIS**
12.5m HEAVY RIGID VEHICLE (HRV)

PROJECT NUMBER	ORIGINAL SIZE
26BRT0060	A3
DRAWING NUMBER	REVISION
26BRT0060-01	A
DATE	SHEET
24 Apr 2026	1 OF 1

26BRT0060-F02 V01 IR SWEPT PATHS.DWG



VEHICLE PROFILES

Acco RCV (BCC - Side Lift)	
Overall Length	10.300m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.500m
Design Speed Forward	XX.Xkm/h
Clearance Envelope	0.500m

D.S Watkins

ASSOCIATE DIRECTOR

DARRYL WATKINS RPEQ 23854

APPROVED 24 Apr 2026

PRELIMINARY ADVICE ONLY

24 April 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	23-04-26	ORIGINAL ISSUE	NS	NS	DW

SCALE 0 4 8 12 16 20m

SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT: PLUTUS 6 PTY LTD

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E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT: **53 EVELYN ROAD, WYNNUM WEST**

DRAWING TITLE: **SWEPT PATH ANALYSIS**
10.3m BCC SIDE-LOADING REFUSE COLLECTION VEHICLE (RCV)

PROJECT NUMBER	ORIGINAL SIZE
26BRT0060	A3
DRAWING NUMBER	REVISION
26BRT0060-02	A
DATE	SHEET
24 Apr 2026	1 OF 1

26BRT0060-F02 V01 IR SWEPT PATHS.DWG