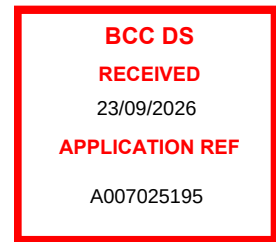




14 September 2026
Our Ref: 25BRT0479 LT02
Council Ref: A007025195



Attention: Michael Pradella

Pradella Property
C/- Plan A Town Planning Pty Ltd
Suite 4, 134 Constance Street
Fortitude Valley, QLD 4006

Dear Michael,

**RE: 842 Waterworks Road, The Gap – Work-Stores/Storage Sheds & Self-Storage Facility
Transport Engineering Report – Response to Council’s Information Request**

1. Introduction

Colliers has been engaged by Pradella Property to prepare a Transport Engineering letter to respond to Brisbane City Council’s (BCC’s) Information Request (IR) dated 30 June 2026. This IR relates to a Development Application submission (Ref: A007025195), relating to a proposed warehouse development located at 842 Waterworks Road, The Gap.

A copy of the revised development plans prepared by McDougall Roberts Architecture and Consulting (MRAC) is included as **Attachment 1**.

2. Council’s Information Request

The transport and traffic engineering issue raised by Council in the IR, and Colliers’ subsequent response are outlined as follows:

Item 5): Refuse

A review of the ‘Ground Floor Plan’ has identified that the entire two-way aisle/carriageway trafficked by the RCV is less than 6.5m. Furthermore, a review of the ‘Colliers – Service Vehicle Swept Path Analysis’ has identified that the 10.52m Front-Lift Loading RCV clearance envelope conflicts with a parking bay and built

form. To address PO1/AO1, PO19/AO19.2 & 19.3 of the TAPS code, PO17/ AO17.2 of the Industry design code and PO8/AO8.1 & AO8.2 of the Infrastructure design code, provide amended architectural plans demonstrating the following:

- a) Demonstrate the entire two-way aisle/carriageway trafficked by the RCV is 6.5m wide, inclusive of the T-Head turnaround area.*
- b) Utilising amended architectural plans provide an RPEQ certified swept path analysis which demonstrates a 10.52m Front-Lift Loading RCV (As per BSD-3009) as specified in Table 3 of the Refuse PSP can safely and efficiently service the development whilst utilising a lock-to-lock time of 6.00s, curb-to-curb turning radius of 9.757m and 0.5m clearance envelope.*

Colliers` Response:

In response to BCC's information request, the development has reduced car parking bay #17 to a 5m long small car bay and reduced the landscaping area adjacent to car parking bay #34 to facilitate access for a 10.7m LRV and 10.24m BCC Rear Loading RCV.

Whilst the development generally retains a 6.5m aisle width to facilitate two-way operation in accordance with Table 12 of the BCC TAPS PSP, Colliers notes that a short section in front of parking bays #18 and #19 has been provided with a 6.2 m aisle width.

Given that two-way operation is not necessary within this section, considering the limited traffic associated with the two car parking spaces and the single roller door serving Unit #9, the proposed 6.2 m aisle width is considered appropriate. The proposed 6.2m width exceeds the 4.5m minimum required for one-way operation.

Notwithstanding the above, as demonstrated in Colliers Drawing No. 25BRT0479-01, Revision B (**Attachment 2**), the proposed layout adequately accommodates the on-site circulation and manoeuvring requirements for service vehicles up to the size of a 10.7m LRV and 10.24m BCC Rear Loading RCV, in accordance with BSD-3008 and Table 3 of the Refuse PSP.

Item 9): Carparking

According to the submitted Traffic report prepared by Colliers, 144 car parking spaces are required for the development, whilst 41 spaces are being provided (inclusive of loading zones). This is approximately 28.5% of the total number of spaces required for the development and therefore does not comply with PO13 of the Transport, access, parking and servicing code (TAPS). It is acknowledged that the self-storage component at the rear may require less parking spaces than the TAPS code prescribes, however the significant reduction in spaces raises concern for future use of the site. As the site is located within the District centre zone, centre activities which have a higher traffic generation may be able to move into the work stores at the front of the

site as ‘accepted development’. There is concern that this development does not consider future use of the site that will cause traffic issues and queuing.

- a) It is recommended to review the proposed carparking and provide additional spaces within the development that align closer to the acceptable outcome of 144 spaces.

Colliers` Response:

Colliers notes that the matters raised regarding the potential future use of the work store tenancies as centre activities are addressed in the accompanying Town Planning Report.

In response to other matters raised in Council’s information requests, Colliers have reassessed parking demand assessment as per Council’s request and Table 1 outlines the car parking requirements for the proposed development scheme, calculated based on current BCC’s TAPS PSP and the proposed provisions.

Table 1: Council’s Planning Scheme Car Parking Supply Requirements and Proposed Provisions

Land Use	BCC Requirement	Extent	Requirement	Proposed Provision	Difference
Warehouse (Self-Storage)	2 spaces per tenancy or lot plus 1 space per 100m² GFA up to 7,500m² GFA, plus 1 space per 150m² GFA above 7,500m² GFA	8,847m² GFA	2 75 8.98 } 86	7 (incl. 1 PWD bay and 3 loading bays)	-91.7%
Warehouse (Work Stores)		17 units 2,386m² GBA	34 23.86 } 58	34 (incl. 1 small car bay)²	-41.4%
Total			144	41 (incl. 1 PWD and 1 small car bay)	

Self-Storage Facility

As identified in Table 1, most of the parking shortfall is associated with the self-storage use. Whilst BCC agrees with the reduced car parking supply for the self-storage use in principle, it is Colliers’ assertion that the proposed seven (7) car parking spaces, inclusive of three (3) loading bays, is consistent with the parking rates recommended in the *Parking and Traffic Study – Supporting the Self Storage Industry of Australia and New Zealand*, prepared by Stantec for the Self Storage Association of Australasia (SSAA) in 2023 (see Figure 1 for reference).

Recommended Parking Rate Provision	
Facility Size	Number of Parking Spaces
Under 3,000 m ²	5 spaces
3,000 to 6,000 m ²	7 spaces
6,000 m ² +	7 spaces

Figure 1 Extract of Stantec’s Recommended Parking Rate Provision for a New Self-Storage Facility.

The SSAA Parking and Traffic Study assesses parking demand for the self-storage facility as a whole and does not prescribe the location, configuration or specific form of the parking spaces required to accommodate this demand. The study recognises that self-storage visits are predominantly undertaken by motor vehicle for the purpose of dropping off or picking up items, and that parking areas may be provided within the storage areas.

Accordingly, where a loading bay is available for customer use and permits customers to temporarily park while accessing their storage unit, it is reasonable to consider that space as contributing to the overall parking provision of the self-storage facility for the purposes of assessing the parking demand identified by the SSAA study.

On this basis, the three (3) customer-accessible loading bays form part of the functional parking provision available to self-storage customers and, when combined with the four (4) conventional parking spaces, provide a total of seven (7) spaces serving the self-storage use. Accordingly, the proposed parking provision is considered to appropriately accommodate the parking demand associated with the self-storage development and is consistent with the parking demand identified in the SSAA study.

Work Store Facility

Whilst the proposed parking provision does not strictly comply with the parking supply recommendations outlined in Table 1 of the BCC TAPS PSP, the development proposes to provide two (2) car parking spaces per work store unit, resulting in a total provision of 34 car parking spaces

Furthermore, within the reserved car parking areas, 1 out of 34 parking spaces have been provided as small car parking spaces, equating to 3% of the overall reserved parking provision, which is within the 20% threshold typically adopted consistent with Section 7.8.1 of the TAPS PSP.

To align with Performance Outcome 13 (PO13) and Acceptable Outcome 13 (AO13) of the Transport, Access, Parking & Servicing (TAPS) Code and ensure that the on-site parking supply is sufficient to accommodate the design peak parking demand without any overflow of parking to an adjacent premises and adjacent streets, Colliers considers the comparative car parking rates approved for similar developments.

Colliers has reviewed comparable approvals for similar uses summarised in Table 2, showing the approved parking rates, which are determined solely on the number of units rather than the gross floor area (GFA).

Table 2: Approved Parking Rates for Warehouse/Low Impact Industry in Brisbane post 2023

BCC Reference	Units	GFA ¹ (m ²)	Required spaces	Approved/ Proposed spaces	Approved/ Proposed Rate
Proposed Development (A007025195)	17	2390	58	34	2 spaces / unit (proposed)
590-594 Rode Road, Chermside – Lot 6 (A006684602)	10	1150	32	22	2.2 spaces/unit
10 Gladstone Street, Moorooka (A006652314)	7	600	20	16	2.28 spaces/ unit
55 Lofters Street, Tennyson (A006935518)	22	2020	65	53	2.41 spaces/unit
17 & 40 Network Place, Richlands (A006643071)	20	3370	74	49	2.45 spaces/ unit

¹ Rounded up to nearest 10m²

The proposed parking supply rate of 2 spaces per unit for the subject site is generally consistent with parking rates accepted by BCC for comparable developments.

Furthermore, Colliers undertook a parking study to evaluate the real-world parking demand associated with a comparable development. While Colliers acknowledges that the proposed development comprises workstore and self-storage units, both uses fall broadly under the umbrella of warehouse uses. Accordingly, it is considered appropriate to rely on the parking study, noting that the surveyed site was specifically selected due to its high degree of comparability in terms of both land use and tenancy form.

Parking Study - Lot 5, 590 Rode Road Reference Site

The development on Lot 5 comprises a mix of smaller warehouse tenancies, including work-store and self-storage style units. The units range in size from 67m² to 135m², with an average gross floor area (GFA) of 94.4m². This is considered comparable to the subject site, which proposes 17 warehouse-style tenancies with an average GFA of 140m².

The Lot 5 development contains a total of 46 individual tenancies and was originally approved for 71 car parking spaces. However, the final as-built arrangement includes a total of 73 car parking spaces.

Survey Methodology and Observations

The parking demand survey was undertaken by Colliers on Thursday 17 July 2025. Colliers personnel were on-site at Lot 5 between 6:00 AM and 6:00 PM, conducting observations every 30 minutes to record the number of vehicles parked within the on-site car park throughout the day. The results provide a detailed parking profile across a full weekday trading period and are included in **Attachment 3**.

At the time of the survey, the site was relatively new, so Colliers investigated the status of individual units to inform the analysis. It was identified that 37 of the 46 units had been sold, with a further 2 under contract. For the purpose of this assessment, the 37 sold units were used as the reference for evaluating associated parking demand.

It is acknowledged that the exact number of units actively in use at the time of the survey is unknown. However, this is consistent with the operational characteristics of work-store style developments, where occupancy and on-site activity can vary from day to day, and it is not uncommon for owners or tenants to visit their units intermittently rather than daily. This level of variability is typical and reflects the way such developments operate in practice.

Importantly, this level of uncertainty is inherent in any demand survey of similar sites and is not expected to undermine the validity of the findings. The survey provides a reasonable snapshot of parking usage based on real-world conditions at a directly comparable development.

Findings and Comparative Analysis

The parking study identified a maximum observed parking demand of 24 vehicles at both 10:30 AM to 11:30AM, representing the morning peak period. A secondary peak of 23 vehicles was recorded at 2:00 PM and 3:00 PM in the afternoon. When considered against the 37 sold units, this equates to a peak parking rate of 0.65 spaces per unit.

By comparison, the subject site proposes 34 formal car parking spaces for 17 units, equating to 2 spaces per unit, more than three times the observed peak rate at the reference site.

To adopt a highly conservative approach, even if it were assumed that only 50% of the 37 units were in active use on the day of the survey (i.e. approximately 19 units), the observed peak demand of 24 vehicles would equate to 1.26 spaces per unit. Despite this inflated scenario, the proposed rate of 2 spaces per unit at the subject site still comfortably exceeds the observed demand.

In addition to per-unit analysis, a comparison based on GFA has also been undertaken. As noted, the average GFA per unit at the reference site is 94.4m². Assuming the 37 units were contributing to on-site activity, this equates to a total active average GFA of approximately 3,493m².

With a peak observed demand of 24 vehicles, this results in a parking rate of approximately 0.7 spaces per 100m² GFA.

By comparison, the subject site proposes 34 car parking spaces for a total GFA of 2,386m², equating to 1.4 spaces per 100m² GFA, double the observed rate at the reference site. This further supports the appropriateness of the proposed formalised parking provision and demonstrates a clear buffer relative to empirical demand.

A summary of findings has been tabulated as shown in Table 3.

Table 3: Parking demand for work-store units as per survey result

Proposed/Surveyed Site	Units	GFA (m ²)	Parking demand per unit (rate)	Parking demand per unit (value)	Parking demand per GFA (rate)	Parking demand per GFA (value)
Surveyed Development (Lot 5, 590 Rode Road)	46	3,493	0.65 spaces per unit	30 spaces	0.7 spaces per 100m ² GFA	25 spaces
Proposed Development (842 Waterworks Road, The Gap)	17	2,386	0.65 spaces per unit	11 spaces	0.7 spaces per 100m ² GFA	17 spaces

Informal Spaces in Front of Roller Doors

Council has indicated that the spaces in front of the roller doors cannot be included in the consideration of the formal car parking supply. While excluded from the parking supply total, these areas remain functional components of the site layout and may be used by the occupants of the respective tenancies as needed. The proposed 17 work store units are allocated a loading space in front of the roller door. With the space providing the flexibility for a vehicle to either enter the unit (where applicable) or stand temporarily in front of the roller door for loading and unloading activities. The inclusion of these areas as informal, tenancy-specific zones represents a fairly significant provision for parking capacity which further reduces the likelihood of any overflow parking or parking demand spilling beyond the site. This reinforces that the proposed arrangement remains operationally effective and self-contained, mitigating any risk of adverse impacts on adjoining lots or the broader area.

When considering the 17 informal parking/loading spaces in front of the roller doors, the effective total carparking supply increases to 51 spaces. On this basis, the proposed car parking supply is 88% compliant with the parking requirements for the work store uses identified in Table 1 and exceeds the parking demand identified in Table 3.

Given the comparable nature of the reference site, the empirical data presented provides strong support for the proposed parking arrangement. The findings demonstrate that the 34 formal spaces should be appropriate to accommodate typical parking demands associated with the tenancy use proposed for the site.

In the unlikely event that parking demands exceed the formal on-site parking provisions, there are 17 additional informal spaces (51 effective parking spaces) on site to accommodate overflow and limit potential impacts of the site on the surrounding roads.

Based on the above, the proposed parking supply is appropriate to support the estimated parking demands for proposed development and compliant with PO13 and AO13 of the Council TAPS Code.

3. Conclusion

Overall, the traffic and transportation aspects of the proposed development are considered appropriate from a traffic engineering perspective.

Given the comparable nature of the identified reference sites, the empirical data presented provides strong support for the proposed parking arrangement. The findings demonstrate that the 34 formal spaces should be appropriate to accommodate typical parking demands associated with the tenancy use proposed for the site. The proposed parking supply is therefore considered appropriate to support the estimated parking demands for proposed development and compliant with PO13 and AO13 of the Council TAPS Code.

It is Colliers' assertion that the above adequately addresses the traffic engineering issues raised by BCC in their IR.

If you have any queries in relation to the information provided in this letter, contact me or Richard Watson on (07) 3120 4519.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Tenzin Kuensel".

Tenzin Kuensel
Project Consultant - Transport
Colliers International Engineering
& Design (TTMC) Pty Ltd

Reviewed By:

A handwritten signature in black ink, appearing to read "Richard Watson".

Richard Watson (RPEQ – 27182)
Director
Colliers International Engineering and
Design (TTMC) Pty Ltd

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Attachment 1 – Updated Development Plans

DEVELOPMENT APPLICATION DRAWINGS

STORELOCAL THE GAP + WORKSTORES

ADDRESS: 842 WATERWORKS ROAD, THE GAP QLD 4061
SITE AREA: 5,400 square metres

BUILDING A: SELF-STORAGE GROSS FLOOR AREA

LEVEL	
GROUND	1,562
LEVEL 1	1,648
LEVEL 2	1,879
LEVEL 3	1,879
LEVEL 4	1,879
	8,847 m²

BUILDINGS B & C: WORKSTORES GROSS FLOOR AREA

LEVEL	
GROUND	1,273
LEVEL 1	1,113
	2,386 m²

LANDSCAPE AREA

10.76 % OF SITE AREA **579 m²**

SITE COVER

60.53 % OF SITE AREA **3,269 m²**

REVISED DEVELOPMENT DATA

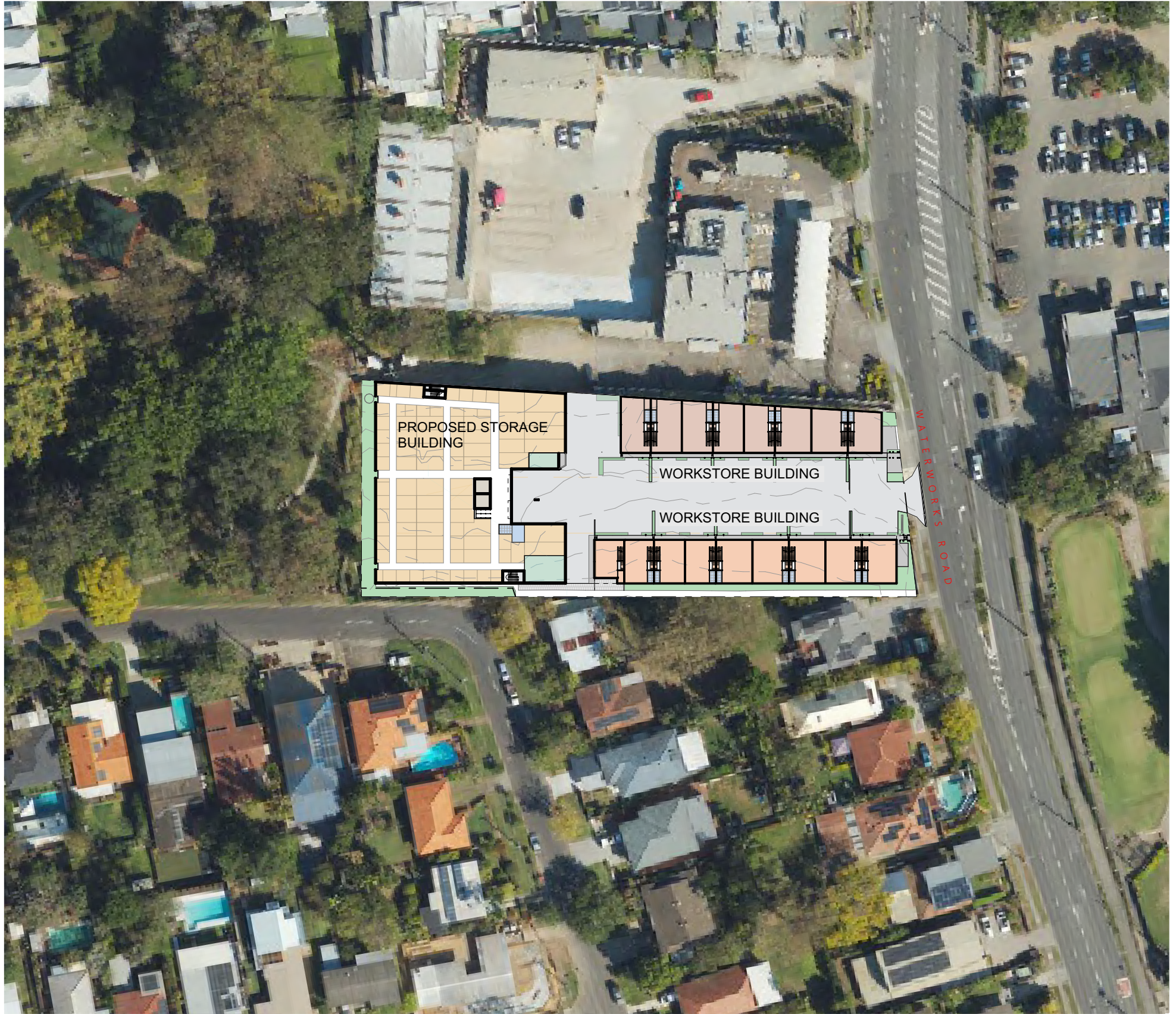
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DA0.01	COVERSHEET + DEVELOPMENT DATA	B
DA1.01	LOCALITY PLAN + SITE PLAN	B
DA2.01	GROUND FLOOR PLAN	A
DA2.02	MEZZ / LEVEL 1 FLOOR PLAN	B
DA2.03	LEVEL 2 FLOOR PLAN	B
DA2.04	LEVEL 3 FLOOR PLAN	B
DA2.05	LEVEL 4 FLOOR PLAN	B
DA2.06	ROOF PLAN	B
DA3.01	SECTIONS - SHEET 1	B
DA3.02	SECTIONS - SHEET 2	B
DA3.03	SECTIONS - SHEET 3	B
DA4.01	PROPOSED ELEVATIONS	B
DA5.01	PERSPECTIVES SHEET 1	B
DA5.02	PERSPECTIVES SHEET 2	B
DA5.03	PERSPECTIVES SHEET 3	B
DA6.01	MATERIALS SHEET 1	B
DA7.01	SHADOW DIAGRAMS SHEET 1	B
DA7.02	SHADOW DIAGRAMS SHEET 2	B



REC SPACE ADDED



1 LOCALITY PLAN
SCALE: 1:5000



2 GROUND FLOOR - SITE PLAN
SCALE: 1:1000



1 GROUND FLOOR PLAN
SCALE: 1:350

M R A C
McDougall Roberts Architecture and Consulting

phone: 0439 743 031
email: nathan@mcdougallroberts.com.au
ABN: 958 251 91456
BOAQ: 4150

GENERAL NOTES
DRAWINGS SHALL NOT BE USED FOR CONSTRUCTION.
ALL DIMENSIONS TO BE CONFIRMED ON SITE.
THESE DOCUMENTS DRAWINGS ARE STRICTLY COPYRIGHT AND SHALL NOT
BE COPIED IN WHOLE NOR PART WITHOUT THE WRITTEN PERMISSION OF
MCDUGALL ROBERTS

REV.	DETAILS
P1	PRELIMINARY ISSUE
P2	REVISED PRELIMINARY
P3	REVISED PRELIMINARY
A	DA ISSUE
B	DA IR RESPONSE

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NR	20/03/2026
NR	27/03/2026
NR	30/04/2026
NR	11/09/2026

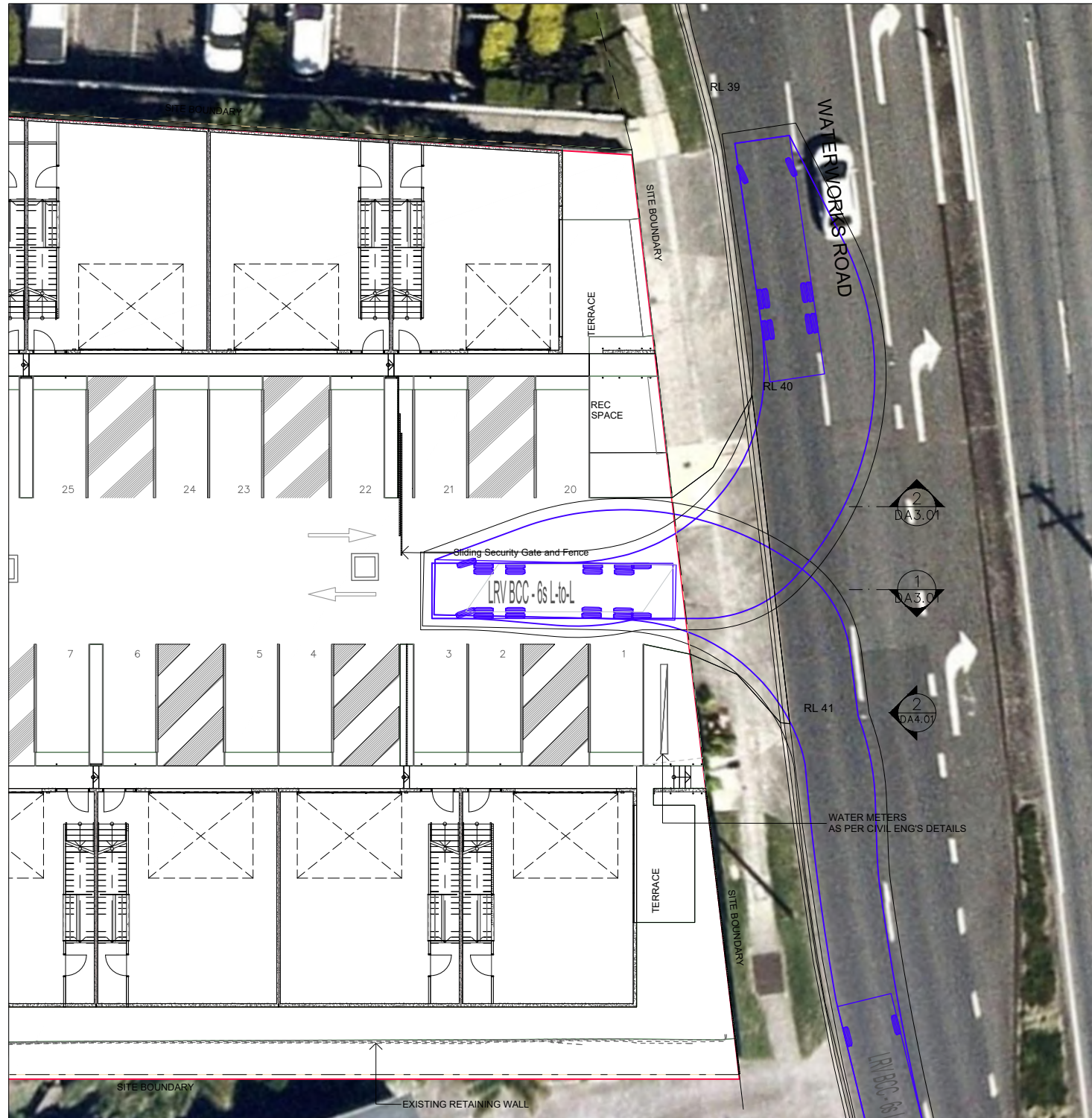
**PRADELLA
PROPERTY**
StoreLocal

PROJECT	STORELOCAL THE GAP + WORKSTORES
	842 WATERWORKS ROAD, THE GAP QLD 4061
CLIENT	PRADELLA PROPERTY
JOB No.	2520-PP

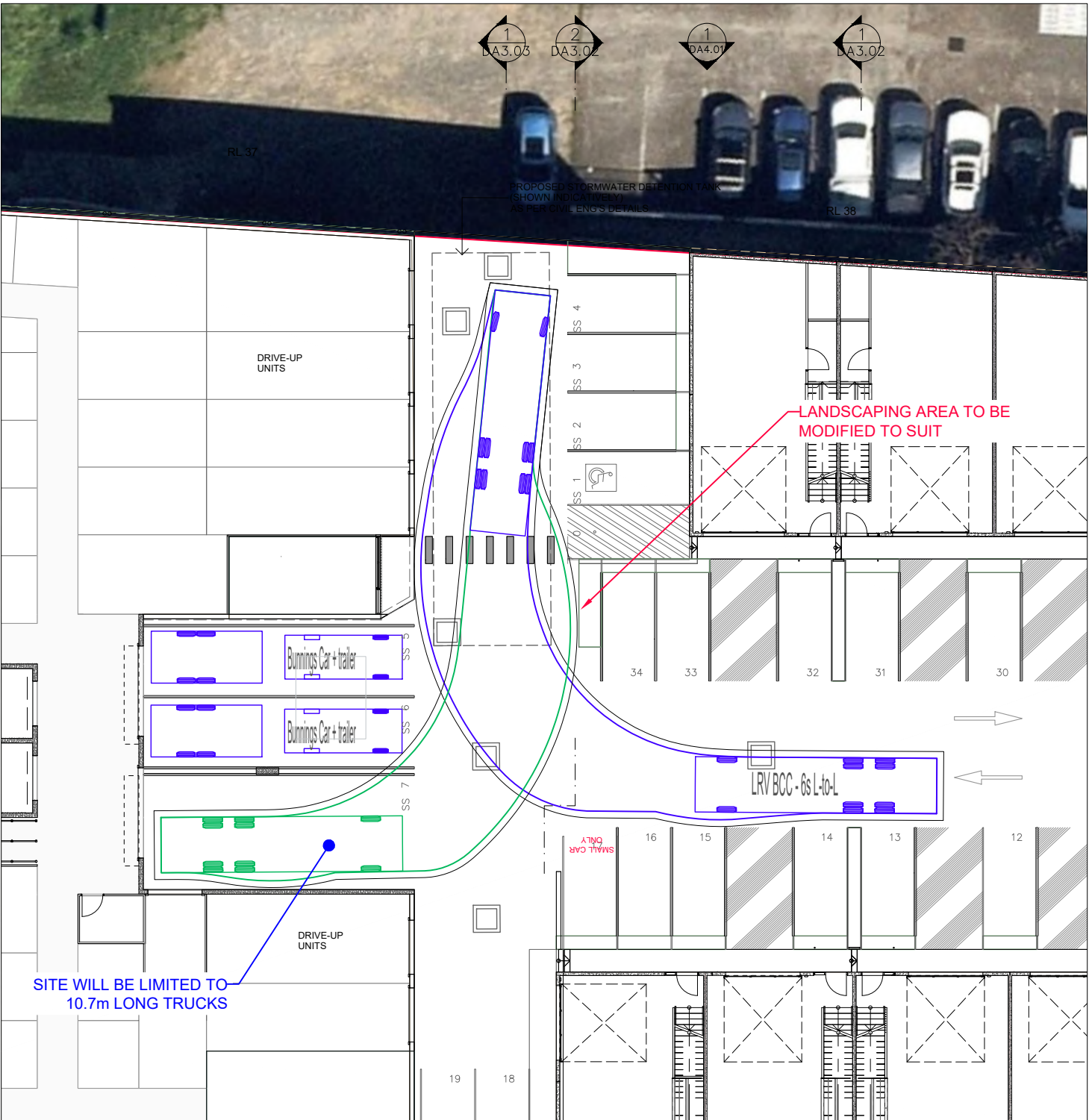
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DWG No.	DA2.01
ISSUE	A



Attachment 2 – Collier`s Drawings



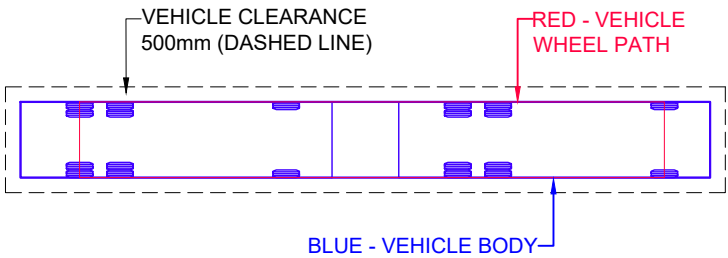
10.7m LARGE RIGID VEHICLE (LRV) INGRESS AND EGRESS MANOEUVRE



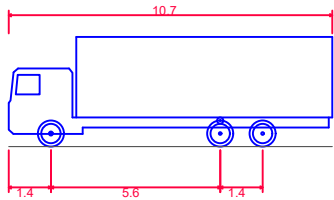
10.7m LARGE RIGID VEHICLE (LRV) INGRESS AND EGRESS MANOEUVRE

**PRELIMINARY
ADVICE ONLY**
14 September 2026

R. Watson DIRECTOR
RICHARD WATSON RPEQ 27182
APPROVED 14 Sep 2026

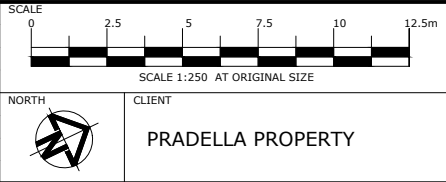


VEHICLE PROFILES



LRV BCC	10.700m
Overall Length	2.450m
Overall Width	3.623m
Overall Body Height	0.419m
Min Body Ground Clearance	2.450m
Track Width	6.00s
Lock-to-lock time	12.500m
Curb to Curb Turning Radius	5.00km/h
Design Speed Forward	0.300m
Clearance Envelope	

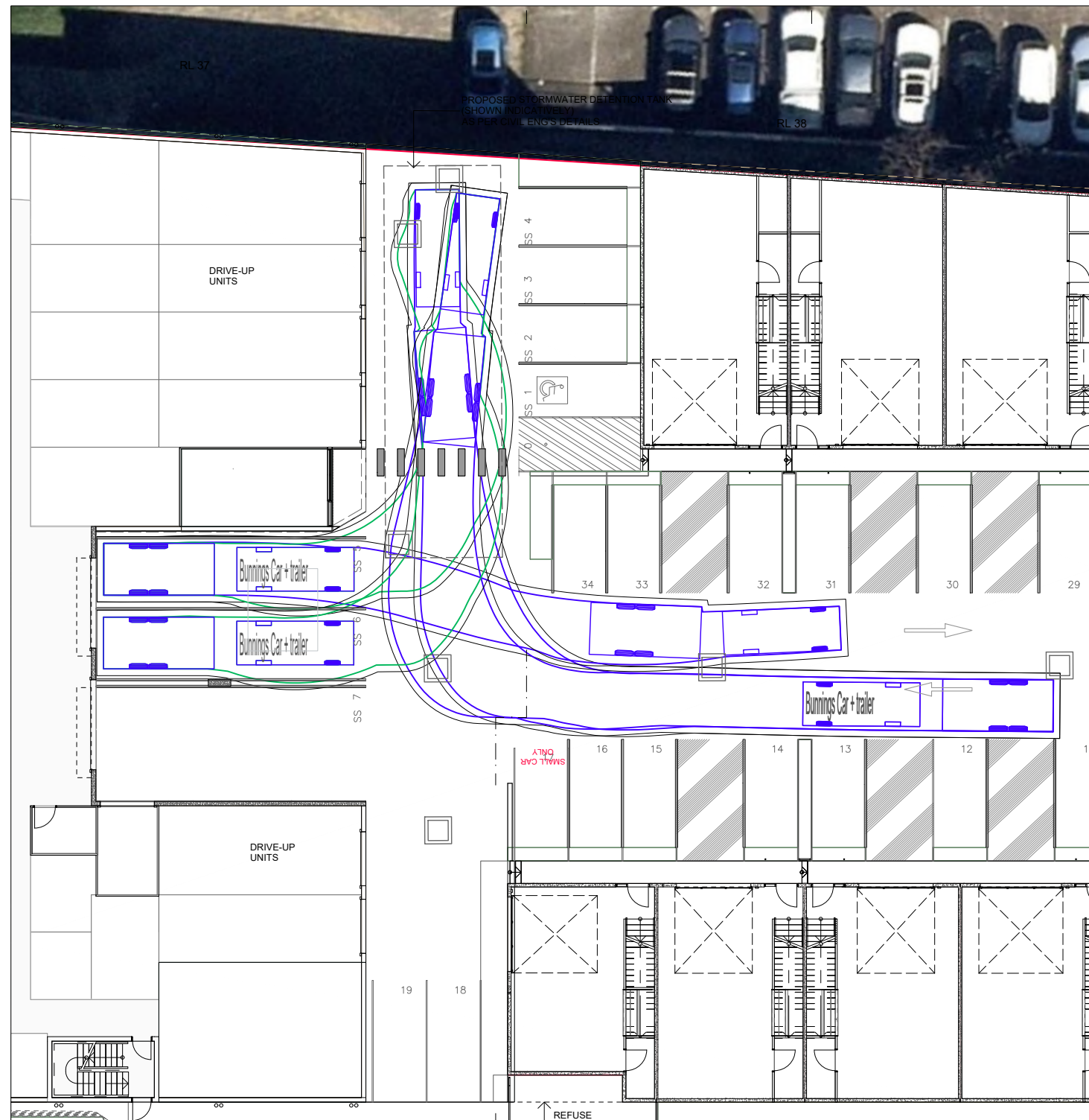
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A	14-05-26	ORIGINAL ISSUE	TK	AR	RW



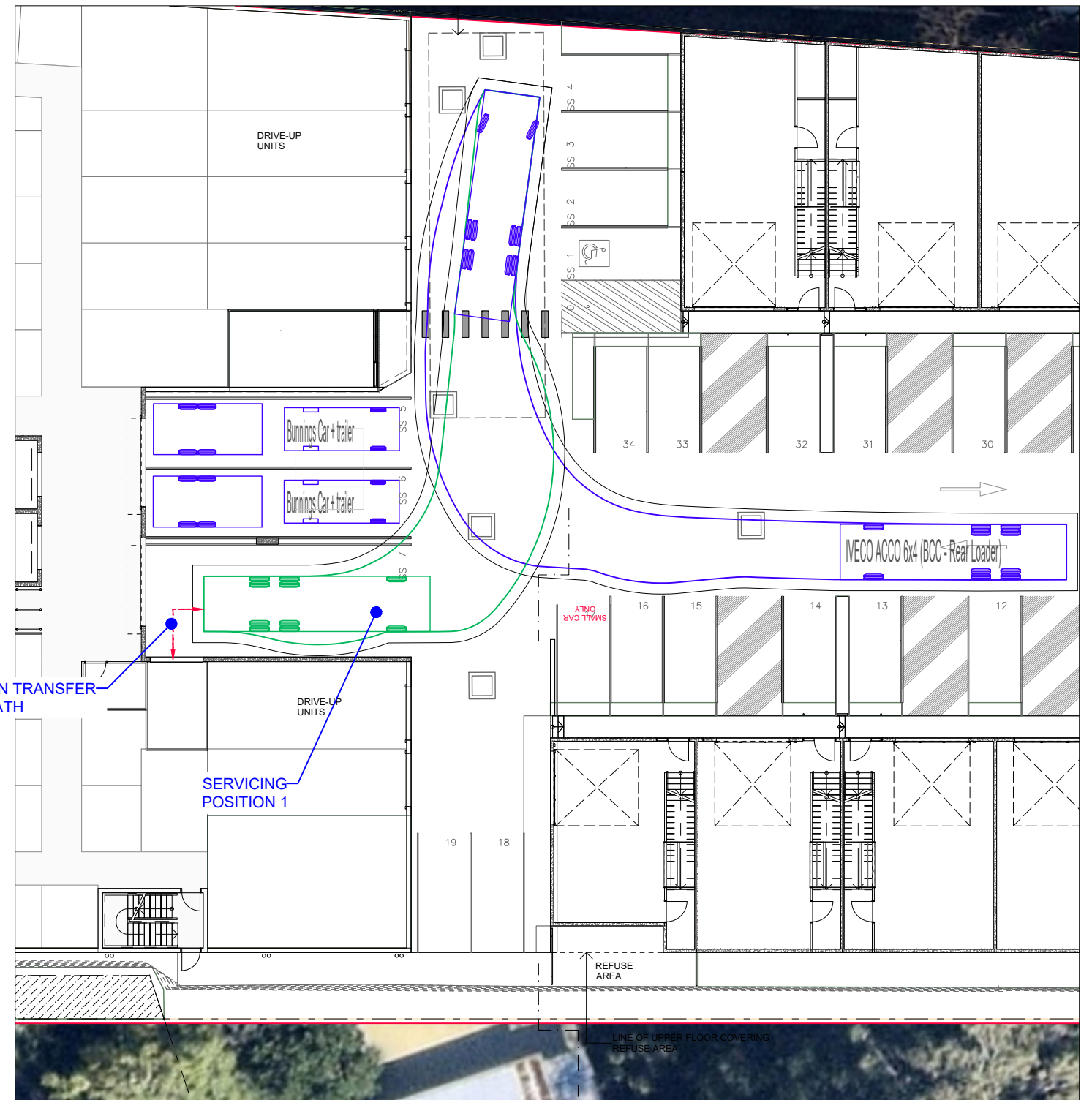
Colliers
Colliers International Engineering & Design (TTMC) Pty Ltd
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LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
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PROJECT
842 WATERWORKS ROAD, THE GAP
DRAWING TITLE
SERVICE VEHICLE SWEEP PATH ANALYSIS
DESIGN VEHICLE: 10.7m BCC LRV

PROJECT NUMBER 25BRT0479	ORIGINAL SIZE A3
DRAWING NUMBER 25BRT0479-01	REVISION B
DATE 14 Sep 2026	SHEET 1 OF 3



BUNNINGS CAR + TRAILER INGRESS AND EGRESS MANOEUVRE

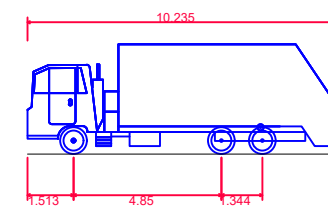
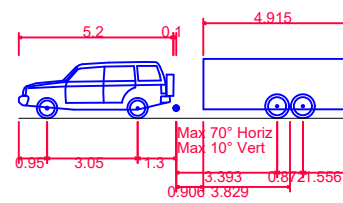


10.24m BCC RCV (REAR LOADER) INGRESS MANOEUVRE

VEHICLE PROFILES

Bunnings Car + Trailer

Overall Length 11.121m
Overall Width 2.300m
Overall Body Height 2.000m
Min Body Ground Clearance 0.290m
Track Width 2.300m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
Design Speed Forward 5.00km/h
Clearance Envelope 0.300m



IVECO ACCO 6x4 (BCC - Rear Loader)

Overall Length 10.235m
Overall Width 2.500m
Overall Body Height 3.600m
Min Body Ground Clearance 0.260m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 9.757m
Design Speed Forward 5.00km/h
Clearance Envelope 0.500m

**PRELIMINARY
ADVICE ONLY**

14 September 2026

DIRECTOR

RICHARD WATSON RPEQ 27182

APPROVED 14 Sep 2026



CLIENT
PRADELLA PROPERTY



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PROJECT
842 WATERWORKS ROAD, THE GAP

DRAWING TITLE
SERVICE VEHICLE SWEEP PATH ANALYSIS
DESIGN VEHICLE: BUNNINGS CAR+TRAILER AND
BCC RCV(REAR LOADER)

PROJECT NUMBER
25BRT0479

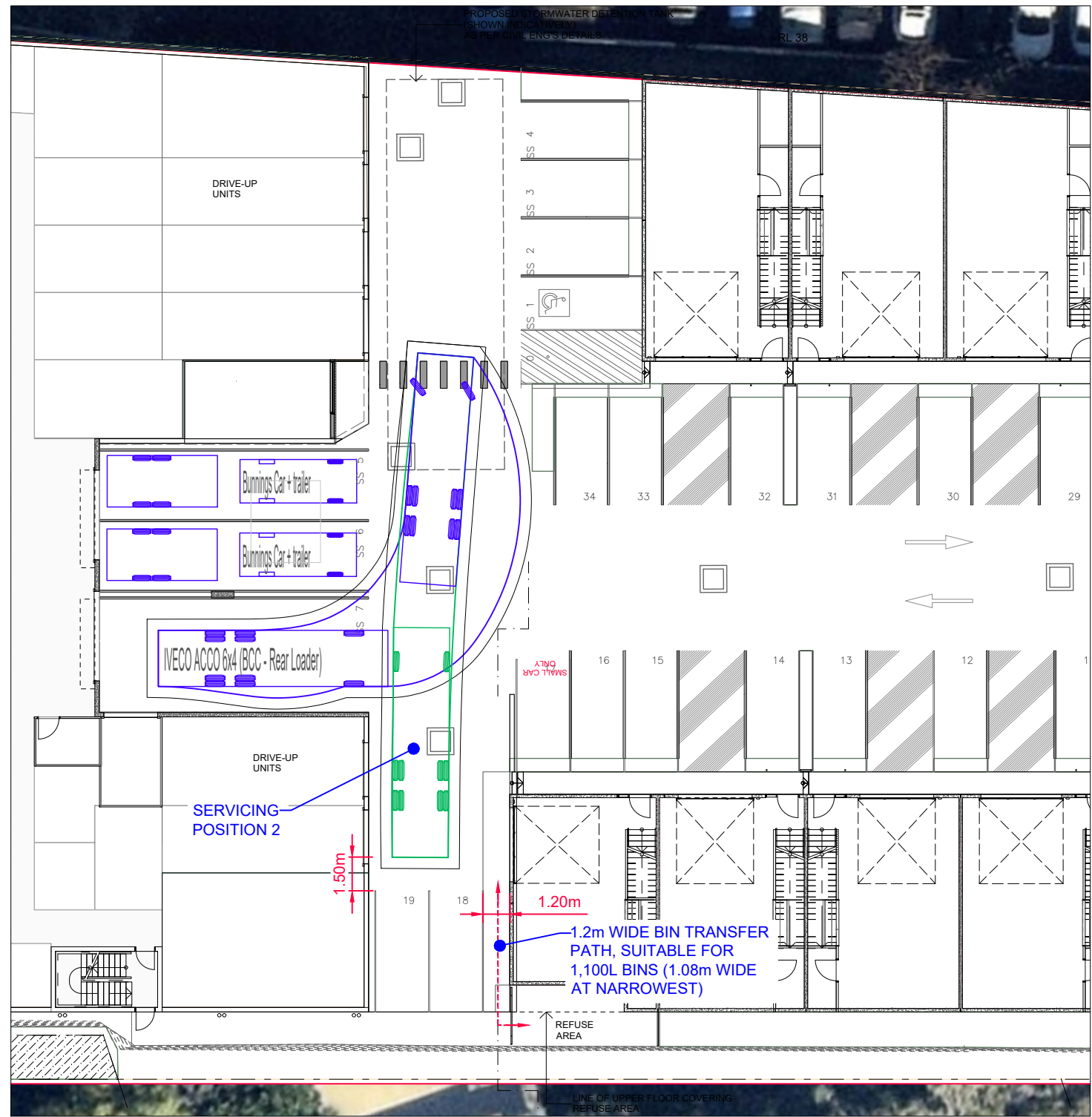
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DATE
14 Sep 2026

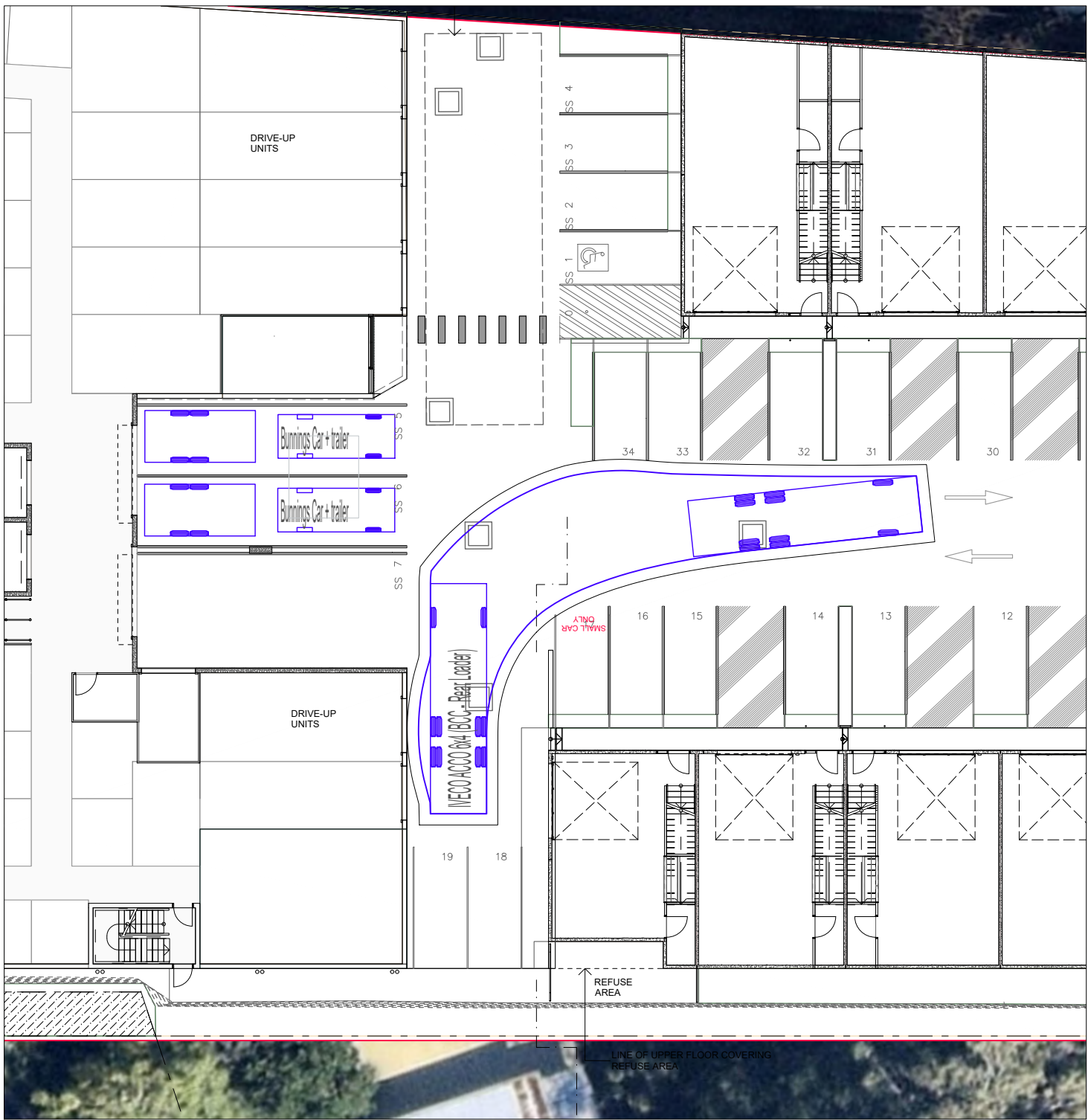
ORIGINAL SIZE
A3

REVISION
B

SHEET
2 OF 3



10.24m BCC RCV (REAR LOADER) INGRESS MANOEUVRE

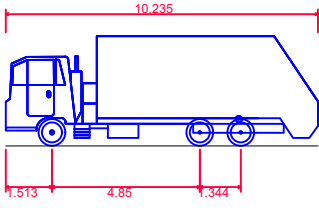
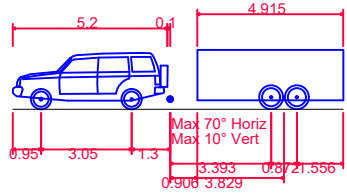


10.24m BCC RCV (REAR LOADER) EGRESS MANOEUVRE

VEHICLE PROFILES

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Overall Length 11.121m
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Design Speed Forward 5.00km/h
Clearance Envelope 0.300m



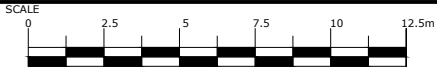
IVECO ACCO 6x4 (BCC - Rear Loader)

Overall Length 10.235m
Overall Width 2.500m
Overall Body Height 3.600m
Min Body Ground Clearance 0.260m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 9.757m
Design Speed Forward 5.00km/h
Clearance Envelope 0.500m

PRELIMINARY
ADVICE ONLY

14 September 2026

DIRECTOR
RICHARD WATSON RPEQ 27182
APPROVED 14 Sep 2026



CLIENT
PRADELLA PROPERTY



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& Design (TTMC) Pty Ltd

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BCC RCV(REAR LOADER)

PROJECT NUMBER	25BRT0479	ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0479-01	REVISION	A
DATE	14 Sep 2026	SHEET	3 OF 3



Attachment 3 – Collier`s Parking Demand Survey

Colliers Data

Reference: 23BRT0082
Location: 590 Rode Road - Lot 5
Suburb: Chermside
Date: Thursday, 17 July 2025
Survey Duration: 0600-1800
Weather: Fine
AM Peak: 10:30 - 11:00
PM Peak: 14:30 - 15:00



Time Started	A	B	C	Total	% Full
Capacity	26	25	22	73	
6:00	4	1	0	5	7%
6:30	3	3	1	7	10%
7:00	5	5	2	12	16%
7:30	6	5	2	13	18%
8:00	7	6	2	15	21%
8:30	7	7	6	20	27%
9:00	7	8	5	20	27%
9:30	6	9	7	22	30%
10:00	6	9	8	23	32%
10:30	7	9	8	24	33%
11:00	7	9	8	24	33%
11:30	9	7	8	24	33%
12:00	8	7	6	21	29%
12:30	5	6	8	19	26%
13:00	6	7	7	20	27%
13:30	7	8	8	23	32%
14:00	6	7	10	23	32%
14:30	6	8	9	23	32%
15:00	6	7	7	20	27%
15:30	6	8	4	18	25%
16:00	6	8	2	16	22%
16:30	5	5	2	12	16%
17:00	6	5	2	13	18%
17:30	5	1	0	6	8%
18:00	4	1	0	5	7%
Maximum	9	9	10	24	33%
Average	6	7	5	18	23%

