TRAFFIC & TRANSPORT ENGINEERING

Level 2 | 62 Astor Terrace | Spring Hill QLD 4000
PO Box 272| Spring Hill QLD 4004
ABN 96 067 593 962
P 07 3839 6771
E mail@ptt.com.au
WWW.PTT.COM.AU

BCC DS
RECEIVED
06/10/2026
APPLICATION REF
A007125373

8 September 2026

Emsworth Developments Pty Ltd
C/- Tam Dang Planning Pty Ltd
PO Box 2453
Fortitude Valley QLD 4006

Attention: Tam Dang

Dear Tam,

RE: 8-12 EMSWORTH STREET, WYNNUM
PROPOSED MINOR CHANGE - TRAFFIC ENGINEERING ASSESSMENT

INTRODUCTION

This report has been prepared by Pekol Traffic and Transport (PTT), as requested by Emsworth Developments, to assess the traffic engineering aspects of a proposed Minor Change to an approved 32 residential unit development at 8-12 Emsworth Street, Wynnum (Reference: A005873683).

The aim of this assessment is to review the proposed revised development layout in terms of its site access arrangements, parking provision and design, servicing arrangements, pedestrian / cyclist facilities and likely traffic impact, with respect to BCC's 2014 City Plan requirements.

EXISTING CONDITIONS

SUBJECT SITE

The subject site is formally described as Lot 5 on RP54104, and Lot 6 and 7 on RP33118 and is zoned as medium density residential, according to BCC's 2014 City Plan. The site is currently bounded by Emsworth Street to the north and residential uses to the east, west and south, as shown in Figure 1.

The site is currently accessed via a single all-movement crossover on Emsworth Street.

ROAD NETWORK

Emsworth Street is under the jurisdiction of BCC and is classified as a Neighbourhood Road (i.e minor road). It has a default urban speed limit of 50km/h and comprises a single lane of traffic in each direction. On-street parking is permitted on both sides of Emsworth Street, in proximity to the site.

Figure 1: SITE LOCALITY



ACTIVE TRANSPORT

There are pedestrian footpaths on both sides of Emsworth and Andrew Street in the vicinity of the site. Andrew Street forms part of Council's secondary cycle route network.

PUBLIC TRANSPORT

A bus stop pair is located on both Andrew Street and Dibar Street, located to the north-west of the subject site, as shown in Figure 1. These bus stops are serviced by TransLink bus route 225, which provides frequent connections to central Wynnum to the north and Carindale to the south.

Wynnum Central train station is also located within 150m walking distance of the site to the north. This train station is frequently served (ie every 10 to 15 minutes during commuter peak hours and every 30 minutes during off-peak times) by the Brisbane City – Cleveland line. Accordingly, given its proximity to public transport, the site would be defined as a 'key location' as per Council's TAPS Policy.

APPROVED DEVELOPMENT

A development application for 32 two-bedroom units over the subject site was approved in 2022 by BCC. The approved ground floor layout is shown in Figure 2.

Figure 2: APPROVED GROUND FLOOR LAYOUT



The approved layout comprises:

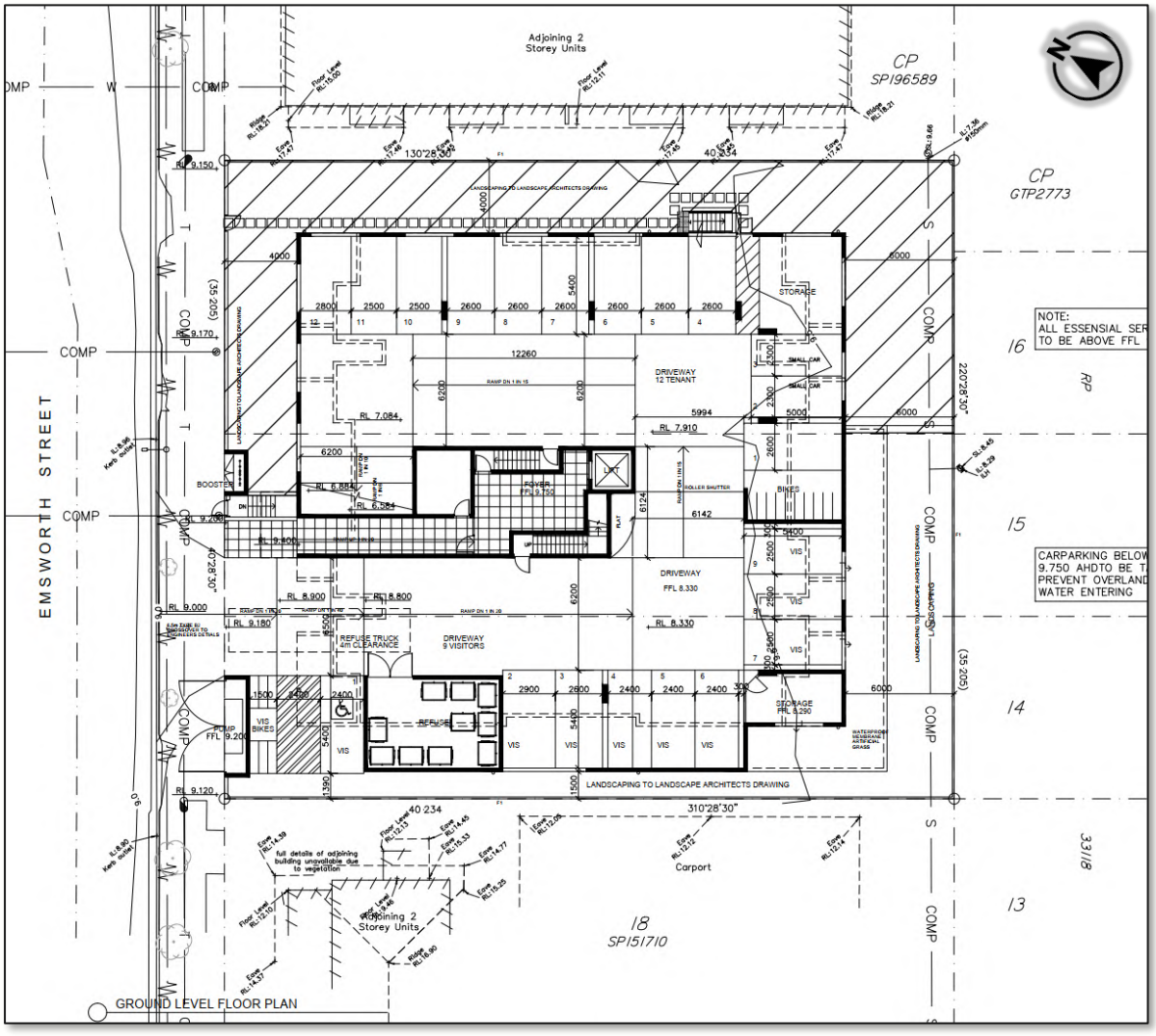
- a 6.5m wide Type B2 access crossover on Emsworth Street
- 35 residential and five visitor parking spaces
- an on-site standing area for a refuse collection vehicle, with a 3.6m height clearance achieved over the standing area
- three 1,100L bulk refuse bins

PROPOSED DEVELOPMENT

OVERVIEW

The development application seeks approval for a Minor Change to the 2022 approval to cater for an additional 12 units on-site. A total of 44 units would be provided on-site, including 36 two bedroom and eight three-bedroom units. The proposed 44 units would be supported by 65 parking spaces, including nine visitor spaces. The proposed ground floor layout is shown in Figure 3, with dimensioned plans attached.

Figure 3: PROPOSED GROUND FLOOR LAYOUT



ACCESS

No changes to the approved access location and design are proposed, nor are any changes considered necessary to support the proposed additional dwellings.

PARKING

STANDARD REQUIREMENT

As discussed, the approval includes 35 residential and five visitor parking spaces to support 32 two-bedroom units. The proposal seeks to provide an additional 12 units on-site (ie four two-bedroom and eight three-bedroom units).

The following parking rates apply for standard multiple dwelling developments in Brisbane:

- two-bedroom units: 1.5 resident spaces per dwelling
- three-bedroom units: 2.0 resident spaces per dwelling
- visitors: 0.25 visitor spaces per dwelling

The application of the above standard rates would require an additional 22 residential and three visitor parking spaces be provided to support the proposed additional 12 units. This equates to a total minimum parking provision of 57 residential and eight visitor parking spaces to cater for the approved and proposed number of dwellings.

PROVISION

The proposal comprises a total of 65 parking spaces, including 56 residential and nine visitor parking spaces. Sufficient visitor parking is proposed to cater for the intensification of dwellings. However, the total residential provision is one bay short of the minimum requirement to cater for the scale of approved and proposed dwellings.

Since the 2022 approval, the TAPS Policy has been updated to include reduced residential parking rates for multiple dwellings located within 400m walking distance of a high frequency public transport infrastructure (ie at key locations). The subject site meets the definition of a key location in the TAPS Policy and as such, the following reduced residential parking rates apply:

- two-bedroom units: 1.2 resident spaces per dwelling
- three-bedroom units: 1.6 resident spaces per dwelling

Based on the total number of dwellings on-site (ie 36 two-bedroom and eight three-bedroom units), a minimum of 56 residential parking spaces are required. It is therefore our view that sufficient residential parking is proposed on-site to cater for the approved and proposed units. No additional residential parking is considered necessary to comply with the TAPS Policy.

PERSONS WITH DISABILITIES (PWD) PARKING

One PWD parking bay is proposed on-site, which is consistent with BCC's TAPS Policy.

DESIGN

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

- standard residential parking spaces dimensioned 2.4m – 2.6 wide by 5.4m long
- small residential parking spaces dimensioned 2.3m wide by 5.0m long

- visitor parking spaces dimensioned 2.4m – 2.6m wide by 5.4m long
- PWD parking space and adjacent shared bay dimensioned 2.4m wide by 5.4m long
- parking and circulation aisles dimensioned 6.2m wide or greater
- ramped parking aisle comprising a maximum 1:14 grade
- circulation ramp grade comprising 1:10 transition grades and a 1:6 main grade
- columns, walls and obstructions generally located outside of the minimum parking bay envelope

A swept path of a B85 car turning around within the visitor parking area is attached. Thus, a dedicated turnaround bay is not considered necessary.

It is recommended that a 0.3m clearance be achieved between the proposed PWD bay and adjacent bin store wall.

COMMERCIAL VEHICLE SERVICING

No changes to the approved on-site servicing arrangements are proposed, nor are any changes considered necessary. As per the approval, it is expected that a rear-lift Refuse Collection Vehicle (RCV) would reverse into the site from Emsworth Street, stand within the driveway adjacent to the bin store and then exit the site in forward gear. For completeness, a swept path of a 10.2m long rear-lift RCV has been prepared and is attached. The swept path has been prepared in accordance with Council Standard Drawing BSD-3008 Sheet 2. A 4.0m minimum height clearance would be achieved over the RCV as it stands on-site, adjacent to the bin store. No changes to the on-site refuse collection arrangement is considered necessary to support the proposed Minor Change.

Three 1,100L bins (ie two general waste and one recycling bin) were approved to support 32 units. It is expected that one additional 1,100L general waste and recycling bin would be required to support the proposed additional 12 units. A larger bin store is proposed on-site, adjacent to the RCV standing area, which caters for additional bins.

COMMERCIAL VEHICLE SERVICING

PEDESTRIAN FACILITIES

It is expected that a pedestrian footpath will be provided along the Emsworth Street frontage, which BCC can readily condition.

A dedicated pedestrian access is proposed to the east of the vehicular driveway, which would provide a safe and direct pedestrian connection between the Emsworth Street frontage and proposed ground floor lift lobby.

CYCLISTS

The following bicycle parking rates apply:

- one residential space per dwelling
- one visitor space per four dwellings

Thus, a minimum 15 bicycle spaces (ie 12 residential and three visitor) are required to cater for the proposed additional 12 dwellings. It is recommended that this additional bicycle parking provision be provided on-site.

TRAFFIC OPERATIONS

A peak traffic generation rate of 0.65 trips per dwelling has been adopted, in accordance with the RTA Guide to Traffic Generating Developments for medium density residential uses. The proposed 12 additional dwellings are expected to generate in the order of eight vehicles per hour during peak hours. It is expected that the surrounding road network has sufficient spare capacity to cater for this small increase in traffic generated the proposed intensification. The additional development generated traffic is not expected to have a significant adverse impact on the operation of the surrounding road network and detailed analysis of the proposed traffic is not considered necessary.

CONCLUSIONS AND RECOMMENDATIONS

The proposed development 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 development application seeks approval for a Minor Change to the 2022 approval to cater for 12 additional dwellings on-site (ie a total of 44 dwellings)
- no changes to the approved access location and design are proposed nor are any changes considered necessary to support the proposal
- four additional visitor parking spaces are proposed on-site, compared to the approval, which would adequately cater for the 12 additional dwelling proposed, in accordance with the TAPS Policy
- a total of 56 residential spaces would be provided on-site, to cater for all dwellings, which accords with BCC's reduced requirement for multiple dwelling sites at key locations
- the proposed on-site parking facilities have been designed generally in accordance with Council's TAPS Policy and AS2890.1 requirements
- no changes to the approved on-site servicing arrangements are proposed, nor are any additional changes considered necessary
- the proposal is expected to generate an additional eight peak vehicle trips, compared to the approval
- the addition of development generated traffic is not expected to have significant adverse impact on the operation of the surrounding road network

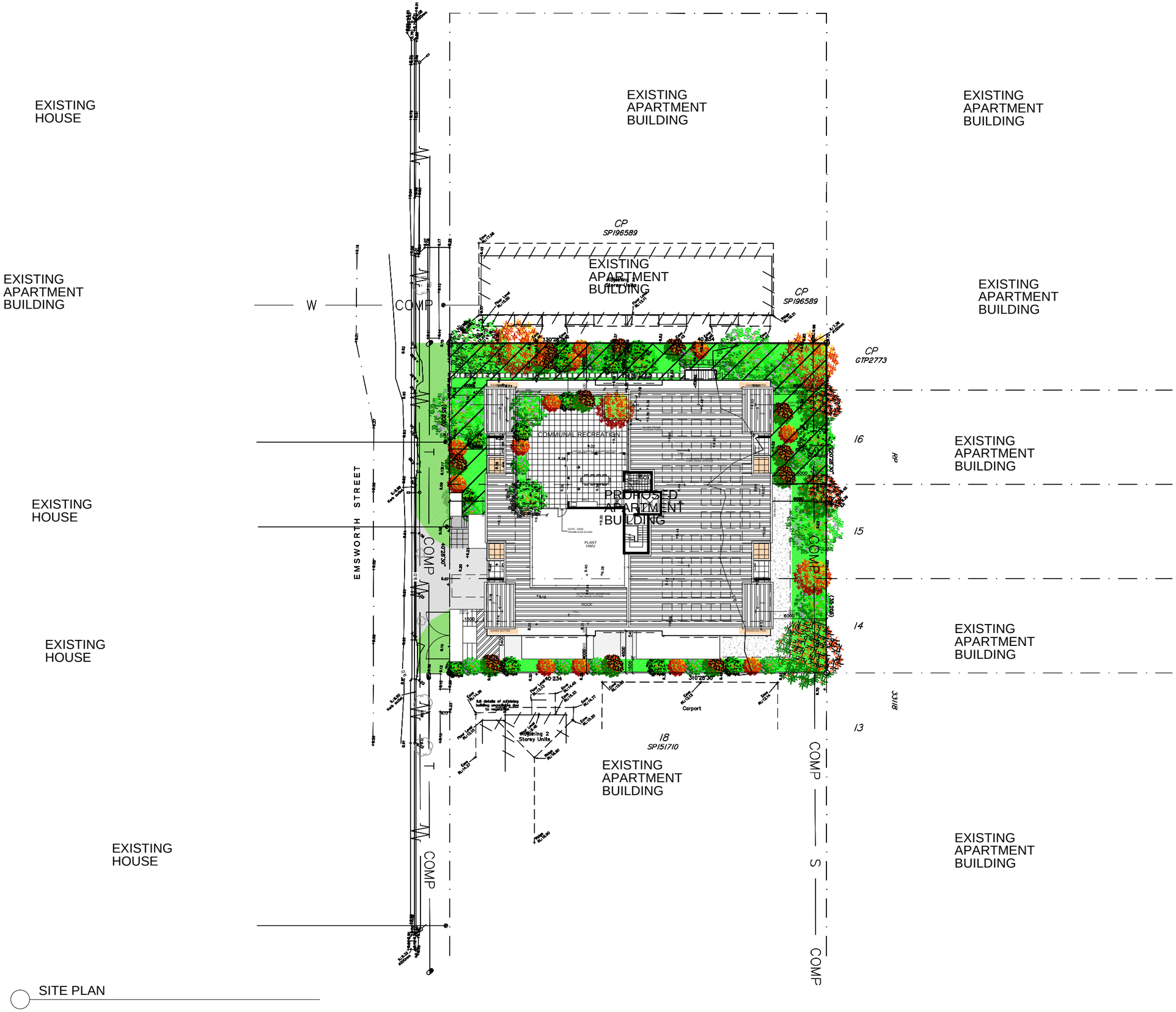
Based on the above, it is recommended that:

- a minimum 15 additional bicycle spaces (ie 12 residential and three visitor) be provided on-site to cater for the proposed additional dwellings
- 0.3m clearance be achieved between the proposed PWD bay and adjacent bin store wall

Yours sincerely,



Casey Glover
Principal Engineer (RPEQ 34450)



SITE PLAN

RPD
LOTS 5 ON RP 54104
LOTS 6 & 7 ON RP 33118
PARISH OF TINGALPA
COUNTY OF STANLEY

SITE AREA	1417m²	
GFA	m²	(%)
APARTMENTS		
2 BEDROOM	36	
3 BEDROOM	8	
TOTAL	44	
TOTAL LANDSCAPE/REC	m²	(%)
SITE COVER TOWER	%	(m²)
SITE COVER GROUND FLOOR	%	(m²)
DEEP PLANTING	%	(m²)
CARPARKING REQUIRED		
VISITOR (44x0.25)	11	
2 BED (36x1.2)	43.2	
3 BED (8x1.6)	12.8	
TOTAL	67	
CARPARKING PROVIDED		
BASEMENT 1 TENANT	15	
BASEMENT TENANT	29	
GROUND TENANT	12	
GROUND VISITOR	9	
TOTAL	65	

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WSA wiltshirestevens architecture

shop 4, level 1, 244 given tce
paddington, QLD, 4064

P 07 3891 1811

E admin@wiltshirestevens.com.au
W www.wiltshirestevens.com.au

A.B.N. 97 093 389 658

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PROJECT

PROPOSED RESIDENTIAL DEVELOPMENT

8-12 EMSWORTH ST WYNNUM

TITLE

SITE PLAN

DATE OCTOBER 2021

SCALE 1:200@ A1 1:400 @ A3

JOB NO . DRAWN C.M.

DRAWING NO SK-01 E

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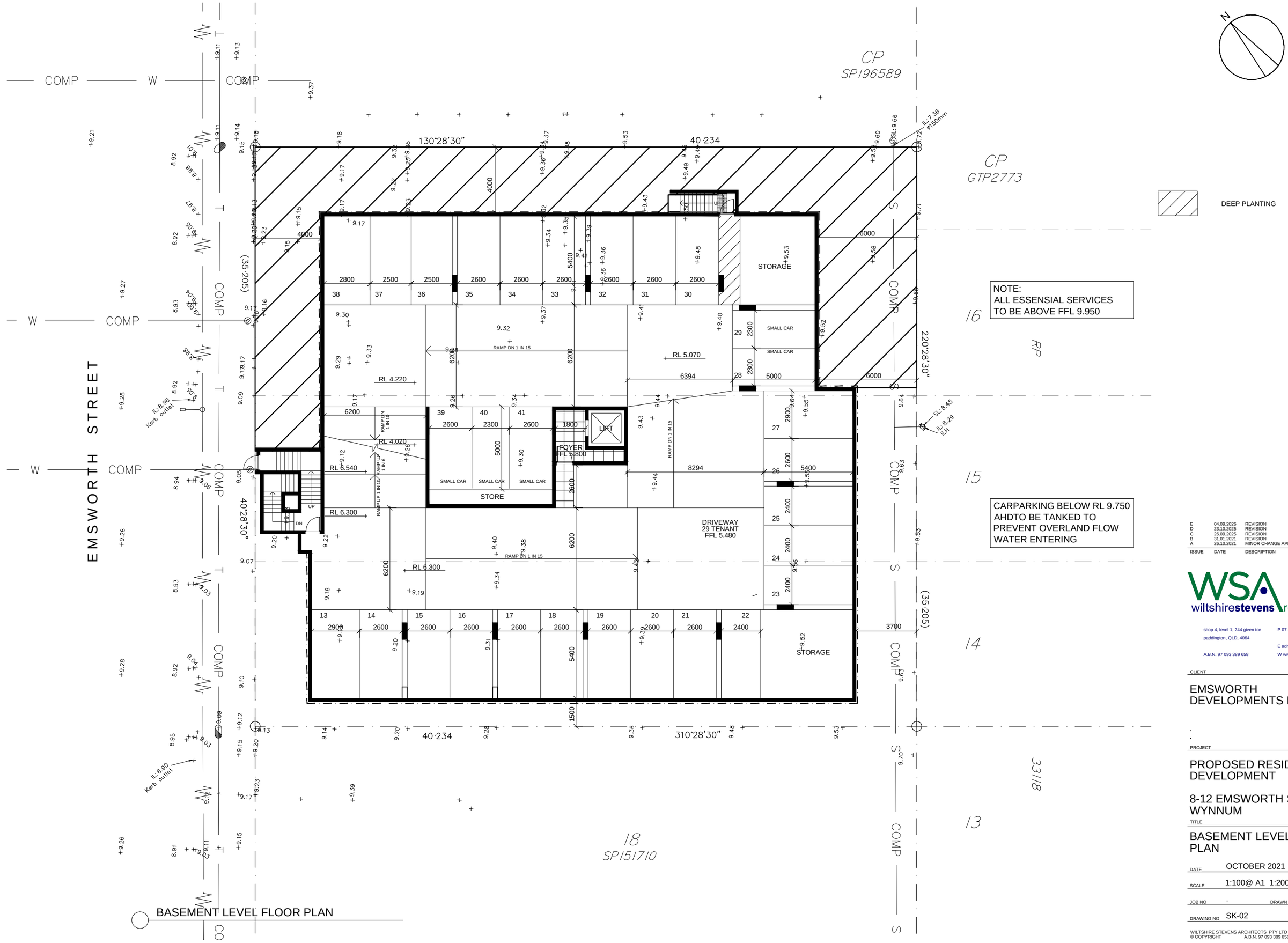

BASEMENT LEVEL FLOOR PLAN

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paddington, QLD, 4064

A.B.N. 97 093 389 658

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W www.wiltshirestevens.com.au

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BASEMENT LEVEL FLOOR PLAN

DATE	OCTOBER 2021
SCALE	1:100@ A1 1:200 @ A3
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DRAWING NO	SK-02
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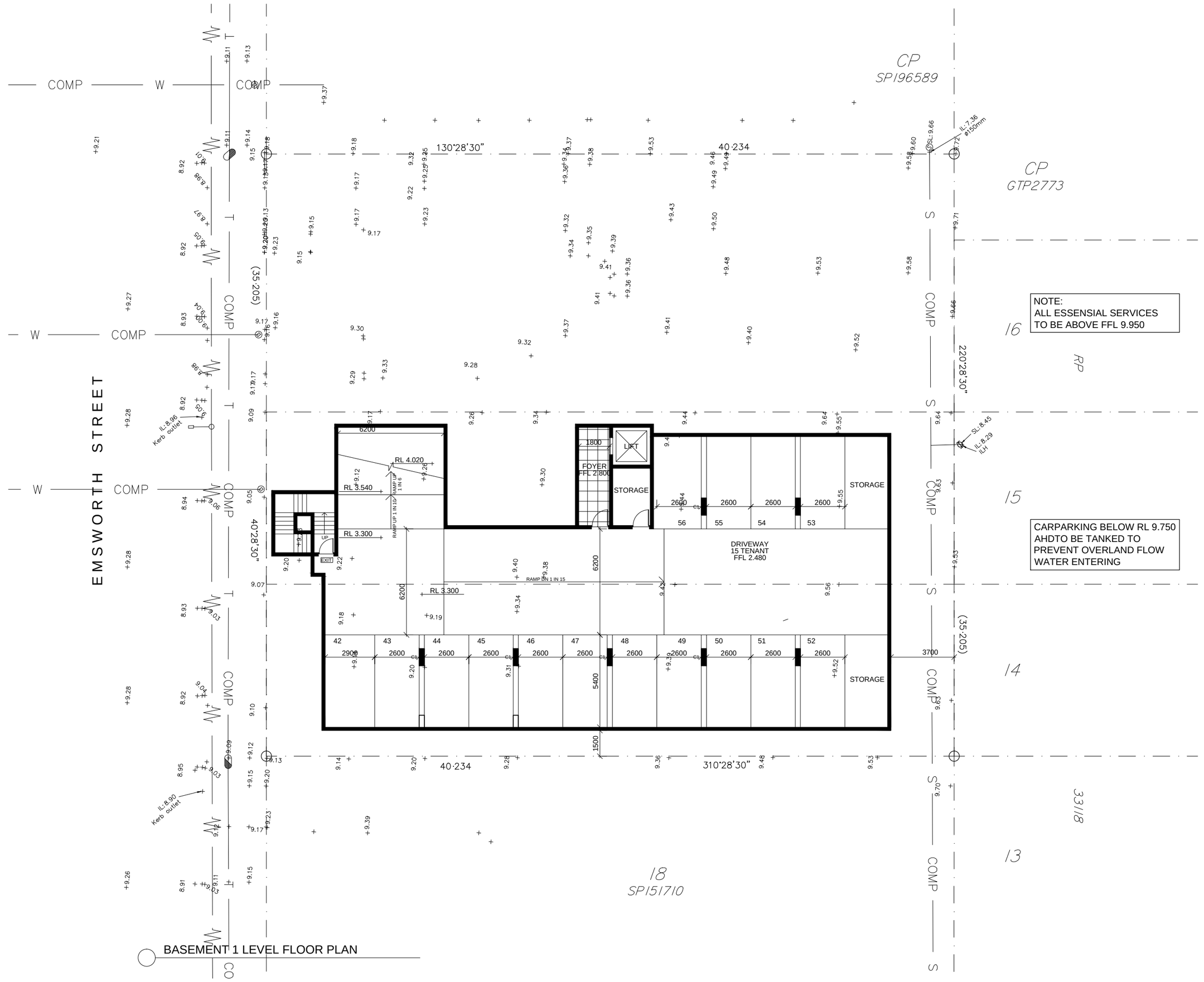

NOTE:
ALL ESSENSIAL SERVICES
TO BE ABOVE FFL 9.950

CARPARKING BELOW RL 9.750
AHDTO BE TANKED TO
PREVENT OVERLAND FLOW
WATER ENTERING

BASEMENT 1 LEVEL FLOOR PLAN

ISSUE	DATE	DESCRIPTION	INITIAL
E	04.09.2026	REVISION	CM
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shop 4, level 1, 244 given tce
paddington, QLD, 4064

P 07 3891 1811

E admin@wiltshirestevens.com.au
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BASEMENT LEVEL 1 FLOOR
PLAN

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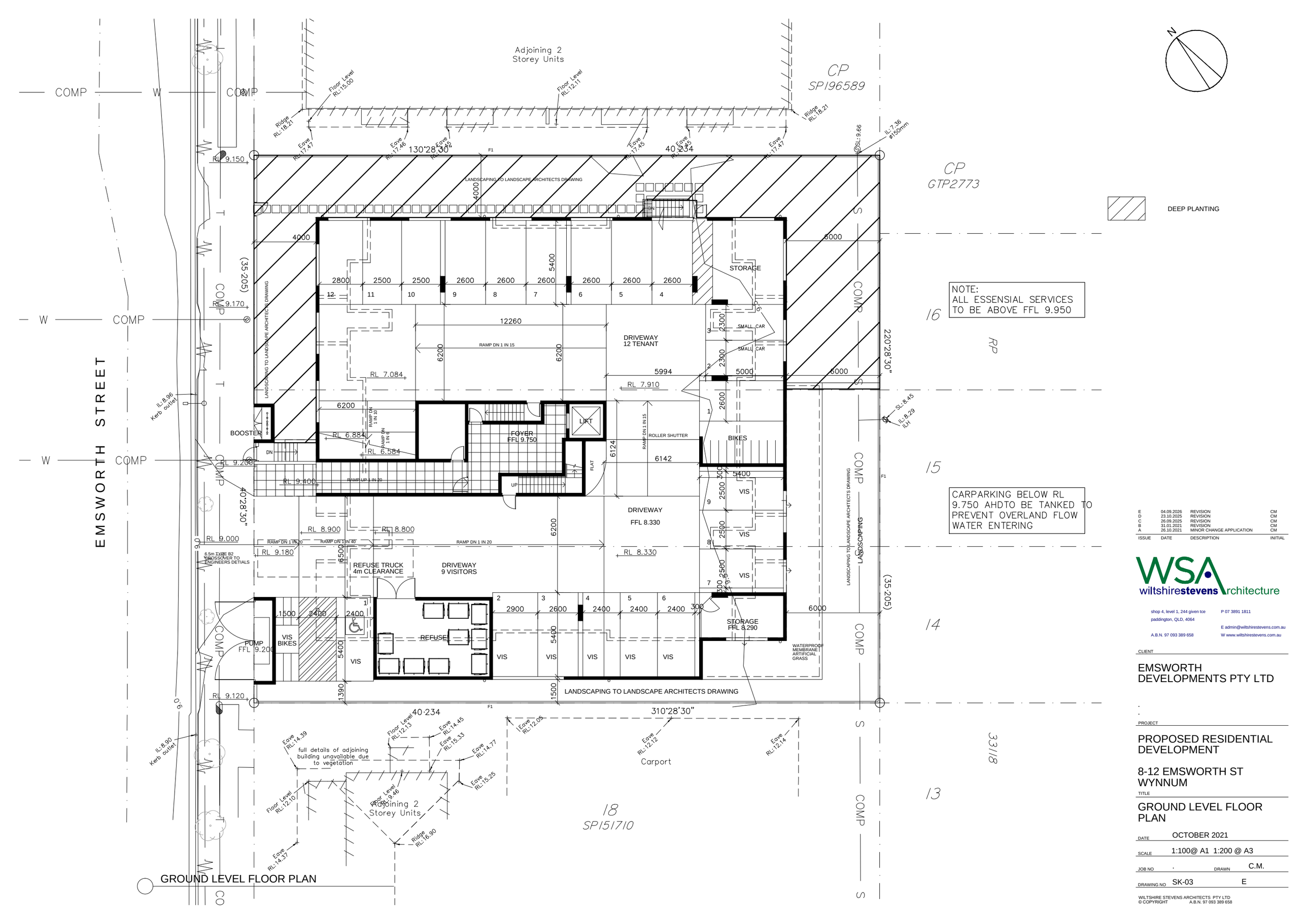

GROUND LEVEL FLOOR PLAN

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shop 4, level 1, 244 given tce
paddington, QLD, 4064

P 07 3891 1811

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GROUND LEVEL FLOOR PLAN

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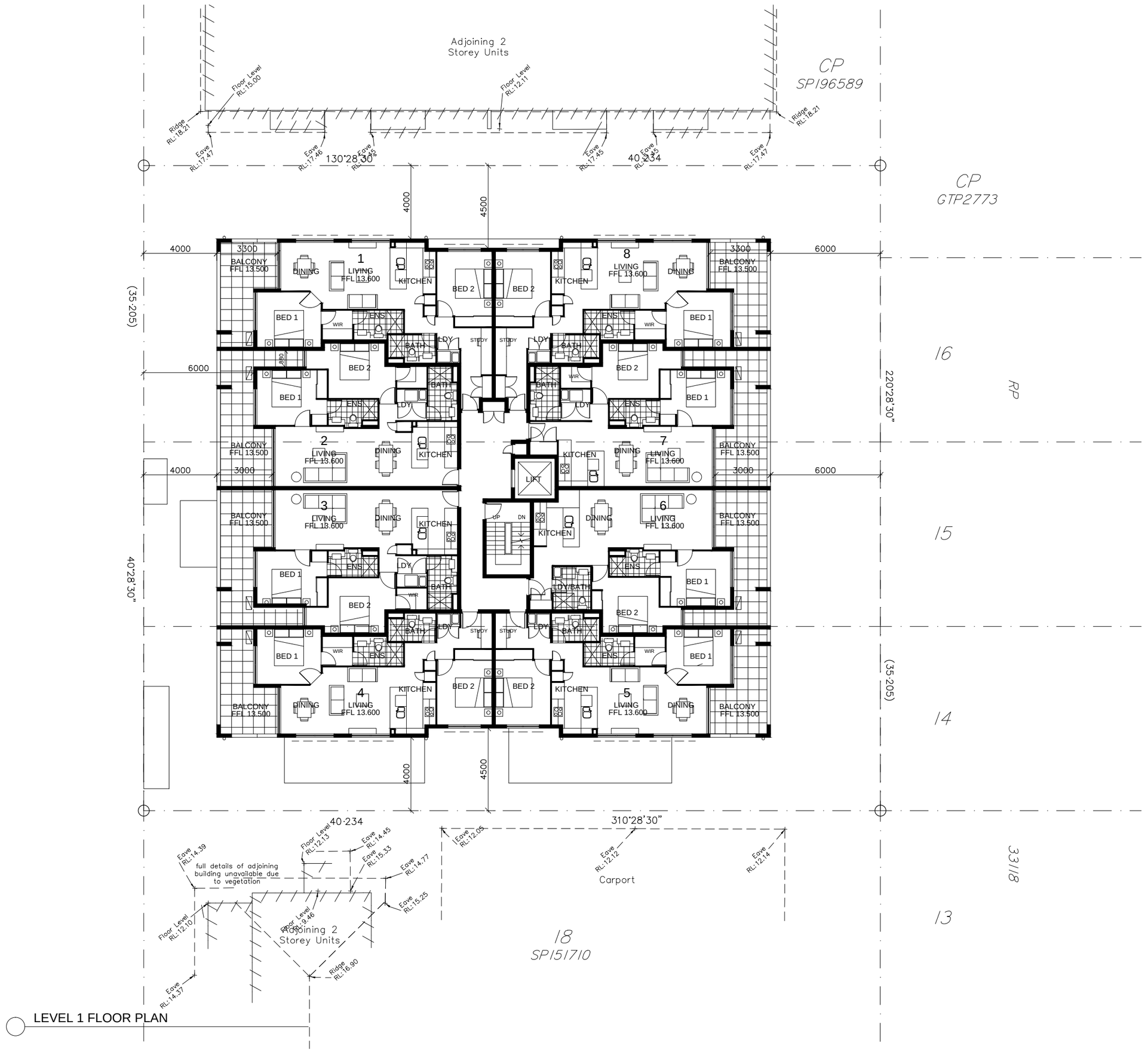

LEVEL 1 FLOOR PLAN

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wiltshirestevens architecture

shop 4, level 1, 244 given tce
paddington, QLD, 4064

A.B.N. 97 093 389 658

P 07 3891 1811

E admin@wiltshirestevens.com.au
W www.wiltshirestevens.com.au

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LEVEL 1 FLOOR PLAN

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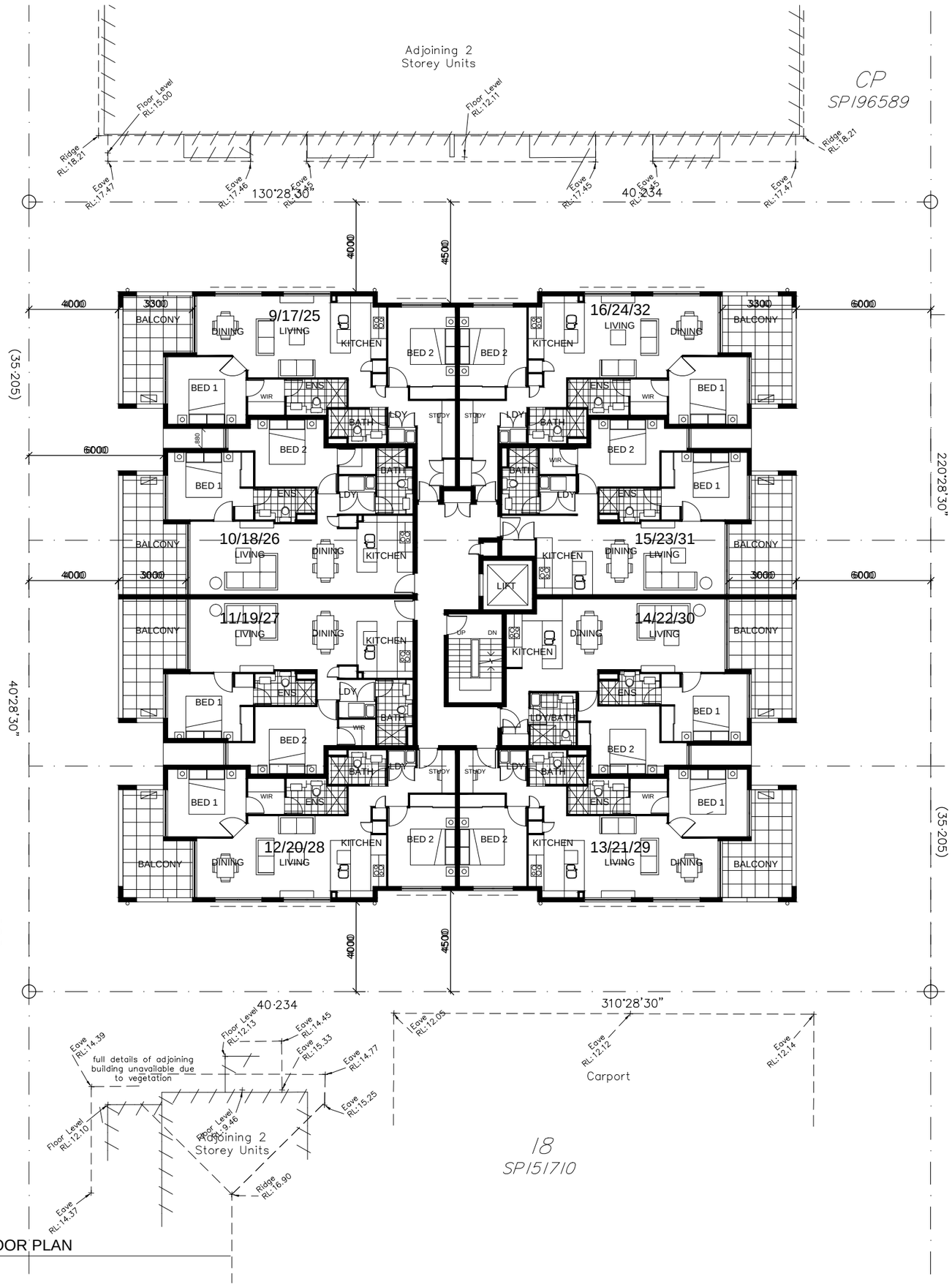

LEVEL 2-4 FLOOR PLAN

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shop 4, level 1, 244 given tce
paddington, QLD, 4064

P 07 3891 1811

E admin@wiltshirestevens.com.au
W www.wiltshirestevens.com.au

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LEVEL 2-4 FLOOR PLAN

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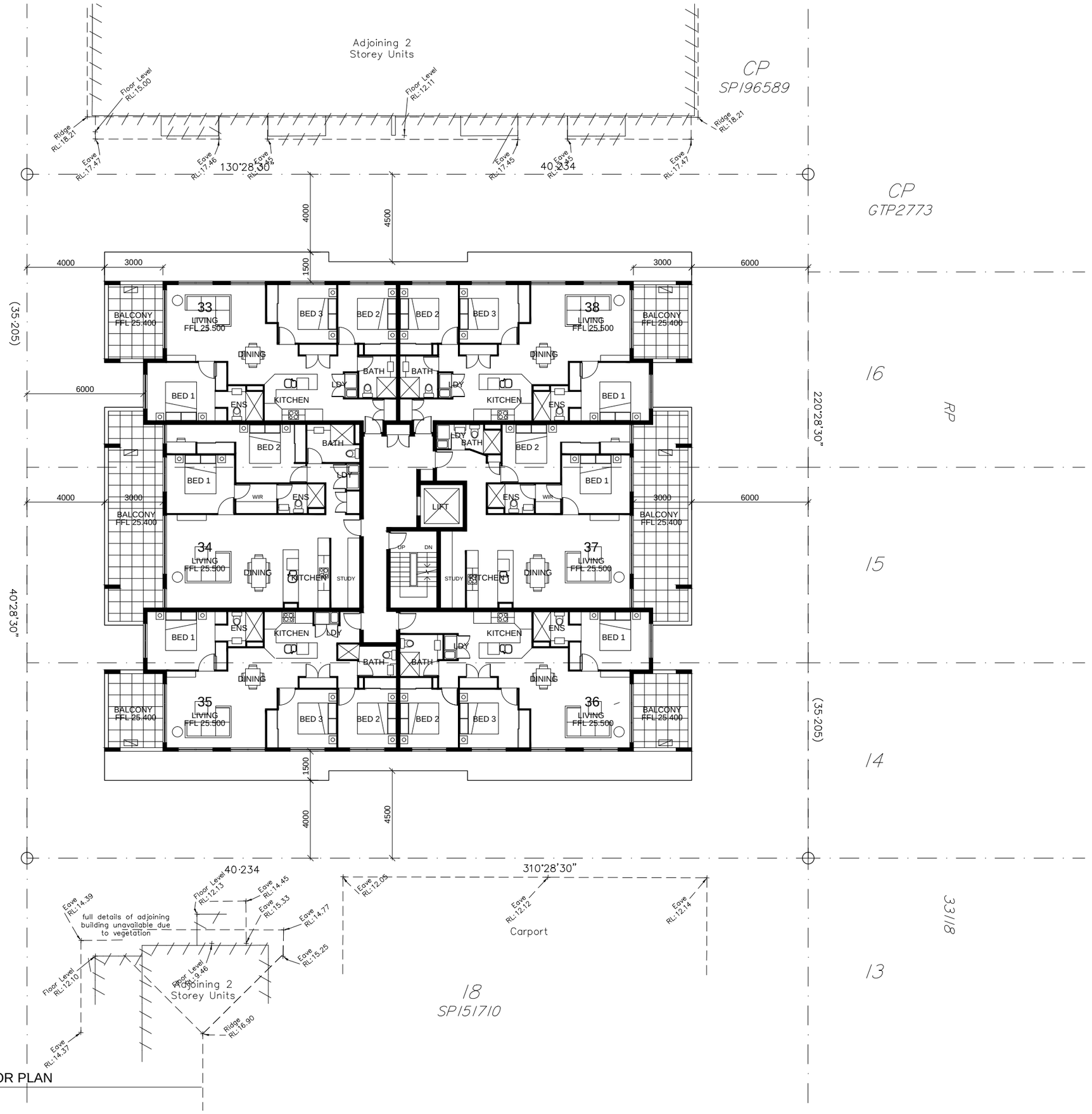

LEVEL 5 FLOOR PLAN

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shop 4, level 1, 244 given tce
paddington, QLD, 4064

A.B.N. 97 093 389 658

P 07 3891 1811

E admin@wiltshirestevens.com.au

W www.wiltshirestevens.com.au

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LEVEL 5 FLOOR PLAN

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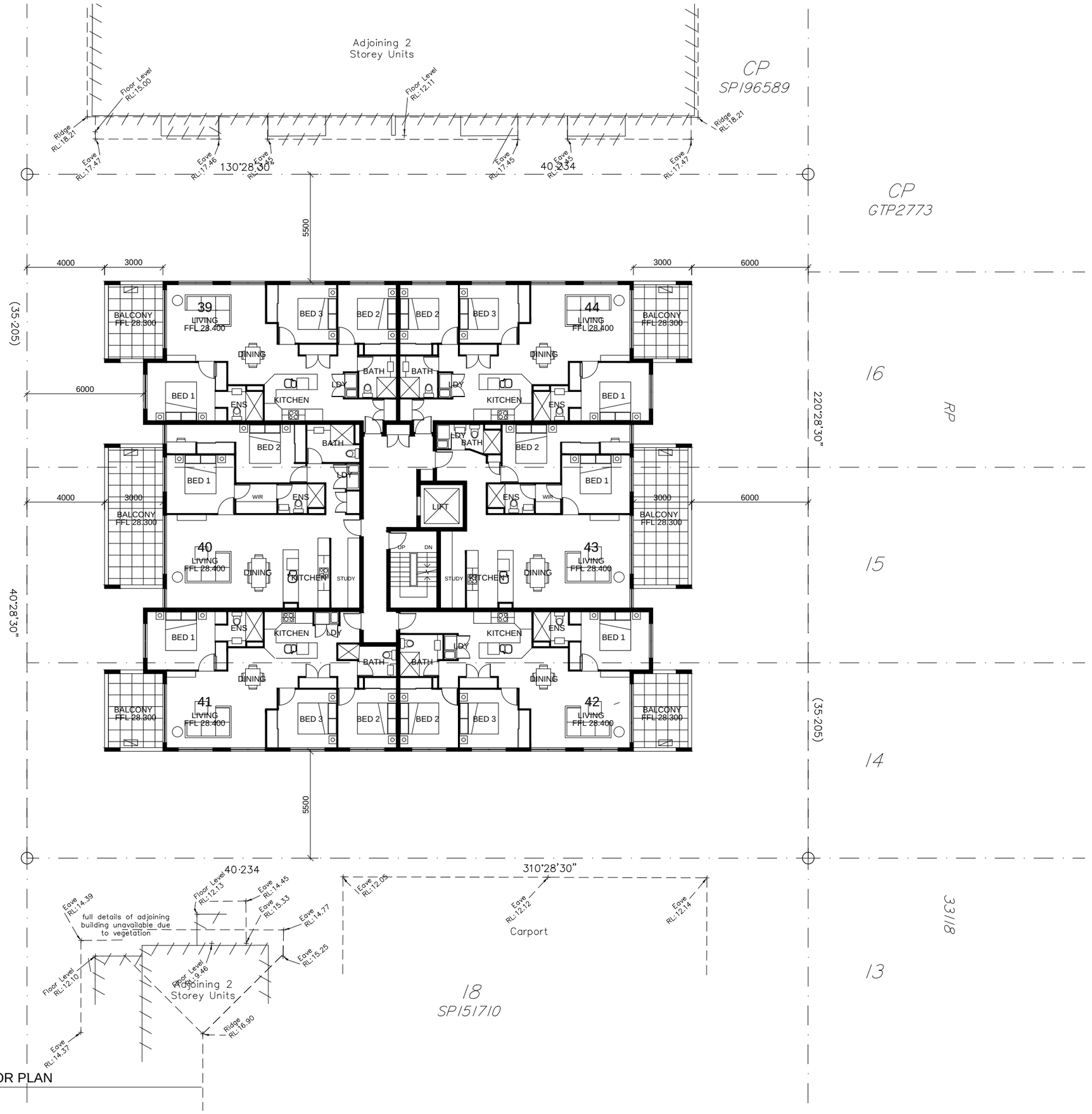

LEVEL 6 FLOOR PLAN

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shop 4, level 1, 244 given tce
paddington, QLD, 4064

A.B.N. 97 093 389 658

P 07 3891 1811

E admin@wiltshirestevens.com.au

W www.wiltshirestevens.com.au

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LEVEL 6 FLOOR PLAN

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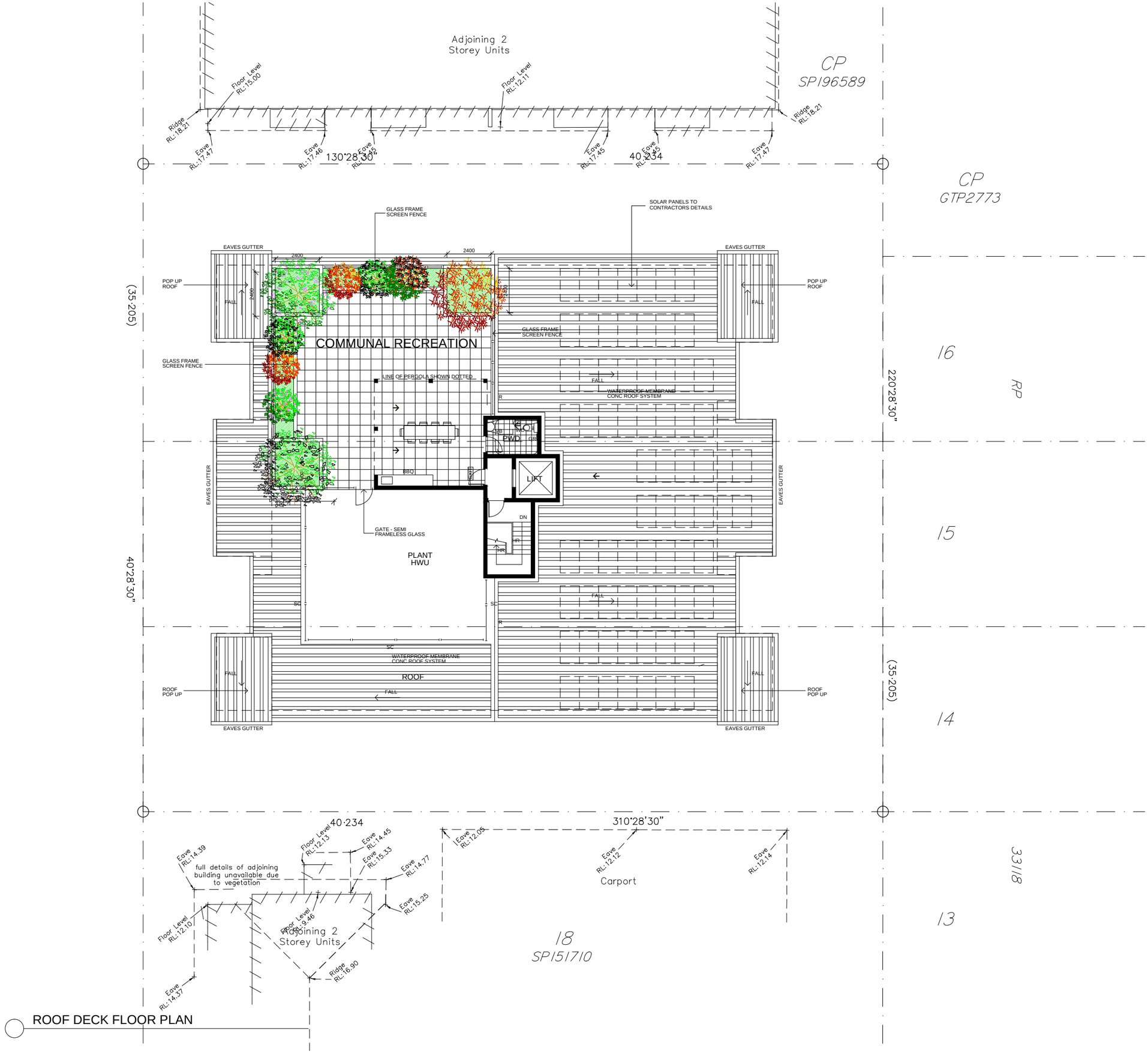

ROOF DECK FLOOR PLAN

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wiltshirestevens architecture

shop 4, level 1, 244 given tce
paddington, QLD, 4064

A.B.N. 97 093 389 658

P 07 3891 1811

E admin@wiltshirestevens.com.au

W www.wiltshirestevens.com.au

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8-12 EMSWORTH ST
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ROOF DECK FLOOR PLAN

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DRAWING NO	SK-08
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NORTH WEST ELEVATION

EMSWORTH STREET



SOUTH WEST ELEVATION

LEGEND

- (A) FACE BLOCKWORK NATURAL FINISH
- (B) PAINT/RENDER FINISH
- (C) PAINT/RENDER FINISH WITH GRIDLINES
- (D) PREFINISHED FC CLADDING SYSTEM
- (E) POWDERCOAT ALUMINIUM SCREENS 100x50 RHS PROFILE
- (F) 1200 HIGH SEMI FRAMELESS GLASS SCREEN

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ELEVATIONS

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SOUTH EAST ELEVATION

NORTH EAST ELEVATION

LEGEND

- (A) FACE BLOCKWORK NATURAL FINISH
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- (C) PAINT/RENDER FINISH WITH GRIDLINES
- (D) PREFINISHED FC CLADDING SYSTEM
- (E) POWDERCOAT ALUMINIUM SCREENS 100x50 RHS PROFILE
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P 07 3891 1811

E admin@wiltshirestevens.com.au

W www.wiltshirestevens.com.au

CLIENT

EMSWORTH DEVELOPMENTS PTY LTD

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PROJECT

PROPOSED RESIDENTIAL DEVELOPMENT

8-12 EMSWORTH ST WYNNUM

TITLE

ELEVATIONS

DATE OCTOBER 2021

SCALE 1:100@ A1 1:200 @ A3

JOB NO . DRAWN C.M.

DRAWING NO SK-10 E

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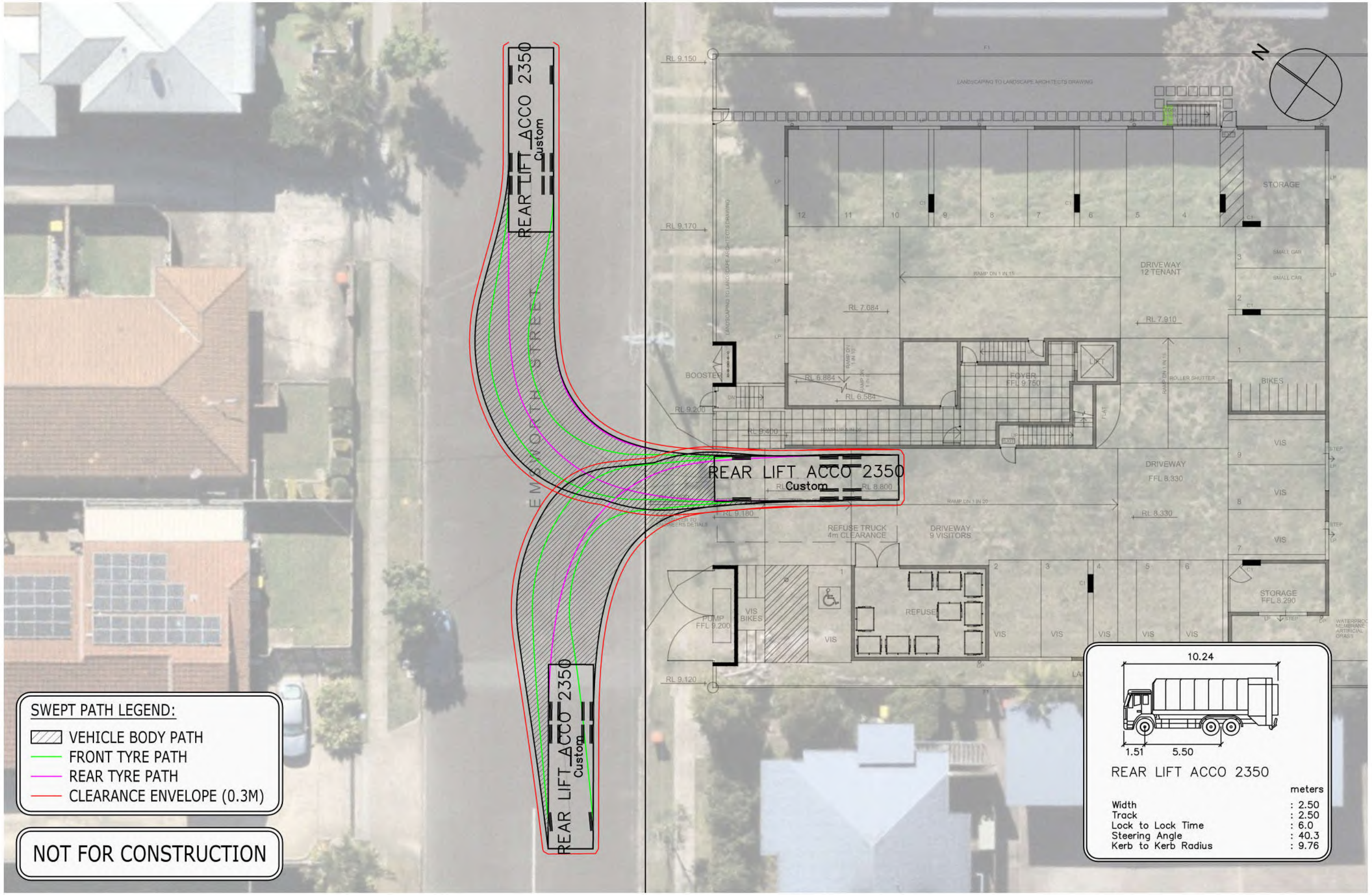

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PTT
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P 07 3839 6771 WWW.PTT.COM.AU
Level 2, 62 Astor Tce, Spring Hill QLD 4000

REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	CG	08/09/26

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RCV SERVICING	26-462-001	A	1:200 @ A3	CG (RPEQ 34450)
PROJECT TITLE: 8-12 EMSWORTH ST, WYNNUM	CLIENT: TD PLANNING			

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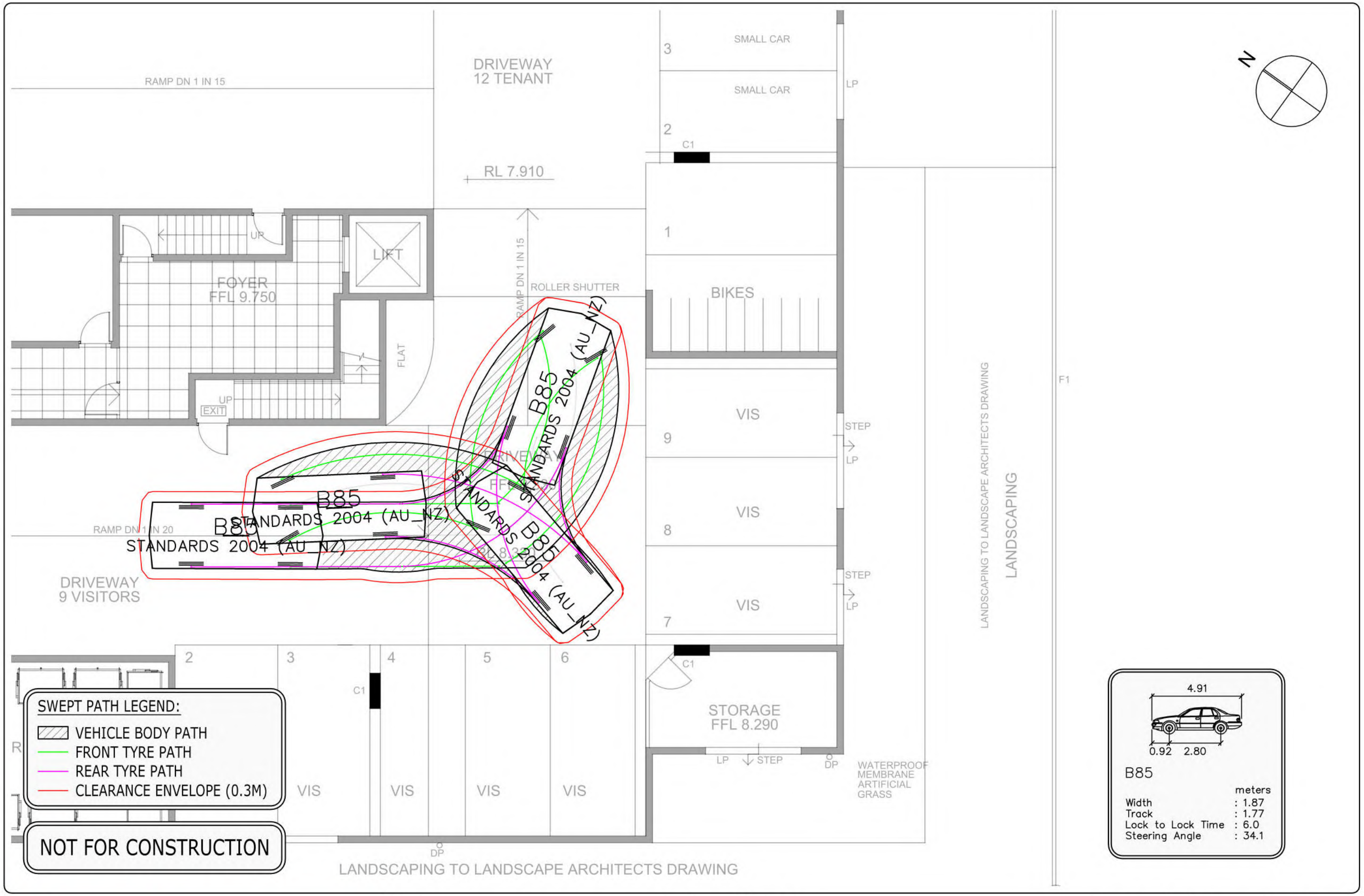

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DRAWING TITLE: RCV SERVICING	DRAWING NO: 26-462-002	REV: A	SCALE: 1:100 @ A3	APPROVED BY: CG (RPEQ 34450)
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