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Our Ref: 2323_TPA42

27 July 2026

Brisbane City Council
c/- Town Planning Alliance Pty Ltd
PO Box 7657
East Brisbane QLD 4169

Attention: Assessment Manager

Approval Ref: A006847313

Description: Development Permit for Material Change of Use - Multiple Dwelling (55 units)

Property Location: 97 Swann Rd, Taringa; 7, 9 and 9A Burns St and 62 Rennie St, Indooroopilly

Subject: Traffic Statement - Minor Change to Approval

Dear Sir / Madam,

We refer to the above development approval issued by Brisbane City Council on 27 November 2025 for a Multiple Dwelling development containing 55 apartments. The approved development plans are included for reference as **Attachment 1**.

This traffic statement has been prepared to accompany a minor change application which captures detailed design amendments to the basement parking and servicing areas and increases the approved yield from 55 to 56 apartments by replacing the approved Level 05 penthouse with two apartments. The amended traffic-related plans are included as **Attachment 2**.

Q Traffic has reviewed the proposed amendments against the current approval conditions, the approved architectural plans, the approved Traffic Engineering Supporting Letter prepared by Colliers and Council's prelodgement advice.

The following matters are addressed:

- approved traffic arrangements and development yield;
- amended development yield and traffic-related changes;
- car parking supply and layout;
- internal circulation, signals and hold lines;
- vehicular access, servicing and refuse collection;
- traffic generation; and
- traffic-related approval conditions and conclusion.

Approved Development

The approved development provides 55 apartments, 109 car parking spaces and 75 bicycle parking spaces. The approved traffic arrangements are summarised below:

- a single 7.0m wide Type B2 driveway crossover to Rennie Street, physically restricted to left-in/left-out movements**
- 98 resident parking spaces and 11 freely accessible visitor parking spaces, including one space for people with disabilities (Condition 29(iii));
- 65 resident and 10 visitor bicycle parking spaces (Condition 29(iv));
- one-way ramps between Lower Ground 04, Lower Ground 05 and Lower Ground 06, controlled by internal traffic signals and hold points (Condition 29(ix));
- an on-site MRV/RCV standing and manoeuvring area adjacent to Rennie Street, with refuse stored and collected on site (Conditions 29(ii), 29(vii) and 30); and
- minimum undercover clearances of 2.3m generally and 2.5m over the parking space for people with disabilities (Condition 29(v)).

*** note: The earlier 46-unit approved scheme provided two driveway crossovers, comprising one crossover to Rennie Street and one crossover to Burns Street. As part of the Other Change approved by Council on 27 November 2025 under Council reference A006847313, the Burns Street crossover was removed and vehicle access was consolidated through a single 7.0m wide Type B2 crossover to Rennie Street. However, Condition 40 does not appear to have been amended as part of that Other Change and continues to refer to crossovers to both Rennie Street and Burns Street. Condition 40 is therefore inconsistent with the current approved plans and approved traffic statement and should be amended as part of the present minor change application to reflect the approved single-crossover arrangement. The description of the Rennie Street access as physically restricted to left turns is derived from the approved Colliers traffic statement rather than an express condition of approval.*

The approved parking and access performance outcomes were supported by the Colliers traffic statement dated 20 November 2025, which is included as **Attachment 3**.

Amended Proposal

The minor change retains the approved use, Rennie Street access, total parking supply, bicycle parking supply and refuse collection arrangement. The key development and traffic parameters are compared in **Table 1**.

Table 1 - Approved and amended development summary

Parameter	Approved	Minor change	Change
Apartment yield	55 apartments	56 apartments	+1 apartment
Apartment mix	37 x 2-bedroom; 17 x 3-bedroom; 1 x penthouse	37 x 2-bedroom; 17 x 3-bedroom; 2 Level 05 apartments replacing the penthouse*	Penthouse divided into 2 apartments
Resident car parking	98 spaces	98 spaces	No change
Visitor car parking	11 spaces	11 spaces	No change
Total car parking	109 spaces	109 spaces	No change
Bicycle parking	65 resident + 10 visitor	65 resident + 10 visitor	No change
Vehicular access	7.0m Type B2 access to Rennie Street; left-in/left-out	Unchanged	No change
Refuse collection	On-site MRV/RCV standing and collection zone	Unchanged	No change

The parking and servicing changes identified on the amended Lower Ground 04, 05 and 06 plans are:

- adjustments to individual resident bay widths, generally from 2.5m or 2.6m to 2.4m or 2.5m, due to revised columns, walls and lift/stair cores;
- an increase in several previously approved 2.3m bays to 2.4m;
- a 5.85m parking aisle on Lower Ground 05 and Lower Ground 06 in lieu of the generally approved 6.0m aisle;
- one 2.3m wide bay on Lower Ground 04 identified as a small-car space;
- retention of the approved parking numbers on each level: 39 resident spaces on Lower Ground 06, 39 resident spaces on Lower Ground 05, and 20 resident plus 11 visitor spaces on Lower Ground 04;
- retention of the internal signal-control system and the same STOP/hold-line locations shown in the approved traffic drawings;
- minor internal reconfiguration of the bin rooms, services and building cores while retaining the MRV/RCV standing zone and collection interface; and
- relocation of the pad-mounted transformer and hydrant booster from Rennie Street to the Swann Road frontage.

Car Parking Provision

Condition 29(iii) requires 98 resident spaces and 11 visitor spaces. The minor change retains this approved supply in full and therefore does not require amendment of the numerical parking condition.

For the amended 56-apartment development, the TAPS PSP acceptable outcome calculation would be 112 resident spaces and 14 visitor spaces. The resident supply therefore remains a performance outcome; however, the change does not create a new visitor parking shortfall because the rounded acceptable outcome remains 14 visitor spaces for both 55 and 56 apartments.

The approved traffic statement (refer **Attachment 3**) estimated resident demand for the 55-apartment development at 69 vehicles using Taringa ABS car ownership data. Conservatively adding the demand attributable to one additional three-bedroom apartment results in an amended resident demand of approximately 71 vehicles. The proposed 98 resident spaces are therefore approximately 27 spaces above the estimated resident demand.

The continued provision of 98 resident and 11 visitor spaces is considered acceptable because:

- the additional dwelling is created by dividing the approved large penthouse rather than increasing the building footprint or introducing a new land use;
- the total parking supply remains unchanged at 109 spaces;
- the estimated resident demand remains materially below the 98-space resident supply;
- the additional visitor demand is only 0.2 space when applying the approved visitor rate of 0.2 space per apartment; and
- the site retains convenient access to public transport, shops, services and employment destinations identified in the approved parking assessment.

Parking Layout and Internal Circulation

Council's prelodgement advice requested an RPEQ statement outlining the revised parking, manoeuvring and servicing areas, and specifically noted that parking bays less than 2.6m wide should not be allocated as the sole space serving a dwelling.

The amended parking layouts remain functional and are supportable from a traffic engineering perspective for the following reasons:

- the minimum standard resident bay width remains 2.4m, consistent with the minimum accepted under the approved traffic statement;

- the identified 2.3m bays are designated as small-car spaces and remain well below 20% of the resident parking supply;
- the 5.85m aisle is greater than the 5.8m aisle already accepted at one location under the approved arrangement and satisfies the AS 2890.1 User Class 1A dimensional combination for 2.4m wide resident bays;
- the ramps, circulation aisles and vehicle control system remain in the approved locations; and
- the STOP/hold lines have been added to the architectural change plans in the same locations as the approved swept-path drawings.

Parking allocation should be managed so that any apartment provided with only one resident parking space is allocated a bay with a minimum clear width of 2.6m. Bays less than 2.6m wide should be allocated as part of a two-space entitlement or otherwise designated for small-car use, consistent with Council's prelodgement advice.

Vehicular Access, Servicing and Refuse Collection

The minor change does not alter the approved 7.0m Type B2 driveway crossover to Rennie Street or the left-in/left-out access restriction. *Condition 40 should be updated to reflect this geometry.*

The Lower Ground 04 plan retains the approved MRV/RCV standing zone, double-height clearance zone, temporary bin presentation area and the single reverse manoeuvre wholly within the site. The internal bin store, bin chute and service-room configuration has been adjusted, but the refuse vehicle route, standing position and collection interface are not materially changed. Conditions 29(ii), 29(vii) and 30 therefore remain appropriate without amendment.

The relocation of the pad-mounted transformer and hydrant booster to the Swann Road frontage is separate from the vehicle access, parking, internal circulation and refuse collection areas. It does not affect the operation or sight distance of the Rennie Street access and is acceptable from a traffic engineering perspective but rather represents an improvement.

Traffic Impact of Development

The approved traffic statement estimated a peak-hour traffic generation of approximately 24 vehicle trips per hour for 55 apartments. Conservatively treating both replacement Level 05 apartments as three-bedroom dwellings results in a net increase of no more than 0.5 vehicle trip per hour compared with the approved penthouse arrangement.

This increase is negligible and the development remains below the 25 vehicle trips per hour threshold relied upon in the approved traffic assessment. No further external road network analysis is warranted, and the approved Rennie Street access will continue to operate safely and efficiently.

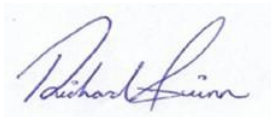
Conclusion

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed vehicular access, parking, servicing and refuse collection arrangements under the amended development scheme are generally in accordance with the approved development scheme and/or the relevant standards and guidelines, and/or represent suitable performance-based solutions which are acceptable from a traffic engineering perspective, considering the specific site conditions and the nature of the use.

On this basis, it is recommended that the minor change to the existing approval be approved from a traffic engineering perspective.

Should you have any queries regarding the above, please do not hesitate to contact the undersigned.

Regards

A handwritten signature in blue ink, appearing to read 'Richard Quinn', is shown within a light blue rectangular box.

Richard Quinn
BECivil, MIEAust, RPEQ (08565)
Director – Q Traffic

ATTACHMENT 1

Plans of Approved Development



**PLANS AND DOCUMENTS
referred to in the
DEVELOPMENT APPROVAL**

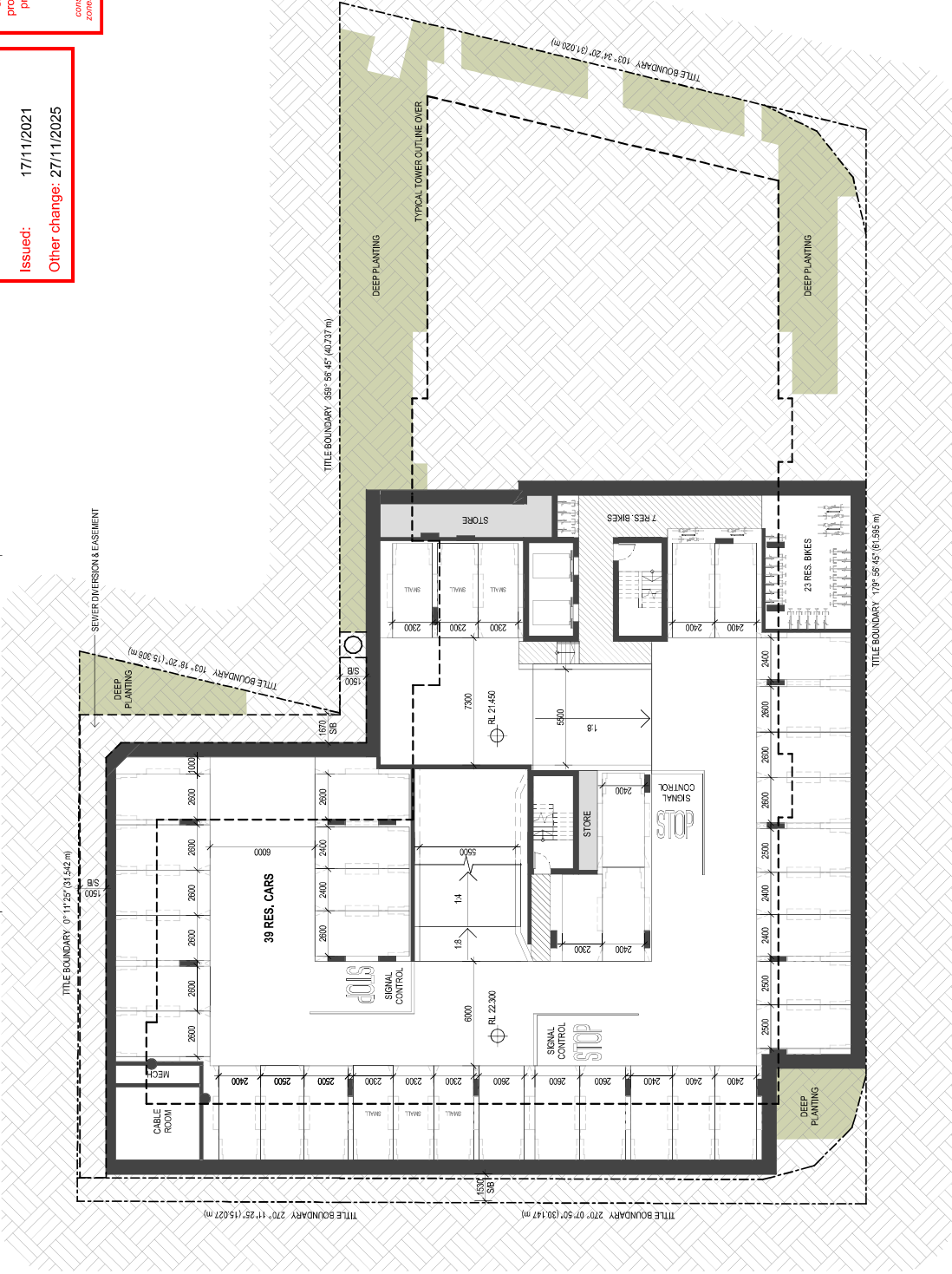
Issued: 17/11/2021

Other change: 27/11/2025

Neighbouring Property Consent

This approval does not authorise or give permission to enter onto, under or over any neighbouring private properties to survey or carry out any works without any prior consultation or without the prior consent of the relevant land or property owner(s).

[This includes for any works for: built to boundary walls; any covered parking areas; any boundary fences, or any other zone, boundary fences, temporary rock anchoring, or crane overall.]



**PLANS AND DOCUMENTS
referred to in the
DEVELOPMENT APPROVAL**

Issued: 17/11/2021

Other change: 27/11/2025

Fire Ant Movement Controls

To prevent the spread of fire ants, the Queensland Government has implemented controls that apply to individuals and commercial operators, to restrict the movement of materials that could carry fire ants including soil, turf, potted plants, mulch, baled hay or straw, animal manures, mining or quarry products. Penalties apply for non-compliance with the movement controls, if you are unsure of your obligations under the Biosecurity Act 2014 contact the relevant Queensland State Government Department.

OTHER CHANGE

Revisions / P1 08/03/2025 OTHER CHANGE OS
P2 20/10/2025 OTHER CHANGE UPDATES OS

Project / 97 SWANN RD
& 7-9 BURNS ST

97 Swann Road, 7-9 Burns St & 82 Rennie St.
Indooroopilly

Drawing / LOWER GROUND 06

Project No / 219113

Author / JL

Scale @ A3 / 1 : 250

Drawing No / DA01.01

P2

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PLANS AND DOCUMENTS
referred to in the
DEVELOPMENT APPROVAL

Issued: 17/11/2021
Other change: 27/11/2025

Neighbouring Property Consent

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[This includes for any works for: built to boundary walls; any covered carports, awnings, balconies, decks, pergolas, zones, boundary fences, temporary rock anchoring, or crane overall.]

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OTHER CHANGE

Revisions / P1 08/03/2025 OTHER CHANGE OS
P2 20/10/2025 OTHER CHANGE UPDATES OS

Project / 97 SWANN RD
& 7-9 BURNS ST

97 Swann Road, 7-9 Burns St & 62 Rennie St,
Indooroopilly

Drawing / LOWER GROUND 05

Project No / 219113

Author / JL

Scale @ A3 / 1 : 250

Drawing No / DA01.02

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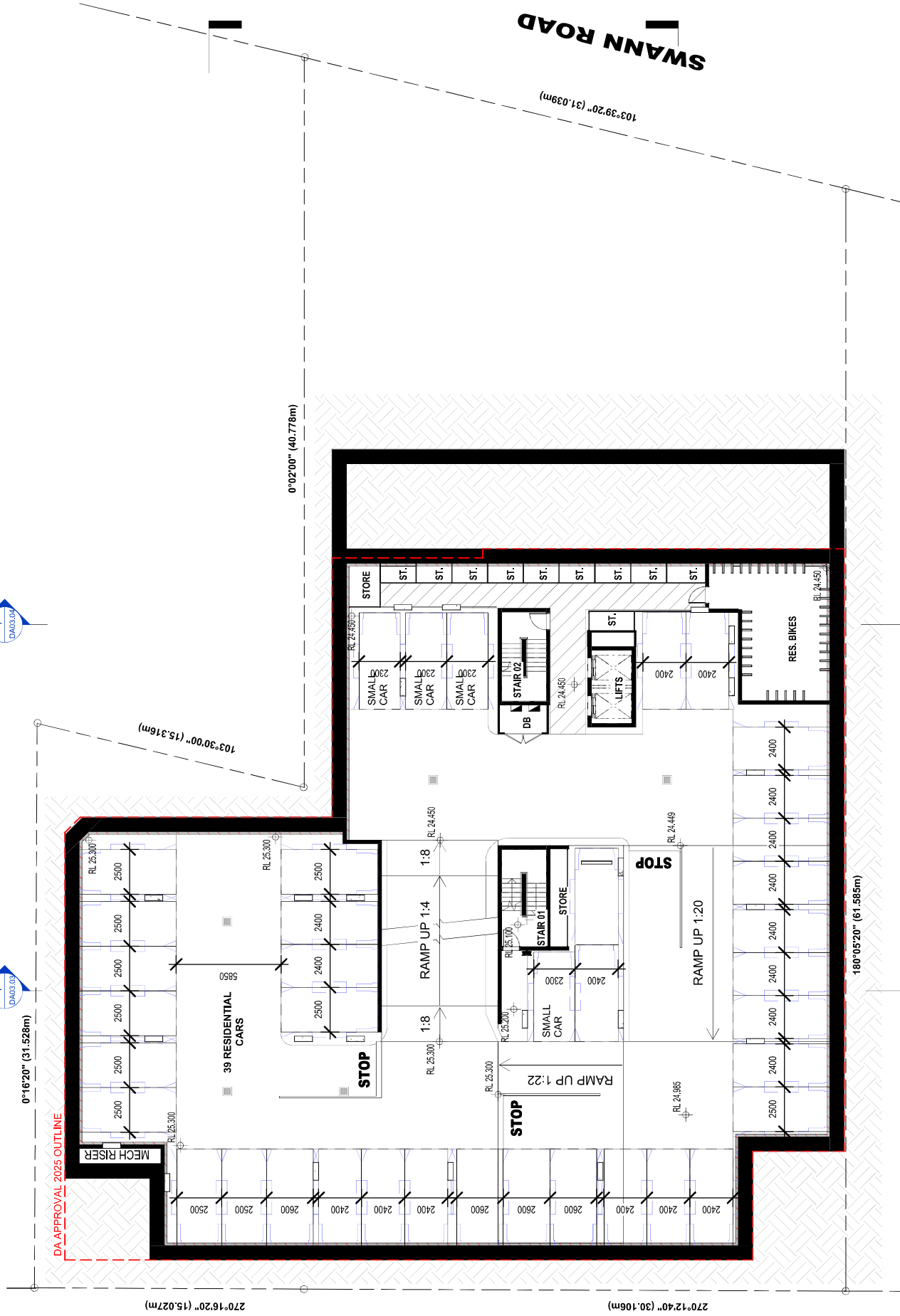
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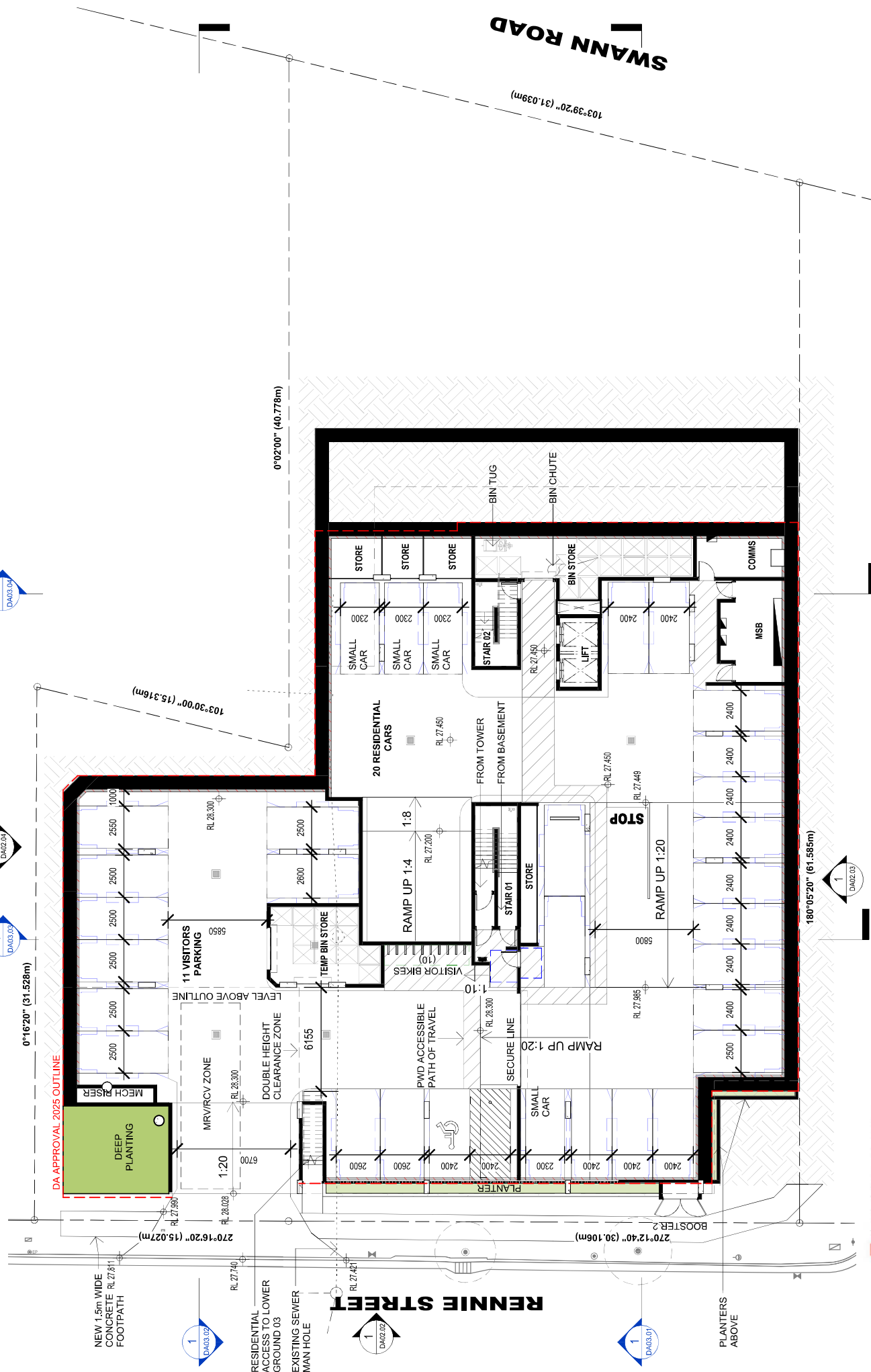
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ATTACHMENT 2

Plans of Amended Development Scheme



BURNS STREET



ATTACHMENT 3

Approved Traffic Report

BCC DS

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21/11/2025

APPLICATION REF

A006847313

**PLANS AND DOCUMENTS
referred to in the
DEVELOPMENT APPROVAL**

Issued: 17/11/2021

Other change: 27/11/2025



20 November 2025

Our Ref: 24GCT0179_LT01B_TIA

Your Ref: A006675925

Attention: Liam Martin

Urbis

by email

Dear Liam,

RE: 97 Swann Road, Indooroopilly

Traffic Engineering Supporting Letter for Other Change Submission

1. Introduction

Colliers has been engaged to review the revised arrangements for the proposed multiple dwelling development located in Indooroopilly, Brisbane. This letter is provided in support of an Other Change submission made to Brisbane City Council (BCC) to reflect modifications to the access and car parking areas of the existing development approval. The existing approval for the development was issued by BCC in September 2021 (BCC Application Ref: A005625631).

2. Proposed Development

The existing development approval is for the construction of 46 units. A total of 101 resident car parking spaces and 9 visitor spaces were approved for the site. In addition, 54 resident and 14 visitor cycle parking spaces were approved to be provided. The site was accessed via two driveway crossovers – one to each of Rennie Street and Burns Street.

The changes subject to the change application include - an additional 9 units for a total site provision of 55 units. The units are supported by 109 car parking spaces, including 11 visitor spaces – and 75 cycle parking spaces, including 10 for visitors. The amended development is accessed only from Rennie Street.

3. Parking Arrangements

Car Parking

The basement and ground level design has been updated to include the revised car parking layout to develop a more efficient ground circulation design. As such, this letter details the following:

**Colliers International Engineering &
Design (TTMC) Pty Ltd**
ABN 65 010 868 621

P 07 5514 8000
E ttmgc@ttmgroup.com.au

Seabank Building, Suite 701, 12-14 Marine Parade
Southport QLD 4215

ttmgroup.com.au

Disclaimer - This letter has been prepared by Colliers for the exclusive use of the client for the specific purpose stated within. The findings, conclusions, and recommendations presented in this letter are based on the information available, assumptions made, and methodologies applied at the time of analysis. Colliers shall not be held liable for any losses, damages, or reliance placed on this letter beyond the scope of the agreed-upon engagement. Any reproduction or distribution of this letter without Colliers' consent is prohibited.

- number of car spaces provided
- geometric modifications to the car parking area design of Ground Level and Basement levels

The site proposes to provide an additional 9 units. This comprises 8 new 2 bed units and 1 new 3 bed unit (penthouse).

Resident Parking

Referring to TAPS PSP for sites outside the city core and frame and more than 400m from public transport, the following car parking is required to be provided:

- 2 bed @ 2 spaces/unit x 37 units = 74 spaces
- 3 bed @ 2 spaces/unit x 18 units = 36 spaces

Based on application of current BCC rates, the site is required to provide a total of 110 resident spaces. The site provides 98 spaces which is 12 less than required.

Review of ABS 2021 census data of car ownership in Taringa finds that 59.7% of those residing in 2 bedroom dwellings and 45.7% of those residing in 3 bedroom dwellings own only one vehicle. Further, when applying census data vehicle ownership proportions to the development profile it would be required to only provide 69 spaces, 41 spaces less than BCC TAPS PSP. The derivation of this is summarised below alongside the ABS Census figures.

Australian Bureau of Statistics						
2021 Census - selected dwelling characteristics						
BEDRD Number of Bedrooms in Private Dwelling (ranges) and VEHRD Number of Motor Vehicles (ranges) by SAL (EN)						
Counting: Dwelling Records						
Filters:						
Default Summation		Dwelling Records				
BEDRD Number of Bedrooms in Private Dwelling (ranges)	SAL (EN)	Taringa	Percentage	Equivalent development unit split	BCC TAPS PSP Parking Rate per unit	Equivalent development parking
None (includes studio apartments or bedsitters)	VEHRD Number of Motor Vehicles (ranges)					
Two bedrooms	No motor vehicles	209	12.1%	4		0
	One motor vehicle	1031	59.7%	22	1	22
	Two motor vehicles	428	24.8%	9	2	18
	Three motor vehicles	49	2.8%	1	2	2
	Four or more motor vehicles	7	0.4%	0	2.5	0
	Not stated	4	0.2%	0		0
	Not applicable	0	0.0%	0		0
	Total	1728		37		43
Three bedrooms	No motor vehicles	62	5.6%	1		0
	One motor vehicle	506	45.7%	8	1	8
	Two motor vehicles	428	38.7%	7	2	14
	Three motor vehicles	92	8.3%	1	2	3
	Four or more motor vehicles	19	1.7%	0	2.5	1
	Not stated	0	0.0%	0		0
	Not applicable	0	0.0%	0		0
	Total	1107		18		26

Data source: Census of Population and Housing, 2021, TableBuilder

The practical outcome of this will be for 12 of the two bedroom dwellings to be provided with a single parking space. This equates to 32% of the two bedroom dwellings, which is significantly below the local percentage of 71.8% of dwellings in this area having 1 or no cars.

On this basis, the provision of 98 spaces is determined to be sufficient to accommodate the needs of the development within the Taringa area.

Visitor Parking

Referring to TAPS PSP for sites outside the city core and frame and more than 400m from public transport, the development is required to provide 14 spaces at a rate of 0.25 spaces per unit.

It is however proposed, and is appropriate, to retain the existing approved rate of visitor parking provision (0.2 spaces/unit) – and applying this to the 55 units results in a requirement for 11 visitor parks. This effectively increases the visitor parking in line with the additional yield of approximately 20%

The development provides 11 visitor car parking spaces that are freely accessible at ground level.

Cycle Parking

Table 3.1 demonstrates the bicycle parking supply for site.

Table 3.1: Cycle Parking Supply (values exclude spaces located in blind aisle areas)

Land Use	Rate	Units	TAPS PSP Required	Provided	Comments
Resident	1 space/unit	55	55	65	Compliant
Resident Visitor	0.25 space/unit	55	14	10	4 space shortfall
Totals			69	75	

The site provides 75 cycle parking spaces across the site, which numerically complies with TAPS PSP requirements. It is noted that the freely accessible visitor allocation is short by 4 spaces, however it is considered that the 10 additional spaces in the resident allocation would allow for 4 of the visitor spaces to be provided behind the secure line and accommodate longer stay visitors.

On this basis, the cycle parking provision is deemed suitable for the site.

Parking Layout

The design standards adopted for the car parking area align with that previously granted approval by BCC. For design aspects that have not previously been considered, TTM has assessed the design aspects against BCC's 'TAPS Policy'.

The site includes 9 small car spaces out of a provision of 98 resident spaces – complying with Councils 20% maximum allowance.

Table 3.2 provides a comparison of the design aspects of the car parking area for the approved scheme and revised scheme.

Table 3.2: Car Park Design Aspects - Comparison of Approved and New Proposed

Design Aspect	Approved Provision	Proposed Minimum Provision	Comments
Parking space length: - Resident - Resident small - Visitor - PWD	5.4m - 5.4m 5.4m	5.4m 5.0m 5.4m 5.4m	No change Compliant No change No change
Parking space width: - Resident - Resident small - Visitor - PWD	2.4m (min) - 2.6m 2.4m + 2.4m'Shared Area'	2.4m (min) 2.3m 2.6m 2.4m + 2.4m'Shared Area'	No change Compliant No change No change
Aisle Width: - Parking aisle - Circulation aisle/ramp (two way/one lane up to 25vph)	6.0m (min) generally + 1 instance of 5.8m in LG05. 5.0m (min) + clearance to walls	6.0m (min) 5.5m (min) + clearance to walls	Improved provision Improved provision
Maximum Gradient: - PWD parking - Parking Bay - Parking aisle - Ramp	Flat Flat 1:16 (6.25%) (max) 1:5 (16.7%)	Flat Flat Flat 1:4 (25%)	No change No change Improved provision Compliant with AS2890.1 for residential ramps not accessed by visitors/public.
Maximum Gradient Transitions	1:8 (12.5%) summit 1:8 (12.5%) sag	1:8 (12.5%) summit 1:8 (12.5%) sag	No change No change
Height Clearance: - General Minimum - Over PWD space	2.3m (min) 2.5m (min)	2.3m (min) 2.5m (min)	No change No change

4. Car Park Operation

The site proposes one way ramps between parking levels. It is proposed that inbound vehicles have priority, and therefore outbound vehicles will be required to stop within bays or at hold points to allow inbound vehicles to pass. Both lower ground 05 and 06 include a dual facing hold point at the bottom of the ramp – and each signal will be controlled by way of overhead mounted sensors to activate.

When a vehicle on the lower parking levels wishes to exit, the entry signals will revert to red to allow the vehicle to exit. Upon exit the inbound signals will revert back to green. Internally, the carpark allows 6 cars of

queueing from the stop line to the site access. This is ample to contain short term queues given the peak inbound volume is expected to be 19 vehicles per hour.

Swept path analysis (refer to attached plans) has been conducted demonstrating suitability of the hold point positions and passing of vehicles.

5. Access and Servicing Arrangements

The revised scheme retains one site accesses to Rennie Street only. The previously proposed access to Burns Street is no longer proposed.

The Rennie Street access driveway type remains as type B2 and the width has been increased to 7.0m (previously 6.5m). The widening of the driveway provides an improved servicing arrangement – and is compliant with TAPS PSP requirements.

The level above the loading bay includes a void allowing in excess of 5.5m height clearance in this zone, ensuring a minimum 4.5m height clearance can be provided.

6. Traffic Impact

Residential traffic generation for the development is determined from the RTA *Guide to Traffic Generating Developments*. Considering the site is medium density, the appropriate trip rate to apply is:

- 0.4 trips/dwelling x 37 two bedroom units = 15vph
- 0.5 trips/dwelling x 18 three bedroom units = 9vph

The total expected peak hour trip generation of the site is 24vph – an increase of 3vph on the approved development. Being less than 25vph, the proposal is not considered to be a major development as per BCC TAPS PSP definition, and as a low impact development detailed impact assessment is warranted or required.

As noted in Section 5, the Burns Street access has been removed and all vehicles are required to access via Rennie Street only. As a residential development inbound and outbound splits are expected to be 80/20 which means that peak directional flow is no more than 19vph – equivalent to 1 vehicle every 3 minutes. Further, the driveway is demonstrated to accommodate unhindered two way flow and therefore reduction to a single access point is not expected to impact on the safety or operation of the public road network. Finally, access to Rennie St is physically restricted to left turns only. The removal of all right turns at the access is considered an improved outcome for the local road operation.

7. Conclusion

Based on the above assessment information it is concluded that:

- The proposed land use remains unchanged.

- The levels of car parking provisions are consistent with the approved scheme and/or BCC TAPS PSP. Where elements have changed and are not consistent with BCC TAPS PSP, compliance with AS2890.1 is achieved and has been certified as acceptable by an RPEQ.
- All of the design elements of the parking levels are consistent with the approved scheme and/or BCC TAPS PSP.
- The proposed servicing arrangements are improved with a widened driveway crossover to Rennie Street.
- The proposed access arrangements are consistent with the approved scheme and/or BCC TAPS PSP.
- Traffic generation for the site is increased by 3 vehicles due to the additional 9 units on-site. This traffic increase is negligible as it will have minimal impact to the surrounding road network.

TTM have reviewed the revised parking, access and trip generation arrangements for the proposed development. Although minor changes have been included, the revised schemes performance solutions remain relevant to the approved scheme and are therefore considered suitable for the subject site.

Overall, in terms of traffic engineering aspects the revised development scheme is considered to be consistent with the current approved scheme.

Yours sincerely,

A handwritten signature in black ink, appearing to read "SC", written over a horizontal line.

Simon Crank

State Director - Transport

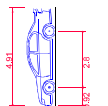
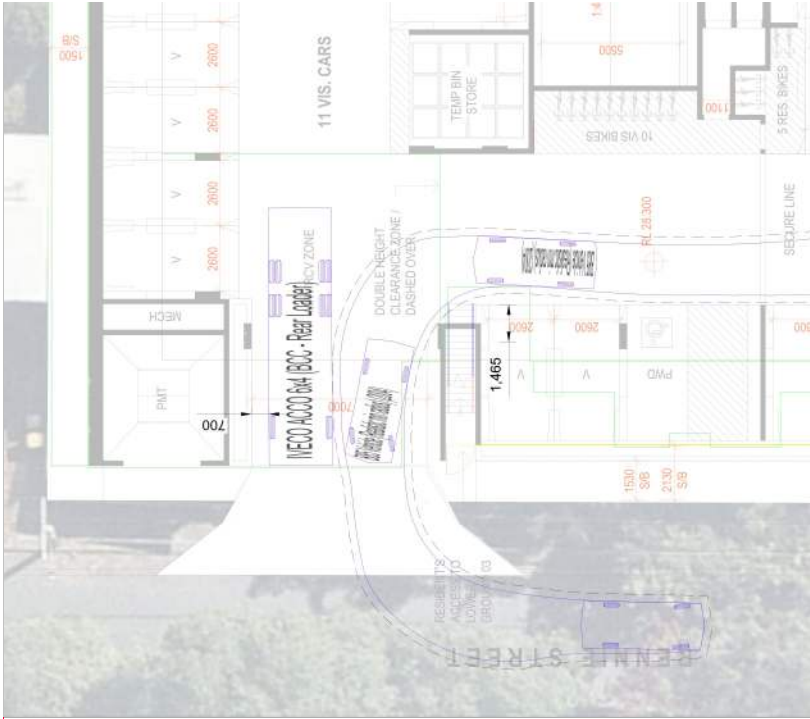
RPEQ: 18360

[Colliers International Engineering and Design \(TTMC\) Pty Ltd](#)

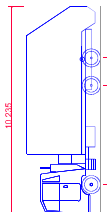
Swept Path Analysis

PRELIMINARY
ADVICE ONLY

4 July 2025



B95 Vehicle (Realistic min radius) (2004)
Overall Length 4.91m
Overall Width 2.3m
Overall Body Height 1.870m
Min Body Ground Clearance 0.15m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m



MECCO ACCO 6x4 (BCC - Rear Loader)
Overall Length 10.235m
Overall Width 2.500m
Overall Body Height 3.600m
Rack Width 0.260m
Min Body Ground Clearance 0.260m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 9.757m

PROJECT 97 SWANN ROAD, INDOOROOPILLY

PROJECT 97 SWANN ROAD, INDOOROOPILLY

PROJECT 97 SWANN ROAD, INDOOROOPILLY

PROJECT 97 SWANN ROAD, INDOOROOPILLY

PROJECT 97 SWANN ROAD, INDOOROOPILLY

PROJECT 97 SWANN ROAD, INDOOROOPILLY

SWEEP PATH ANALYSIS
RCV DESIGN VEHICLE

SWEEP PATH ANALYSIS
RCV DESIGN VEHICLE

SWEEP PATH ANALYSIS
RCV DESIGN VEHICLE

SWEEP PATH ANALYSIS
RCV DESIGN VEHICLE

SWEEP PATH ANALYSIS
RCV DESIGN VEHICLE

SWEEP PATH ANALYSIS
RCV DESIGN VEHICLE

ORIGINAL SIZE

PROJECT NUMBER

DRAWING NUMBER

DATE

1 OF 1

19GCT0323

19GCT0323-01

4 Jul 2025

4 Jul 2025

4 Jul 2025

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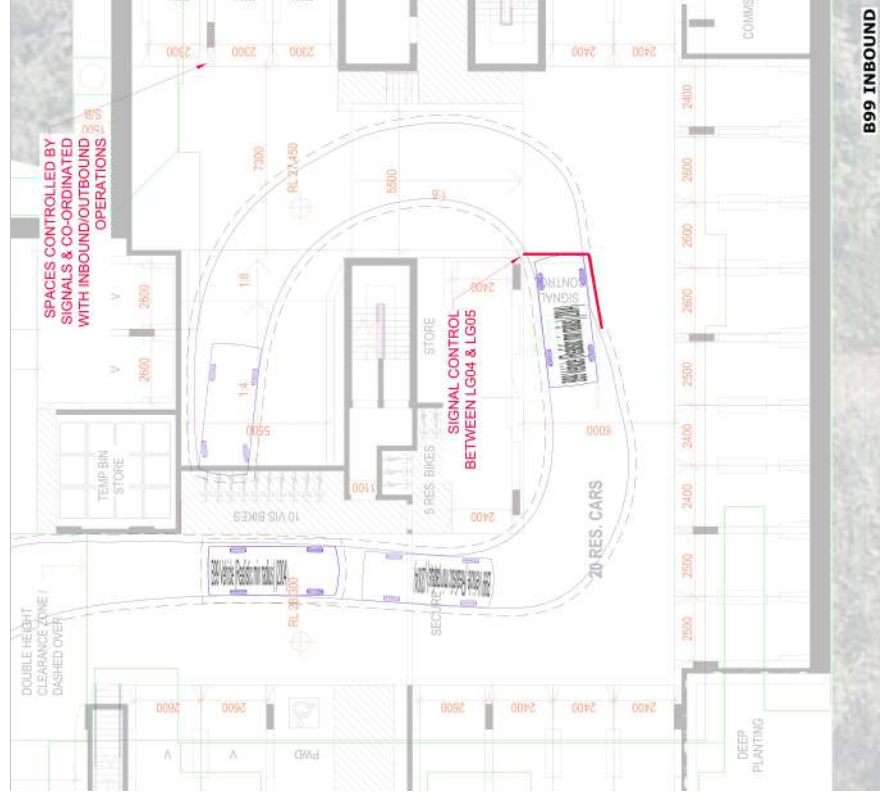
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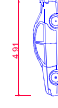
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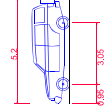
4 Jul 2025



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



B99 Vehicle (Realistic min radius) (2004)	
Overall Length	5,200m
Overall Width	1,940m
Overall Body Height	1,878m
Min Body Ground Clearance	0.272m
Track Width	1,840m
Lock-to-lock time	4.00s
Curb to curb Turning Radius	6,250m



**PRELIMINARY
ADVICE ONLY**

4 July 2025

[illegible]

