APPENDIX E

Traffic Impact Assessment

Prepared by:

SLR Consulting

Traffic Impact Statement

Mixed-use Tower Development
332-334 Water Street, Fortitude Valley

Pellicano Living Pty Ltd

118 Arthur Street
Fortitude Valley QLD 4006

Prepared by:

SLR Consulting Australia

Level 16, 175 Eagle Street, Brisbane QLD 4000,
Australia

SLR Project No.: 620.V31023.00000

7 May 2024

Revision: 02

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	18 December 2023	Chris Lawlor	Kris Stone	Chris Lawlor
02	7 May 2024	Chris Lawlor	Kris Stone	Chris Lawlor

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Pellicano Living Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

Table of Contents

Tables

Figures

Appendices

1.0 Introduction

1.1 Context

SLR Consulting Australia Pty Ltd (**SLR**) has been engaged by Pellicano Living Pty Ltd (**Pellicano**) to provide traffic engineering advice in relation to a Development Application (**DA**) for a proposed mixed-use tower development (**the development**) located at 332 - 334 Water Street, Fortitude Valley. Development plans have been prepared by Woods Bagot (**WB**) and are included at **Appendix A**.

1.2 Assessment Scope

This document has been prepared to inform Economic Development Queensland's (**EDQ**) assessment of the DA by identifying and addressing the traffic and transport matters relevant to the proposed development. This report addresses internal traffic design matters and compliance of the proposal with the relevant EDQ and Brisbane City Council (**BCC** or **Council**) documents.

1.3 Planning Application

The DA seeks EDQ's approval as a Priority Development Area (**PDA**) Development Permit for a Material Change of Use, involving Multiple Dwelling, Short Term Accommodation and Centre Activities (Food and Drink Outlet, Office and Shop). The proposed development involves two (2) towers with a building height of 31 storeys, inclusive of a rooftop communal terrace. Centre activities uses are also proposed, along with expansive public plaza spaces on the ground plane.

1.4 Previous Development Approvals

A mixed-use tower development was previously approved over the subject site in 2016 (EDQ reference: DEV2015/726) (**Approved Development**), however, it is understood that this approval has now lapsed. For reference, a summary of the Approved Development, which also consisted of two (2) towers, is provided in **Table 1** overleaf.

Table 1 Approved Development

Land Use	Type	Yield
Commercial uses	Other business and retail uses	591s.qm GFA
Commercial total		**591sq.m GFA**
Multiple dwelling	1 bedroom	162 units
	2 bedroom	359 units
	3 bedroom	14 units
Residential total		**535 units**
Access		Single driveway crossover to Water Street plus access easement providing access to Cardiff Court
Car parking		578 spaces over 2 basement and 2 podium levels
Bicycle parking		624 spaces
Servicing		2 x VAN spaces, 1 x MRV space, 1 x RCV space

GFA = Gross Floor Area

The most recent traffic engineering assessment of the Approved Development is documented within the *Traffic Engineering Report* dated 16 February 2016 prepared by TTM (**TTM TER**). This traffic assessment is referred to herein where necessary.

2.0 Site Context

2.1 Subject Site

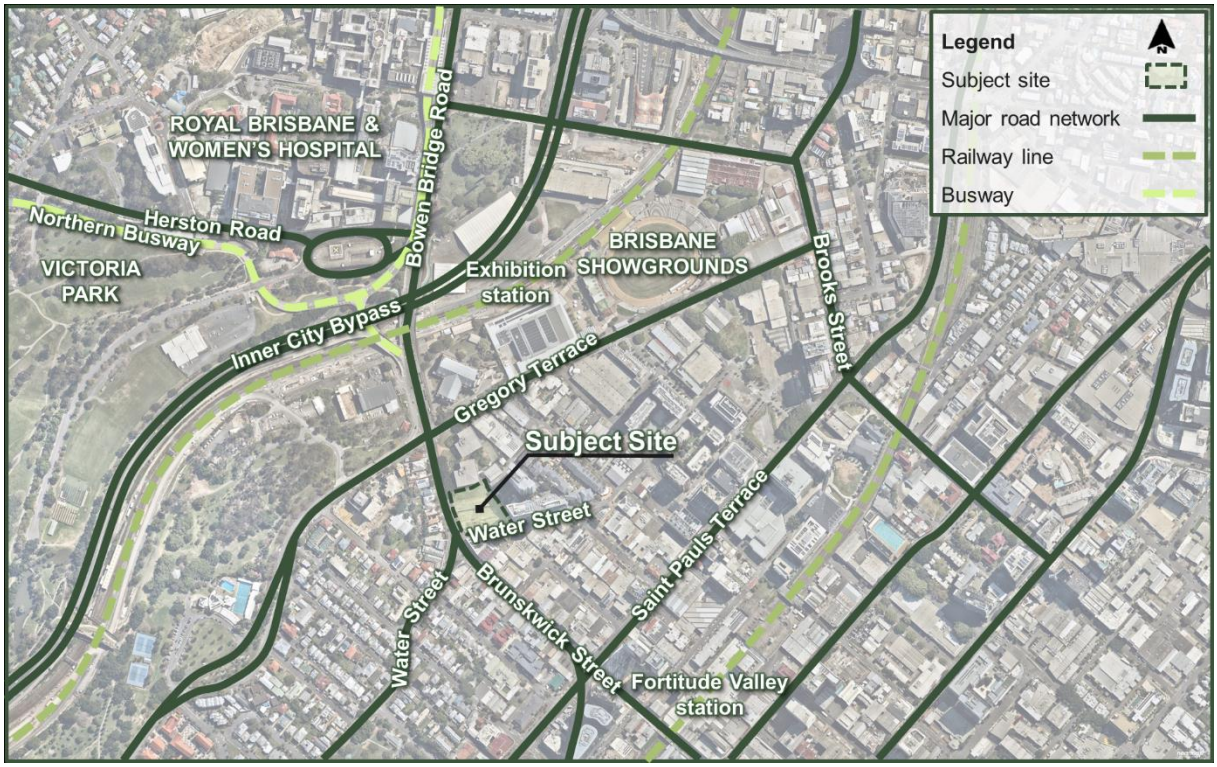
The subject site is located at 332 - 334 Water Street, Fortitude Valley, more formally described as:

- Lot 1 on RP10553;
- Lots 11 and 12 on RP10552;
- Lots 5, 6 and 94 on SP266307;
- Lot 13 on RP81335;
- Lot 955 on SP206840; and
- Easement A on SP143465.

The site is located within *Precinct 2* of the Bowen Hills Urban Development Area Development Scheme (**the Development Scheme**), administered by EDQ, and is bound by Brunswick Street to the west, Water Street to the south, mixed-use towers to the east, and commercial uses to the north.

The site, which is shown in the context of the wider area on **Figure 1** and local area on **Figure 2** overleaf, has historically been occupied by industrial-type uses, which have now been demolished (note, remnant concrete/hardstand is still in place), with vehicular access achieved by a single driveway crossover to Water Street towards the eastern site boundary.

Figure 1 Site Location: Regional Context



Source: Nearmap. Note, site bounds and object locations indicative only.

Figure 2 Site Location: Local Context

Source: Nearmap. Note, site bounds and object locations indicative only.

2.2 Surrounding Road Network

Details of the key roads surrounding the subject site are provided in **Table 2**.

Table 2 Key Surrounding Roads

Road Name	BCC Road Hierarchy	Existing Form	Posted Speed
Brunswick Street	Arterial road	Single carriageway with two traffic lanes in either direction. No parking in the vicinity of the subject site.	60km/h
Water Street	Neighbourhood Road	**Western portion** (generally along site frontage): Single carriageway with ~6m pavement facilitating a single traffic lane in the eastbound direction only. No parking. **Eastern portion** (generally to east of site): Single carriageway with ~10m pavement facilitating a single traffic lane in the eastbound direction only and parking on both sides. Loading zone and 2P restrictions on the northern side (8AM – 5PM Mon – Fri) and 9P (meter 8AM – 5PM) on the southern side.	50km/h (unposted)

Of note, the subject site is located within the Brisbane Central Traffic Area, whereby all on-street car parking is regulated. Parking is restricted to a maximum of two (2) hours on unsigned streets, unless there are parking meters or signs showing otherwise.

2.3 Public Transport

The subject site has excellent access to public transport, with the Fortitude Valley train station and Exhibition train station and numerous bus routes, including the northern busway, located within walking distance of the site as indicated in **Table 3**.

Table 3 Surrounding Public Transport Services

Service	Route - Description	Nearest Stop	Walking Distance
Train	All lines	Fortitude Valley	450m
	-	Exhibition	540m
Bus	334 – Chermside – City via Kedron	Brunswick Street at Water Street	80m
	346 – Aspley - City		
	353 – Chermside – City via McDowall		
	360 – Brookside – City via Everton Park		
	361 – Mitchelton - City		
	364 – Herston - City		
	370 – City - Chermside		
	375 – Bardon – Stafford via City/Valley		
	379 – Grange/Ashgrove – City		
	381 – The Gap – City via Payne Road		

2.4 Walkability

The site's location has been assessed using the 'W assessment tool (available at: https://www.walkscore.com) which considers the number of facilities within close proximity and provides a numerical score between 0 and 100, with a score near 100 indicating that numerous facilities are easily accessible to the site.

The 'Walkscore' for the subject site is 95 out o within a 'Walkers Paradise' and that 'daily erra

2.5 Transport Network Planning

The BCC City Plan 2014 *Local Government Infrastructure Plan* (**LGIP**) and EDQ's Bowen Hills Priority Development Area *Development Charges* and Offset Plan (**DCOP**) do not identify any planned transport network upgrading works within the immediate vicinity of the site, noting that there are many upgrading works planned for the wider area in both the LGIP and DCOP.

Of note, Cross River Rail, a state government project which is currently under construction, will deliver upgrades to Exhibition Station, including the implementation of permanent and frequent commuter train services, further improving the public transport accessibility of the site. Works are expected to be completed in 2026.

In pre-lodgement advice to the Pellicano regarding this DA, EDQ indicated that the development needed to allow for land dedications to facilitate a proposed upgrade of the Brunswick Street/Water Street signalised intersection by BCC. Whilst SLR is aware of the upgrade plans for this intersection (i.e. this is referred to in the TTM TER), given that the upgrade is not referenced by either the LGIP or DCOP, the implementation mechanism for this intersection upgrade is unclear.

Notwithstanding, the development site has made allowances for land dedications to facilitate this intersection upgrade by Council (i.e. in the event it is required in the future). Given the trunk nature of the intersection, it is considered that any land dedication from the frontages of the subject site would be eligible for a commensurate offset in any infrastructure charges levied on the development.

3.0 Proposed Development

3.1 Development Overview

Based on the development plans prepared by WB, which are included at **Appendix A**, it is proposed to redevelop the site for the purposes of a mixed-use development consisting of two (2) x 31 storey towers. The proposed land uses and yields proposed as part of the development are summarised in **Table 4**.

Table 4 Proposed Development

Land Use	Type	Yield
Commercial uses	Centre activities (food & drink outlet/shop/office)	2,793sq.m GFA
Commercial total		**2,793sq.m GFA**
Multiple dwelling	1 bedroom	187 units
	2 bedroom	140 units
	3 bedroom	46 units
Residential total		**373 units**
Short term accommodation	Studios	**104 units**
Car parking		407 spaces
Bicycle parking		199 spaces
Servicing		4 x VAN spaces, 1 x SRV space, 1 x MRV/RCV space

3.2 Proposed Traffic Arrangements

Vehicular access to the development will be provided via a single driveway crossover to Water Street, located adjacent to the eastern site boundary, facilitating left in/left out only vehicle movements (i.e. given the existing configuration of Water Street, which accommodates one-way traffic flow in the eastbound direction).

Land dedications will be provided along the Water Street and Brunswick Street road frontages to facilitate potential future Council upgrading works (i.e. as referenced by EDQ in pre-lodgement advice) and new full verge width footpaths will be reinstated on each frontage. Pedestrian access to the site will be provided at multiple points along each road frontage and also to adjacent properties to the north and east.

A total of 407 car parking spaces are proposed over one (1) podium (i.e. porte-cochere on the upper ground level), one (1) lower ground, and four (4) basement levels, including one (1) space for Persons with a Disability (**PWD**).

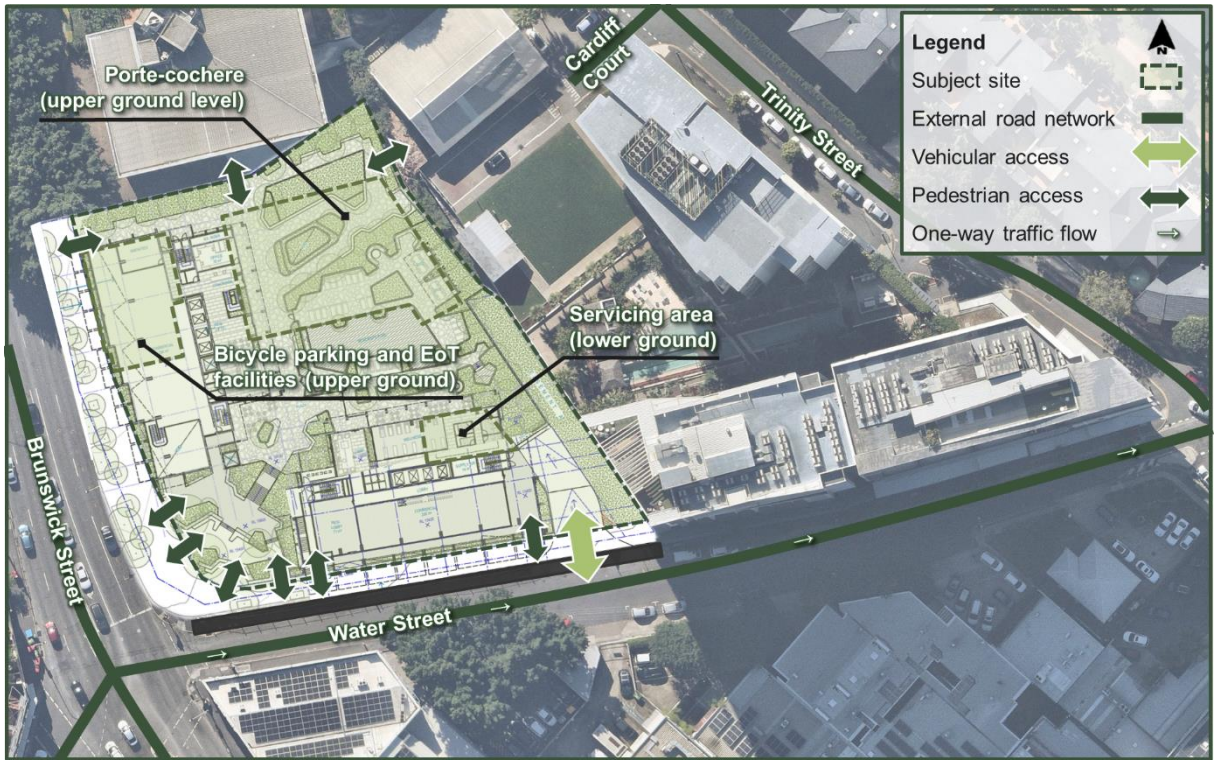
In addition to the 407 car parking spaces, the development will provide a total of 199 bicycle parking spaces for residents, employees and visitors, along with End of Trip (**EoT**) facilities for employees, on the upper ground level in the northwest corner of the site, accessed via the pedestrian access near the corner of Brunswick and Water streets.

Servicing will be primarily accommodated in a dedicated servicing area located in the south-east corner of the site on the lower ground level, with two (2) loading bays provided for larger service vehicles. Four (4) VAN bays are also provided various locations around the site. Provisions are made for the collection of bulk waste and recycling bins (1,100L) by Council rear-lift Refuse Collection Vehicle (**RCVs**) and loading (e.g. furniture removals, deliveries) by

light vehicles (e.g. vans and utilities), Small Rigid Vehicles (**SRVs**) and Medium Rigid Vehicles (**MRVs**).

Reflective of the above, the proposed traffic arrangements are illustrated on **Figure 3**.

Figure 3 Proposed Traffic Arrangements



Source: Nearmap, WB. Note, site bounds and object locations indicative only.

4.0 Bicycle Parking Considerations

4.1 Development Scheme Requirements

To meet the assessment benchmark specified by *Schedule 3* (Transport, Access, Parking and Servicing) to the Development Scheme, bicycle parking provisions are required in accordance with *Table 21* (Cyclist and pedestrian facilities) of the City Plan 2014 *Transport, Access, Parking and Servicing Planning Scheme Policy* (**TAPS PSP**). The bicycle parking provisions specified for the subject development by Schedule 3 and the TAPS PSP are presented in in **Table 5**.

Table 5 Schedule 3 Minimum Bicycle Parking Requirement

Land use	Yield	Bicycle parking rate	Acceptable Outcome
Office/shop (1,000sq.m < 2,500sq.m)	2,793q.m GFA	**Employees:** 1 space per 200sq.m GFA **Visitors:** 1 space per 750sq.m GFA	14 employee spaces 4 visitor spaces
Multiple dwelling	373 units	**Residents:** 1 space per unit **Visitors:** 1 space per 4 units	373 resident spaces 94 visitor spaces
Short term accommodation	104 units	Not required	0 spaces
Subtotal secure spaces (resident/employees)			***387 spaces***
Subtotal visitor spaces			***98 spaces***
Total			**485 spaces**

The development plans (**Appendix A**) currently show 199 bicycle parking spaces in the northwest corner of the site on the upper ground level. The following is noted with respect to the proposed bicycle parking provision in consideration of the Development Scheme requirements detailed in **Table 5**:

- The proposed bicycle parking provision would readily accommodate parking for employees and visitors to the centre activities uses (18 spaces), resident visitors (94 spaces), and up to 87 residents (~23%) in accordance with the Schedule 3 requirements;
- The residents of 373 units would therefore need to accommodate bicycle parking within individual units or basement storage. Whilst a proportion of residents will use the above provisions regardless of whether formal bicycle parking facilities are provided, it is recommended that further bicycle parking provisions are explored to accommodate formal bicycle parking for a substantially higher proportion of residents.

4.2 End of Trip Facilities

Consistent with the requirements of *Table 21* of the TAPS PSP, it is recommended that the development provide the following end of trip facility provisions on the upper ground level of the Brunswick Street tower to service the 14 secure employee parking spaces proposed:

- 28 lockers (i.e. 2 lockers per secure bicycle parking space);
- 2 shower/changeroom cubicles (i.e. 1 male, 1 female);
- Toilets and hand basins.

5.0 Car Parking Considerations

5.1 Development Scheme Requirements

The car parking provisions specified for the subject development by Schedule 3 to the Development Scheme are summarised as follows:

- **For Multiple dwelling:** 0.75 spaces per dwelling for residents *plus* 0.15 spaces per dwelling for visitors;
- **For all other uses:** As per the TAPS PSP.

Reflective of the above, the car parking provision required to satisfy the Development Scheme requirements is presented in in **Table 6**, noting that given the sites location within the City Frame as defined by the TAPS Code, *Table 13* (Car parking standards in specific cases) of the TAPS PSP is applicable to the commercial land uses.

Table 6 Development Scheme Car Parking Requirements

Land use	Yield	Car parking rate	Acceptable Outcome
Centre activities (food & drink outlet/shop/office)	2,793q.m GFA	Maximum of 1 space per 100sq.m GFA	0 spaces minimum 27 spaces maximum
Multiple dwelling	373 units	**Residents:** 0.75 spaces per unit *plus* **Visitors:** 0.15 spaces per unit	280 resident spaces 56 visitor spaces
Short term accommodation	104 units	Minimum 0.5 spaces per room, unit or cabin	52 spaces
Total	**Office/centre activities**		**27 spaces maximum**
	Multiple dwelling/short-term accommodation		**388 spaces minimum**

The development will provide a total of 407 car parking spaces across the site, which exceeds the minimum number of parking spaces required to satisfy the Development Scheme and TAPS Code acceptable outcome (AO12). To maintain compliance with the above assessment benchmarks, the following allocation of car parking is proposed:

- 293 spaces will be provided for residents;
- 56 spaces will be provided for resident visitors;
- 52 spaces will be provided for guests and employees of the short-term accommodation use;
- Six (6) spaces will be provided for the centre activities uses.

5.2 PWD Parking

The National Construction Code (**NCC**) stipulates the car parking requirements for Persons with a Disability (**PWD**) a building based on its building class. The buildings proposed as part of the development are categorised by the NCC as follows:

- **Residential:** Class 2 (no specific PWD requirement);
- **Centre activities uses (shop, restaurant etc.):** Class 6 (requires one [1] PWD space required for every 50 car parking spaces or part thereof);
- **Office:** Class 5 (requires one [1] PWD space required for every 100 car parking spaces or part thereof):
- **Short-term accommodation:** Class 3 (no specific PWD requirement);

As indicated in **Section 5.1**, the development will allocate no more than 27 parking spaces to the proposed centre activities uses, which using the more conservative of the above rates (i.e. 1/50 as per class 6 building requirements), requires provision of one (1) PWD space. The development will provide a one (1) PWD parking space on the upper ground level and hence satisfies the relevant NCC requirements.

6.0 Servicing Considerations

6.1 Development Scheme Requirements

There are no specific requirements for service vehicle provision prescribed by the Development Scheme, and hence the TAPS PSP requirements have been reviewed below.

The TAPS Code acceptable outcome servicing provisions specified for the subject development by *Table 1* (Development type – Minimum standard design vehicle), *Table 2* (Service bays required for office) and *Table 3* (Service bays required for shop, food and drink outlet or service industry) of the TAPS PSP are presented in in **Table 8**.

Table 7 TAPS PSP Servicing Requirements

Land use	Yield	Service vehicle design requirements
Centre activities (shop/food and drink outlet)	1,222q.m GFA[1]	2 x VAN, 1 x SRV, 1 x MRV
Office	1,571sq.m GFA[1]	1 x VAN, 1 x MRV
Multiple dwelling	373 units	RCV (regular access) and LRV (occasional access)
Short term accommodation	104 units	SRV

[1]Ground and plaza levels assumed to be shop/food and drink outlet, upper levels assumed to be office.

The development proposes an alternative solution to the TAPS Code acceptable outcome requirements detailed in **Table 8**.

6.2 TAPS Code Performance Outcome

The TAPS Code performance outcome relevant to service vehicle provision, PO18, requires that the ***" Development is serviced by an adequate numb vehicles. "***

The development proposes the following service vehicle provisions:

- A dedicated servicing area providing two loading bays on the lower ground level, accommodating the following service vehicle types:
    - A southern loading bay of sufficient size to accommodate regular use by a 10.2m rear-lift Refuse Collection Vehicle (**RCV**) and Medium Rigid Vehicles (**MRVs**), or smaller design vehicles, for deliveries and furniture removals etc.;
    - A northern loading bay of sufficient size to accommodate regular use by Small Rigid Vehicles (**SRVs**), or smaller design vehicles, for deliveries and furniture removals etc.;
- Four (4) VAN spaces located on basement level 01, lower ground and upper ground levels, proximate to building entrances and lifts. VAN loading bays would be used for both deliveries and furniture removals etc.

The following is noted in relation to the developments proposed servicing provisions in consideration of the aforementioned TAPS Code performance outcome:

- The proposed servicing bays generally accommodate the design vehicle types required by the TAPS PSP, with the exception of the Large Rigid Vehicle (**LRV**) recommended for the multiple dwelling use. In this regard, given the nature of the dwellings proposed (i.e. predominantly 1-2 bedroom units), whereby typical design vehicles for furniture removals would be VANS, utes and SRVs, the requirement for an LRV loading bay is considered to be particularly onerous. The provision of an MRV, which is considered to be the maximum size furniture removal design vehicle ever likely to require access to the site, is considered to accommodate the anticipated service vehicle demand;
- Provision is made for a 10.2m RCV, which practically accommodates the developments requirements from a refuse collection perspective;
- In consideration of the different land uses proposed, proposed commercial tenancy sizes and differing peak service vehicle demand periods, the provision of one (1) MRV/RCV bay, one (1) SRV bay and four (4) VAN loading bays would reasonably accommodate the demand generated by the various components of the development.

Reflective of the above, the proposed service vehicle provision is considered adequate to accommodate the service vehicle demand likely to be generated by the development. Accordingly, the development is considered to satisfy PO18 of the TAPS Code.

7.0 Design Considerations

7.1 Overview

A review of the proposed site traffic arrangements has been undertaken against the following relevant documents:

- TAPS PSP and Code;
- Australian Standard for Parking facilities *Part 1: Off-street car parking* (**AS2890.1**);
- Australian Standard for Parking facilities *Part 2: Off-street commercial vehicle facilities* (**AS2890.2**);
- Australian Standard for Parking facilities *Part 6: Off-street parking for people with disabilities* (**AS2890.6**).

Each aspect of the review is discussed below.

7.2 Access

The following is noted with regard to the proposed design of the site access to Water Street:

- A type B2 driveway crossover (~8.5m width) will be provided in accordance with the relevant BCC standard drawing, and is suitable to accommodate movements by the largest anticipated service vehicle, a BCC rear-lift RCV;
- The driveway crossover is provided as far to the east along Water Street as practicable, maximising separation with the Brunswick Street signalised intersection and optimising sight distance for vehicles exiting the site;
- The position of a vehicle exiting the site via the proposed driveway crossover will be located over 70m to the east Brunswick Street. The alignment of Water Street is straight and flat to the east of Brunswick Street, and hence the proposed location of the driveway crossover readily accommodates desirable sight distance in both directions in accordance with AS2890.1 and AS2890.2 (i.e. 69m required for 50km/h posted speed);
- Allowance has been made for pedestrian sight splays to be provided in accordance with AS2890.1/AS2890.2;
- For 407 parking spaces, *Table 3.3* (Minimum Queuing Length at a Car Park with Control Points at Entrances) of AS2890.1 requires a queuing provision for up to seven (7) vehicle lengths or 42m at the site access. The development does not propose any parking spaces or intersections (i.e. which could obstruct inbound traffic flows) within the required queuing zone, and hence is considered to satisfy the AS2890.1 requirement. Whilst the servicing area is accessed within this queuing zone, peak service vehicle movements are unlikely to coincide with peak inbound traffic periods (i.e. PM peak hour), and hence this arrangement is not anticipated to be problematic;
- Left turn out only signage should be provided at the driveway crossover near the property boundary to reinforce left out only vehicle movements until such time as Water Street is upgraded at a future stage.

Accordingly, the proposed design of site access arrangements is considered to satisfy the relevant TAPS Code performance outcomes (PO9 and PO10).

7.3 Car Parking and Circulation

The design of the proposed car parking and circulation arrangements proposed for the development has been assessed against the requirements of the TAPS PSP and AS2890.1. A summary of the assessment is presented in **Table 9**.

Table 8 Car Parking Layout Design Compliance

Element	Proposed Design	AS2890.1 Compliant	TAPS PSP Compliant
90° car parking spaces (user class 1/1A/2)	2.5m x 5.4m		
Parking/circulation aisle width (user classes 1/1A/2)	5.8m+		×
Parallel car parking spaces (user class 3)	2.6m x 5.4m (unobstructed) 2.6m x 5.4m (obstructed)		
Parking/circulation aisle width (parallel space)	3.6m+		
Small car spaces	2.3m x 5.0m		
Design envelope for car parking spaces	As per *Figure 2* of AS2890.1 and *Figure m* of the TAPS PSP		
Blind aisle extensions	Either 1m adjacent to space or 8m behind space		×
Ramp widths	6.8m+		
Ramp grading	Maximum of 1:6 (~16.7%)		
Grade changes	1:8 (12.5%) for a minimum of 2m		
Height Clearance	2.3m+		

As demonstrated in **Table 9**, all assessed car park elements comply with the relevant requirements of AS2890.1 and TAPS, with the exception of the proposed parking aisle width and blind aisle extension length. Whilst the proposed minimum parking aisle width (i.e. 5.8m) does not satisfy the 6.2m width recommended by TAPS PSP, it does align with the minimum AS2890.1 requirement, and accordingly, is considered to be appropriate. Furthermore, the proposed blind aisle extension length of 1m+ also satisfies the AS2890.1 minimum requirement.

The development will provide one (1) PWD car parking space for visitors. The dimensions of the proposed PWD spaces satisfy the requirements of AS2890.6 (2.4m x 5.4m parking space plus 2.4m x 5.4m shared space with 2.5m headroom) and are therefore considered to be appropriate.

Based on the above, the proposed design of car parking and circulation areas satisfies the relevant AS2890.1 requirements, and therefore the development achieves the relevant TAPS Code performance outcome (PO15).

7.4 Servicing Areas

The proposed design of servicing arrangements was reviewed against the requirements of AS2890.2 and the TAPS PSP. Swept path assessments have been prepared for the anticipated design vehicles and are included at **Appendix B**. The swept path assessments show that all design vehicles are able to manoeuvre within the site maintaining the minimum clearance required by the AS2890.2 (300mm on both sides of the vehicle for low-speed manoeuvres).

All loading bays will provide the minimum dimensions and height clearance required by *Table 4.1* (Service bay dimensions) of AS2890.2 for the respective design vehicles (i.e. 4.5m+ provided). VAN bays will be provided in accordance with AS2890.1.

A review of the proposed access and service bay grading indicates that grades would be provided in accordance with both AS2890.2 and the TAPS PSP.

Based on the above, the proposed development satisfies the requirements of the TAPS Code performance outcome with respect to the design of service areas (PO19).

8.0 Operational Considerations

To establish the external traffic impacts of the proposed development relative to the Approved Development, development traffic demand has been estimated for the proposed development consistent with the rates adopted in the previous TTM TER in **Table 10**. For reference, the TTM TER estimated traffic demand based on the number of parking spaces proposed for each component (i.e. as opposed to basing on the number of units or GFA), which is considered to be a reasonable approach given the location of the site within the 'City Frame'.

Table 9 Development Peak Hour Traffic Demand Estimate and Comparison

Land Use	Yield	Peak Hour Trip Rate	Peak Hour Trips
Approved Development			
Multiple dwelling	551 car parking spaces (535 units)	0.21vph per parking space	116vph
Office	12 car parking spaces	0.6vph/parking space	7vph
Retail	15 car parking spaces	2.0vph/parking space	30vph
Total			**153vph**
Proposed Development			
Multiple dwelling and Short-term accommodation	401 car parking spaces (477 units)	0.21vph per parking space	84vph
Centre activities	6 car parking spaces (2,793sq.m GFA)	0.6vph/parking space	4vph
Total			**88vph**
Incremental traffic demand change (approved minus proposed)			***-65vph***

Table 10 demonstrates that the proposed development is anticipated to generate up to 65 fewer trips during peak hour periods compared to the Approved Development. Although the Approved Development had two (2) vehicular access points to the external road network, the traffic assigned to the Cardiff Court access (i.e. which has now been removed as part of the proposed development) was roughly equivalent to the proposed traffic demand reduction.

Reflective of the above, given that the development significantly less than (i.e. on the wider road network) and no more than previously approved (i.e. at the proposed site access and on Water Street), the proposed development is not anticipated to materially impact on the operational performance, safety or amenity of the adjoining road network compared with the previously Approved Development. On this basis, no further operational assessment is warranted.

9.0 Code Responses

9.1 BCC City Plan 2014 TAPS Code

The traffic and transport aspects of the development have been assessed against the relevant requirements of the BCC City Plan 2014 TAPS Code. Responses to the TAPS Code have been prepared and are included at **Appendix C**.

9.2 Development Scheme Transport Requirements

The traffic and transport aspects of the development have been assessed against the relevant Development Scheme requirements. Responses have been prepared and are included at **Appendix D**.

10.0 Summary and Conclusions

SLR has been engaged by Pellicano to provide traffic engineering advice in relation to a DA for a proposed mixed-use tower development located at 332 - 334 Water Street, Fortitude Valley. Development plans have been prepared by WB and are included at **Appendix A**.

Based on the analysis and discussion documented herein, the following is concluded:

- The development's parking and servicing provisions are considered sufficient to cater for the demands anticipated to be generated by the development, therefore satisfying the relevant Development Scheme requirements and/or TAPS Code assessment benchmarks;
- It is recommended that further bicycle parking provisions for residents are investigated and that end of trip facilities are provided for employees in accordance with the TAPS PSP;
- The design of access, car parking and servicing arrangements satisfies the relevant TAPS Code and AS2890 criteria;
- The proposed development is anticipated to generate up to 65 fewer trips during peak hour periods compared to the Approved Development. Accordingly, the proposed development is not anticipated to materially impact on the operational performance, safety or amenity of the adjoining road network compared with the previously Approved Development.
- The traffic and transport aspects of the proposed development have been assessed against the relevant requirements of the TAPS Code and Development Scheme and are considered to satisfy all of the relevant assessment benchmarks.

11.0 RPEQ Certification

This traffic assessment and report has been prepared under the direction of a Registered Professional Engineer of Queensland (**RPEQ**) who is experienced in traffic engineering and transport planning. The report is endorsed by that RPEQ accordingly.

Yours sincerely

CHRIS LAWLOR
Principal – Transport Advisory
RPEQ No. 24052

Appendix A Development Plans

Traffic Impact Statement

Mixed-use Tower Development
Fortitude Valley

332-334 Water Street,

Pellicano Living Pty Ltd

SLR Project No.: 620.V31023.00000

7 May 2024

W–B™
WOODS BAGOT

332 - 334 WATER STREET
AREA SCHEDULE
DATE: 14/12/2023

Levels		BRUNSWICK ST			WATER ST	
31	Level 31	Roof			Amenity	
30	Level 30	Apartments			Apartments	
29	Level 29	Apartments			Apartments	
28	Level 28	Apartments			Apartments	
27	Level 27	Apartments			Apartments	
26	Level 26	Apartments			Apartments	
25	Level 25	Apartments			Apartments	
24	Level 24	Apartments			Apartments	
23	Level 23	Apartments			Apartments	
22	Level 22	Apartments			Apartments	
21	Level 21	Apartments			Apartments	
20	Level 20	Apartments			Apartments	
19	Level 19	Apartments			Apartments	
18	Level 18	Apartments			Apartments	
17	Level 17	Apartments			Apartments	
16	Level 16	Apartments			Apartments	
15	Level 15	Apartments			Apartments	
14	Level 14	Apartments			Apartments	
13	Level 13	Apartments			Apartments	
12	Level 12	Studio			Apartments	
11	Level 11	Studio			Apartments	
10	Level 10	Studio			Apartments	
9	Level 09	Studio			Apartments	
8	Level 08	Studio			Apartments	
7	Level 07	Studio			Apartments	
6	Level 06	Studio			Apartments	
5	Level 05	Studio			Apartments	
4	Level 04	Commercial			Apartments	
3	Level 03	Commercial			Apartments	
2	Level 02	Commercial	Lobby		Lobby	Apartments
2	Plaza			Plaza		Commercial
1	Upper Ground	Commercial	Drop-Off		Loading / Services	Commercial
0	Lower Ground			Parking		
B1	Basement 01			Parking		
B2	Basement 02			Parking		
B3	Basement 03			Parking		
B4	Basement 04			Parking		

CARS				
STANDARD	TANDEM	SMALL	PWD	VAN
3			1	1
46				2
70		7		1
90		3		
90		3		
91		3		
		TOTAL	407	

NOTES
1. All areas are preliminary only and subject to site suvey, design development, consultant input, and authority approvals.
2. Common areas have been placed under Brunswick St figures.

Site Area 4,819 m2

W–B™
WOODS BAGOT

332 - 334 WATER STREET
AREA SCHEDULE
DATE: 14/12/2023

Levels		BRUNSWICK ST		WATER ST		BRUNSWICK ST												
						UNIT MIX									GFA (BCC)			GBA
						STUDIO		1 BED		2 BED		3 BED TWIN KEY		TOTAL	COMM.	RESI.	TOTAL	
						No.	GFA	No.	GFA	No.	GFA	No.	GFA					
31	Level 31	Roof		Amenity														894
30	Level 30	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
29	Level 29	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
28	Level 28	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
27	Level 27	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
26	Level 26	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
25	Level 25	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
24	Level 24	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
23	Level 23	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
22	Level 22	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
21	Level 21	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
20	Level 20	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
19	Level 19	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
18	Level 18	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
17	Level 17	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
16	Level 16	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
15	Level 15	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
14	Level 14	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
13	Level 13	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
12	Level 12	Studio		Apartments		13	519							13		642	642	888
11	Level 11	Studio		Apartments		13	519							13		642	642	888
10	Level 10	Studio		Apartments		13	519							13		642	642	888
9	Level 09	Studio		Apartments		13	519							13		642	642	888
8	Level 08	Studio		Apartments		13	519							13		642	642	888
7	Level 07	Studio		Apartments		13	519							13		642	642	888
6	Level 06	Studio		Apartments		13	519							13		642	642	888
5	Level 05	Studio		Apartments		13	519							13		642	642	1051
4	Level 04	Commercial		Apartments											792		792	1051
3	Level 03	Commercial		Apartments											779		779	1051
2	Level 02	Commercial	Lobby	Lobby	Apartments													
2	Plaza			Plaza	Commercial										442	36	478	888
1	Upper Ground	Commercial	Drop-Off	Loading / Services	Commercial										218	307	525	2123
0	Lower Ground	Parking																3863
B1	Basement 01	Parking																4151
B2	Basement 02	Parking																4151
B3	Basement 03	Parking																4151
B4	Basement 04	Parking																4151
					TOTAL	104		72		54		18		248	**2,231**	**17,395**	**19,626**	**49,833**
					NO .%	42%		29%		22%		7%						
					UNIT GFA	30%	4,152	28%	3,888	30%	4,248	13%	1,764	14,052				

NOTES
1. All areas are preliminary only and subject to site suvey, design development, consultant input, and authority approvals.
2. Common areas have been placed under Brunswick St figures.

W–B™
WOODS BAGOT

332 - 334 WATER STREET
AREA SCHEDULE
DATE: 14/12/2023

Levels		BRUNSWICK ST		WATER ST		WATER ST													
						UNIT MIX										GFA (BCC)			GBA
						STUDIO		1 BED		2 BED		3 BED TWIN KEY		TOTAL	COMM.	RESI.	TOTAL		
						No.	GFA	No.	GFA	No.	GFA	No.	GFA						
31	Level 31	Roof		Amenity												111	111	905	
30	Level 30	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
29	Level 29	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
28	Level 28	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
27	Level 27	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
26	Level 26	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
25	Level 25	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
24	Level 24	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
23	Level 23	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
22	Level 22	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
21	Level 21	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
20	Level 20	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
19	Level 19	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
18	Level 18	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
17	Level 17	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
16	Level 16	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
15	Level 15	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
14	Level 14	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
13	Level 13	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905	
12	Level 12	Studio		Apartments				4	224	3	238	1	100	8		675	675	905	
11	Level 11	Studio		Apartments				4	224	3	238	1	100	8		675	675	905	
10	Level 10	Studio		Apartments				4	224	3	238	1	100	8		675	675	905	
9	Level 09	Studio		Apartments				4	224	3	238	1	100	8		675	675	905	
8	Level 08	Studio		Apartments				4	224	3	238	1	100	8		675	675	905	
7	Level 07	Studio		Apartments				4	224	3	238	1	100	8		675	675	905	
6	Level 06	Studio		Apartments				4	224	3	238	1	100	8		675	675	905	
5	Level 05	Studio		Apartments				4	210	3	235	1	99	8		658	658	964	
4	Level 04	Commercial		Apartments				4	210	3	235	1	99	8		658	658	964	
3	Level 03	Commercial		Apartments				4	210	3	235	1	99	8		658	658	964	
2	Level 02	Commercial	Lobby		Lobby	Apartments		3	154	2	154			5		418	418	651	
2	Plaza			Plaza		Commercial									358	295	653	871	
1	Upper Ground	Commercial	Drop-Off		Loading / Services	Commercial													
0	Lower Ground	Parking													204		204		
B1	Basement 01	Parking																	
B2	Basement 02	Parking																	
B3	Basement 03	Parking																	
B4	Basement 04	Parking																	
TOTAL						**0**		**115**		**86**		**28**		**229**	**562**	**19,673**	**20,235**	**27,944**	
%						0%		50%		38%		12%							
UNIT GFA						0%	-	40%	6,384	43%	6,809	17%	2,797	15,990					

NOTES
1. All areas are preliminary only and subject to site suvey, design development, consultant input, and authority approvals.
2. Common areas have been placed under Brunswick St figures.

W–B™
WOODS BAGOT

332 - 334 WATER STREET
AREA SCHEDULE
DATE: 14/12/2023

Levels		BRUNSWICK ST		WATER ST		OVERALL (BOTH TOWERS COMBINED)								
						UNIT MIX					GFA (BCC)			GBA
						STUDIO	1 BED	2 BED	3 BED TWIN KEY	TOTAL	COMM.	RESI.	TOTAL	
31	Level 31	Roof		Amenity							0	111	111	1799
30	Level 30	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
29	Level 29	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
28	Level 28	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
27	Level 27	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
26	Level 26	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
25	Level 25	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
24	Level 24	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
23	Level 23	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
22	Level 22	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
21	Level 21	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
20	Level 20	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
19	Level 19	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
18	Level 18	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
17	Level 17	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
16	Level 16	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
15	Level 15	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
14	Level 14	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
13	Level 13	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
12	Level 12	Studio		Apartments		13	4	3	1	21	0	1317	1317	1793
11	Level 11	Studio		Apartments		13	4	3	1	21	0	1317	1317	1793
10	Level 10	Studio		Apartments		13	4	3	1	21	0	1317	1317	1793
9	Level 09	Studio		Apartments		13	4	3	1	21	0	1317	1317	1793
8	Level 08	Studio		Apartments		13	4	3	1	21	0	1317	1317	1793
7	Level 07	Studio		Apartments		13	4	3	1	21	0	1317	1317	1793
6	Level 06	Studio		Apartments		13	4	3	1	21	0	1317	1317	1793
5	Level 05	Studio		Apartments		13	4	3	1	21	0	1300	1300	2015
4	Level 04	Commercial		Apartments			4	3	1	8	792	658	1450	2015
3	Level 03	Commercial		Apartments			4	3	1	8	779	658	1437	2015
2	Level 02	Commercial	Lobby		Lobby		3	2		5	0	418	418	651
2	Plaza			Plaza							800	331	1131	1759
1	Upper Ground	Commercial	Drop-Off		Loading / Services						218	307	525	2123
0	Lower Ground	Parking									204	0	204	3863
B1	Basement 01	Parking												4151
B2	Basement 02	Parking												4151
B3	Basement 03	Parking												4151
B4	Basement 04	Parking												4151
					TOTAL	**104**	**187**	**140**	**46**	**477**	**2,793**	**37,068**	**39,861**	**77,777**
					%	22%	39%	29%	10%					
					GFA %	14%	34%	37%	15%					

NOTES
1. All areas are preliminary only and subject to site suvey, design development, consultant input, and authority approvals.
2. Common areas have been placed under Brunswick St figures.

W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
SITE PLAN - PROPOSED

Project no.
150536

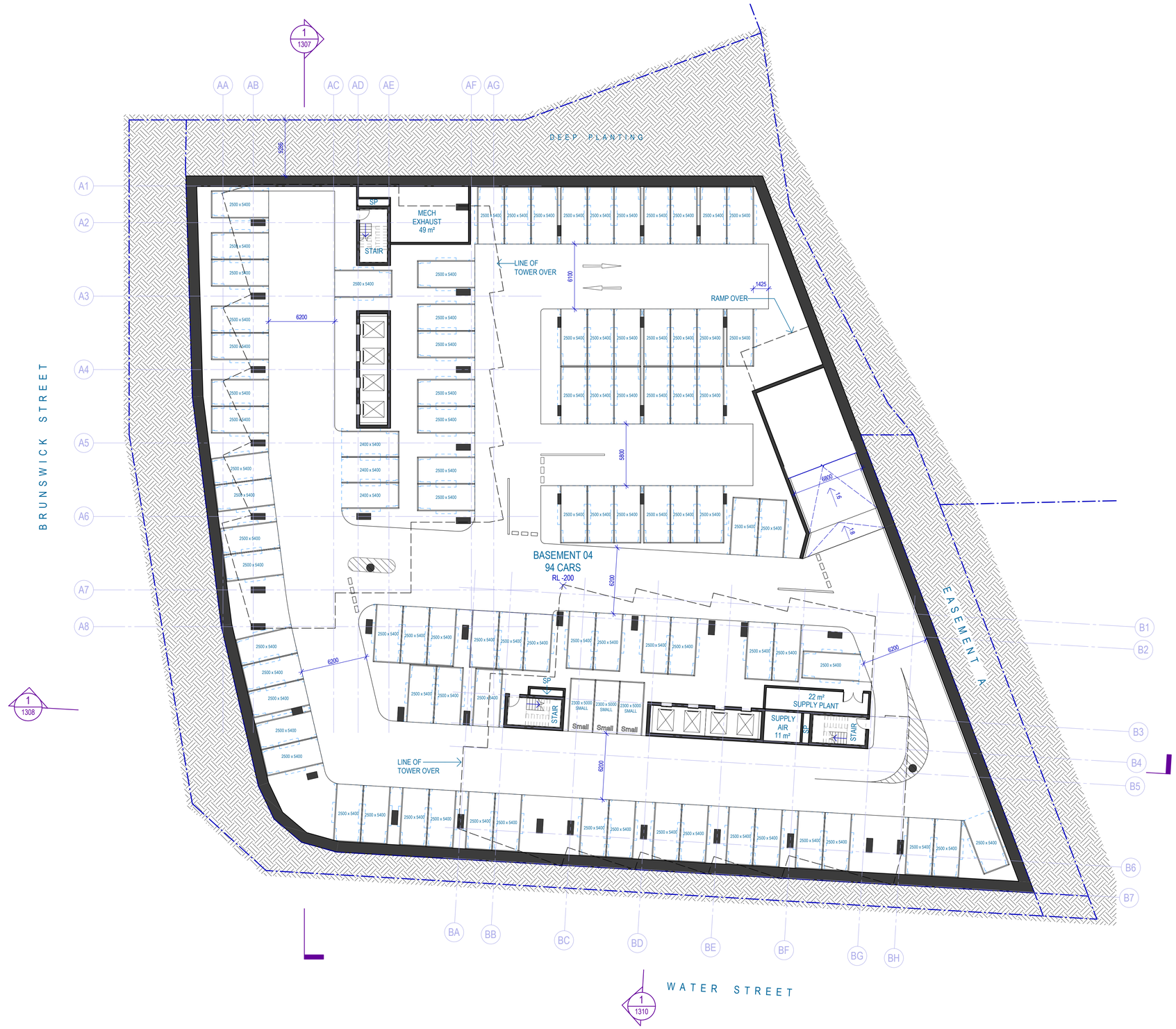
Scale
1 : 250

Sheet size
A1

Sheet no.
A- 1102

Revision
A

Date
14/12/23



W—B WOODS BAGOT Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - BASEMENT 04

Project no.
150536

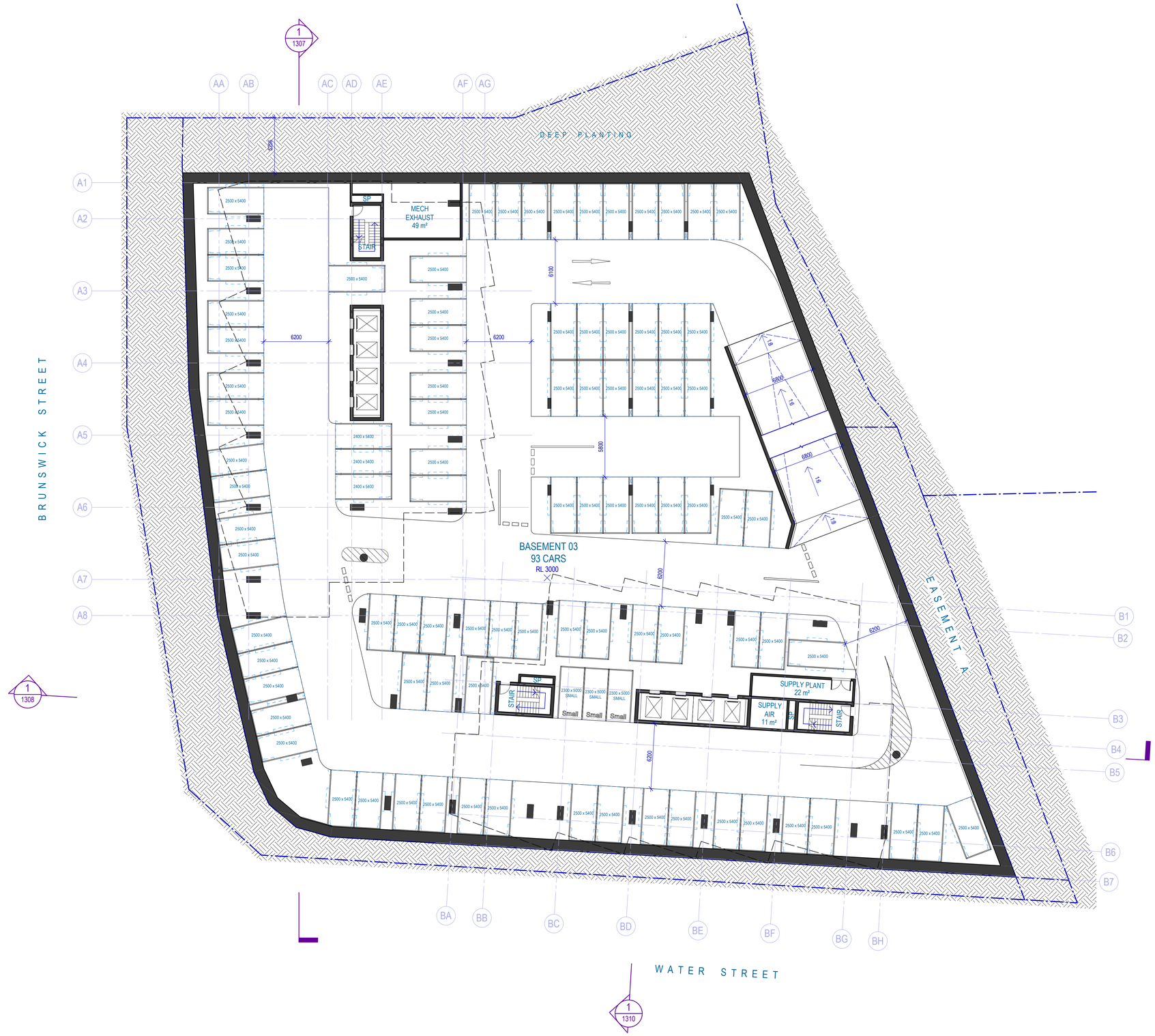
Sheet no.
A- 1201

Scale
1 : 200

Revision
J

Sheet size
A1

Date
14/12/23



W—B
WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - BASEMENT 03

Project no.
150536

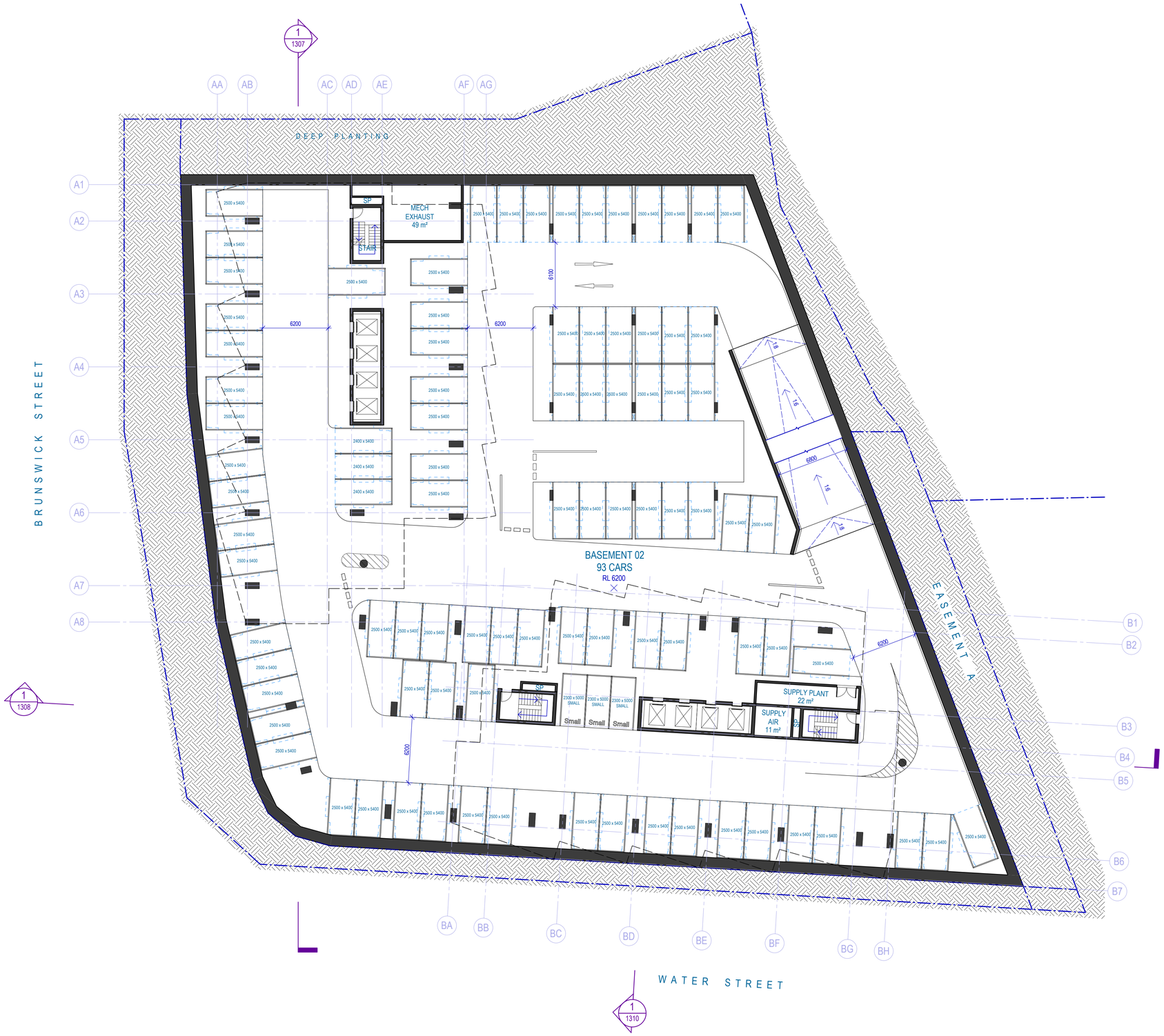
Sheet no.
A- 1202

Scale
1 : 200

Revision
P

Sheet size
A1

Date
14/12/23



W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - BASEMENT 02

Project no.
150536

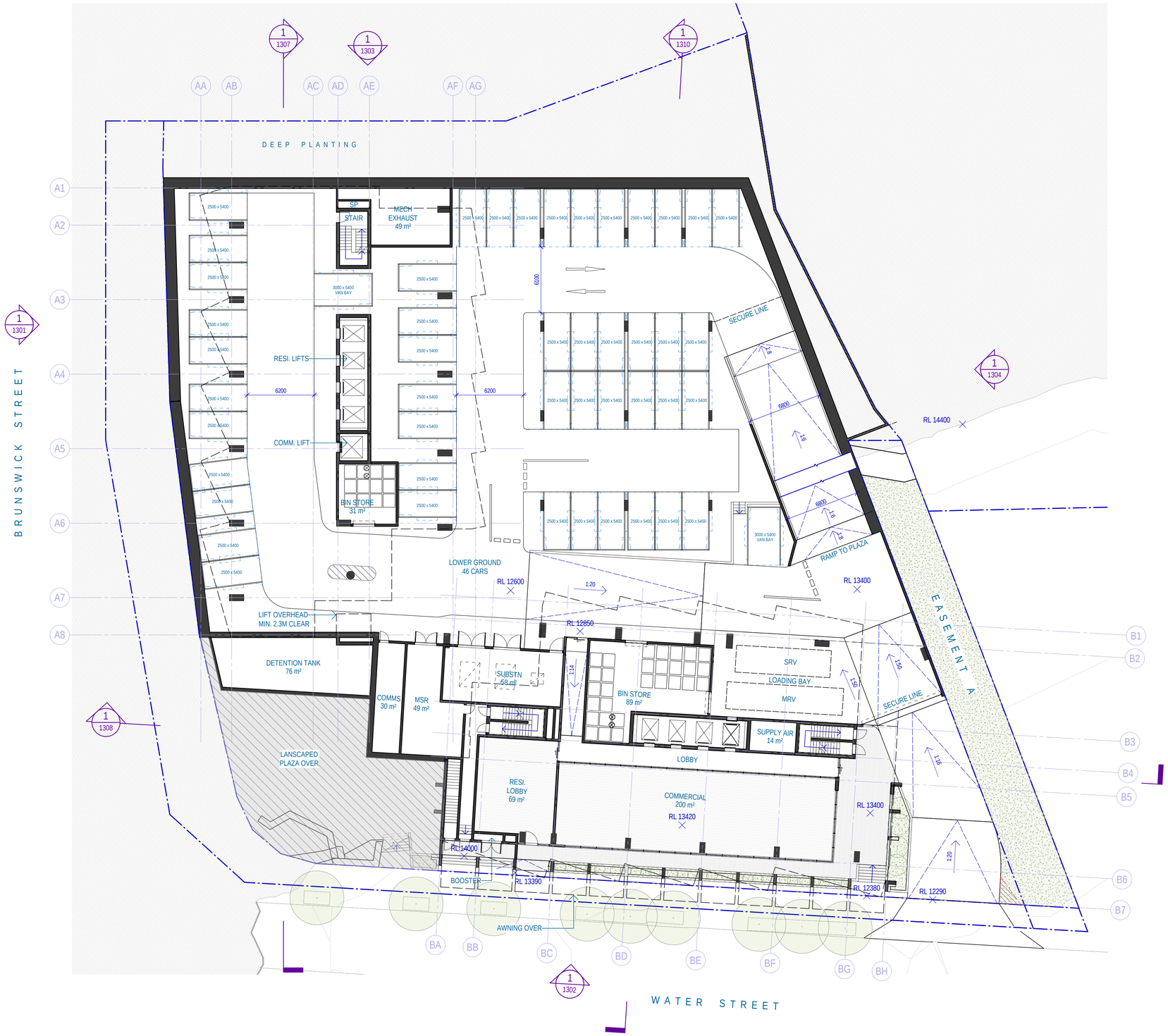
Scale
1 : 200

Sheet size
A1

Sheet no.
A- 1203

Revision
R

Date
14/12/23



W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - LOWER GROUND

Project no.
150536

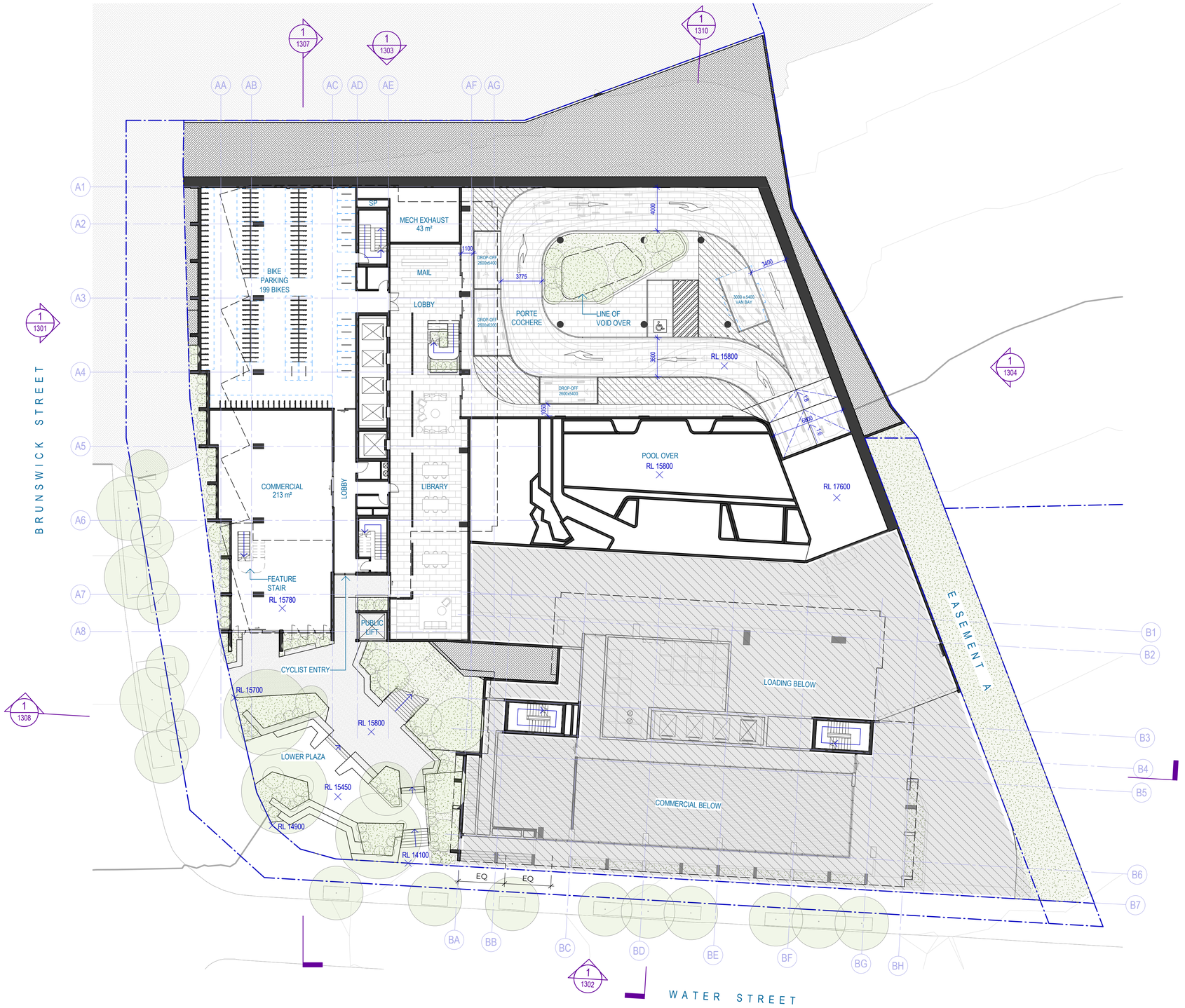
Scale
1 : 200

Sheet size
A1

Sheet no.
A- 1205

Revision
T

Date
14/12/23



W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - UPPER GROUND

Project no.
150536

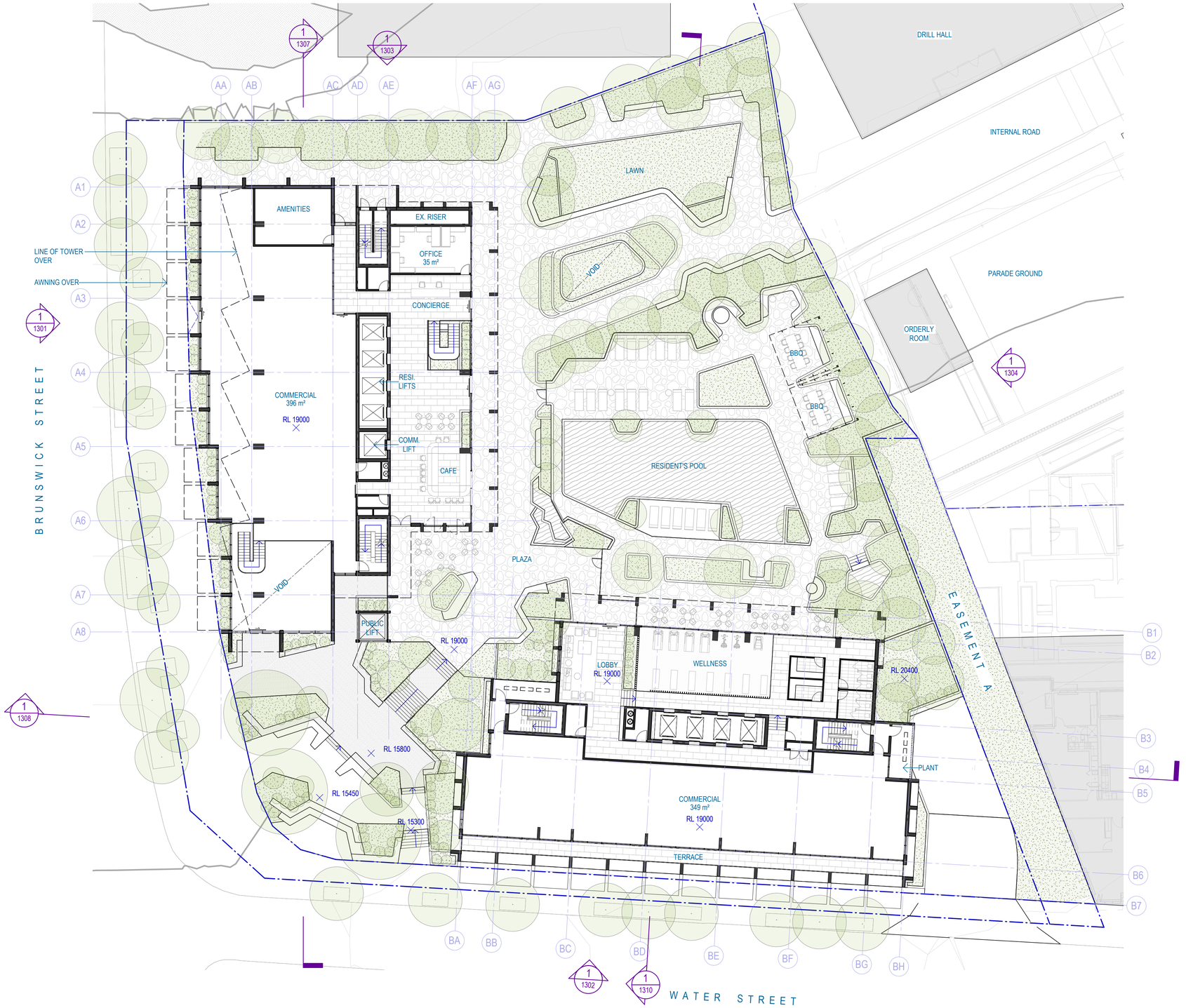
Scale
1 : 200

Sheet size
A1

Sheet no.
A- 1206

Revision
Q

Date
14/12/23



W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - PLAZA

Project no.
150536

Sheet no.
A-1207

Scale
1 : 200

Revision
Q

Sheet size
A1

Date
14/12/23

Appendix B Swept Path Assessments

Traffic Impact Statement

Mixed-use Tower Development
Fortitude Valley

332-334 Water Street,

Pellicano Living Pty Ltd

SLR Project No.: 620.V31023.00000

7 May 2024

CONCEPT ONLY

INGRESS

EGRESS

WATER STREET

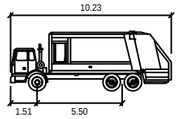
LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800

www.slrconsulting.com

Project No:	620.V31023
Date:	15/12/2023
Drawn by:	CL
Scale:	AS SHOWN
Sheet Size:	A3
Projection:	-

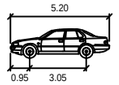
SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance



BCC Rear load RCV

		meters
Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.0
Steering Angle	:	40.3



B99

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

N

0.0 2.5 5 7.5 10
METRES

SCALE 1:250

Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

Swept Path Assessment
BCC Rear-lift RCV

FIGURE SK01

CONCEPT ONLY

INGRESS

EGRESS

WATER STREET

WATER STREET

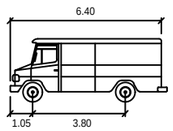
LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800

www.slrconsulting.com

Project No:	620.V31023
Date:	15/12/2023
Drawn by:	CL
Scale:	AS SHOWN
Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance



SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

N

0.0 2.5 5 7.5 10
METRES

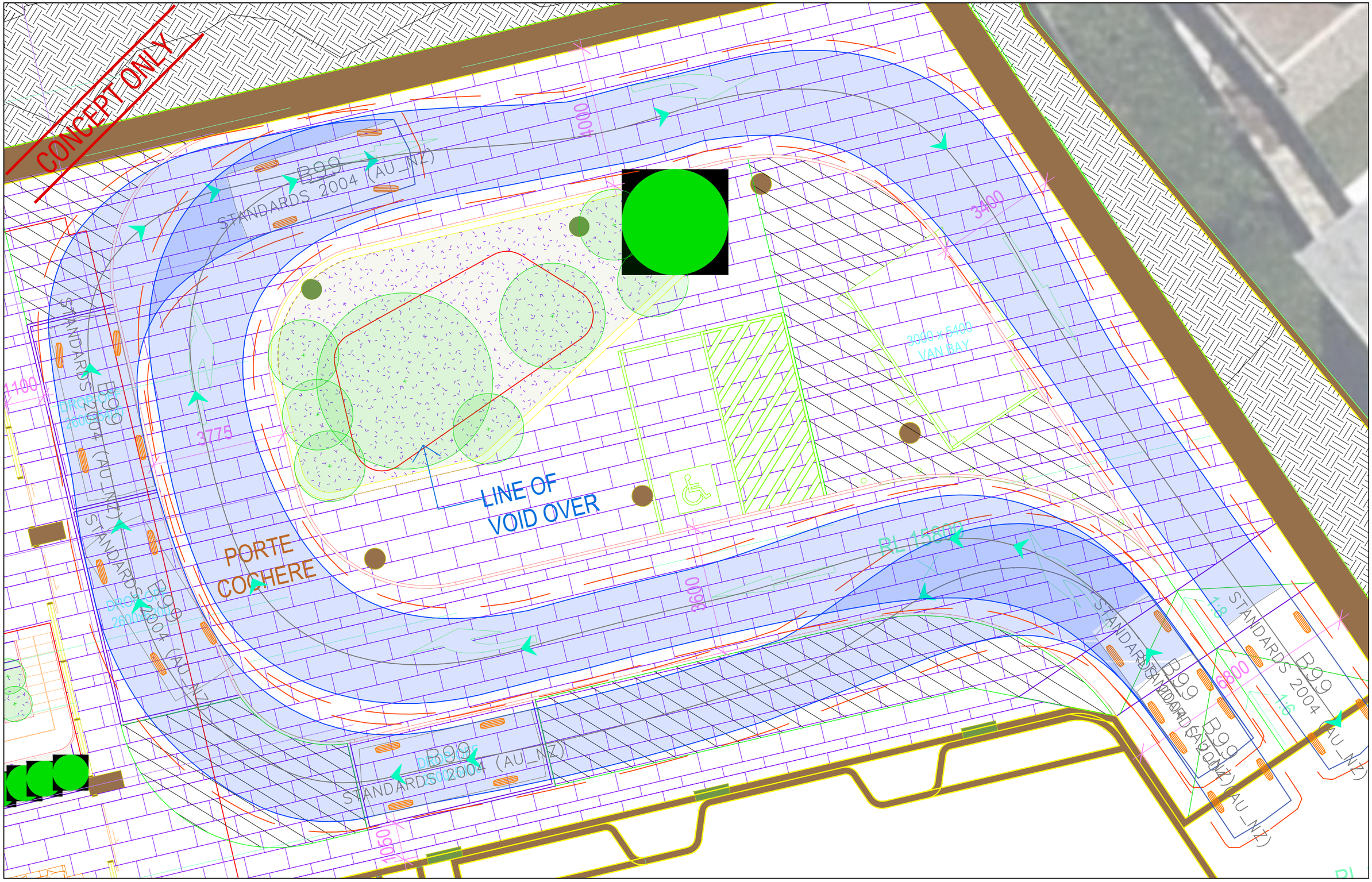
SCALE 1:250

Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

Swept Path Assessment SRV

FIGURE SK02



LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800

www.slrconsulting.com

Project No:	620.V31023
Date:	15/12/2023
Drawn by:	CL
Scale:	AS SHOWN
Sheet Size:	A3
Projection:	-

N

0.0 2.5 5 7.5 10
METRES

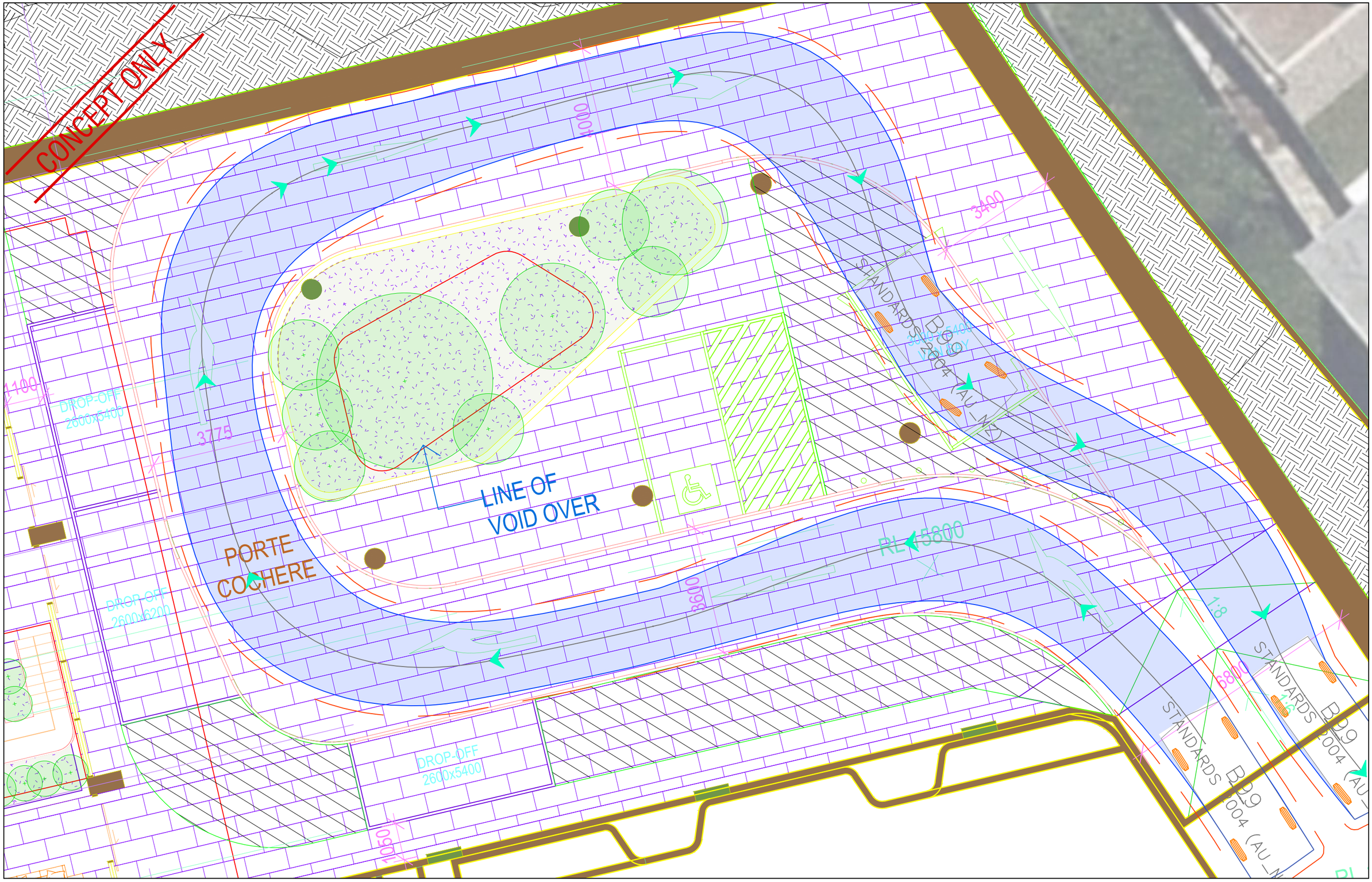
SCALE 1:250

Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

Swept Path Assessment Porte-Cochere - B99

FIGURE SK03



SLR

LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800

www.slrconsulting.com

Project No:	620.V31023
Date:	15/12/2023
Drawn by:	CL
Scale:	AS SHOWN
Sheet Size:	A3
Projection:	-

N

0.0 2.5 5 7.5 10
METRES

SCALE 1:250

Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

Swept Path Assessment
VAN loading bay - B99/VAN

FIGURE SK04

Appendix C TAPS Code Responses

Traffic Impact Statement

Mixed-use Tower Development
Fortitude Valley

332-334 Water Street,

Pellicano Living Pty Ltd

SLR Project No.: 620.V31023.00000

7 May 2024

The development has been assessed against the requirements of the *TAPS Code* in **Table C1**.

Table C1 TAPS Code Compliance Review

Performance Outcomes	Acceptable Outcomes	Response
PO1 Development is designed: a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport access parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds. Note: The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport. access, parking and servicing planning scheme policy: • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport access, parking and servicing planning scheme policy: • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	**AO1** Development complies with the standards in the Transport access, parking and servicing planning scheme policy.	**Complies with PO1** The attached Traffic Impact Statement (SLR TIS) has been prepared by a Registered Professional Engineer of Queensland (RPEQ) who is experienced in traffic engineering and transport planning.

Performance Outcomes	Acceptable Outcomes	Response
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the State Government and Council.	**AO2** No acceptable outcome is prescribed	**Complies with PO2** The development makes appropriate allowances for connections with existing public and active transport networks. Allowances are also made for an appropriate level of pedestrian connectivity to adjoining sites and through the subject site. Refer to Section 3.1 of the attached SLR TIS for further details.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	**AO3.1** Development provides site access that is located and designed in compliance with the standards in the Transport access, parking and servicing planning scheme policy. **AO3.2** Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	**Complies with PO3** The proposed vehicular access is generally located and designed in accordance with the TAPS PSP. Sight distance at the driveway crossover is provided in accordance with AS2890.1, and hence is considered to be appropriate from a safety perspective. Refer to Section 7.2 of the attached SLR TIS for further details.
PO4 Development provides walking and cycle routes through the site which: a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network.	**AO4.1** Development provides walking and cycle routes which are constructed on the carriageway or through the site to: a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. **AO4.2** Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	**Complies with AO4.1** The development will upgrade footpaths and streetscapes along all site frontages, improving active transport provisions and connectivity to existing public transport services. **Complies with AO4.2** Any upgrades to footpaths will be provided in accordance with the TAPS PSP. **Complies with AO4.3** All walking and cycling routes provide good sightlines, are lit, and provide passive surveillance opportunities, protecting the safety of all users.

Performance Outcomes	Acceptable Outcomes	Response
Note: The infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	**AO4.3** Development provides walking and cycle routes which do not include a potential entrapment area, blind comer or sudden change in level that restrict sightlines.	
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. *Note: For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.*	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport access, parking and servicing planning scheme policy. **AO5.2** Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS2890.3-1993 Bicycle parking facilities. **AO5.3** Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. **AO5.4** Development provides visitor bicycle parking which does not impede pedestrian movement. **AO5.5** Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Does not comply** It is recommended that further resident bicycle parking provisions are investigated. Refer to Section 4 of the attached SLR TIS for further details. **Complies with AO5.2** Bicycle parking and end of trip facilities for employees will be provided in accordance with the TAPS PSP. Refer to Section 4 of the attached SLR TIS for further details. **Complies with AO5.3** Signage will be provided at major pedestrian access locations to direct visitors to bicycle parking areas. **Complies with AO5.4** Visitor bicycle parking spaces will not impede pedestrian movements. **Complies with AO5.5** Bicycle parking will be implemented in accordance with the TAPS PSP requirements.
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.	**AO6** Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies with AO6** End of trip facilities, including lockers and showers, should be provided in accordance with the TAPS PSP. Refer to Section 4 of the attached SLR TIS for further details.

Performance Outcomes	Acceptable Outcomes	Response
Note: For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.		
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	**AO7** Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	**Complies with AO7** The development provides pedestrian and cyclist access consistent with the TAPS PSP requirements.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	**AO8** No acceptable outcome is prescribed.	**Complies with PO8** Pedestrian and cyclist access to the site is located in close proximity to existing signalised crossings provided at the Brunswick Street/Water Street signalised intersection.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy. **AO9.2** Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage **AO9.3** Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **AO9.4**	**Complies with PO9** The proposed driveway crossover to Water Street is optimally located to cater for safety (i.e. sight distance) and operational matters (i.e. maximum separation from the Brunswick Street/Water Street signalised intersection), and will not impact on the amenity of adjacent premises. Refer to Section 7.2 of the attached SLR TIS for further details.

Performance Outcomes	Acceptable Outcomes	Response
	Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. **AO9.5** Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	
PO10 Redevelopment provides for: a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy. b. the reinstatement of adjacent footpaths.	**AO10** No acceptable outcome is prescribed.	**Complies with PO10** All redundant existing driveway crossovers will be closed, and kerb reinstated. Adjacent footpaths will also be reinstated.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	**AO11.1** Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **AO11.2** Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme.	**Complies with PO11** Sight distances for vehicles and pedestrians at the proposed driveway crossover to Water Street are provided in accordance with the AS2890.1 Refer to Section 7.2 of the attached SLR TIS for further details.

Performance Outcomes	Acceptable Outcomes	Response
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	**AO12** Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. *Note: For self - assessable development including existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.*	**Complies with AO12** The development is located within the City frame and will provide car parking in accordance with requirements of the Development Scheme (i.e. for Multiple Dwelling uses) and the TAPS PSP (i.e. for Short-term accommodation and Centre activities uses) Refer to Section 5 of the attached SLR TIS for further details.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	**AO13** Development outside of the City core and City frame as identified in Figure a: a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme b. for self - assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note: For self - assessable development including existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	**Not applicable** The development is located within the City Frame.

Performance Outcomes	Acceptable Outcomes	Response
PO14 Development ensures that the number of car parking spaces and design of the car parking area: a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. *Note: In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.*	**AO14.1** Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. **AO14.2** Development involving mixed use provides a non- residential car parking area with shared parking for all the businesses in the development	**Complies with AO14.1** The proposed car parking provision is considered to reasonably accommodate the developments peak design car parking. Refer to Section 5 of the attached SLR TIS for further details. **Complies with AO14.2** The development provides a shared parking area for visitors to the commercial component of the development.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area: d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact: e. is consistent with safe and convenient pedestrian and cyclist movement.	**AO15** Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport access, parking and servicing planning scheme policy.	**Complies with PO15** The developments car parking layout has been designed in accordance with AS2890.1, and hence is considered to be safe and legible for all users. Refer to Section 7 of the attached SLR TIS for further details.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO16** Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:	**Not assessed herein** This is not a traffic engineering matter and has not been assessed herein.

Performance Outcomes	Acceptable Outcomes	Response
	a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. *Note: For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.*	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	**AO17** Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: a. denying access to potential canvas through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.	**Not assessed herein** This is not a traffic engineering matter and has not been assessed herein.

Performance Outcomes	Acceptable Outcomes	Response
	Note: For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	
PO18 Development is serviced by an adequate number and size of service vehicles.	**AO18** Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies with PO18** The proposed service vehicle provision is considered adequate to accommodate the peak demand anticipated to be generated by the development. Refer to **Section 6.2** herein for further details.
PO19 Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	**AO19.1** Development ensures that a service bay provided on site: a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy. b. is located away from street frontages and screened from adjoining premises. **AO19.2** Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy. **AO19.3** Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy. Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	**Complies with PO19** The development accommodates service vehicles wholly within the site and manoeuvring in accordance with the TAPS PSP requirements. The design of servicing areas satisfies AS2890.2 requirements and is considered safe for all users by minimising the potential for conflicts. Refer to Sections 6 and 7.4 of the attached SLR TIS for further details.
PO20	**AO20**	**Complies with AO20**

Performance Outcomes	Acceptable Outcomes	Response
Development provides service vehicle access routes to and from the site which minimise the impact on: a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	The proposed location of the servicing area provides a direct route to the major road network.
If for development which is required to be serviced by a b-double {Austroads class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1-9.	**AO21.1** Development which is freight-dependent development is located on a site which: a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. **AO21.2** Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	**Not applicable** The development does not require servicing by a B-Double.

Appendix D Responses to Development Scheme Transport Requirements

Traffic Impact Statement

Mixed-use Tower Development 332-334 Water Street, Fortitude Valley

Pellicano Living Pty Ltd

SLR Project No.: 620.V31023.00000

7 May 2024

The development has been assessed against the relevant transport requirements of the Scheme in **Table D1**.

Table D1 Responses to Scheme Transport Requirements

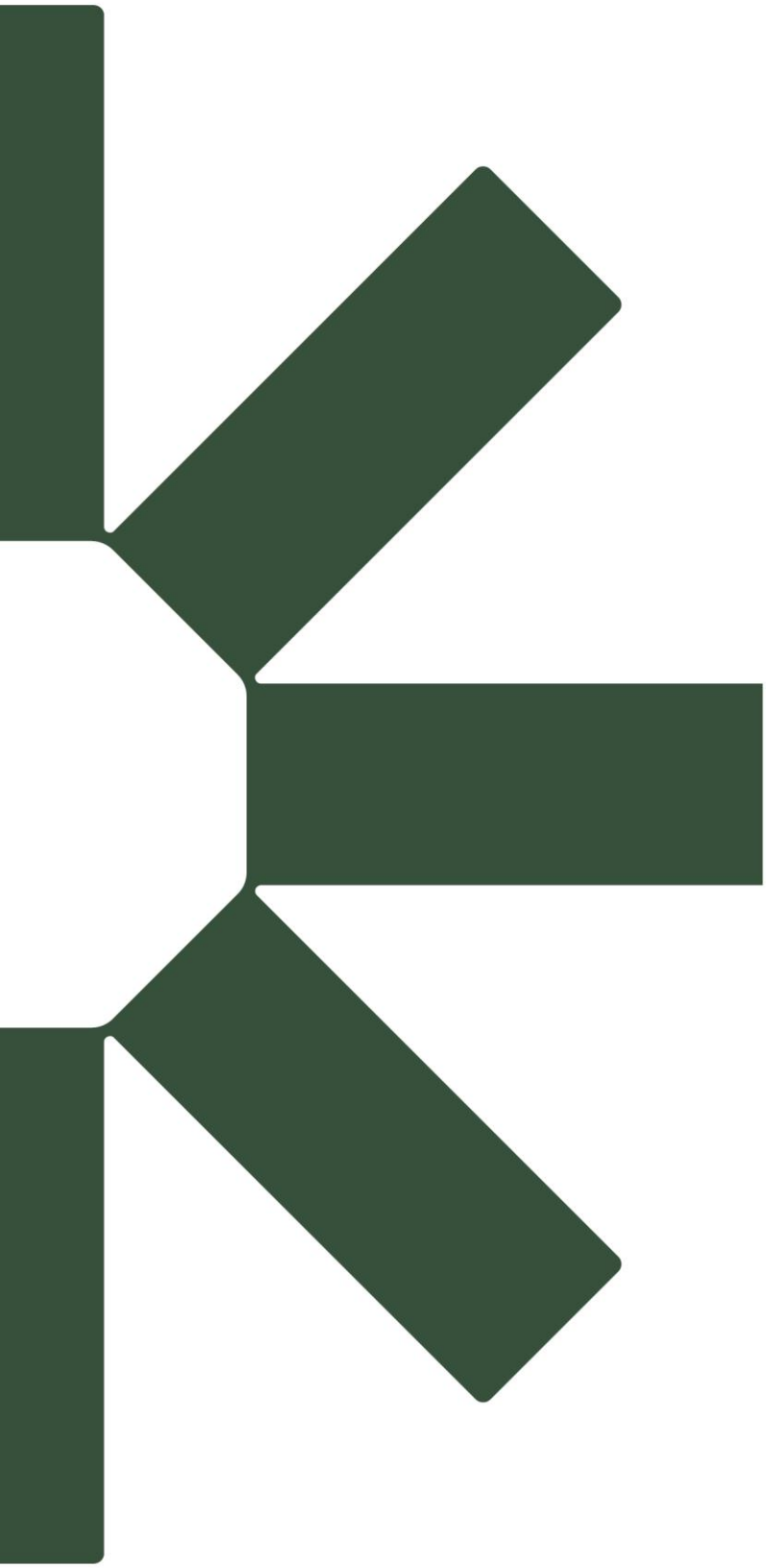
Scheme Requirement	SLR Response
2.5 – PDA-wide Criteria	
2.5.2 –Connectivity	
Development: ii. delivers a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles iii. provides car parking, access and servicing facilities to meet the necessary functional requirements of development as detailed in schedule 3 iv. ensures universal design principles are applied to access, safety, transport and connectivity within the PDA to ensure that the needs of pedestrians, cyclists and motorists are met.	The development makes appropriate allowances for connections with existing public and active transport networks. Allowances are also made for an appropriate level of pedestrian connectivity to adjoining sites and through the subject site. The development provides sufficient car parking, access and servicing provisions in consideration of the peak demands anticipated to be generated by the development. Refer to Sections 3.1, 5, 6 and 7 of the attached SLR TIS for further details.
v. ensures the layout of streets and the public realm prioritise pedestrian and cycle movements and the use of public transport over private vehicles by: a. creating attractive, direct, permeable, legible and connected network of streets, pedestrian and cycle paths and safe crossings points b. giving high priority to equitable pedestrian connectivity, directness of route and facilities for all members of the community c. providing convenient through-site connections and cross-block links for pedestrians and cyclists, offering a choice of routes throughout the PDA d. connecting directly to existing footpaths, cycleways, streets and public transport in surrounding areas, and e. managing potential conflicts between pedestrians, cyclists and other users through appropriate and safe design.	The development makes appropriate allowances for connections with existing public and active transport networks. Allowances are also made for an appropriate level of pedestrian connectivity to adjoining sites and through the subject site. Refer to Section 3.1 of the attached SLR TIS for further details.

Scheme Requirement	SLR Response
2.5.4 –Sustainable Developments	
2.5.4.7 - Transport efficiency	
Development: i. integrates with public transport and active transport infrastructure ii. supports a reduction in car ownership and vehicle trips by providing car share facilities, ride share access, cycle access, cycle storage facilities and pedestrian permeability, and iii. provides facilities to support the charging of electric vehicles including at least one Destination AC charger and the electrical capacity for Basic AC charging on all non-visitor parking.	The development makes appropriate allowances for connections with existing public and active transport networks. Allowances are also made for an appropriate level of pedestrian connectivity to adjoining sites and through the subject site. The proposed car parking provision will encourage the use of alternative transport modes and discourage the use of private vehicles. The installation of Electric Vehicle charging facilities will be investigated during detailed design. Refer to Sections 3.1 and 5 of the attached SLR TIS for further details.
2.7 –Precinct Provisions	
2.7.2 –Precinct 2 - Connectivity	
Development provides publicly accessible cross block links providing pedestrian connections: v. between Water Street and Gregory Terrace, and vi. between Diggles Close and Bowen Bridge Road (Brunswick Street).	The development allows for connectivity through the site to facilitate pedestrian movements between Water Street and Gregory Terrace, and Brunswick Street and Diggles Close/Cardiff Court. Refer to Section 3.1 of the attached SLR TIS for further details.
3 – Infrastructure Plan	
3.1 - Purpose	
The purpose of this Infrastructure plan is to ensure that the vision is achieved through: i. integrating infrastructure planning with land use planning identified in this development scheme ii. identifying the infrastructure requirements to be delivered by the local government, state government, water supply and sewer provider or developers, and iii. providing a basis for imposing conditions on development approvals responding to the increased demand on the relevant infrastructure networks. The infrastructure plan supplements the outcomes sought by the land use plan. It does not regulate development. The MEDQ may adopt an alternative approach to that outlined in the infrastructure plan where it is appropriate and reasonable to do so.	No future transport infrastructure has specifically been identified within the immediate vicinity of the subject site by either EDQ (i.e. as detailed within the *DCOP Table 3* of the Development Scheme) or BCC (i.e. as detailed with the LGIP). Notwithstanding, the development provides the land dedications requested by EDQ to facilitate future upgrade of the adjacent Brunswick Street/Water Street signalised intersection by BCC. Given that this is a trunk council intersection, it is considered that the land dedication from the frontages of the subject site would be eligible for a commensurate offset in any infrastructure charges levied on the development. Refer to Section 2.5 of the attached SLR TIS for further details.
3.2 –Infrastructure networks	

Scheme Requirement	SLR Response
The following infrastructure networks require additional infrastructure provision or upgrades to support growth in the PDA: i. transport (roads, intersections, pedestrian and cycle paths) Table 3 below identifies key infrastructure that will be provided to enable the Vision to be delivered.	No future transport infrastructure has specifically been identified within the immediate vicinity of the subject site by either EDQ (i.e. as detailed within the *DCOP Table 3* of the Development Scheme) or BCC (i.e. as detailed with the LGIP). Notwithstanding, the development provides the land dedications requested by EDQ to facilitate future upgrade of the adjacent Brunswick Street/Water Street signalised intersection by BCC. Given that this is a trunk council intersection, it is considered that the land dedication from the frontages of the subject site would be eligible for a commensurate offset in any infrastructure charges levied on the development. Refer to Section 2.5 of the attached SLR TIS for further details.
Schedule 3 – Transport, Access, Parking and Servicing	
Parking	
Development provides sufficient parking for residents, employees, customers and visitors on site and does not negatively impact on adjoining sites or the quality and amenity of the streetscape.	The car parking provision is considered sufficient to accommodate the peak demands anticipated to be generated by the development. All on-street parking within vicinity of the site is regulated, and hence any overflow parking demands would not impact on the adjoining road network or adjoining sites. Refer to Section 5 of the attached SLR TIS for further details.
All parking is located internally to the site, is preferably located in basements and where basement parking is visible from the street frontage, it is appropriately screened by densely planted landscape.	Parking is generally located within basements, is not visible from street frontages, and is appropriately screened by landscaping where required.
Vertically integrated parking is sleeved by active uses. Where parking on a secondary frontage cannot be sleeved with active uses, it must be screened through a combination of innovative architecture and densely planted landscape.	All car parking areas are sleeved from street frontages and adjacent sites.
All car parking areas are designed in accordance with the relevant requirements set out in Brisbane City Plan, Transport, Access, Parking and Servicing Planning Scheme Policy.	Car parking areas are provided in accordance with AS2890.1 and the TAPS PSP. Refer to Section 7.3 of the attached SLR TIS for further details.

Scheme Requirement	SLR Response
Parking rates	
Multiple dwellings provide an average of 0.75 spaces per dwelling plus 0.15 visitor parking space per dwelling.	Car parking for residents and visitors is provided in accordance with the referenced parking rates. Refer to Section 5 of the attached SLR TIS for further details.
All other development provides car parking consistent with the rates set in Brisbane City Plan, Transport, Access, Parking and Servicing Planning Scheme Policy, as amended and replaced from time to time.	Car parking for the proposed centre activities uses is provided within the maximum rates specified by the TAPS PSP.
Driveways and access	
Development provides driveway crossovers and site access that is located and designed in accordance with the relevant requirements set out in Brisbane City Plan, Transport, Access, Parking and Servicing Planning Scheme Policy.	Driveway crossovers will be located in accordance with the TAPS PSP. Sight distance is accommodated in accordance with AS2890.1. Refer to Section 7.2 of the attached SLR TIS for further details.
Servicing	
<u>Storage and refuse areas</u> Building design and external storage and refuse areas must facilitate the efficient sorting and disposal of waste to maximise recycling opportunities. Development ensures that all storage and refuse areas: i. are contained within the building footprint: or ii. not visible from the public realm (appropriately screened with landscape, fencing or similar), and iii. do not impact on the amenity of residents within or adjoining the development.	The proposed refuse and storage areas are: • Located internal to the site, away from street frontages and are screened from adjacent properties; • Will not impact on the amenity of building residents or tenants, or residents/tenants of adjacent developments.

Scheme Requirement	SLR Response
Loading and servicing areas Development ensures that all loading and servicing areas: i. are located to the rear or side of the property away from the street frontage ii. are integrated into the design of the building so that loading occurs internally, where practical iii. are screened with landscape or articulated built form, where visible from the street or from adjoining properties iv. are designed to enable all vehicles to exit loading and servicing areas in forward gear v. occur with the vehicle completely contained within the site. No part of the vehicle should extend into the public road reserve vi. should be designed to service a range of vehicle types in order to provide for flexibility, and vii. are of sufficient size and dimensions to avoid the use of car parks for temporary storage of goods.	The proposed servicing area is: • Located internal to the site away from street frontages and is screened from adjacent properties; • Is designed to be accessed by a range of service vehicle types, all of which enter and exit the site in a forward direction; • Is sufficiently sized to accommodate the required service vehicles and anticipated demand. Refer to Section 6 of the attached SLR TIS for further details.
Circulation	
Development provides vehicle circulation that is designed in compliance with the relevant requirements set in Brisbane City Plan, Transport, Access, Parking and Servicing Planning Scheme Policy.	Vehicle circulation is provided in accordance with AS2890.1 and the TAPS PSP. Refer to Section 7.3 of the attached SLR TIS for further details.
Pedestrian permeability	
Development provides a well-defined entry point for pedestrians that is separated from vehicle entry and access to an	All proposed pedestrian access locations are prominent and separate from vehicle accesses, with the exception of the shared zone in the northeast corner of the site, which will be designed in accordance with accepted design standards. Refer to Section 3.1 of the attached SLR TIS for further details.
Cycle access and parking facilities	
Development delivers the cycle parking spaces at the rates set in Brisbane City Plan, Transport, Access, Parking and Servicing Planning Scheme Policy, as amended and replaced from time to time.	It is recommended that further bicycle parking provisions for residents should be investigated. End of trip facilities should be provided in accordance with the TAPS PSP. Refer to Section 4 of the attached SLR TIS for further details.
All non-residential development and residential development of 6 or more dwellings provides cycle access and parking facilities in accordance with Australian Standards AS2890.3.	Bicycle parking will be provided in accordance with AS2890.3.



Making Sustainability Happen