ATTACHMENT 9

Revised Traffic Impact Statement

Prepared by:

SLR Consulting

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

7 August 2025

SLR Ref No.: 620.V31023-L01-v1.0 Response to FIL Traffic Matters 20250807.docx

Attention: Sam Spiro and Jonathan See
Pellicano Living Pty Ltd C/- Property Projects Australia Pty Ltd
PO Box 1264
New Farm QLD 4005

SLR Project No.: 620.V31023.00002

Mixed-use Tower Development – 332-334 Water Street, Fortitude Valley
EDQ Further Issues Letter – Response to Traffic Matters

1.0 Introduction

Reference is made to the Further Issues Letter (**FIL**) issued by Economic Development Queensland (**EDQ**) on 16 September 2024 (EDQ reference: DEV2024/1507) in relation to the Development Application (**DA**) for a Development Permit for Material Change of Use for multiple dwelling, short term accommodation and centre activities (food and drink outlet, office and shop) (**the development**) located at 332-334 Water Street, Fortitude Valley. A copy of the FIL to which this response relates is included at **Attachment A**.

As a result of the FIL, the development plans and Traffic Impact Statement (**Amended TIS**) submitted as part of the DA have been updated and are included at **Attachment B**.

2.0 Response to FIL Traffic Matters

2.1 FIL Item 21(a)

"A number of elements were omitted from the submitted Traffic Impact Assessment and requires revision as outlined below.

Submit a revised TIA including the following:

a) Provide a review of the traffic generated from the proposal and the impacts on the external traffic and transport network in context of ultimate development scenario for the site and surrounds."

To inform EDQ's assessment of the application, the following clarifications are provided:

- The requested information was provided in *Section 8.0* of the TIS, which has now been updated in consideration of the revised development yield. In summary:
  - EDQ has previously approved a similar development scheme (**Approved Development**) over the subject site which would generate approximately 153 vehicles per hour (**vph**) during road network peak hour periods. Of note, aside from frontage land dedications to facilitate future upgrades of the surrounding road network by others (i.e. Council), which were similar to that proposed as part of the subject development, no upgrading works were ultimately conditioned to be undertaken by the development.
  - It is understood that the Approved Development (EDQ reference: DEV2015/726) has a valid approval (i.e. remains valid until 18 February 2026) and could be constructed today without any requirement for external upgrading works.

- Adopting the same methodology as per the applied to the Approved Development, the proposed development is expected to generate 86vph during peak hour period, which is 67vph fewer peak hour trips than the Approved Development. Whilst it is acknowledged that the Approved Development had an additional access to Cardiff Court, the traffic expected to be accommodated by that access (i.e. which is not proposed as part of the subject development) is expected to be well within the 67vph trip reduction resulting from the proposed development.

- In circumstances where the proposed development generates 67vph fewer than the Approved Development, and whereby no external upgrading works were required to support the Approved Development, it is concluded that:
  - The traffic demands and associated impacts of the proposed development would be less than that of the Approved Development at any point on the adjoining road network, even considering the site access arrangements now proposed;
  - Accordingly, no operational assessment is warranted, and no external upgrading works are required to accommodate the development.
- Further to the above, it is understood that the proposed development is relatively consistent with that planned for the site by BCC and EDQ. Given that the proposed development is consistent with BCC and EDQ land use and infrastructure planning, that the development will be required to pay contributions for infrastructure to EDQ (i.e. by way of 'development charges') in accordance with the Bowen Hills Priority Development Area *Development Charges and Offset Plan* (*DCOP*), and land dedications will be provided to facilitate future upgrades of the surrounding road network by others (i.e. Council), this too supports no further assessment, or upgrading, of the surrounding transport networks.

2.2 FIL Item 21(b)

"Identify a pedestrian movement strategy/plan into and within the development site and demonstrate that the operation and configuration of the layout is adequate with regard safety of pedestrians."

To inform EDQ's assessment of the application, the following clarifications are provided:

- It is understood that a pedestrian movement plan has been prepared by others (refer to page 14 of the Revised Landscape Report), noting that this is ultimately an urban design matter;
- All matters relevant to the safety of pedestrians relating to access and car parking areas that can be considered by EDQ in their assessment of the DA have been addressed by the Amended TIS.

2.3 FIL Item 21(c)

"The text used in swept path is contaminated showing only dots. Please updated the swept path layouts with proper texts."

To inform EDQ's assessment of the application, the following clarifications are provided:

- The referenced issue may have occurred when pdf's of the TIS were uploaded to EDQ's assessment portal. Notwithstanding, updated swept path assessments have been prepared and are included at *Appendix C* of the Amended TIS. SLR would be happy to provide pdf's and/or electronic versions of the swept path assessments directly to EDQ if this issue persists.

2.4 FIL Item 21(d)

"For the entry ramp from Water Street, please add a divider (as per AS2890.1, Section 2.5.2 (b)) between entry and exit path from the property boundary to control gate as the entry we classify as circular entry."

To inform EDQ's assessment of the application, the following clarifications are provided:

- SLR has reviewed Clause 2.5.2(b) of AS2890.1, and whilst a raised median may be desirable in certain circumstances, it is not required when the radius to the outer kerb (**R_O**) is 15m or more. The curved section of the driveway referenced by EDQ has an R_O of 15m (refer to SK01 at *Appendix C* of the Amended TIS), and hence a separator or raised median is not required.
- Notwithstanding, to provide greater definition and delineation for vehicle access paths, the development plans and traffic sketches (refer to *Appendix C* of the Amended TIS) have been updated, and a linemarked central median has now been provided. The median provides separate inbound and outbound traffic lanes for light vehicle movements, with heavy vehicles being required to traverse the median, but with separation provided to accommodate opposing light vehicle movements.
- This arrangement satisfies the relevant AS2890.1 requirements and is therefore considered to be appropriate.

2.5 FIL Item 21(e)

"The minimum aisle width within the car park layout is 6.0m, with the exclusion of the Waste Collection Vehicle which is required as per recommended as per the proposed Waste Management Plan (in some instances, the proposed development includes aisle widths less than 6.0m). Provide an amended car park layout plan complying with the relevant requirements."

To inform EDQ's assessment of the application, the following clarifications are provided:

- It is unclear as to what specific design issue EDQ's above commentary is referring to, however, the following is noted for clarity:
    - Swept path assessments were provided in the original TIS demonstrating appropriate access for the required Refuse Collection Vehicle (**RCV**) and are again provided at *Appendix C* of the Amended TIS. In circumstances where appropriate access for service vehicles has been demonstrated in accordance

with AS2890.2, the minimum aisle width is irrelevant. However, to the extent of any doubt, it is confirmed that all aisle and loading dock aprons traversed by an RCV are a minimum of 6.5m.

- With respect to the requirement for a 6.0m car parking aisle width, this is not a requirement of AS2890.1, a design standard which is referenced repeatedly by EDQ in the FIL. As per commentary provided in *Section 7.3* of the Amended TIS, a 5.8m width car parking aisle is proposed in certain locations, which is acceptable in accordance with AS2890.1 (i.e. this meets the minimum width required for User class 2 – medium term parking for visitors) and is therefore an entirely appropriate outcome.

- Accordingly, no changes to the proposed car parking aisle widths are required.

2.6 FIL Item 21(f)

"In Water Street Lower Ground Plan View (Drawing A1205), illustrate the control point for entry to identify clearly the queuing length."

To inform EDQ's assessment of the application, the following clarifications are provided:

- Reference is made to the definition of a 'control point' as per Clause 1.3.11 of AS2890.1. Essentially, the control point is the location at or near the site access where access traffic flows could be restricted by certain car park elements, including physical barriers (e.g. boomgates and roller shutters) and parking/loading spaces (i.e. where a vehicle accessing the space could restrict traffic flows).
- Based on the revised development plans, the site 'control point' is the southern approach to the loading area (i.e. site entry traffic flows could be restricted by a truck reversing into the loading bays), which is separated approximately 18m (i.e. equivalent to three (3) vehicle lengths) from the property boundary to Water Street.
- As documented within *Section 7.2* and *Appendix B* of the Amended TIS, vehicle queuing analysis for the critical peak period (i.e. PM peak hour, where site traffic entry flows are expected to be highest) indicates a 99th percentile vehicle queue of approximately 12m (i.e. up to two (2) vehicle lengths), which is well within the 18m entry queuing provision provided.
- Accordingly, the developments vehicle queuing provisions are appropriate.

2.7 FIL Item 21(g)

"Identify any land resumptions, incl corner truncation part from Road Widening Plan Ref: 16069 Issue 1, dated 9 August 2022."

To inform EDQ's assessment of the application, the following clarifications are provided:

- It is understood that the development plans facilitate the requested land dedications along the Brunswick Street and Water Street frontages, with the existing and proposed property boundary locations shown on all plans.

2.8 FIL Item 21(h)

"Identify accessible entries and pathways on parking layout plans."

To inform EDQ's assessment of the application, the following clarifications are provided:

- The Amended TIS (refer to *Figure 3*) to identify the site's proposed accessible entrances to the external footpath network.
- As detailed in *Section 5.2* of the Amended TIS, a single car parking space for Persons with a disability (**PWD**) is required to satisfy the relevant National Construction Code (**NCC**) requirements and is provided on the upper ground level. Whilst there do not appear to be any barriers to accessibility for wheelchair users between the PWD parking space and the building lobby, it would be reasonable to impose relevant condition/s with any specific accessibility requirement.

2.9 FIL Item 21(i)

"Quantify any loss of on-street car parking."

To inform EDQ's assessment of the application, the following clarifications are provided:

- At the time the original TIS was prepared in May 2024, there was no on-street parking provided along the site's frontage to Water Street (i.e. yellow edge linemarking was provided on the northern side of Water Street along the entire site frontage). Accordingly, at that time, there was no material loss of on-street parking as a result of the proposed development.
- However, based on a review of recent Nearmap aerial imagery, works were undertaken in around December 2024, presumably by Brisbane City Council (**BCC** or **Council**), to implement approximately eight (8) on-street car parking spaces on the northern side of Water Street along the site frontage.
- To facilitate the minimum access sightlines required by AS2890.1, as discussed in the Amended TIS (refer to *Section 7.2* and SK02 at *Appendix C*), it is now necessary to remove three (3) on-street parking spaces along the site frontage, and also shorten the adjacent on-street loading zone located immediately east of the proposed driveway crossover by approximately 0.9m to 9.7m. If it was EDQ or Council's preference to maintain the existing length of the on-street loading zone (i.e. 10.6m), this could readily be conditioned (i.e. condition works be undertaken to relocate the loading bay signage and linemarking to the east), and would result in the loss of one (1) further on-street parking space to the east of the loading bay.
- It is noted that a custom driveway splay (i.e. BCC 'B1' type) is proposed on the eastern side of the driveway crossover to minimise the loss of on-street parking, yet still accommodate swept paths for the largest anticipated design vehicle. Similar to the on-street loading zone, if EDQ or Council's preference is for the development to provide a standard 'B2' type splay over the eastern portion of the driveway crossover, this could readily be conditioned.
- Given the location of the development site and Water Street within the 'City Core' as defined by the BCC City Plan 2014 *Transport, access, parking and servicing* (**TAPS**) code and Brisbane Central Traffic area (i.e. whereby private vehicle use is discouraged and on-street parking is restricted and managed), the removal of on-

street parking is considered reasonable, consistent with the City Plan 2014 and Council policies, and inconsequential in terms of traffic impacts.

2.10 FIL Item 21(j)

"Demonstrate Compliance of EOT (End of trip) facilities, including location and number."

To inform EDQ's assessment of the application, the following clarifications are provided:

- It is acknowledged that the previous development plans were deficient in terms of the end of trip facilities provided.
- The revised bicycle parking and subsequent EoT facility requirements for the development has been calculated in consideration of the revised development yield as per *Section 4.2* of the Amended TIS.
- It is confirmed that the development plans been updated to reflect the requirements of *Table 21* of the *TAPS Planning Scheme Policy* (**PSP**), and now indicate the following end of trip facility provisions in the northwest corner of the upper ground level (i.e. co-located with the employee bicycle parking area) to service the 15 secure employee bicycle parking spaces proposed:
    - 30 lockers (i.e. 2 lockers per secure bicycle parking space);
    - 5 shower/changeroom cubicles (i.e. 1 unisex PWD, 2 male, 2 female);
    - Toilets and hand basins.

2.11 FIL Item 21(k)

"Show turn around space at end of blind aisle."

To inform EDQ's assessment of the application, the following clarifications are provided:

- The development plans have been updated to provide turnaround spaces for visitor parking areas where required by Clause 2.4.2(c) of AS2890.1 (i.e. for blind aisles more than six (6) spaces long). The only turnaround space therefore required is within the northwestern corner of the visitor parking area on the lower ground parking level.
- Further to the above, swept path assessments are provided at *Appendix C* to the Amended TIS, demonstrating turnaround provisions for a B99 vehicle in other relevant locations (i.e. adjacent to secure lines).

2.12 FIL Item 21(l)

"Identify if any external road upgradation (including any intersection upgrade of Brunswick St & Water St and Water St & Trinity St) is warranted because of this proposed development."

To inform EDQ's assessment of the application, the following clarifications are provided:

- As per the response to Item 21(a) above, no external upgrading works (i.e. beyond the frontage works already proposed) are required to accommodate the traffic demands associated with the proposed development.

2.13 FIL Item 21(m)

"Confirm the turn treatments from Water Street are decided in accordance with DTMR Road Planning and Design Manual (Part 4A)."

To inform EDQ's assessment of the application, the following clarifications are provided:

- The referenced intersection turn warrant assessment requirements are not considered relevant to the subject site access given the local context. This is a driveway (i.e. not an intersection) to a low speed (i.e. <50km/h), urban (i.e. on-street parking located proximate to the access) environment, with left in entry movements only (i.e. no right turn-in movements allowed), and there are no intersection turning treatments provided elsewhere on Water Street.
- Notwithstanding the above, as per the response to Item 21(i) above, a number of existing on-street parking spaces will be removed for approximately 16m to the west of the proposed driveway crossover to Water Street in order to facilitate the minimum access sightlines required by AS2890.1. This arrangement will effectively accommodate a quasi-short Auxiliary Left (AUL(S)) turn treatment, with a minimum of 6m carriageway available (i.e. facilitating a 3m through lane and 3m kerbside lane), to allow light vehicles accessing the site to decelerate out Water Street (eastbound) through traffic lane.
- This proposed access turning treatment goes beyond what would normally be required for this situation (i.e. no turning treatment) and hence is acceptable.

2.14 FIL Item 21(n)

"Demonstrate how the existing bus stop on Brunswick Street frontage will remain in operation for the duration of construction."

To inform EDQ's assessment of the application, the following clarifications are provided:

- There is no current proposal that requires closure of the existing Brunswick Street bus stop during construction.
- Notwithstanding, should that be required during construction, this would need to be addressed via a construction management plan (i.e. prepared and submitted post-approval) and relevant bus stop closure relocation applications submitted to BCC and Translink. If desired by EDQ, this requirement could readily be conditioned.

2.15 FIL Item 21(o)

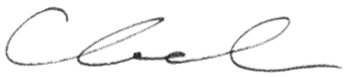
"The provision of 199 bicycle parking spaces is not in accordance with the Scheme. Under Schedule 3, there is a requirement for 373 spaces for residents and 94 spaces for visitors, with an additional 14 spaces for employees and 4 visitor spaces for the Centre activities use(s). Please providing a minimum of 1 bicycle parking space per dwelling and amend the parking layout plan accordingly."

To inform EDQ's assessment of the application, the following clarifications are provided:

- It is acknowledged that the previous development plans were deficient in terms of the bicycle quantum provided.
- The revised bicycle parking requirement for the development has been calculated in consideration of the revised development yield as per *Section 4.1* of the Amended TIS. In summary, the minimum bicycle parking provision now required is:
    - 15 secure spaces for employees;
    - 453 secure spaces for residents;
    - 120 visitor spaces.
- As detailed in *Section 4.1* of the Amended TIS, the revised development plans have been updated and now reflect a bicycle parking provision which exceeds the aforementioned requirements.

Should you have any queries in relation to the information contained herein, please do not hesitate to contact the undersigned.

Yours sincerely



Chris Lawlor
Principal – Transport Advisory
RPEQ No. 24052

Attachments **A** **EDQ FIL**

B **Amended Traffic Impact Statement**

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

Attachment A

EDQ FIL

Our ref: DEV2024/1507

16 September 2024

Pellicano Living Pty Ltd
C/- Property Projects Australia
Att: Sam Spiro and Jess Govender
PO Box 1264
NEW FARM QLD 4005

Email: sam@propertyprojectsaustralia.com.au; jesse@propertyprojectsaustralia.com.au

Dear Sam and Jesse

Further Issues Letter
PDA Development Application DEV2024/1507 for a Development Permit for Material Change of Use for multiple dwelling, short term accommodation and centre activities (food and drink outlet, office and shop) at 332-334 Water Street and 30A trinity Street, Fortitude Valley described as Lot 1 on RP10553, Lot 11 and Lot 12 on RP10552, Lot 5, Lot 6 and Lot 94 on SP266307, Lot 13 on RP81335, Lot 955 on SP206840 and Easement A on SP143465

After assessing the PDA development application, the Minister for Economic Development Queensland (MEDQ) has identified the following further issues to be addressed. Please note and for completeness, the following includes issues previously raised in correspondence on 25/07/2024.

1) Civic plaza and cross block link redesign

In accordance with the Bowen Hills PDA Development Scheme (Scheme), a redesign of the civic plaza and cross block links is required and must include:

a) a more generous, publicly accessible and legible civic plaza which encourages social interaction, community and group activities, information, art and cultural activities and events; and
b) two (2) x publicly accessible cross block links that provide generous, accessible and legible pedestrian connections from the streets to the civic plaza.

The current location of the private communal open space swimming pool significantly impacts the achievement of the public cross block link and civic plaza by dominating the space. It is requested that the redesign remove and/or significantly reduced and relocate the current pool so that it compliments rather than dominates the civic plaza.

Additionally, the redesign must consider and include the following:

a) appropriate accessible connectivity, wayfinding, legibility and CPTED for all public spaces, including:
    i. from the lower-level vehicular drop off to the public plaza and the lobby entry of both buildings;

ii. from the significant corner to the civic plaza via the cross block link;
iii. from Brunswick Street to the civic plaza along the north boundary of the development via the cross block link.

b) active frontages along the extent of both cross block links.
c) a 3d vista, illustrating how sightlines from the corner of Brunswick and Waters Streets, through the development to the civic plaza and Heritage Precinct have been delivered.

2) Setback and tower separation

The proposed development does not meet the required street and side setbacks, and the required tower separation distances as per the Scheme. Provide amended plans and/or detailed justification as to how the PDA-wide criteria such as delivering access to light, minimizing over shadowing and maximizing amenity and privacy for both occupants and neighbors is achieved with the proposed reduced building setbacks/separation distances. Prepare and submit wind and solar studies that justify any proposed variation, along with an amenity report where appropriate.

3) Heritage

Provide details and amended plans where required that illustrates how all three State listed heritage buildings (the Heritage Precinct) have been responded to in the current design and form part of the civic plaza.

4) Communal Open Space

In accordance with the Scheme, the development is to provide universally accessible communal open space equivalent to a minimum of:

a) 80% of the site area, or
b) 15% of the multiple residential GFA

From the information provided, the proposal does not meet the Scheme requirements. Provide amended plans illustrating compliance with the Scheme.

5) Private open space

In accordance with the Scheme, where private open space is provided on a balcony the minimum area is to be $9m^2$ (for 1 bedroom units) and $12m^2$(for 2+ bedroom units), with a minimum dimension of 3m. Provide amended plans demonstrating that the minimum requirements are met.

6) Housing Diversity

In accordance with the Scheme, the development is to provide:

a) diverse housing choice to suit a variety of households by offering universal design[1] and variety in dwelling size, configuration and adaptability;
b) a minimum of 10 per cent of total residential GFA as dwellings with 3 or more bedrooms;
c) a minimum of 5 per cent of total residential GFA as either or a mix of public housing, social housing or affordable housing, and

[1] PDA Guideline no.2 outlines standards for planning and design of accessible housing in PDAs.

d) dwellings that are for public housing, social housing and affordable housing are integrated and distributed throughout residential and mixed-use developments and present high-quality design outcomes to avoid identifying them or setting them apart in the community.

Provide amended plans that demonstrate how the developments meets the Scheme requirements for Housing Diversity. It is noted that the proposed 3 bedroom units are all 'duel keys', which are unable to be used in the calculation of 3 bedroom product as required under the Scheme.

7) Landscaping

As per the scheme and PDA Guideline no.8, the development is to provide landscaping which is:

a) 20 per cent of site area, including 5 per cent of site area as deep planting, within a 5.0 metres minimum dimension; and
b) along a minimum length of 50% of street frontages.

Provide detailed plans that clearly identify the amount of landscaping and deep planting proposed.

8) Sustainability

The Scheme, requires buildings to achieve either:

a) a minimum of 6 leaf EnviroDevelopment certifications
b) a minimum of 4 star Green Star: Design and as Built certification, or
c) an equivalent rating under an alternative rating system.

Demonstrate how this requirement is being satisfied through this development.

9) Geotechnical Site Investigation Report

Submit a Geotechnical Site Investigation Report, certified by a registered professional engineer Queensland (RPEQ) specialised in geotechnical engineering according to Australian Standard "AS1726 Geotechnical Site Investigation" in the initial submission stage covering the following items as a minimum.

a) A Geotechnical Investigation Plan representative for the whole development area
b) Site description and Site Geology Map (Can be extracted from QGD 2023 Geology Map)
c) Representative number of Boreholes along with SPT tests/CPT tests at the borehole locations
d) Details of the stratigraphy, groundwater level, excitability of the material
e) Representative Soil Sampling form BH and Laboratory testing covering MC, PSD, AL, LS, Lab Compaction, Soaked CBR, Emerson Class, EC/pH, Shrink/Swell in accordance with AS1289
f) Geotechnical assessment for the Earthwork, Batter slopes, Building Footings, Soil dispersion according to relevant Australian Standard

10) Shoring/Retention Concept Design

Maximum height of the Soil/Rock encounters in the basement excavation and the type of retaining structure to hold the Soil/Rock in the excavation works needs to be provided in the geotechnical assessment part. The selection of Retaining/shoring structure should be as per AS4678: Retaining Structure.

Note: If Shoring/Retaining Concept Design proposes Anchoring system, a consent from affected landowners or road managers needs to be provided.

11) Excavation and Basement Concept Design

Submit a basement concept design that ensures the basement is designed and ultimately constructed to accommodate reasonable assumptions of the loading of the future development of the land above adjacent to it. This includes, but is not limited to, the potential loading from shelters, pavements, furniture, mature trees / vegetation, high – quality soil, rainwater tanks, maintenance vehicles, construction vehicles and temporary loading during construction.

12) Groundwater Management Strategy

Submit a GMS during all work phases in accordance with Australian Groundwater Modelling Guidelines, 2012 consideration of the basement and shoring concept design. A concept stage of the extent of drawdown including plots of groundwater contours and proposed mitigation measures to reduce the impact of drawdown on existing infrastructure (i.e. buildings and services) needs to be included.

13) Structural Monitoring and Vibration

Submit a concept plan to forecast expected settlement and vibration during all phases of work including:

a) excavation of basement and shoring;
b) installation of new foundation (i.e. Piling), if any;
c) proposed methods to mitigate and control vibration and ground movement during construction; and
d) settlement and vibration limit as well as monitoring methods for adjacent infrastructures (building, roads, utility etc), if any.

14) Water and Sewer – Service Advice Notice

Submit a SAN (Service Advice Network) to identify any required infrastructure upgrade that will be required as part of the proposed development.

15) Operational Waste Management Plan

Submit an updated WMP demonstrating the following:

a) Address the assessment benchmarks in the Refuse Planning scheme policy (PSP) of the current version of City Plan (Version 29).
b) The WMP and proposal plans are be updated to demonstrate separate refuse solutions with separate access for residential and non-residential uses in accordance with Section 4.0 of the Refuse PSP.

Note: Access to the residential chute system is to be limited to multiple dwelling floor plates only.

c) Demonstrate a refuse solution of sufficient design and capacity to cater for the proposed yield and activity in accordance with Section 4.0 of the Refuse PSP.

   The Brunswick Street tower (Stage 4) requires a minimum capacity of 11,520L of refuse and recycling for the residential use and a minimum capacity of 17,394L for refuse and 12,354L for recycling are required for the non-residential use.

   The Water Street Tower (Stage 5) requires a minimum capacity of 18,320L for refuse and recycling for the residential use and a minimum capacity of 5,935L for refuse and 2,562L of recycling for the non-residential use.

   A total minimum capacity of 29,840L (54 x 1,100L) of refuse and recycling for the residential use and a total minimum capacity of 23,329L (21 x 1,100L) for refuse and 14,916L (14 x 1,100L) of recycling for the non-residential use is required.

   Note: The above figures are based on a performance outcome of three days of service being applied. The above indicative bin numbers do not include bins which are required to remain under chute discharges and are reflective of serviceable bins only. In addition, the above capacity for refuse may be reduced by implementing a reduction technology (i.e. compactor).

d) Where reduction technology is proposed, the reduction equipment is to be shown on the proposal plans.
e) The Brunswick Street Tower shows a 'Café' (Food and drink outlet) on the Plaza Level (Sheet no. A-1207), however the GFA has not been demonstrated for this use on the proposal plan or the development summary. It is recommended the plans and development summary be updated to accurately reflect this use.
f) The swept path analysis for the Refuse Collection Vehicle (RCV) is stamped as concept only and does not provide the design parameters used to undertake the swept path analysis. It is also noted the swept path analysis for the RCV (rear loader) conflicts with the SRV bay on both the ingress and egress. It is recommended the Traffic Impact Assessment be updated and certified by an RPEQ to suitably demonstrate the site can be serviced safely and efficiently.

16) Flood Assessment Report

Provide a Flood Assessment Report, certified by a suitably qualified RPEQ, which demonstrates the flood impacts on the subject site, including the overflow path and any impact on the proposed development.

The proposal is in close proximity to an overland flow path of significant concern. To ensure the safety and regulatory compliance of the development, particularly relating to the South Tower and its surrounding areas, we request the following information:

a) Evidence demonstrating that the south Tower is situated outside the overland flood extent.
b) Assurance that the existing topography, which is affected by the 2% AEP flood extent, will remain unaltered or unconstrained post-development, preserving the area's flood conveyance capacity.

17) Flood Emergency Management Plan

Were required, submit a comprehensive Flood Emergency Management Plan (FEMP) that conforms to Section 8.2.11.2, PO10, and PO11 of the Brisbane City Council (BCC) Flood Overlay Code. This plan should be prepared/endorsed by a Registered Professional Engineer of Queensland (RPEQ) specialising in hydraulics/flood risk management and should detail the necessary flood management strategies that do not impose additional responsibilities on Council and State Emergency Service (SES) personnel during flood events.

18) Stormwater Management Strategy

The proposed stormwater management measures as outlined in the conceptual stormwater management plan, dated December 2023 and prepared by Coote Burchills Engineering, includes implementing a 185m³ detention tank and ATLAN treatment systems. Submit further details/ and or updated plans as follows:

a) A design solution to connect the outflow from the detention tank directly to the subsurface drainage network to mitigate any disruption to road users. The proposal to discharge stormwater via kerb adapters at 30L/s has the potential to cause long-term inconvenience and nuisance to road users.
b) Detailed plans demonstrating the inlets and outlets of both the detention and treatment systems. These plans should also verify that the outflow will be connected to the designated lawful point of discharge by gravity, without reliance on pumped systems.

19) Dewatering Management Plan

Submit a Dewatering Management Plan (DMP) prepared by a RPEQ with the relevant discipline. The DMP should include the following elements at least:

a) Site assessment
b) Regulatory compliance
c) Dewatering methods
d) Water treatment
e) Water disposal
f) Erosion and Sediment Control
g) Monitoring and Maintenance
h) Health & Safety
i) Documentations & Reporting
j) Post Construction Elements
k) Community and Environmetal Considerations

While tanked basements are designed to be waterproof, incorporating a dewatering management system is often advisable, particularly in areas with high groundwater levels or significant hydrostatic pressure. This combination provides a more robust solution against water ingress and protects the basement over the long term. The applicant did not provide any Geotechnical Report and Ground Water Investigation with the application and the lowest basement level shows RL0.2m.

20) Acoustic Report

Following a review of the submitted Acoustic Report, it is noted that the report did not identify the major sources and locations of noise impact elements. EDQ is therefore unable to understand how these elements will be used to comply with the requirements as per the table listed in the Acoustic report.

Submit an updated Acoustic Report after finalising the major sources and locations of the noise impact elements. It is suggested two more locations (around swimming pool and basement level 2 or 3) are consider for noise impact when preparing an updated report.

21) Traffic Impact Assessment

A number of elements were omitted from the submitted Traffic Impact Assessment and requires revision as outlined below.

Submit a revised TIA including the following:

a) Provide a review of the traffic generated from the proposal and the impacts on the external traffic and transport network in context of ultimate development scenario for the site and surrounds.
b) Identify a pedestrian movement strategy/plan into and within the development site and demonstrate that the operation and configuration of the layout is adequate with regard safety of pedestrians.
c) The text used in swept path is contaminated showing only dots. Please updated the swept path layouts with proper texts.
d) For the entry ramp from Water Street, please add a divider (as per AS2890.1, Section 2.5.2 (b)) between entry and exit path from the property boundary to control gate as the entry we classify as circular entry.
e) The minimum aisle width within the car park layout is 6.0m, with the exclusion of the Waste Collection Vehicle which is required as per recommended as per the proposed Waste Management Plan (in some instances, the proposed development includes aisle widths less than 6.0m). Provide an amended car park layout plan complying with the relevant requirements.
f) In Water Street Lower Ground Plan View (Drawing A1205), illustrate the control point for entry to identify clearly the queuing length.
g) Identify any land resumptions, incl corner truncation part from Road Widening Plan Ref: 16069 Issue 1, dated 9 August 2022.
h) Identify accessible entries and pathways on parking layout plans.
i) Quantify any loss of on-street car parking.
j) Demonstrate Compliance of EOT (End of trip) facilities, including location and number.
k) Show turn around space at end of blind aisle.
l) Identify if any external road upgradation (including any intersection upgrade of Brunswick St & Water St and Water St & Trinity St) is warranted because of this proposed development.
m) Confirm the turn treatments from Water Street are decided in accordance with DTMR Road Planning and Design Manual (Part 4A).
n) Demonstrate how the existing bus stop on Brunswick Street frontage will remain in operation for the duration of construction.
o) The provision of 199 bicycle parking spaces is not in accordance with the Scheme. Under Schedule 3, there is a requirement for 373 spaces for residents and 94 spaces for visitors, with an additional 14 spaces for employees and 4 visitor spaces for the Centre activities use(s). Please providing a minimum of 1 bicycle parking space per dwelling and amend the parking layout plan accordingly.

22) Acid Sulphate Soil Management Plan

The site is impacted by Brisbane City Council's Potential and Actual Acid Sulfate Soils layer. As such, submit an Acid Sulphate Management Plan (prepared by an expert with the relevant discipline) as per BCC's Guidelines and Standard (SC6.25).

23) Air Quality Assessment

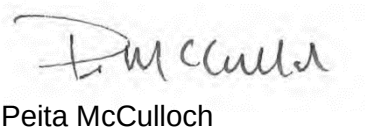
The subject site (specially the tower on the western side) is significantly impacted by BCC's Transport Air Quality A and Transport Air Quality B layers. As such, submit an Air Quality Assessment Report as per BCC's Guidelines and Standard (SC6.2).

24) Bus stop on Brunswick Street

As stated within 21n) the existing Brisbane City Council bus stop on Brunswick Street will need to continue to be operational during any future construction on the site.

If you require any further information, please contact Karina McGill, Principal Planner, Development Assessment, in Economic Development Queensland, by telephone on (07) 3452 7498 or at karina.mcgill@edq.qld.gov.au, who will assist.

Yours sincerely



Peita McCulloch
Manager
Development Assessment
Economic Development Queensland

SLR Consulting Australia
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Attachment B

Amended Traffic Impact Statement

Traffic Impact Statement

(Amended Version – Post Lodgement)

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 August 2025

Revision: 03

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
03	7 August 2025	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.

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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 and has been updated in consideration of various traffic matters raised in a Further Issues Letter (**FIL**) issued by EDQ on 16 September 2024.

1.3 Planning Application

The DA seeks EDQ's approval for 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 one (1) 36-storey tower and one (1) 37-storey tower, 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**) and remains valid until 18 February 2026. 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.

Further to the above, the subject site is now located within the 'City Core' as defined by *Figure a* (City core and city frame) of the BCC City Plan 2014 *Transport, Access, Parking and Servicing* (**TAPS**) code. Of note, the TAPS *Planning Scheme Policy* (**TAPS PSP**) specifies maximum car parking rates within the City Core for all land uses.

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. Eight (8) on-street parking spaces have been implemented along the northern side in December 2024. **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 'Walkscore' performance tool, a web-based 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 of 100, which indicates that the site is located within a 'Walkers Paradise' and that 'daily errands do not require a car'.

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 one (1) 36-storey tower and one (1) 37-storey tower. 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)	2,995sq.m GFA
Commercial total		**2,995sq.m GFA**
Multiple dwelling	1 bedroom	227 units
	2 bedroom	170 units
	3 bedroom	56 units
Residential total		**453 units**
Short term accommodation	Studios	**104 units**
Car parking		405 spaces
Bicycle parking		627 spaces
Servicing		3 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).

Three (3) on-street car parking spaces currently provided along the site frontage, recently implemented by Council in December 2024, will be removed to facilitate the driveway crossover and the minimum access sightlines required as per Australian Standard for Parking facilities *Part 1: Off-street car parking* (**AS2890.1**). To accommodate the proposed driveway crossover, it is also proposed to shorten an existing loading zone located immediately to the east by approximately 1m. Plans showing the proposed driveway crossover and modified Water Street traffic arrangements have been prepared and are included at **Appendix B** (refer to SK01).

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.

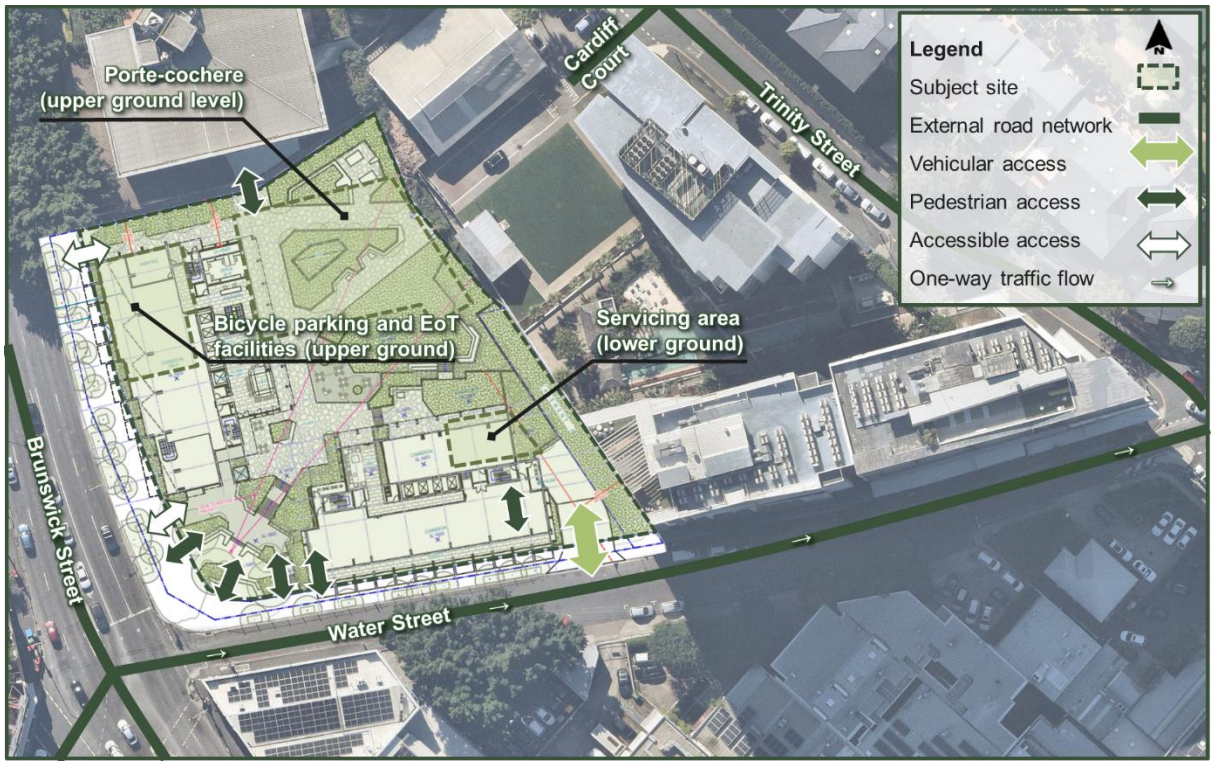
A total of 405 car parking spaces are proposed over one (1) podium (i.e. porte-cochere on the upper ground level), one (1) lower ground, and four (4) basement levels, including one (1) space for Persons with a Disability (**PWD**).

In addition to the 405 car parking spaces, the development will provide a total of 627 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. Three (3) VAN bays are also provided at various locations around the site. Provisions are made for the collection of bulk waste and recycling bins (1,100L) by a 10.23m rear-lift Refuse Collection Vehicle (**RCV**) 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 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 (>2,500sq.m) - *employees*	2,995q.m GFA	1 space per 200sq.m GFA	15 employee spaces
Shop/Food & drink outlet (1,000sq.m < 2,500sq.m) - *visitors*	1,418q.m GFA[1]	1 space per 500sq.m GFA	3 visitor spaces
Office (1,000sq.m < 2,500sq.m) - *visitors*	1,577sq.m GFA[1]	1 space per 750sq.m GFA	3 visitor spaces
Multiple dwelling	453 units	**Residents:** 1 space per unit **Visitors:** 1 space per 4 units	453 resident spaces 114 visitor spaces
Short term accommodation	104 units	Not required	0 spaces
Subtotal secure spaces - employees			***15 spaces***
Subtotal secure spaces - residents			***453 spaces***
Subtotal visitor spaces			***120 spaces***
Total			**588 spaces**

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

The development plans (refer to **Appendix A**) indicate a total bicycle parking provision of 627 spaces, which satisfies the TAPS Code acceptable outcome (i.e. AO5.1) provision outlined in **Table 5**, as follows:

- 15 secure employee bicycle parking spaces located in the northwest corner of the upper ground level;
- 136 visitor bicycle parking spaces located in the northwest corner of the upper ground level (i.e. 128 spaces) and in the southeast corner of the lower ground level (i.e. 8 spaces);
- 476 resident bicycle parking spaces are provided across the lower ground and basement car parking levels.

4.2 End of Trip Facilities

Consistent with the requirements of *Table 21* of the TAPS PSP, the development plans also indicate the following end of trip facility provisions in the northwest corner of the upper ground level (i.e. co-located with the employee bicycle parking area) to service the 15 secure employee bicycle parking spaces proposed:

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

Accordingly, the proposed end of trip facility provisions satisfies the relevant TAPS Code acceptable outcomes (i.e. AO5.2 and AO6).

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.

As highlighted in **Section 2.0**, recent changes to the BCC City Plan 2014 (version 33) mean that the subject site is now located within the 'City Core' as defined by *Figure a* (City core and city frame) of the TAPS code. Whilst the Development Scheme parking rates for Multiple dwellings have not yet been updated due to the recency of the change, it is expected that this will occur in due course. Accordingly, the TAP PSP car parking rates for the City Core have been applied to all proposed land uses.

Reflective of the above commentary, the TAPS Code acceptable outcome car parking provision for the development is summarised in **Table 6** below based on the requirements of *Table 13* (Car parking standards in specific cases) of the TAPS PSP for sites located within the City Core.

Table 6 TAPS Code Acceptable Car Parking Provision (City Core)

Land use	Type	Yield	Car parking rate	Acceptable Outcome
Centre activities (food & drink outlet/shop/office)		2,995q.m GFA	Maximum of 1 space per 200sq.m GFA	**15 spaces (maximum)**
Multiple dwelling	1 bed unit	227 units	Maximum 0.5 spaces per 1 bedroom dwelling	*113.5 resident spaces*
	2 bed unit	170 units	Maximum 1 space per 2 bedroom dwelling	*170.0 resident spaces*
	3 bed unit	56 units	Maximum 1.5 spaces per 3 bedroom dwelling	*84.0 resident spaces*
	Residents subtotal			**368 spaces (maximum)**
	Visitors	453 units	(Minimum/maximum) 1 visitor space for every 20 dwellings	**23 spaces (minimum/maximum)**
Short term accommodation		104 units	Maximum 0.25 spaces per room, unit or cabin	**26 spaces (maximum)**
Total				***23 spaces (minimum) to 432 spaces (maximum)***

The development will provide a total of 405 car parking spaces across the site, which is within the (minimum-maximum) range outlined in **Table 6**, and hence satisfies the relevant TAPS Code acceptable outcome (AO12). To maintain compliance with the above requirements, the following allocation of car parking is proposed:

- 27 publicly accessible spaces will be provided for visitors, including 23 spaces on the lower ground level and four (4) spaces on the upper ground level (i.e. three (3) short-term parking spaces and one (1) PWD space). Given that 23 spaces are required for resident visitors, the remaining four (4) visitor spaces would be provided for the centre activities use and/or the short term accommodation use;

- The balance of car parking, which is 378 spaces, will be secured (i.e. by the northernmost secure line provided within the lower ground parking area) and allocated to residents (i.e. up to 368 spaces permitted), employees of the centre activities, and the short term accommodation use (i.e. up to 37 secure spaces permitted for centre activities and short term accommodation in consideration of the four (4) visitor spaces provided in excess of the 23 resident visitor parking spaces permitted).

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 15 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 7**.

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	1,577sq.m GFA[1]	1 x VAN, 1 x MRV
Multiple dwelling	453 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 provision detailed in **Table 7**.

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 number and size of service 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 10.23m rear-lift RCV and MRVs, or smaller design vehicles, for deliveries and furniture removals etc.;
  - A northern loading bay of sufficient size to accommodate regular use by SRVs, or smaller design vehicles, for deliveries and furniture removals etc.;
- Three (3) 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, utilities 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 10.23m rear-lift 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 three (3) 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 and is summarised below:

- TAPS PSP and Code;
- 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**).

7.2 Access

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

- A custom driveway crossover (i.e. consisting of an 8.5m width at the property boundary, a type B2 splay to the west and a type B1 splay to the east) will be provided in accordance with the relevant BCC standard drawings, and is suitable to accommodate simultaneous movements by the largest anticipated service vehicle, a 10.23m rear-lift RCV, passing a B99 design vehicle (refer to SK03 at **Appendix C**);
- The driveway crossover is proposed to be located 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;
- Allowance has been made for pedestrian sight splays to be provided in accordance with AS2890.1/AS2890.2;
- Minor modifications to the existing traffic arrangements on Water Street proximate to the site frontage are required to facilitate the proposed driveway crossover and minimum sightlines in accordance with AS2890.1, whereby a Minimum Stopping Sight Distance (**SDD**) of 45m is required for a 50km/h posted speed (refer to SK02 at **Appendix C**). A sketch showing the proposed modifications is included at **Appendix C** (refer to SK01) and indicates that minor adjustments to an on-street loading bay located immediately east of the proposed driveway crossover (i.e. requires shortening by ~1m) and removal of three (3) recently implemented on-street car parking spaces along the site frontage to Water Street (i.e. northern side) is required;
- With respect to the vehicle queuing provision for the site access to Water Street, the 'control point' (i.e. as defined by AS2890.1) has conservatively been taken as the southern edge of the loading area, which is separated approximately 18m (i.e. three (3) vehicle lengths) from the property boundary to Water Street. Vehicle queuing analysis has been undertaken in accordance with the Austroads Guide to Traffic Management *Part 2: Traffic Theory Concepts* (**AGTM2**), and is summarised at **Appendix B**, which indicates a 99th percentile queue of up to two (2) vehicles (i.e. 12m) in the critical PM peak period. Accordingly, this vehicle queue is readily accomodated on-site;
- Left turn out only signage and/or linemarking should be provided at the driveway crossover near the property boundary to reinforce left out only vehicle movements.

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 8**.

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 8**, 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 C**. The swept path assessments show that all design vehicles are able to manoeuvre within the site maintaining the minimum clearance required by 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 9**. 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 an appropriate approach given the location of the site within the 'City Core', and the restricted (i.e. maximum) car parking rates applicable therein.

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 (557 units)	0.21vph per parking space	84vph
Centre activities	4 car parking spaces (2,995sq.m GFA)	0.6vph/parking space	2vph
Total			**86vph**
Incremental traffic demand change (approved minus proposed)			***-67vph***

Table 9 demonstrates that the proposed development is anticipated to generate up to 67 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's traffic demand will generally be 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 D**.

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 E**.

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 proposed car parking, bicycle parking (including end of trip facilities) 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;
- 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 67 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 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 August 2025

W–B™
WOODS BAGOT

332 - 334 WATER STREET
AREA SCHEDULE
DATE: 5/08/2025

Levels		BRUNSWICK ST			WATER ST	
R	Rooftop	Amenity			Amenity	
R	Sub-Floor	Plant			Plant	
35	Level 35	Apartments			Apartments	
34	Level 34	Apartments			Apartments	
33	Level 33	Apartments			Apartments	
32	Level 32	Apartments			Apartments	
31	Level 31	Apartments			Apartments	
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					BIKES
	STANDARD	TANDEM	SMALL	PWD	VAN	
	3			1	1	143
	42		1		2	76
	70		7		1	168
	90		3			80
	90		3			80
	92		3			80
			TOTAL	405		627

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™
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332 - 334 WATER STREET
AREA SCHEDULE
DATE: 5/08/2025

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					
R	Rooftop	Amenity		Amenity												139	139	894
R	Sub-Floor	Plant		Plant													0	894
35	Level 35	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
34	Level 34	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
33	Level 33	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
32	Level 32	Apartments		Apartments				4	216	3	236	1	98	8		662	662	894
31	Level 31	Apartments		Apartments				4	216	3	236	1	98	8		662	662	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											795		795	1051
3	Level 03	Commercial		Apartments											782		782	1051
2	Level 02	Commercial	Lobby	Lobby	Apartments													
2	Plaza			Plaza	Commercial										442	36	478	892
1	Upper Ground	Commercial	Drop-Off	Loading / Services	Commercial										160	384	544	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		92		69		23		288	**2,179**	**20,921**	**23,100**	**55,201**
NO .%						36%		32%		24%		8%						
UNIT GFA						25%	4,152	30%	4,968	32%	5,428	13%	2,254	16,802				

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.

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WOODS BAGOT

332 - 334 WATER STREET
AREA SCHEDULE
DATE: 5/08/2025

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					
R	Rooftop	Amenity		Amenity												164	164	905
R	Sub-Floor	Plant		Plant													0	905
35	Level 35	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905
34	Level 34	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905
33	Level 33	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905
32	Level 32	Apartments		Apartments				4	224	3	238	1	100	8		675	675	905
31	Level 31	Apartments		Apartments				4	224	3	238	1	100	8		675	675	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									546	295	841	871
1	Upper Ground	Commercial	Drop-Off		Loading / Services	Commercial												
0	Lower Ground	Parking													270		270	
B1	Basement 01	Parking																
B2	Basement 02	Parking																
B3	Basement 03	Parking																
B4	Basement 04	Parking																
	TOTAL					0		135		101		33		269	816	23,101	23,917	33,374
	%					0%		50%		38%		12%						
	UNIT GFA					0%	-	40%	7,504	43%	7,999	18%	3,297	18,800				

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.

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332 - 334 WATER STREET
AREA SCHEDULE
DATE: 5/08/2025

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	
R	Rooftop	Amenity		Amenity							0	303	303	1799
R	Sub-Floor	Plant		Plant										1799
35	Level 35	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
34	Level 34	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
33	Level 33	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
32	Level 32	Apartments		Apartments			8	6	2	16	0	1337	1337	1799
31	Level 31	Apartments		Apartments			8	6	2	16	0	1337	1337	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	795	658	1453	2015
3	Level 03	Commercial		Apartments			4	3	1	8	782	658	1440	2015
2	Level 02	Commercial	Lobby		Lobby	Apartments	3	2		5	0	418	418	651
2	Plaza			Plaza		Commercial					988	331	1319	1763
1	Upper Ground	Commercial	Drop-Off		Loading / Services	Commercial					160	384	544	2123
0	Lower Ground	Parking									270	0	270	3863
B1	Basement 01	Parking												4151
B2	Basement 02	Parking												4151
B3	Basement 03	Parking												4151
B4	Basement 04	Parking												4151
						TOTAL	**104**	**227**	**170**	**56**	**557**	**2,995**	**44,022**	**47,017**	**88,575**
						%	19%	41%	31%	10%				
						GFA %	12%	35%	38%	16%				

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
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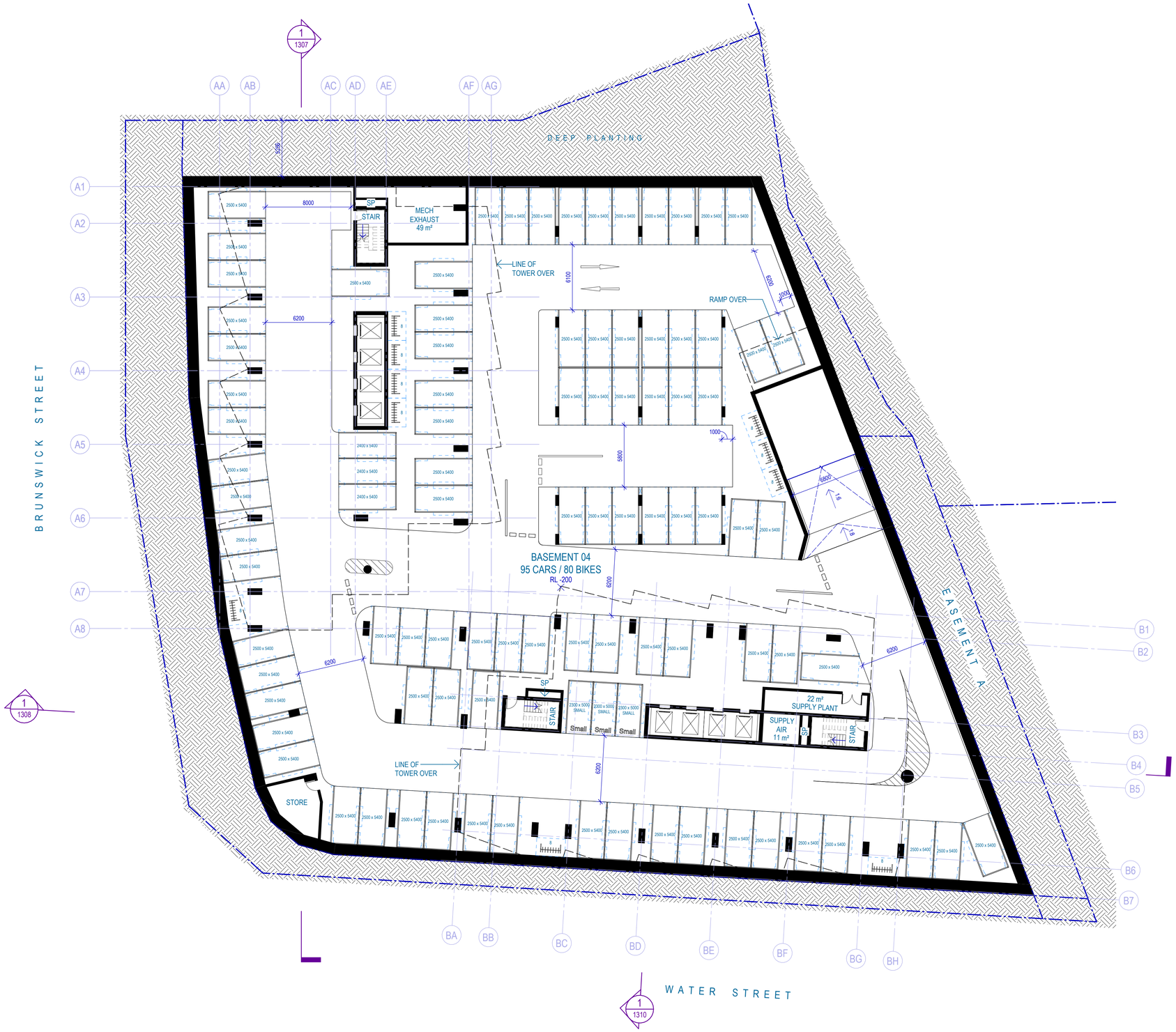
Sheet size
A1

Sheet no.
A- 1102

Revision
F

Date
01/08/25



W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - BASEMENT 04

Project no.
150536

Sheet no.
A- 1201

Scale
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Revision
Q

Sheet size
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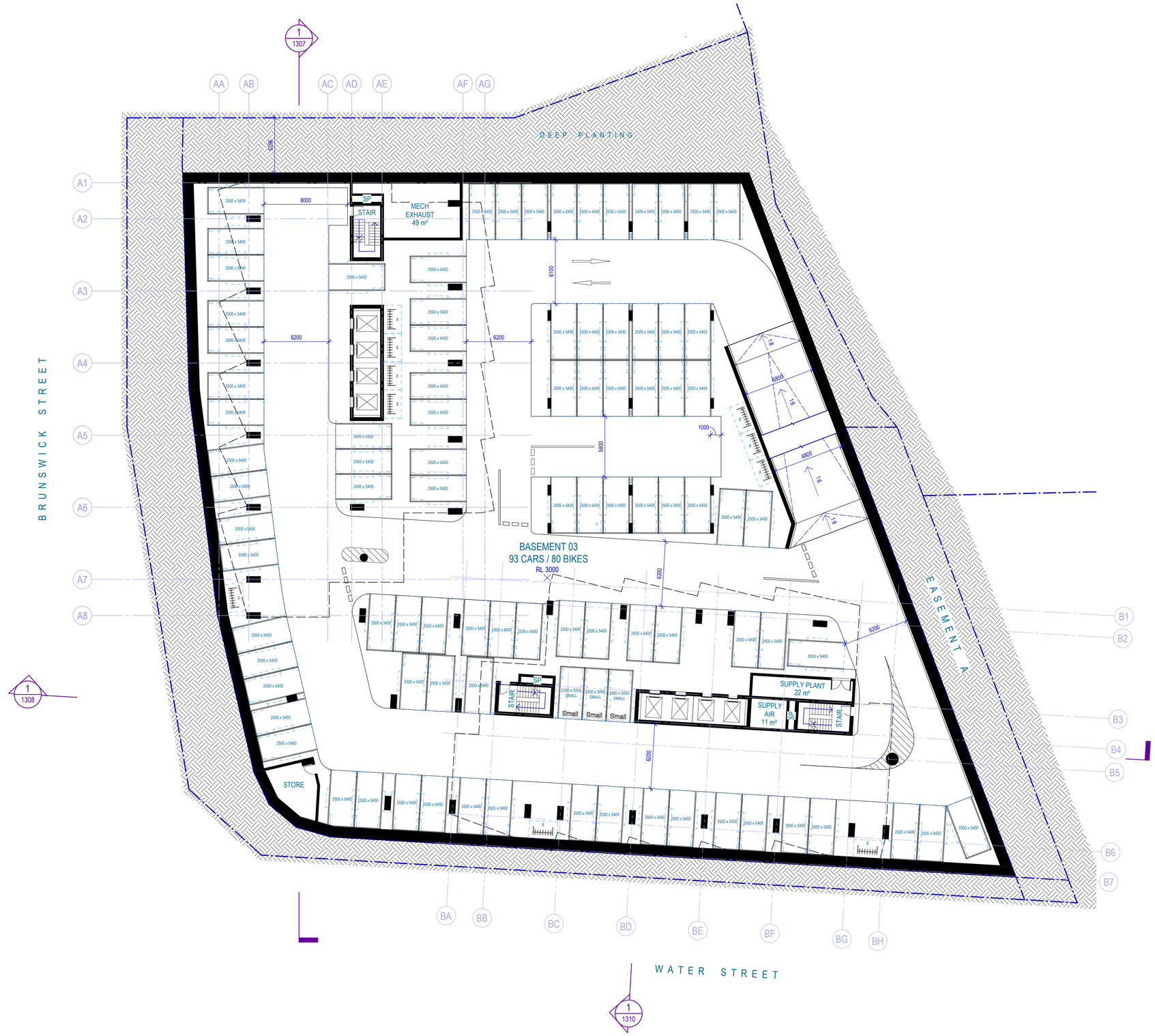
Date
01/08/25



W—B
WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - BASEMENT 03

Project no.
150536

Sheet no.
A- 1202

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Revision
W

Sheet size
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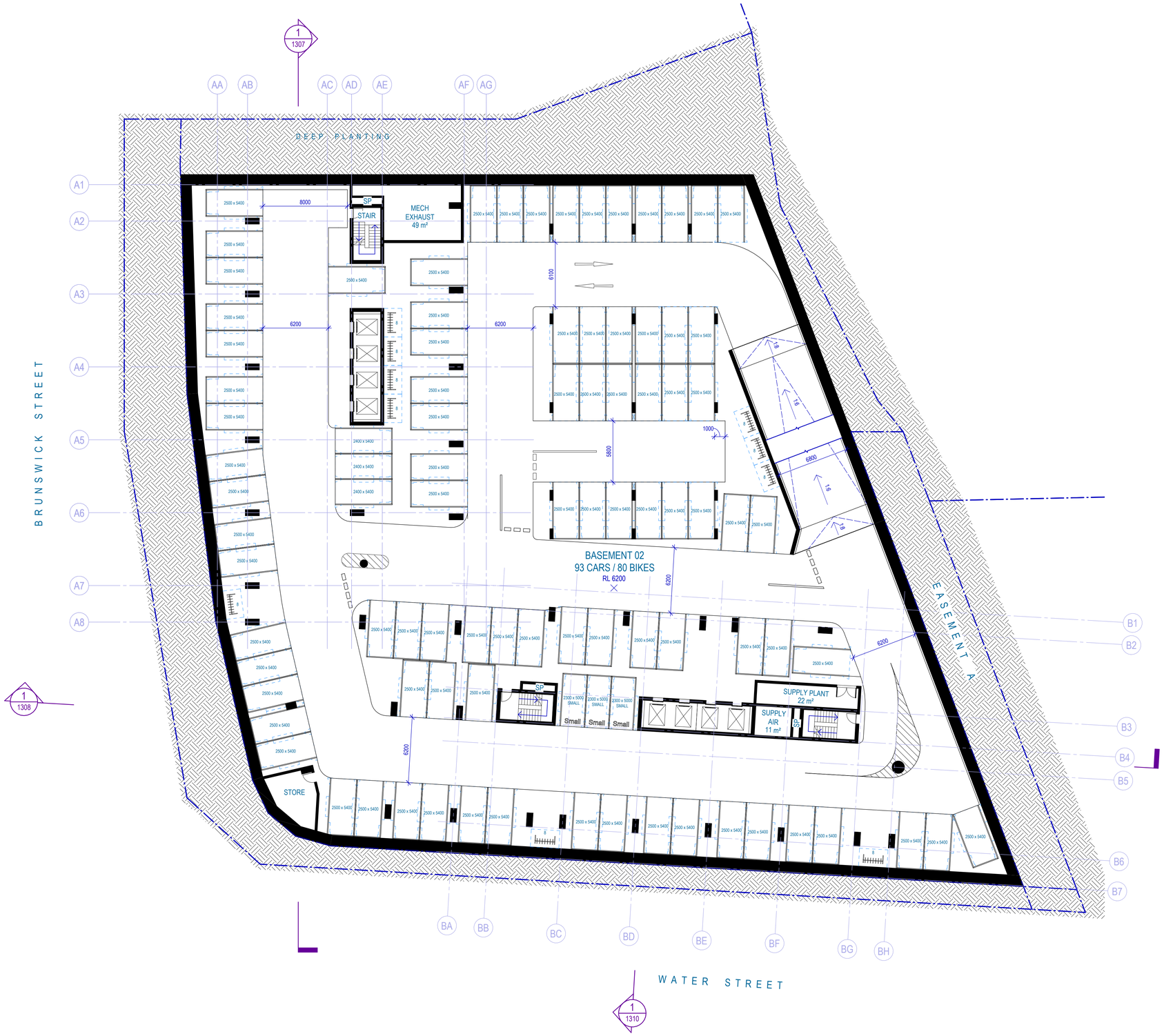
04/08/25



W—B
WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

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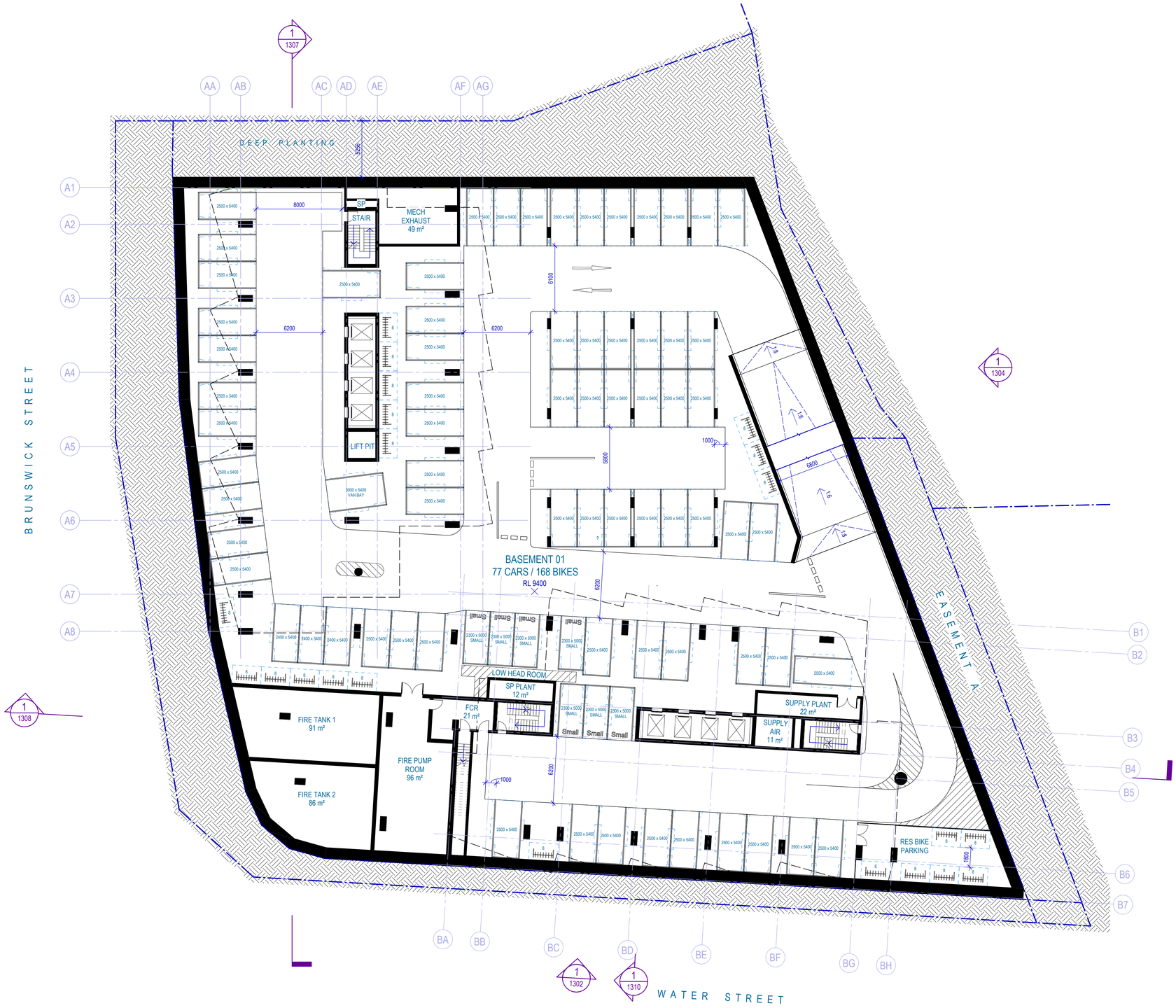

W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - BASEMENT 01

Project no.
150536

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Sheet size
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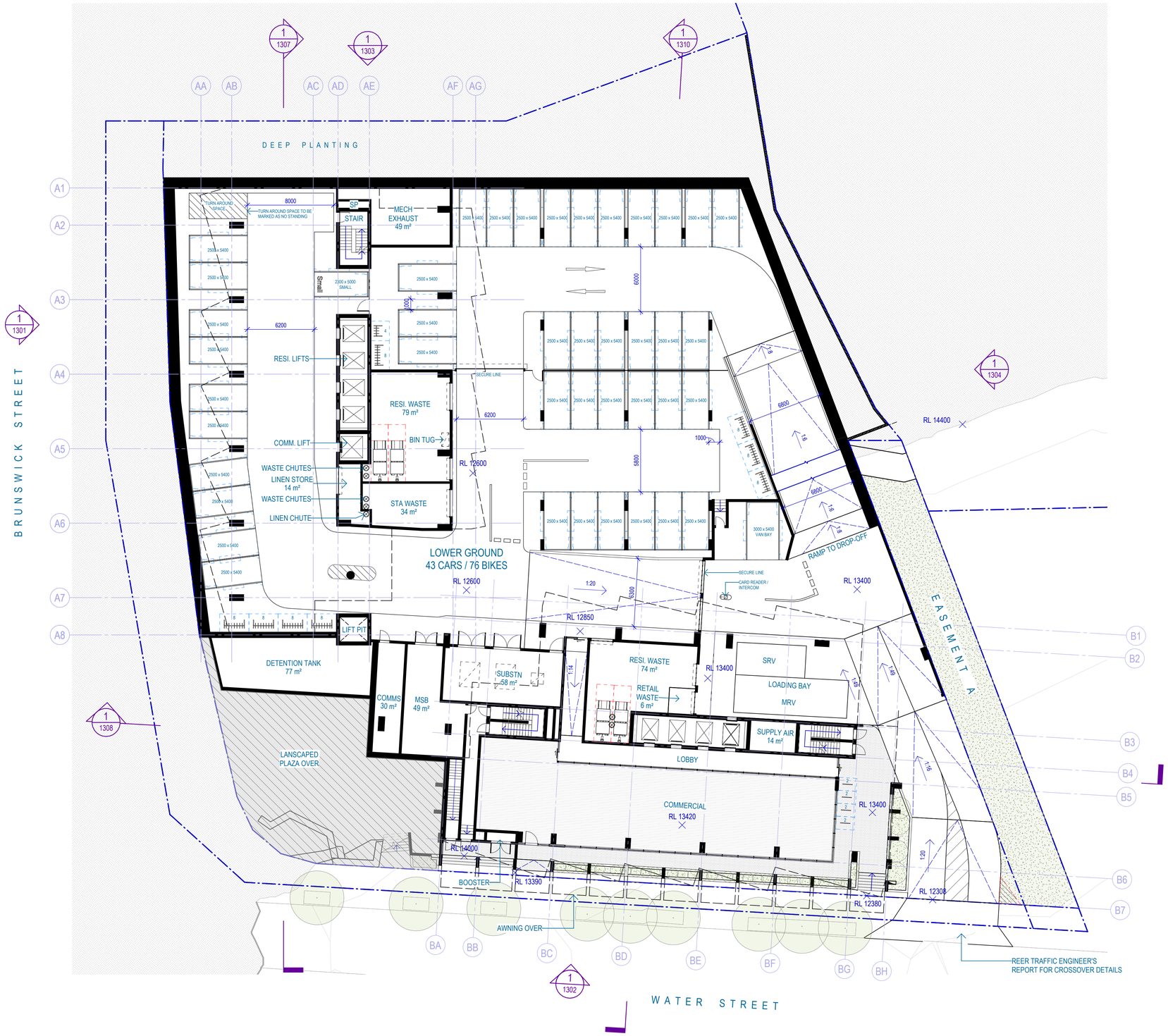
Sheet no.
A- 1204

Revision
X

Date
01/08/25



W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - LOWER GROUND

Project no.
150536

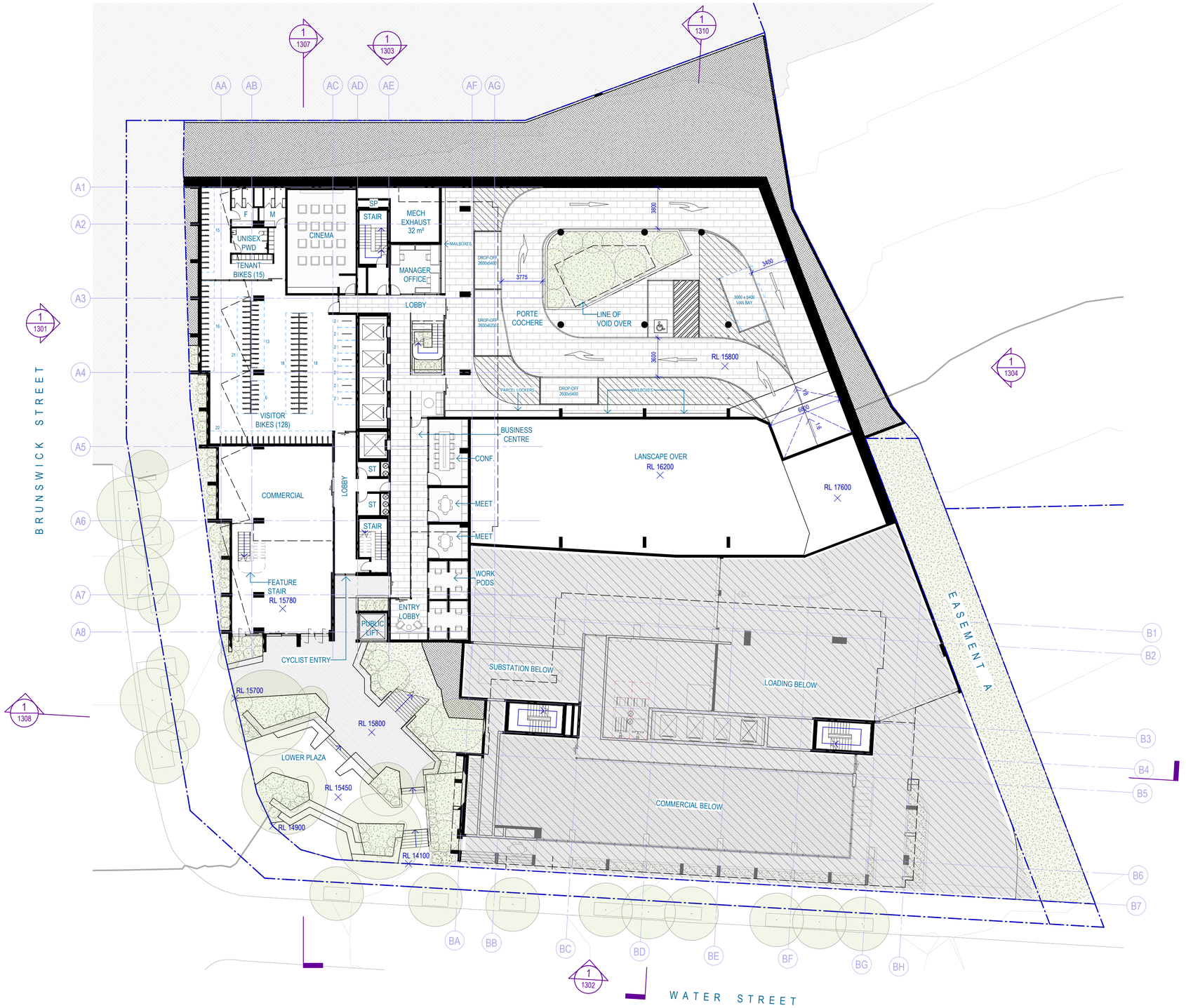
Scale
1 : 200

Sheet size
A1

Sheet no.
A- 1205

Revision
DD

Date
08/08/25



W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - UPPER GROUND

Project no.
150536

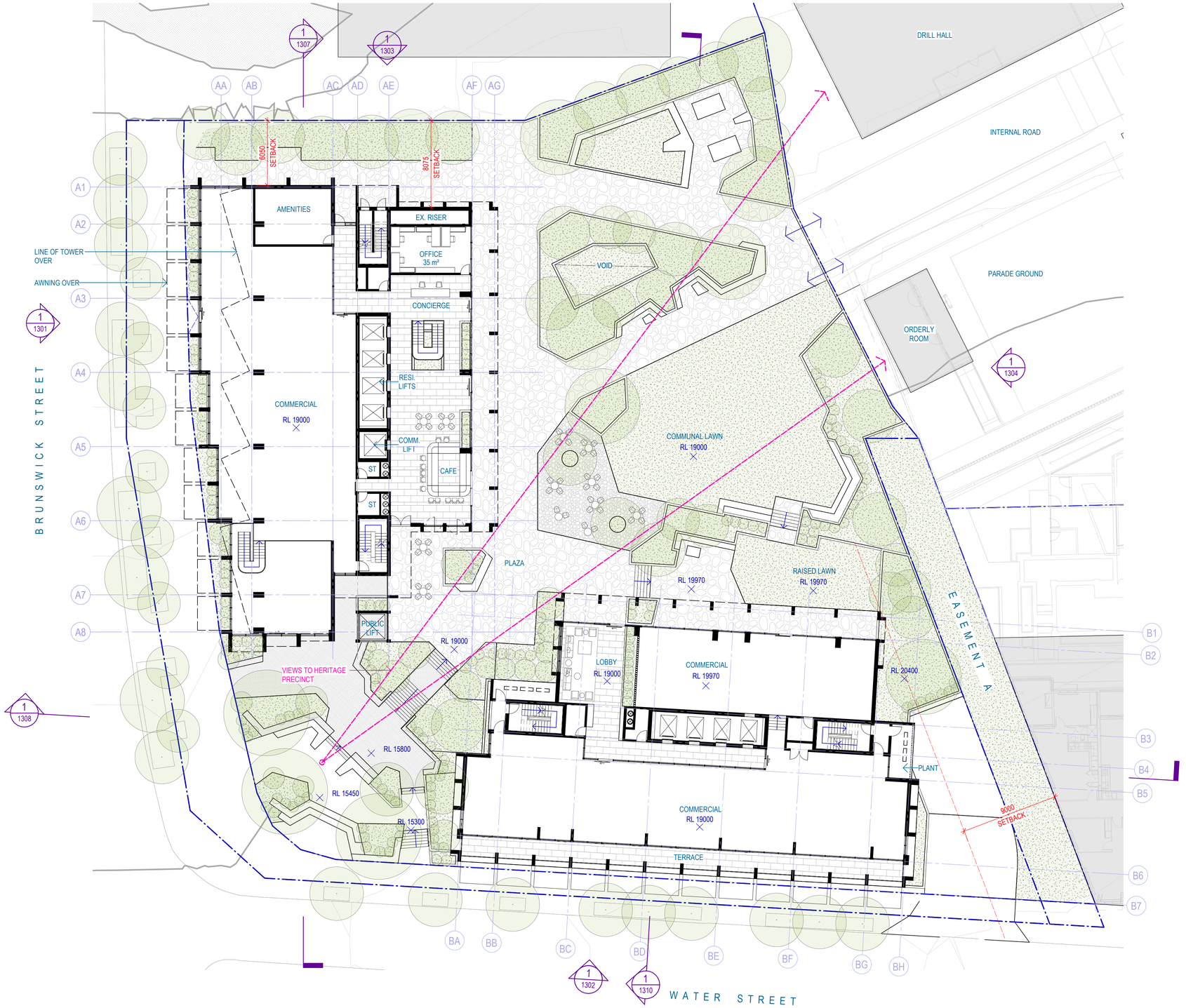
Scale
1 : 200

Sheet size
A1

Sheet no.
A- 1206

Revision
AA

Date
08/08/25



W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
PLAN - PLAZA

Project no.
150536

Scale
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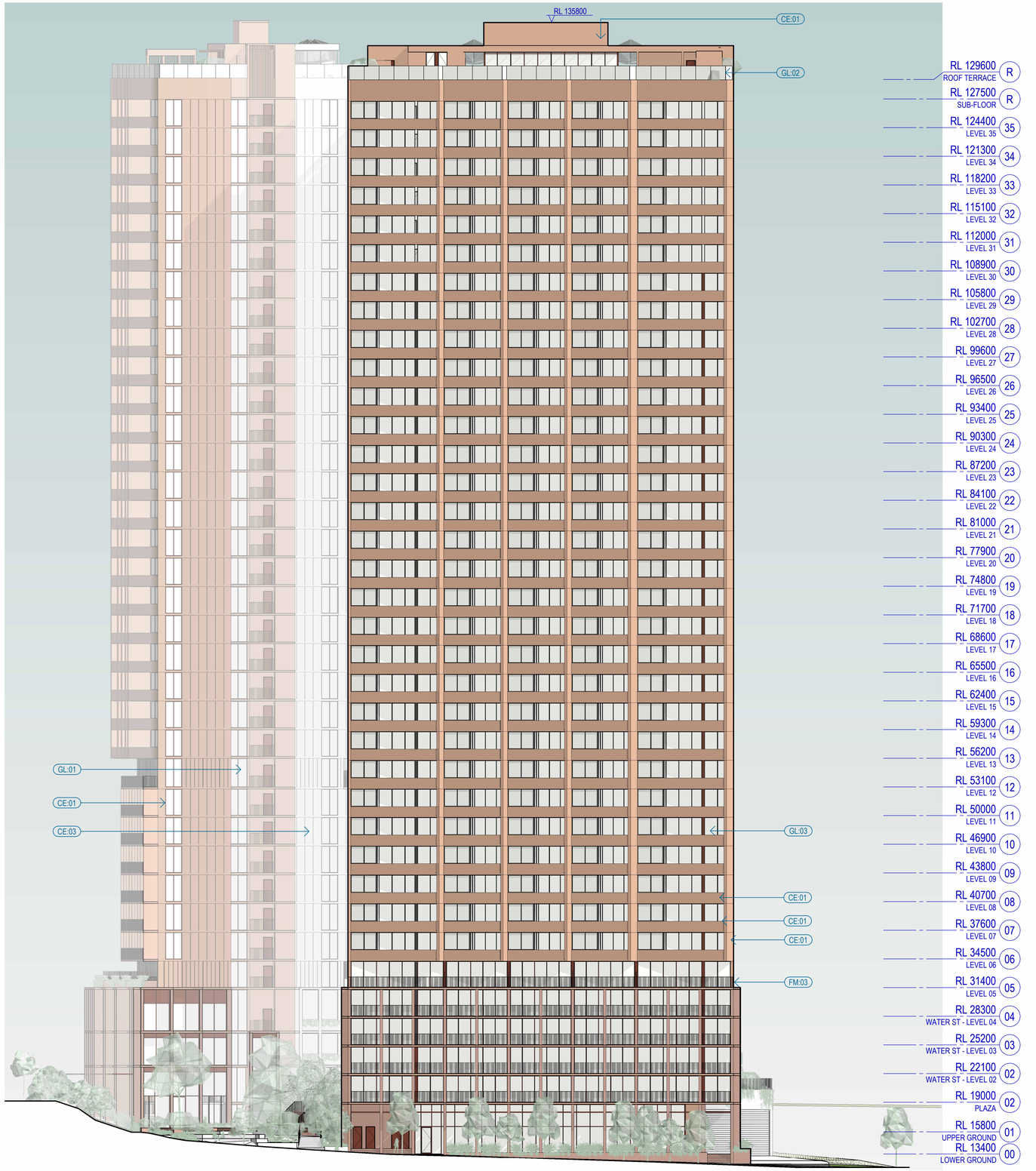
Sheet size
A1

Sheet no.
A- 1207

Revision
AA

Date
08/08/25



CODE	DETAILS
CE:01	CONCRETE - TERRACOTTA HUE
CE:02	CONCRETE - WHITE
CE:03	CONCRETE - WHITE, WITH VERTICAL PROFILE
CE:05	CONCRETE WITH RIB PROFILE
FM:02	ALUMINIUM BATTENS, POWDERCOAT FINISH
FM:03	METAL RAILING, POWDERCOAT FINISH
FM:04	PERGOLA STRUCTURE WITH STEEL FRAME, POWDERCOAT FINISH
GL:01	FULL HEIGHT GLAZING SYSTEM, POWDERCOAT FINISH TO MULLIONS
GL:02	FRAMELESS GLASS BALUSTRADE
GL:03	FULL HEIGHT GLAZING SYSTEM, OPERABLE WINDOWS
MA:01	STANDARD FACE BRICK LAID IN STRETCHER BOND, TERRACOTTA COLOUR
MA:02	STANDARD FACE BRICK LAID IN STRETCHER BOND, WHITE COLOUR

W—B WOODS BAGOT

Pellicano

Project
332-334 WATER STREET

Sheet title
SOUTH ELEVATION (WATER STREET)

Project no.
150536

Scale
1 : 250

Sheet size
A1

Sheet no.
A- 1302

Revision
S

Date
01/08/25

Appendix B Vehicle Queuing Analysis Summary

Traffic Impact Statement

Mixed-use Tower Development
Fortitude Valley

332-334 Water Street,

Pellicano Living Pty Ltd

SLR Project No.: 620.V31023.00000

7 August 2025

Vehicle queuing analysis has been undertaken based on guidance provided in Section 3.2.2 (The Poisson Distribution) of the Austroads Guide to Traffic Management *Part 2: Traffic Theory Concepts* (**AGTM2**) for vehicles entering the site during the critical PM peak hour period (i.e. when site entry movements are expected to be greatest) based on the following key assumptions:

- PM peak hour traffic generation: 86vph;
- PM inbound/outbound directional split: 60%/40%;
- PM peak hour inbound trips: 52vph;
- Critical time period (i.e. service vehicle manoeuvre time): 30 seconds.

Based on *Equation 3.6* of AGTM2 (i.e. $E(x) = m$), the mean expected arrivals (i.e. m) within the cricital time period (i.e. 30 seconds) is 0.43 (i.e. 30/3600x52 = 0.43).

Based *Equation 3.5* (i.e. the poisson frequency distibution indicating the probablity of x occurences when the expected number of occurances is m) and *Equation 3.8* (i.e. the cumulative poisson distibution) of AGTM2, the probability calculations for entry vehicle queues in the PM peak hour are summarised in Table B1.

Table B1 Entry Vehicle Queue Probability – PM peak hour

Vehicle arrivals (x)	Calculated Probability (Eq. 3.5)	Cumulative Probability (Eq. 3.8)	Probability of entry queue exceeding x vehicles ($1 - p(x)$)
P(0)	0.651	0.644	34.9% (i.e. probability of 0 vehicles or less arriving)
P(1)	0.280	0.930	7.0% (i.e. probability of 1 vehicle or less arriving)
P(2)	0.060	0.990	1.0% (i.e. probability of 2 vehicles or less arriving)
P(3)	0.001	0.999	0.1% (i.e. probability of 3 vehicles or less arriving)

Of note, Table B2 indicates that the 99th percentile vehicle queue would be two (2) vehicles (i.e. equvialent to 12m) on entry to the site during the critical PM peak hour period, which is readily accomodated by the 18m of separation proposed between the property boundary to Water Street and the southern edge of the loading area.

Appendix C Traffic Sketches and Swept Path Assessments

Traffic Impact Statement

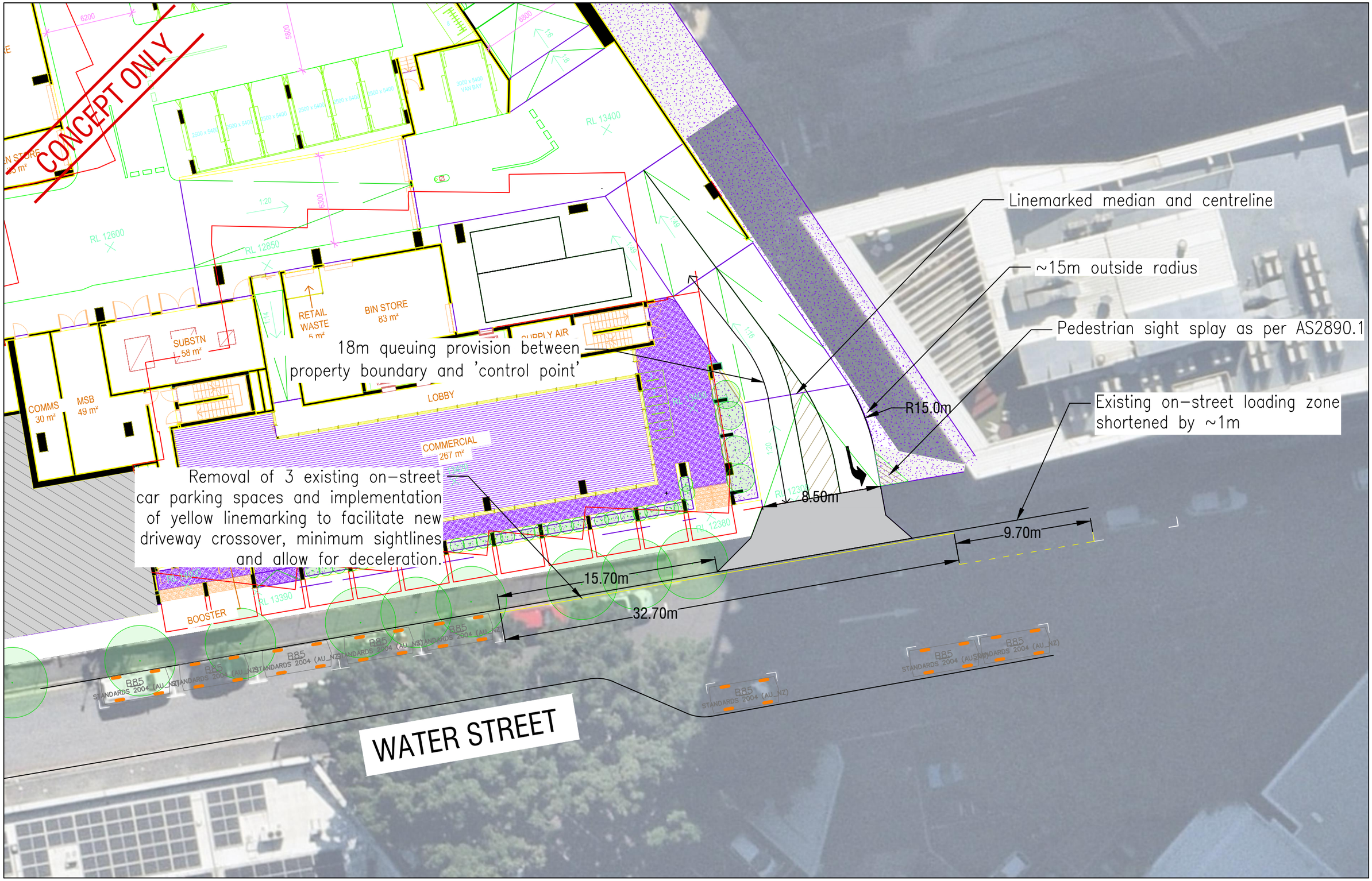
Mixed-use Tower Development
Fortitude Valley

332-334 Water Street,

Pellicano Living Pty Ltd

SLR Project No.: 620.V31023.00000

7 August 2025



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Sheet Size:	A3
Projection:	-

N

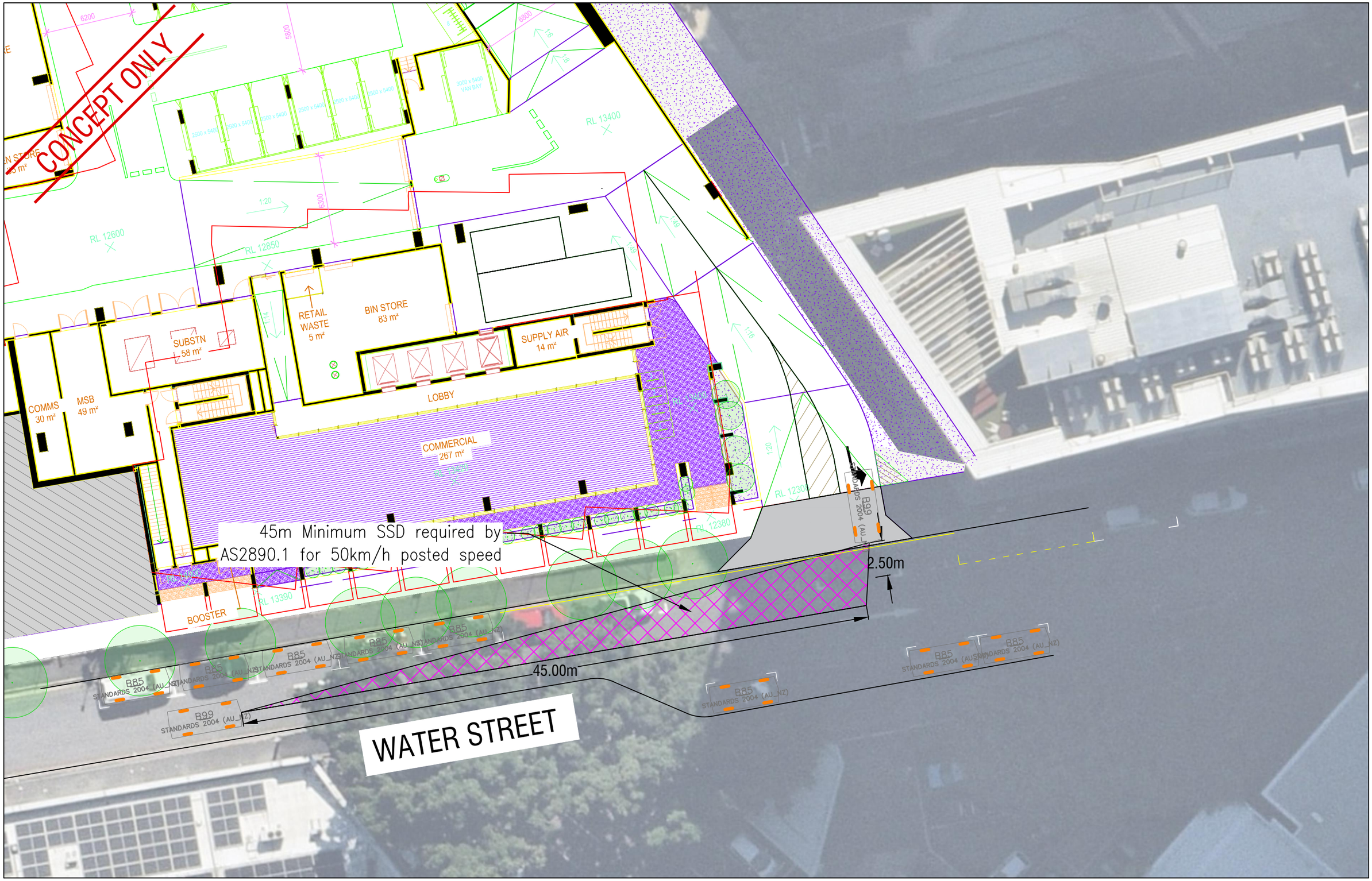
0.0 2.5 5 7.5 10
METRES
SCALE 1:250

Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

Proposed Water Street Traffic Arrangements

FIGURE SK01



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N

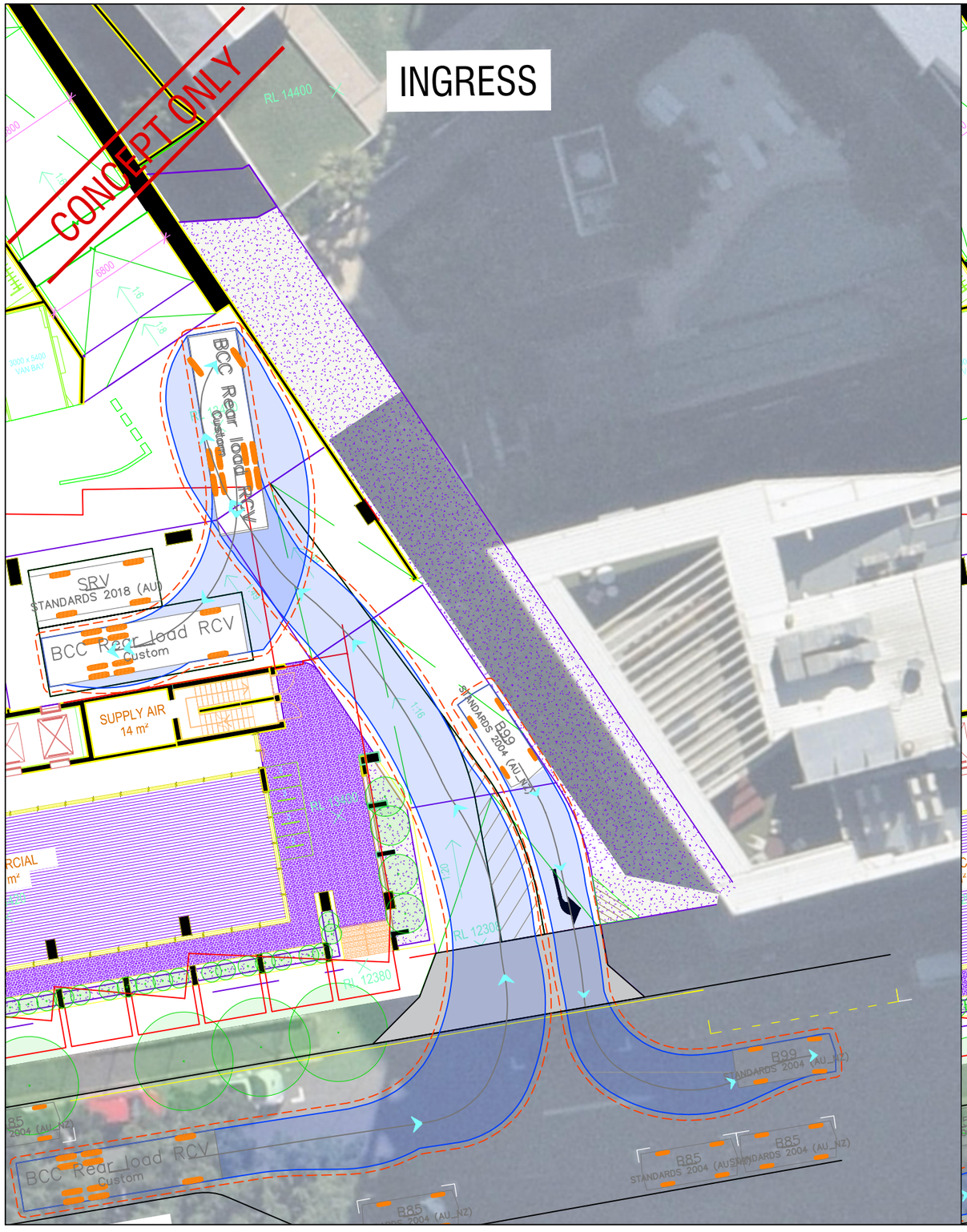
0.0 2.5 5 7.5 10
METRES
SCALE 1:250

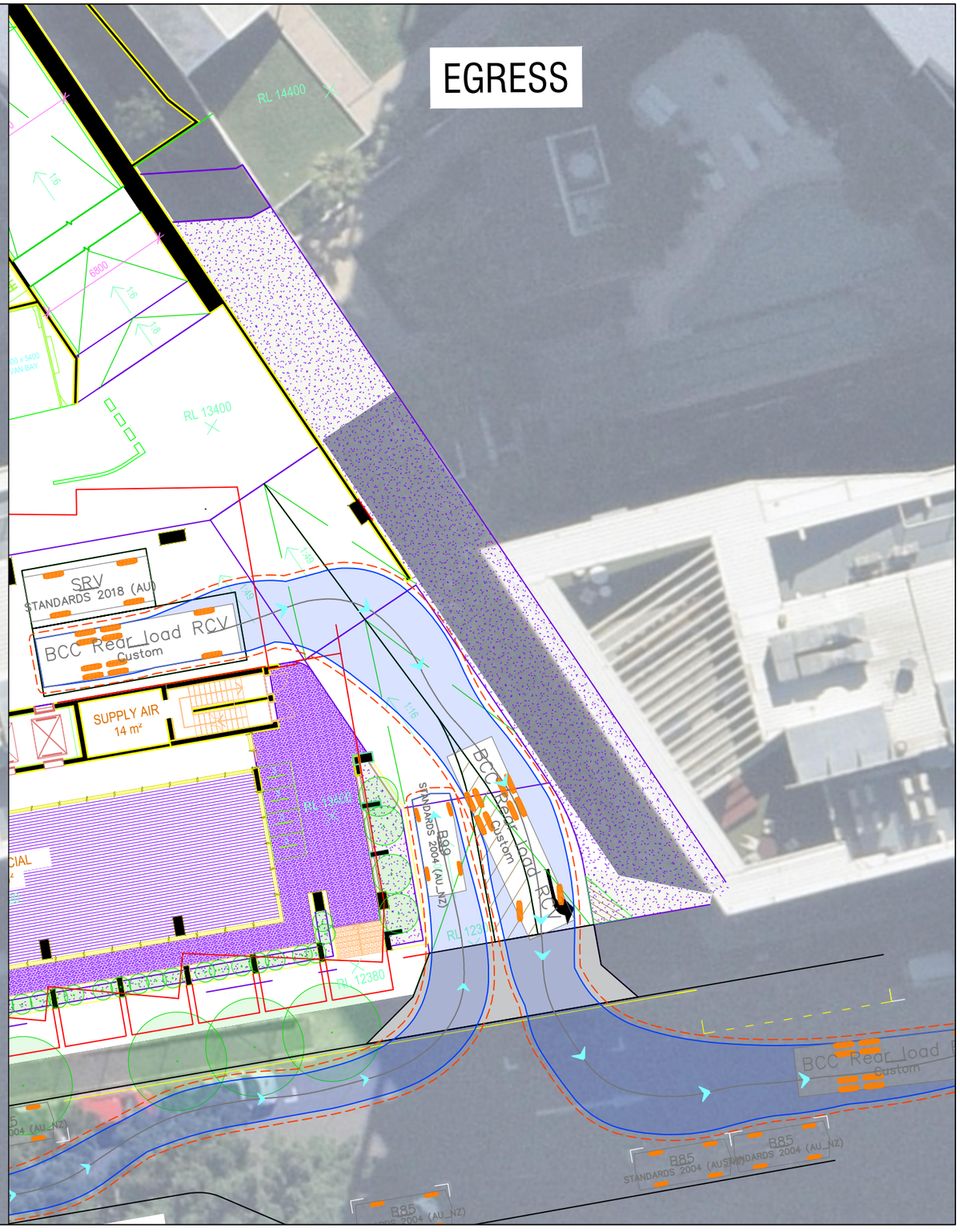
Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

Minimum Stopping Sight Distance as per AS2890.1

FIGURE SK02





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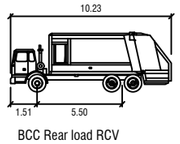
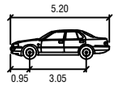
SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- 300mm Body Clearance



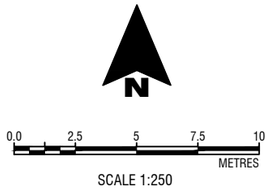
BCC Rear load RCV

	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



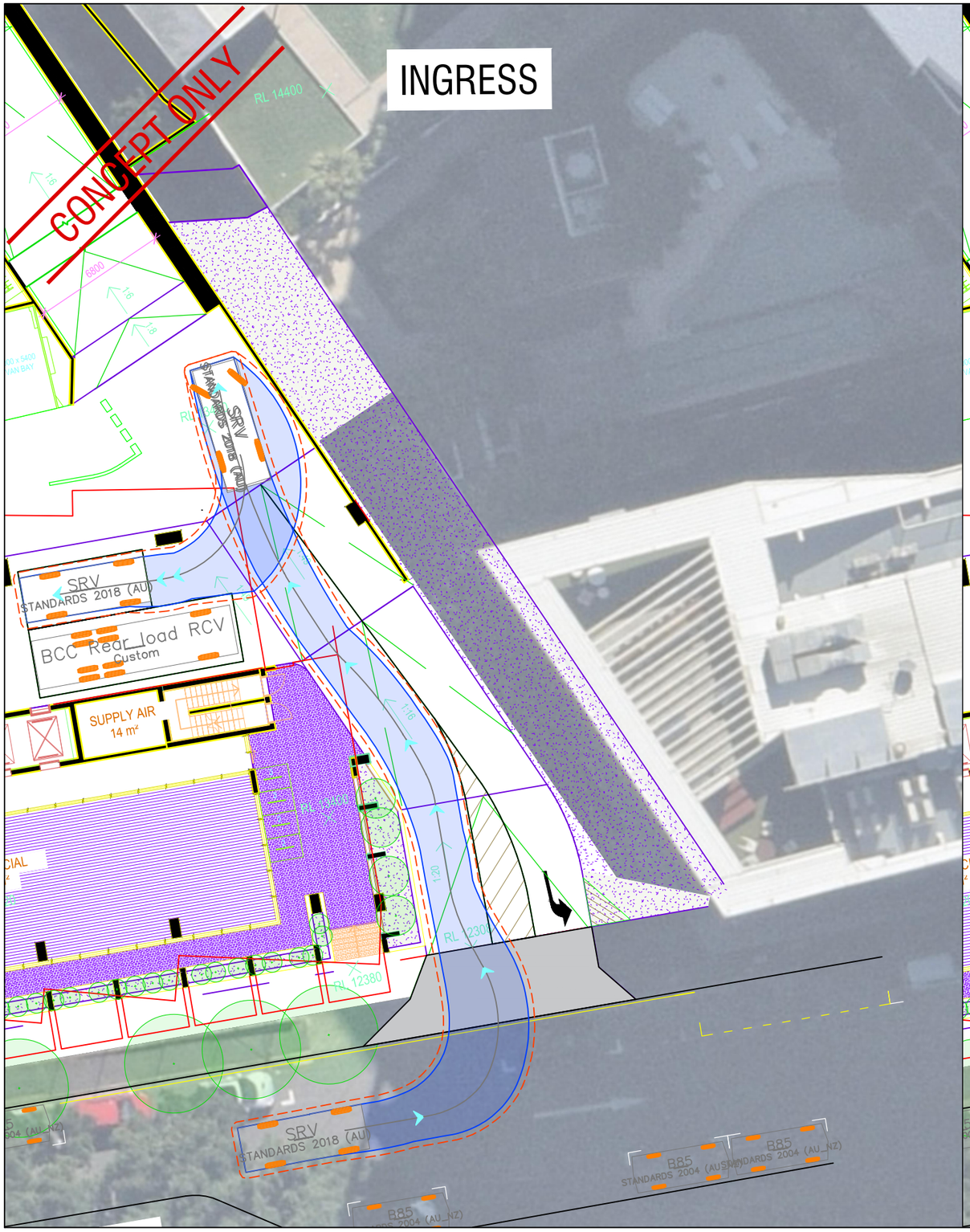
SCALE 1:250

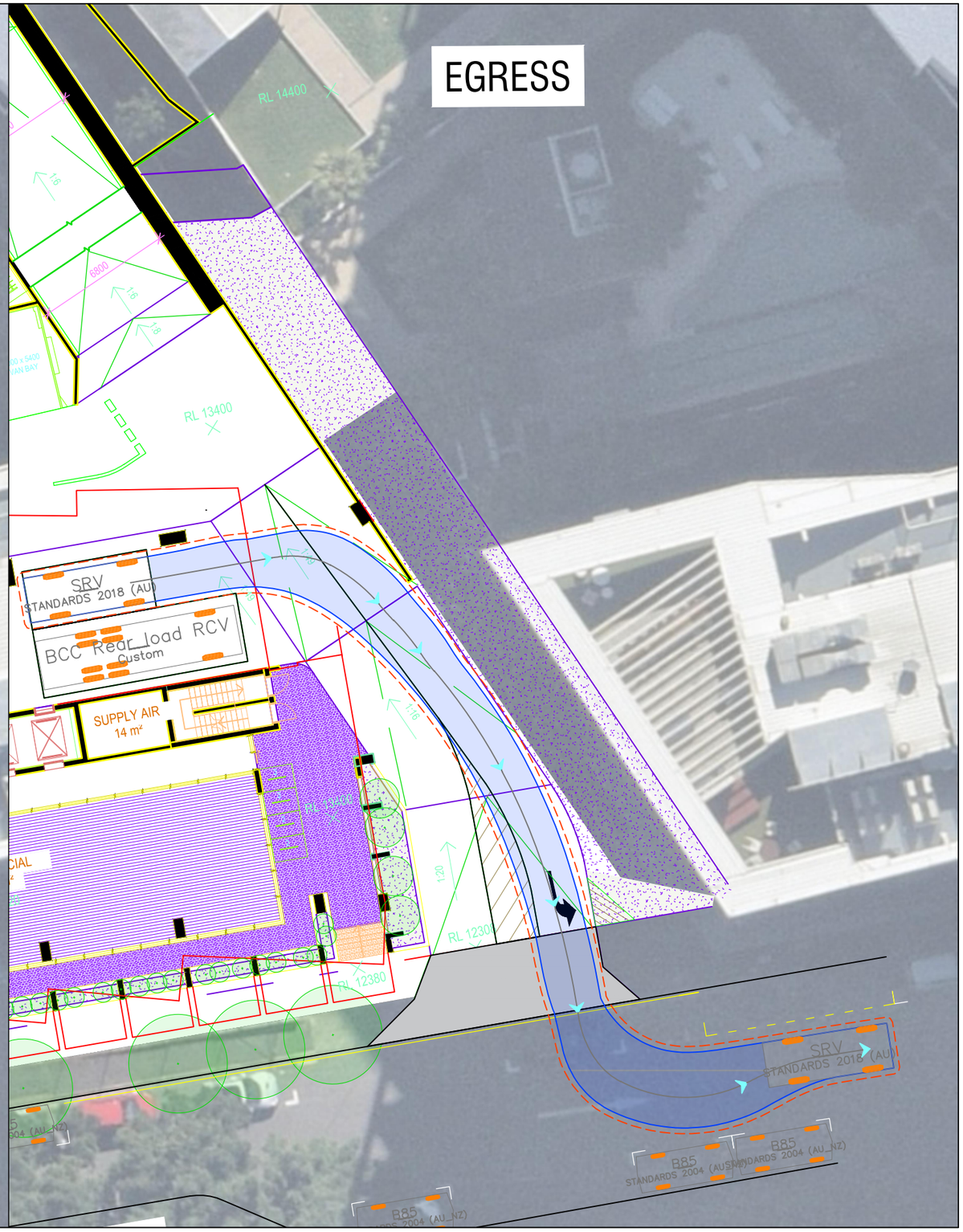
Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

Swept Path Assessment
BCC Rear-lift RCV

FIGURE SK03





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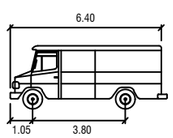
SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- 300mm Body Clearance



SRV

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

N

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METRES

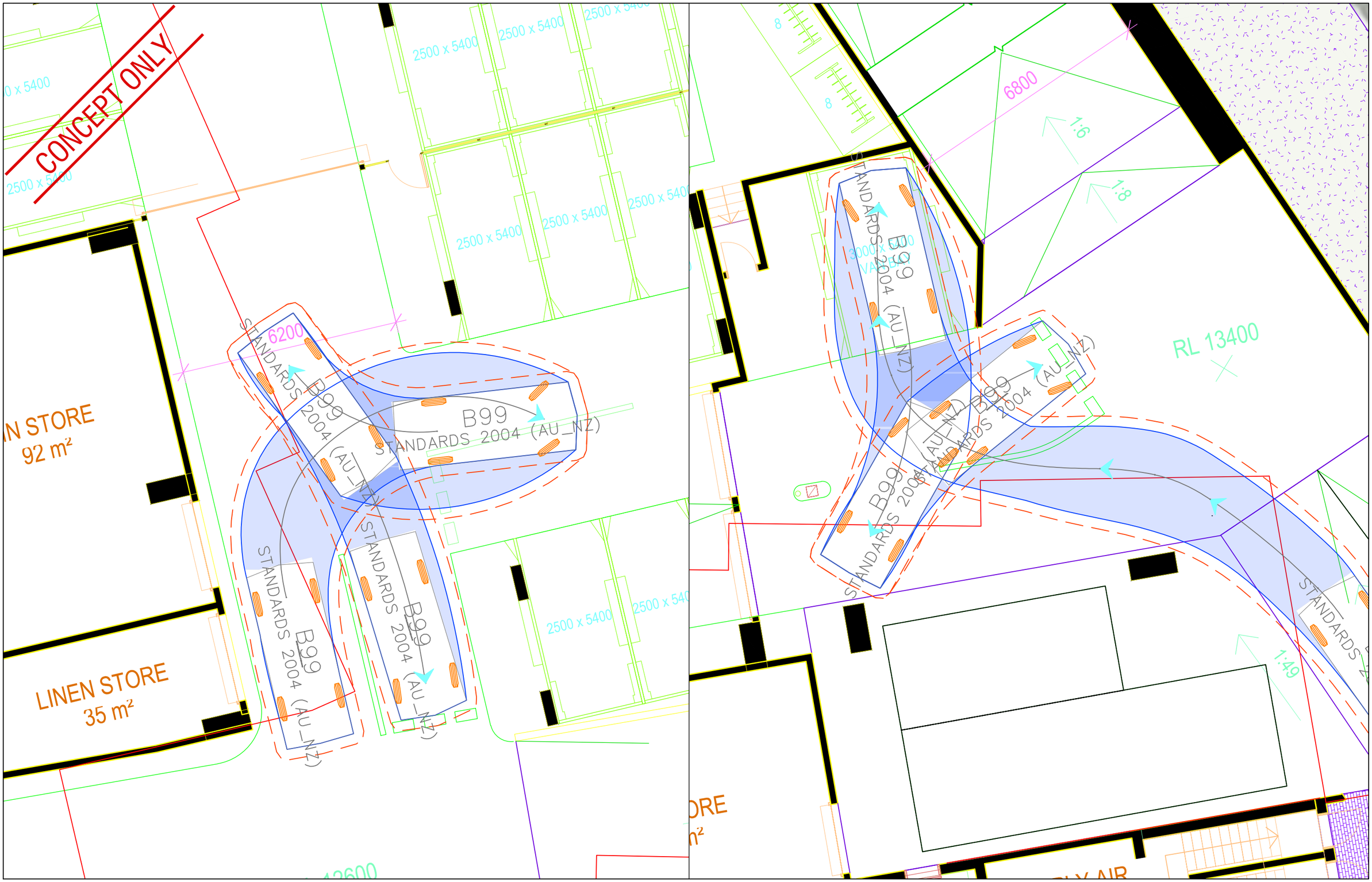
SCALE 1:250

Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

Swept Path Assessment
SRV

FIGURE SK04



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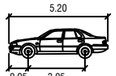
Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- 300mm Body Clearance



B99

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

N

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METRES

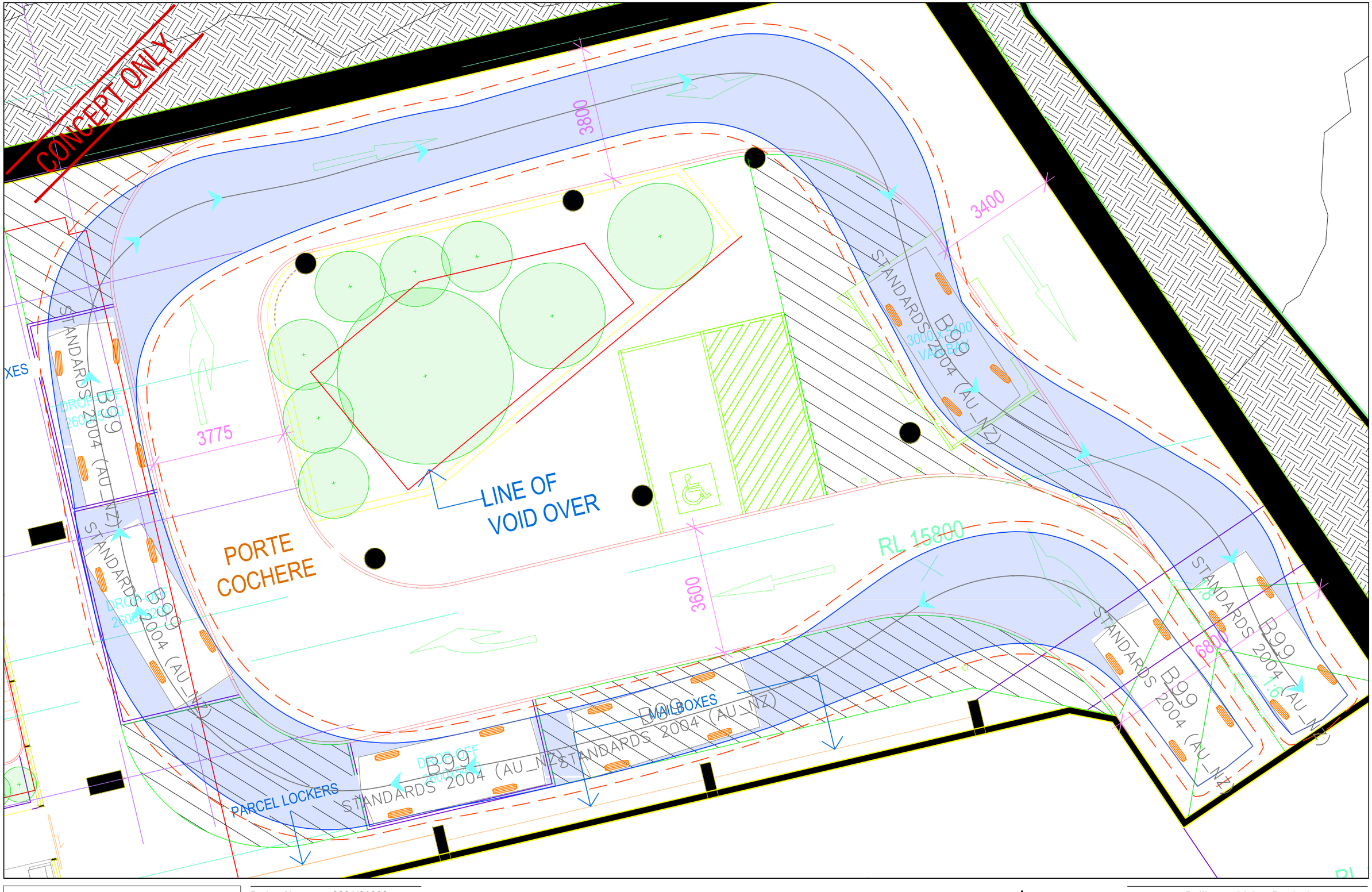
SCALE 1:100

Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

B99 turnaround

FIGURE SK05



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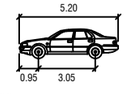
Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- 300mm Body Clearance



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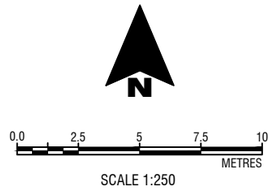
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



SCALE 1:250

Pellicano Living Pty Ltd

332-334 Water Street, Fortitude Valley

Swept Path Assessment
Porter Cochere 1/2 - B99

FIGURE SK06

Appendix D 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 August 2025

The development has been assessed against the requirements of the *TAPS Code* in **Table D1**.

Table D1 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. **AO4.3**	**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.	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.	**Complies with AO5.1** Bicycle parking will be provided in accordance with the rates specified by the TAPS PSP. 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 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 core and will provide car parking in accordance with requirements of the TAPS PSP for all proposed land 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 Core.

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 readily accommodates 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.

Performance Outcomes	Acceptable Outcomes	Response
PO20 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.	**AO20** 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.	**Complies with AO20** 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 E 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 August 2025

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

Table D1 Responses to Scheme Transport Requirements

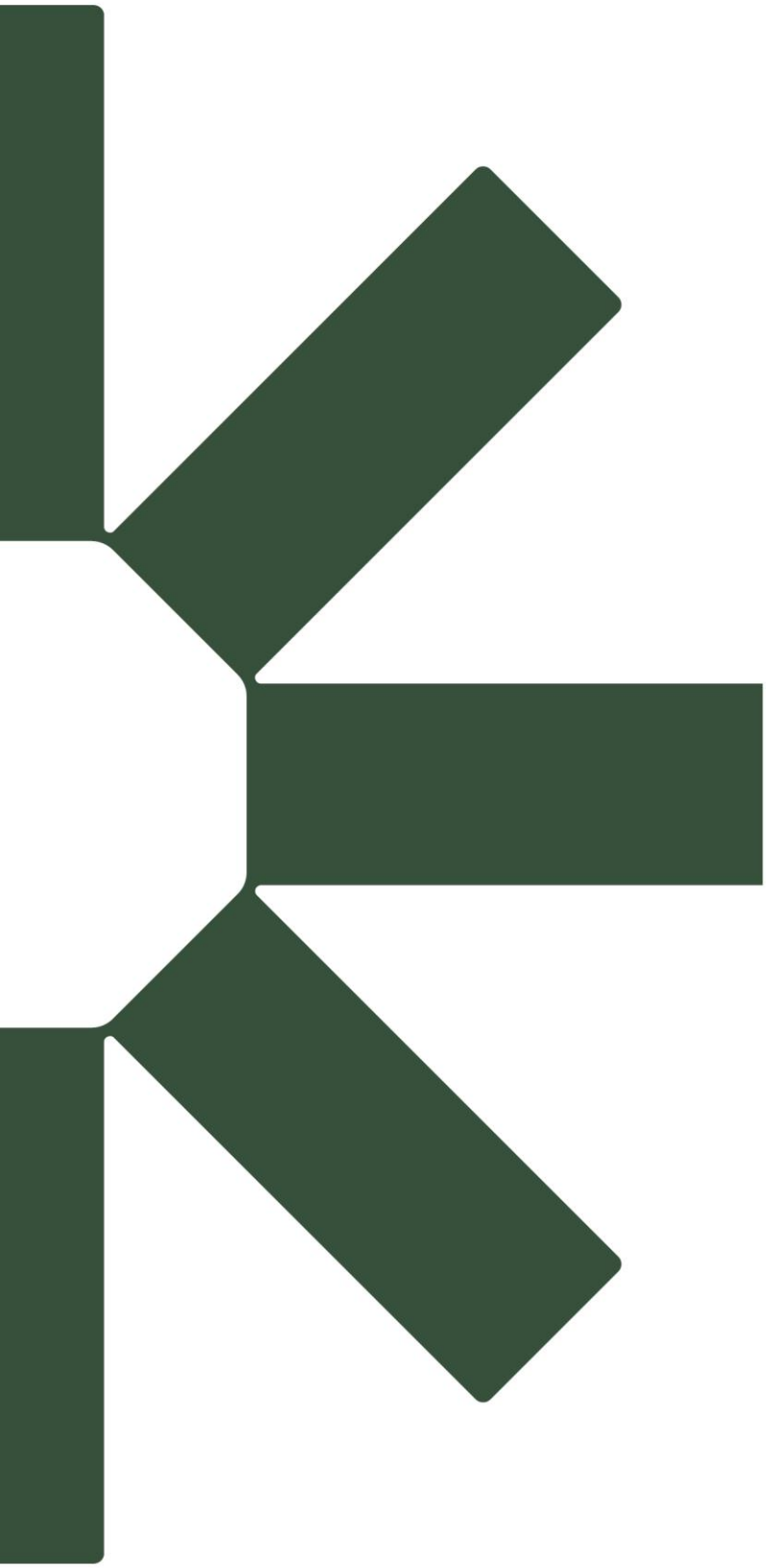
Scheme Requirement	SLR Response
2.5 – PDA-wide Criteria	
2.5.2 – Connectivity	
Development: ii. delivers a high quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles iii. provides car parking, access and servicing facilities 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.

Scheme Requirement	SLR Response
3.2 – Infrastructure networks	
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 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.	The subject site is now located within the 'City core' as referenced by the TAPS Code, which requires car parking for all land uses to be provided at 'maximum' rates. Given this key change, car parking for residents and visitors of the Multiple dwelling component of the development will now be provided in accordance with the maximum rates specified by the TAPS PSP. 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 any dwelling's entrance	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.	Bicycle parking and end of trip facilities will be provided in accordance with the rates specified by 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.



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