

Traffic Impact Assessment

*17 Hamilton Place and 26–28
Campbell Street, Bowen Hills*

January 2026

Prepared for: Landitude Bowen Hills SPV Pty Ltd



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Acknowledgment of Country

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Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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1 Introduction

1.1 Background

Urbis has been engaged by Landitude to provide traffic and transport engineering advice mixed used development at 17 Hamilton Place and 26-28 Campbell Street, Bowen Hills. The site is formally described as Lot 2 on RP83400 and Lots 30 and 31 on RP9982 ('the site').

This report will form part of the Development Application (DA) submission to Economic Development Queensland (EDQ). The site is located within the Bowen Hills Priority Development Area (PDA), which is governed by the Bowen Hills PDA Development Scheme.

The review will assess against the provisions of EDQ Bowen Hills Priority Development Area Development Scheme (9th December 2022), BCC City Plan 2014 (v32/2025) and the relevant Australian Standards.

1.2 Scope

The scope of the assessment includes:

- Review the existing site operations, including current transport infrastructure and accessibility within the surrounding area.
- Assessment of the proposed car and bicycle parking provisions.
- Review of the parking layout for compliance with Bowen Hills PDA development schemes, BCC Policies and relevant Australian Standards, where applicable.
- Assessment of service vehicle requirements and the design of the servicing area.
- Assessment of the traffic impacts associated with the proposed development on the surrounding road network.
- Evaluation the proposed access arrangement for the development, including its location and design.

2 Site Review

2.1 Site Location

The site is located within the Bowen Hills PDA. The site currently comprises various uses across three buildings. The site is bound by Hamilton Place and Jeays Street to the west, Hurworth Street to the east, and Campbell Street to the north.

Figure 1 Surrounding Land Uses



Source: Nearmap (Dated Nov 2025)

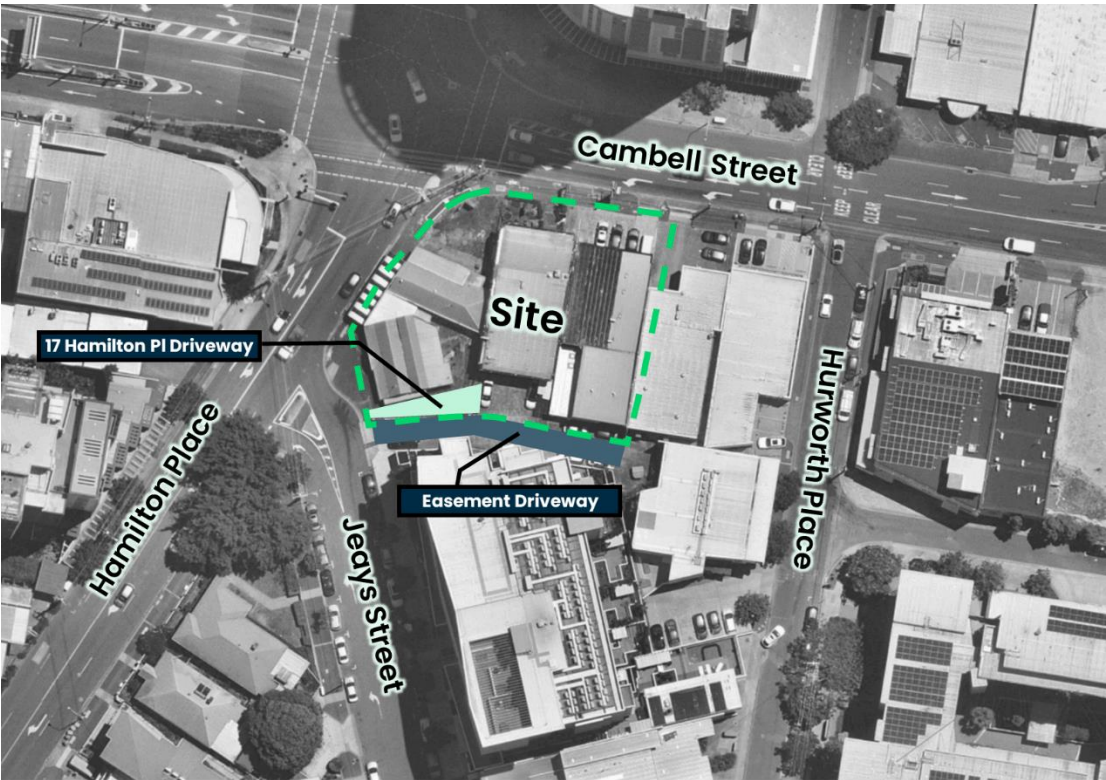
2.2 Existing Easement

As shown in Figure 2, an access easement is registered over the existing driveway, providing access rights to 26 -28 Campbell Street. Note: 17 Hamilton Place is not subject to the easement.

The easement is granted by the Department of Transport and Main Roads (DTMR) and allows unrestricted access at all times for any purpose related to site access. This includes the use of vehicles, whether laden or unladen, as well as plant and equipment of any type.

The proposed redevelopment will not alter the existing design and functionality of the easement access. The proposed access arrangements are summarised in the "Access Review" section.

Figure 2 Site Easement



Source: Queensland Globe

2.3 Road Hierarchy

A summary of the surrounding road network characteristics—including road hierarchy, jurisdiction, geometry, and speed limits is provided in Table 1.

All roads in the vicinity of the site are controlled by BCC.

Table 1 Surrounding Road Network.

Road Name	Classification / Hierarchy	Streetscape Hierarchy	Cross Section / Geometry	Posted Speed Limit
Campbell Street	Suburban Road	Subtropical boulevard	Two-lane, Two-way	60km/h
Hamilton Place	Suburban Road	Centre Street Minor	Two-lane, Two-way	60km/h
Jeays Street	Neighbourhood Road	Centre Street Minor	Two-lane, Two-way	50km/h
Hurworth Place	Neighbourhood Road	Centre Street Minor	Two-lane, Two-way	50km/h

Source: BCC City Plan Online 2014

2.4 Active Transport

As shown in Figure 3, the site is currently bound by a minimum 3m verge along both frontages. Dedicated paths are provided within all verges.

Figure 3 Active Transport Provision



2.5 Public Transport

The site is well serviced by public transport, with multiple bus and rail services available within a 5-minute walking distance, as shown in Figure 4. This includes Bowen Hills Train Station, which is located approximately 350m from the site and serviced by nine train lines. Table 2 summarises the key routes and service frequencies.

Public transport accessibility will be further improved through the delivery of the Cross River Rail project, which includes significant upgrades to Exhibition Station and increased service frequencies.

Table 2 Summary – Train Line

Route / Train Lines	Key Suburbs/Stops	Peak Hour Frequency
301-Toombul to Cultural Centre	Hendra, Ascot, Albion, Fortitude Valley	Every 30 minutes
309-RBWH to City (Adelaide Street) via Teneriffe	Bowen Hills, Newstead, Teneriffe, James Street precinct	Every 20 minutes
320-Chermside to City (Edward Street)	Wavell Heights, Clayfield, Woolloowin, Bowen Hills	Every 13 minutes
393-Teneriffe Ferry Terminal to Kelvin Grove and RBWH (loop service)	Newstead, Fortitude Valley, Bowen Hills, Herston	Every 15 minutes
Airport/Beenleigh/Caboolture/Cleveland/Doomben/Ferny Grove/Redcliffe Peninsula/Shorncliffe/ Springfield Lines	Brisbane Airport, Ferny Grove, Cleveland, and Redcliffe Peninsula	Every 7 minutes

The Bowen Hills PDA Development Scheme identifies the importance of maximising public transport infrastructure investment by encouraging land uses that generate high pedestrian activity near stations. The site's location directly supports this objective, with its proximity to Bowen Hills Station and other high frequency services providing a strong opportunity to leverage existing and planned infrastructure. This is expected to generate significant pedestrian activity within walking distance of the station and contribute to a well-connected, transit-oriented precinct consistent with the PDA's transport and connectivity vision.

Figure 4 Public Transport Network



Source: TransLink

2.6 Future Upgrades

The Bowen Hills PDA Development Scheme identifies several road upgrades in the vicinity of the site. The relevant upgrades include:

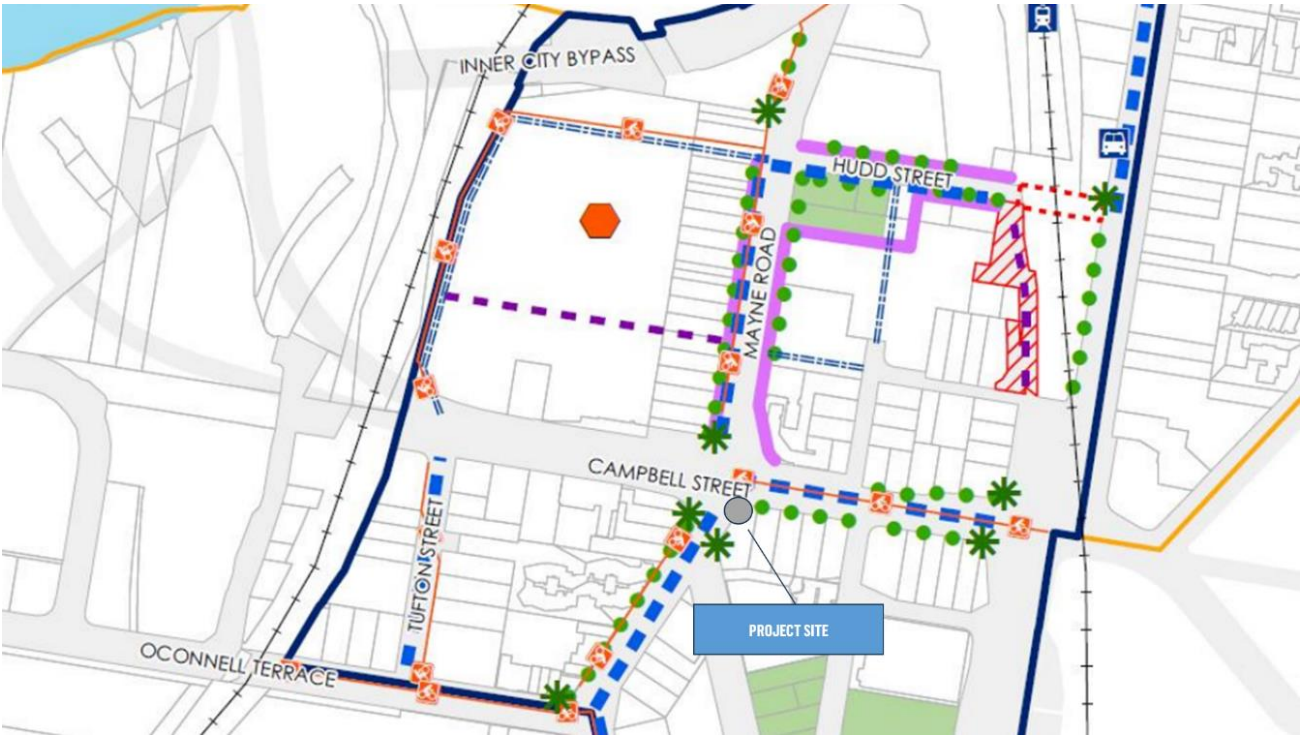
- Verge widening to 3.75 metres along the western side of Hamilton Place and the southern side of Campbell Street. Based on aerial imagery, an indicative 0.75 metre dedication is required, subject to confirmation by survey.
- Road widening along Hamilton Place and Campbell Street.

It is noted that the corner of Campbell Street and Hamilton Place is identified as a 'significant corner' within the PDA.

At the pre lodgement meeting with EDQ on 8th July 2025, BCC provided updated land dedication plans for the site. These plans include additional road widening requirements along Campbell Street and extending into Hamilton Avenue.

The development has incorporated these land resumptions into the current design.

Figure 5 Bowen Hills PDA Precinct 1 Plan



Source: Bowen Hills PDA Development Scheme (2022)

3 Proposed Development

The proposal comprises a 27-storey residential tower with ground floor retail and podium community facilities. Parking is provided across both basement and podium parking levels.

Table 3 Proposed Development

Residential Tower	Apartment Types/ Land Use	Yield
Parkview Apartment	1-bedroom apartment	42 Units
	2-bedroom apartment	76 Units
	3-bedroom apartment	30 Units
	Total	148 Units
Community Use Area		209m2 GFA
Retail	-	214m2 GFA

3.1 Car Parking

The scheme provides a total of 119 car parking spaces, the breakdown is provided in Table 4

Table 4 Car Parking Supply Breakdown

Location	Parking Supply
Basement 1	29 resident parking
Basement 2	33 resident parking
Ground Level	8 visor spaces
Podium 1	6 resident parking
	12 visor spaces
Podium 2	33 resident parking
Total	
99 residential spaces	
20 visitor spaces	

3.2 Crossover

The proposed incorporates two driveway crossovers. The western driveway provides access to the podium level parking, while the eastern driveway accommodates basement parking entry and exit, as well as access for servicing activities. Further information is provided in **Section 6**.

3.3 Servicing

LRV bay is provided on the ground floor, near the building services area. Further information regarding the proposed access arrangements is provided in **Section 7**.

4 Parking Provision

4.1 Car Parking Supply

The site is located within the Bowen Hills PDA. Accordingly, car parking is required to be provided in accordance with Schedule 3: Transport, access, parking and servicing of the Bowen Hills PDA Development Scheme.

The PDA rates are detailed in Table 5, with the associated car parking requirements outlined in Table 6.

Table 5 Bowen Hills PDA Parking Rates

Land Uses	Bowen Hill PDA Requirements
Multiple dwelling	Provide an average of 0.75 spaces per dwelling Plus 0.15 visitor parking space per dwelling.
Retail	Maximum 5 spaces per 100m ² gross floor area on all levels accessible at-grade from a public street OR an on-site car parking area, plus maximum 2 spaces per 100m ² gross floor area on other levels

Table 6 Bowen Hills PDA Car Parking Requirements

Parking category	Bowen Hill PDA Requirement	Car Parking Supply
Residents	133 spaces	99 Spaces
Visitors	Residents: 22 spaces Retail: 11 spaces	20 Spaces

The proposed car parking supply is below the standard requirements set out for the Bowen Hills PDA. Economic Development Queensland (EDQ) applies a single parking rate to all multiple dwelling developments within the PDA. This rate reflects an average provision for the precinct and is applied regardless of a site's proximity to public transport or other supporting infrastructure.

At the second pre-lodgement meeting with EDQ on 16th September 2025, EDQ acknowledged that Bowen Hills aims to minimise parking provision, particularly for sites with strong access to public transport.

In parallel, BCC has recently expanded the City Core and City Frame areas to support housing affordability and supply in inner-city locations, while encouraging greater use of public and active transport. The proposed development falls within the BCC City Core, where maximum parking rates are set to reflect the high level of connectivity to non-private vehicle transport options.

On this basis, Urbis has undertaken a car parking review using the City Core parking rates. The applicable Brisbane City Council parking rates are summarised in Table 7, with the associated car parking requirements outlined in Table 8.

Table 7 BCC City Core Parking Rates

Land Uses	BCC City Core Requirement
Multiple dwelling	- Max. 0.5 space per 1 bedroom dwelling - Max. 1 space per 2-bedroom dwelling - Max. 1.5 spaces per 3-bedroom dwelling - Max. 2 spaces per 4 and above bedroom dwelling - Plus 1 visitor space for every 20 dwelling units
Retail	Max. 1 space per 200m ² GFA

Table 8 BCC City Core Car Parking Requirements

Parking category	BCC City Core Requirement	Car Parking Supply
Residents	1 bed: 21 spaces 2-bed: 76 spaces 3-bed: 45 spaces Total: 142 Spaces	99 Spaces
Visitors	Residents: 8 Spaces Retail: 1 Spaces	20 Spaces

Brisbane City Council (BCC) sets maximum parking supply requirements for developments within the City Core area. The proposed visitor parking provision represents a balanced outcome, sitting between the Bowen Hills PDA average rate and BCC's maximum allowance for the City Core. This approach provides an appropriate compromise between the two guideline frameworks.

The proposed parking rate is supported at this location for the following reasons:

- **EDQ support** – EDQ endorses minimising parking provision for this site, given its close proximity to the nearby train station and bus stops.
- **BCC policy alignment** – In early 2025, BCC refined the boundaries of the City Frame and City Core to better reflect its vision of reducing reliance on private vehicles and encouraging public and active transport.
- **Connectivity** – The site benefits from a high level of access to non-private vehicle transport options. While EDQ applies an average rate across the PDA, BCC's rates more directly reflect the nature of the location and the development's characteristics.

4.2 Bicycle Parking Supply

EDQ Schedule 3: Transport, access, parking and servicing defers the bicycle parking provision to be provide in accordance with BCC's Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS policy). outlines the required bicycle parking spaces for the development.

Table 9 BCC Bicycle Parking Requirements

Land Use	Yield	Bicycle Parking Rate	Required
Multiple Dwelling	148 Units	1 residents bicycle parking space per unit	148 spaces
		1 visitor per 4 units	37 spaces
Retail	The GFA of the retail/commercial/office use is less than 1,000m ² , and therefore no bicycle parking is required for the site.		
Total			185 spaces

The plans indicate provision for a total of 185 bicycle parking spaces across the basement levels and podium floor. This includes 148 spaces allocated for residents and 37 spaces for visitors on podium level 1. The proposed bicycle parking provision meets the statutory requirements.

5 Car Parking Design Review

As per EDQ Schedule 3, all car parking areas must be designed in accordance with the relevant requirements of Brisbane City Plan's TAPS Policy. As such, a design review of the proposed car parking provisions has been undertaken in accordance with the relevant sections of the BCC TAPS Policy, as summarised in Table 10. Where performance outcomes are proposed, further information is provided below.

Table 10 Design review-car park

Design Component	BCC TAPS Requirement	Provision	Compliance
<u>Car Park Bay Length</u>			
Small Car Bay	5.0m	5.4m	✓
Residential & Commercial	5.4m	5.4m	✓
Tandem Parking	10.8m	10.8m	✓
<u>Car Park Bay Width</u>			
Small Car Bay	2.3m	2.3m	✓
Residential	2.6m	2.4m	Performance Outcome
Visitor	2.6m	2.6m	✓
<u>Aisle Width:</u>			
Parking Aisle	6.2m	6.2m	✓
Ramp	6.2m	6.35m	✓
Parking Envelope Clearances (Column Location)	Obstructions permitted between 0.8m and 1.8m from the aisle	Varies-obstructions located 0.58m the aisle (minimum)	Performance Outcome
Parking Aisle Extension	2m beyond last bay	Varies	Performance Outcome
<u>Maximum Gradients</u>			
Parking Aisle	1:16	Flat	✓
Internal Ramp	1:6	1:5	Performance Outcome
Grade Transition	1:8	1:8	✓
Height Clearance	2.3m over car parks	Minimum 3m	✓
	2.5m over PWD spaces	3.6m	✓

Residential Parking Bay Width

Council requires a minimum width of 2.6m for residential parking spaces. The development proposes most residential parking spaces at 2.5m in width. The proposed arrangement is considered suitable given:

- The parking spaces are for private residential use, with most allocated to individual residents, resulting in low turnover.
- Spaces are allocated to tenants who will become familiar with the reduced width.
- The low turnover is consistent with a Class 2 space under AS2890.1, which permits a minimum width of 2.5 metres.

Parking Aisle Width

A swept path assessment has been undertaken where parking aisles are below BCC's allowable 6.2m.

At the tightest sections, vehicles are required to perform multi-point manoeuvres. This aligns with Section B4.3 (Figure 8) of AS2890.1 which acknowledges that multi-point turns may be required. These spaces will be allocated to residents only, who will become familiar with this movement. On this basis, the proposed layout is considered suitable.

Parking Envelope Clearance

Council requires that columns be located between 0.8m and 1.8m of the aisle. The proposed development provides column setbacks of 0.75 m from the aisle. This complies with AS2890.1 requirements and is considered suitable given the constraints of the site.

Parking Aisle Extension

Council requires that terminated aisles extend at least 2 metres beyond the last parking space to allow adequate room for vehicle manoeuvring. AS2890.1 allows for a 1m end aisle extension to be provided.

The development provides a minimum end aisle extension of 0.58m. Whilst less than Council requirements, Urbis has carried out a swept path assessment confirming that a vehicle can access the adjacent bay using multi-point turning manoeuvres. This swept path is included in **Appendix B**.

Gradients

BCC requires maximum ramp grades of 1:6. The development proposes a grade of 1:5 for the main ramp sections, which is compliant with the requirements set out in AS2890.1. All gradients are measured along the inside edge or shortest path of travel.

5.1 Circulation

The development incorporates an uncontrolled give-way arrangement within the internal parking levels. The development is expected to generate a maximum of 28 vehicle trips during the peak hours, with traffic movements being tidal in nature.

In addition, due to the residential character of the development, the majority of vehicle movements occur in the same direction during peak periods. Accordingly, the pinch point at the northern boundary is considered acceptable from an operational and safety perspective.

6 Access Review

Access to the site will be provided via the existing easement, with the conditions outlined in the **Existing Easement** section. EDQ has confirmed its support for using this easement for both access and servicing, provided the use remains consistent with the easement's terms.

The proposed development incorporates two driveway crossovers. The western driveway provides access to the podium level parking, while the eastern driveway accommodates basement parking entry and exit, as well as access for servicing activities.

In accordance with Schedule 3 of the EDQ Development Scheme, driveway crossovers will be designed in line with the requirements set out in BCC's TAPS Policy. A review of the proposed access arrangement in accordance with BCC's TAPS Policy is provided in Table 11 and Table 12 below.

6.1 Western Crossover

Table 11. Western Crossover Requirements

Design Component	BCC TAPS Requirement	Proposed Provision	Compliance
Driveway Type	Type B2	Type B2	✓
Minimum Pedestrian Sight Splays (City centre)	2m*2m	2m*2.5m	✓
Driveway Ramp gradient	1:20 (5.0%) for the first 6m	1:8	Performance Outcome
Width	6m – 9m	6.5m	✓
Minimum Queuing Provision (49 parking bays across podium levels)	2 car lengths (18m min) for a car park between 26-50	More than 20m	✓

Driveway Gradient

Typically, the maximum gradient for at a site access is 6m at 1:20. This applies to both uphill and downhill gradients.

The development proposes 2m at 1 in 8m, before increasing to 1:5 for the podium ramp. The proposed arrangement is considered suitable based on the following:

- The podium ramp is an uphill gradient. Increasing from 1:20 to 1:8 / 1:5 is suitable as sight lines are achieved for the exiting vehicle.
- BCC BSD -2024 (Vehicle Crossing Grades-3.75m wide footpath) requirements, the maximum gradient from the boundary is 1:6. This is due to transitions being provided within the verge. The development is accessed via an easement (driveway), and therefore no verge transitions are proposed. Instead, the gradient is reduced from 1:6 to 1:8.
- The proposed 1:8 gradient aligns with the maximum transitions for a standard ramp.

6.2 Eastern Crossover

Table 12 Eastern Crossover Requirements

Design Component	BCC TAPS Requirement	Proposed Provision	Compliance
Driveway Type	Type B2	Modified B1	Performance Outcome
Minimum Pedestrian Sight Splays (City centre)	2m*2m	2m*7m	✓
Driveway Ramp gradient	1:20 (5.0%) for the first 6m	1:12	Performance Outcome
Width	Cars: 6 – 9m Service Vehicle (LRV): 7m	6.5m	Performance Outcome
Minimum Queuing Provision (62 parking bays across basement levels)	3 spaces for a car park between 51-75	7m	Performance Outcome

Driveway Type and Width

The BCC TAPS Policy requires driveway crossovers to be designed as a 7.0m wide Type B2 crossover to accommodate an LRV. The submitted design drawings indicate a proposed modified 6.5m, Type B1 crossover.

A swept path assessment undertaken by Urbis demonstrates that a BCC LRV is able to safely enter and exit the site within the proposed width and splays.

Driveway Gradient

It is acknowledged that a maximum gradient of 1 in 20 is typically required at the property boundary. The eastern driveway is proposed at a gradient of 1 in 12. This is considered acceptable for the reasons outlined below.

- The 1 in 12 gradient is flatter than 1:10 is the maximum for a service vehicle ramp.
- A vertical swept path assessment also confirms that vehicles accessing the basement will not bottom out on the driveway, based on a standard minimum ground clearance of 150 mm.

Minimum Queuing Provision

The development provides a minimum of 7.0 m of queuing space between the property boundary and the first car parking bay (V03).

The development is tidal, with the majority of movements outbound during the AM peak and inbound during the PM peak. Based on the estimated site generation, and noting that the traffic flows are distributed across two crossovers, the likelihood of more than one vehicle queueing is less than 1%.

7 Servicing Arrangements

Scheme 3 of EDQ Bowen Hills PDA development scheme does not specify the minimum design service vehicle requirements for different uses. For the purposes of this assessment, the Brisbane City Council TAPS policy has been referenced, with a summary provided in Table 13 .

Table 13 Minimum Standard Design Service Vehicle

Development Type	Design Vehicle	
	Occasional access	Regular Access
Multiple Dwelling	LRV	RCV
Community	AV	RCV
Retail (214m²)	RCV	1 x VAN 1x MRV

Occasional access associated with the proposed community use would typically require an articulated vehicle (AV); however, as the community use is ancillary to the primary residential use, the largest service vehicle expected to regularly access the site is an LRV.

An LRV loading bay is provided at ground level adjacent to the residential and retail waste area and is located to the rear of the site, away from the street frontage. This arrangement is consistent with EDQ's intent to locate servicing areas outside the public realm.

Servicing activities are anticipated to occur infrequently and during off-peak periods. A Service Management Plan will be implemented to manage servicing operations and avoid conflicts between uses, with retail servicing primarily occurring on weekdays and residential servicing on weekends. Servicing associated with the proposed community use is anticipated to take place during weekdays and therefore it not expected to conflict with typical residential servicing demand, which primarily occurs on weekends.

A review of the servicing layout is provided in Table 14 below.

Table 14 Design Review- Servicing

Design Component	BCC TAPS Requirement	Provision	Compliance
Servicing Aisle	6.5m	6.3m	Performance Outcome
LRV Bay			
Minimum bay length	11m	11 m	✓
Minimum bay width	3.5m	3.5m	✓
Minimum vertical clearance	4.5m	5.1m	✓

Service Aisle Width

A swept path assessment has been undertaken for an LRV accessing and standing within the site. The assessment confirms that the LRV can remain wholly within the site during loading activities. The loading bay is setback 1.34 m from the visitor parking bay and therefore does not obstruct visitor vehicle movements.

Swept path analysis showing both LRV access to the site is included as **Appendix B**. While the proposed servicing aisle width is 0.2 m less than the guideline requirement, the assessment demonstrates that an LRV can access the service area while bypassing a B85 vehicle. The LRV can manoeuvre with forward entry and forward exit at the easement crossover with Jayes Street align with EDQ's pre-lodgement requirements.

8 Traffic Impact Assessment

The trip generation of the proposed multi-dwelling development has been estimated to assess future traffic demands on the surrounding road network. Traffic generation rates have been determined using the *Transport for NSW Guide to Transport Impact Assessment (2024)* for high-density residential uses and TMR Traffic Generation Survey Data has been referenced for the retail use. The community use is not allocated any visitor parking and therefore is not expected to generate vehicles during peak periods.

The average trip generation rates for the AM and PM peak hours for high-density residential development and retail use on the ground level are summarised in Table 15. The estimated peak hour development trips are shown in Table 16

Table 15 Traffic Generation Rates

Land Use	Source	Peak Hour Vehicle Trip Rates	
		AM Peak Hour	PM Peak Hour
High density residential (High public transport accessibility)	NSW Guide to Transport Impact Assessment	0.19/dwelling	0.15/dwelling

Table 16 Development Traffic Generation

Land Use	Yield	Peak Hour Trips	
		AM Peak Hour	PM Peak Hour
High density residential (High public transport accessibility)	148 Units	28vph	22vph

8.1 Traffic Assessment Warrants

EDQ has not specified any traffic assessment warrants for new development within the Bowen Hills PDA. Accordingly, this assessment will be undertaken in accordance with BCC TAPS policy.

It is noted that acceptable outcome AO2.2 of the Road Hierarchy Overlay Code outlines the criteria for when further impact assessment is required. These include:

- The development generates fewer than 25 vehicles per hour (vph) during peak periods.
- The development does not involve a driveway access to a major road; and
- The development does not include a driveway located within 100 metres of a signalised intersection.

The development does not include access to a major road or within 100m of a signalised intersection. In the AM peak, the site is estimated to generate 28vph, slightly more than the nominal 25vph. The additional three vehicle movements equates to one vehicle every 20 minutes during the peak hour.

The adjacent Hamilton Place and Jeays Street intersection operates as a left in left out arrangement, which limits conflicting movements and minimises intersection delays when compared to a full movement intersection. Additionally, there are several approach and departure routes to the site.

Based on the above, the proposed development is unlikely to significantly impact the operation of the surrounding road network.

9 Summary

This Traffic Impact Statement has been prepared to assess the design and traffic-related impacts of the proposed development. The key findings of the assessment are summarised below.

- The proposal incorporates ground-floor retail uses, podium-level community facilities and residential dwellings. Vehicle parking is provided across both basement and podium levels.
- The site is located within the Bowen Hills Priority Development Area (PDA).
- A total of 119 car parking spaces and 185 bicycle parking spaces are proposed. The parking provision is generally in accordance with the requirements of the Bowen Hills Priority Development Area Development Scheme.
- The development incorporates two driveway crossovers. The western driveway provides access to the podium-level parking, while the eastern driveway accommodates basement parking entry and exit, as well as access for servicing activities. Further detail is provided in Section 6 of this report.
- Servicing of the site is accommodated by a LRV. Swept path analysis confirms that an LRV can safely access the service area, with the design allowing a passenger vehicle to pass a stationary service vehicle within the shared aisle.
- The swept path assessment also demonstrates that an LRV can manoeuvre with forward entry and forward exit at the easement crossover with Jayes Street, consistent with EDQ pre-lodgement requirements.
- The development is expected to generate up to 28 vehicle trips during the peak hour. In the AM peak period, the additional right-turn demand from Jacaranda Street is not expected to result in any material impacts on the surrounding road network, as it does not coincide with peak traffic associated with the adjacent golf course. In the PM peak period, additional left-turn movements from Meiers Road are similarly unlikely to affect network performance due to the low existing traffic volumes on surrounding local streets.

Based on the above, it is concluded that the proposed development will not result in any material adverse traffic impacts. Accordingly, there are no traffic-related matters that would preclude approval of the development.

Kind regards,



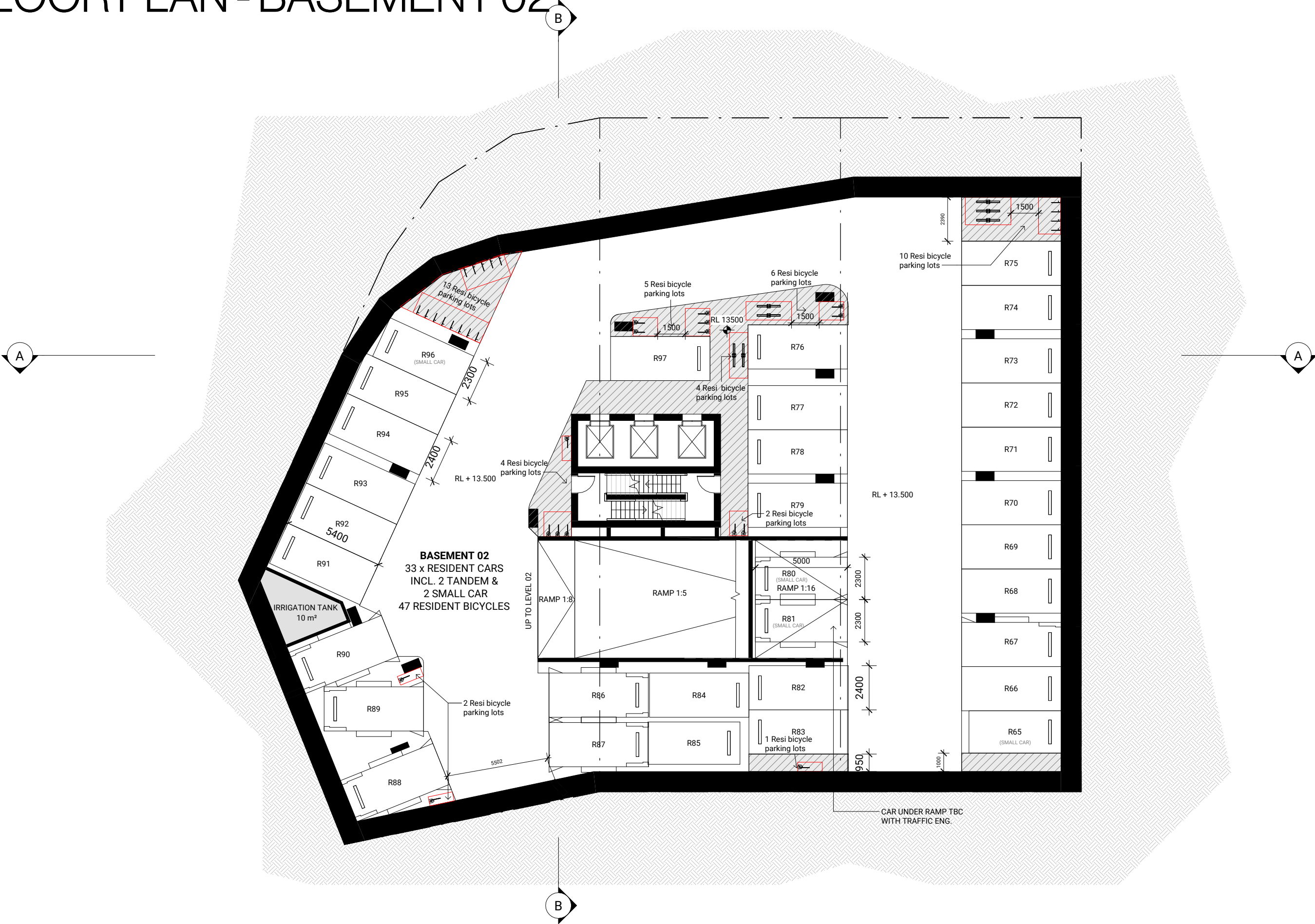
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Appendix A – Site Plans

Our Solution

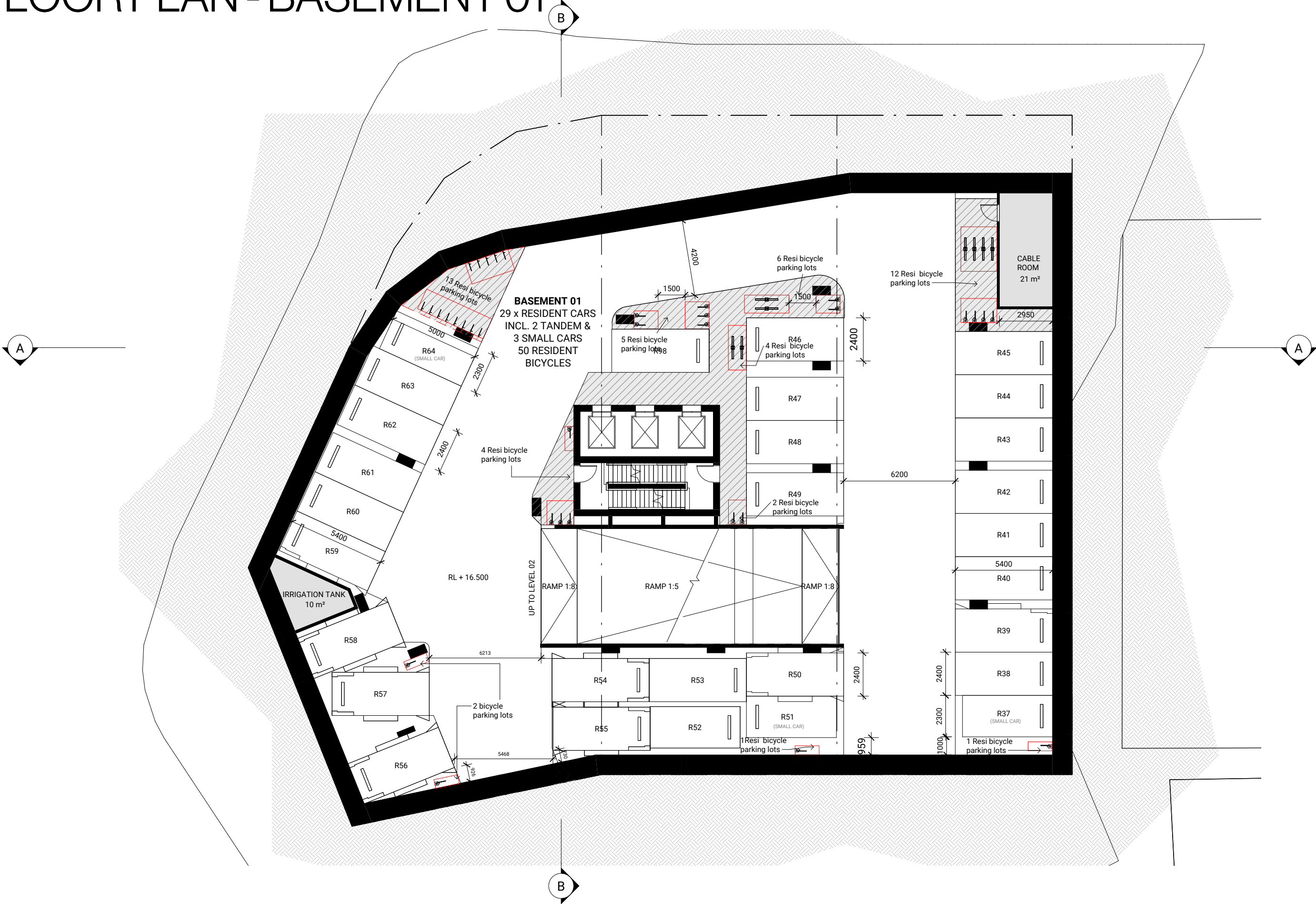
FLOOR PLAN - BASEMENT 02



Our Solution

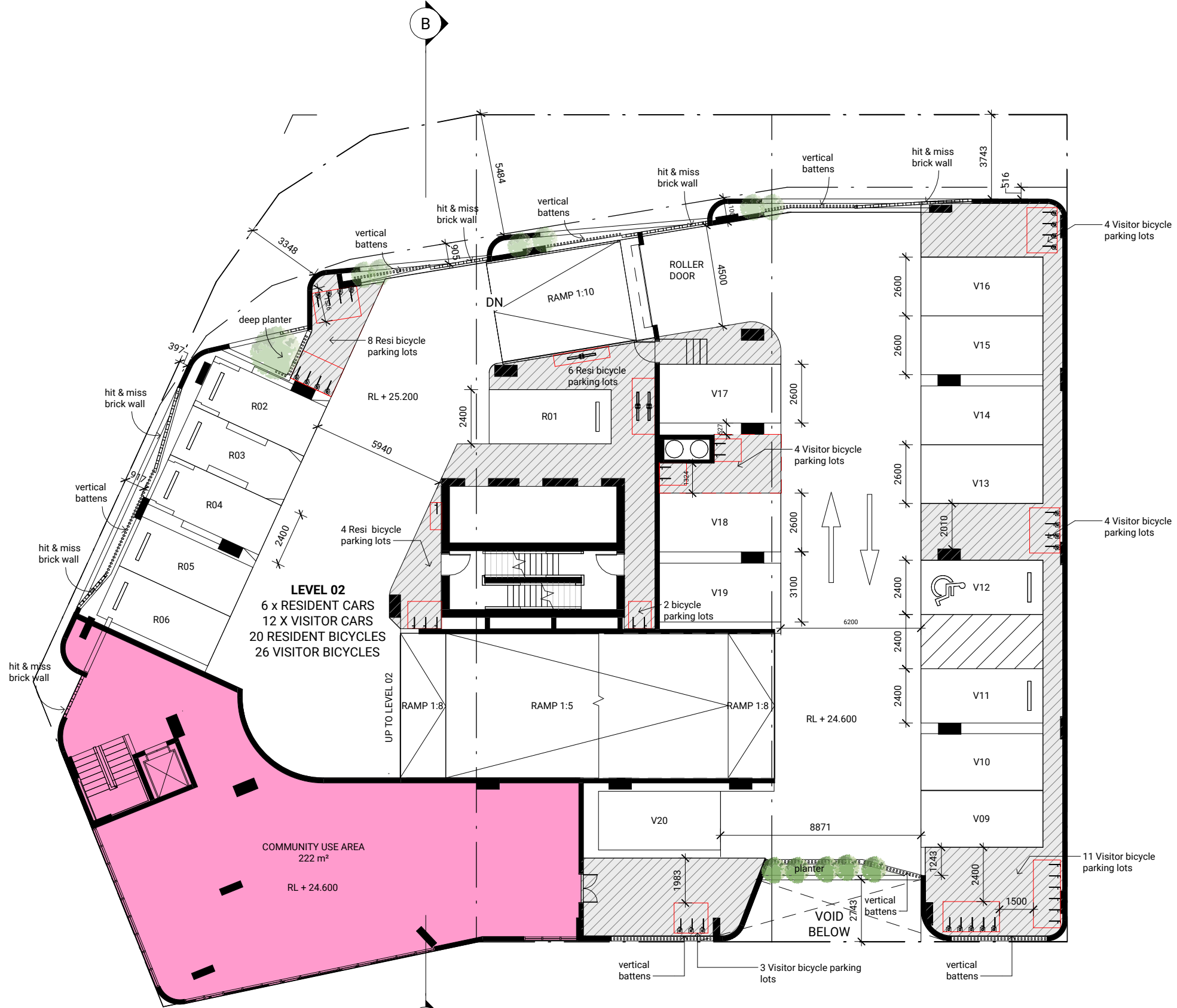
FLOOR PLAN - BASEMENT 01

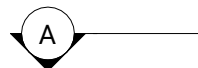
45
OUR SOLUTION





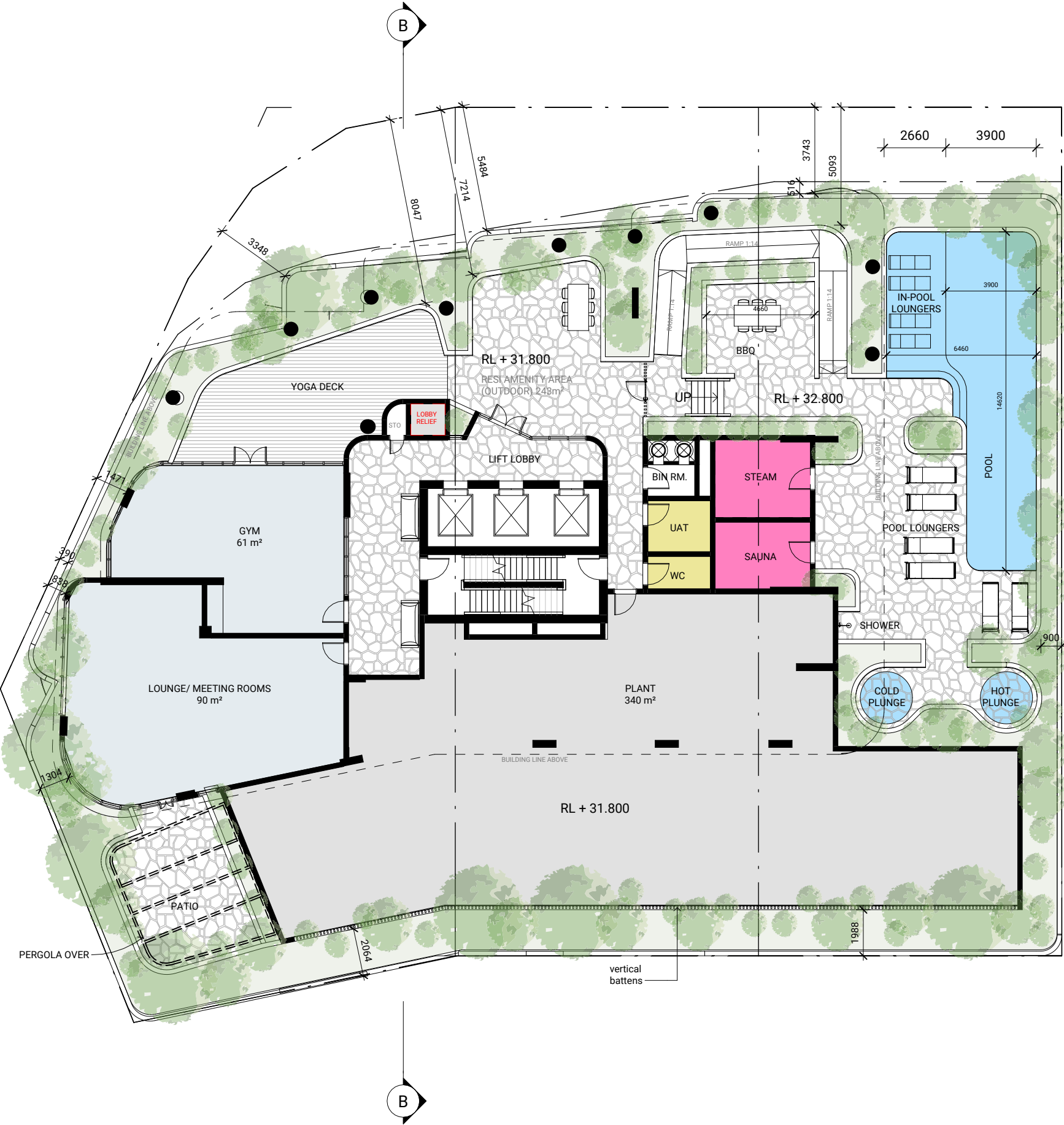
Our Solution



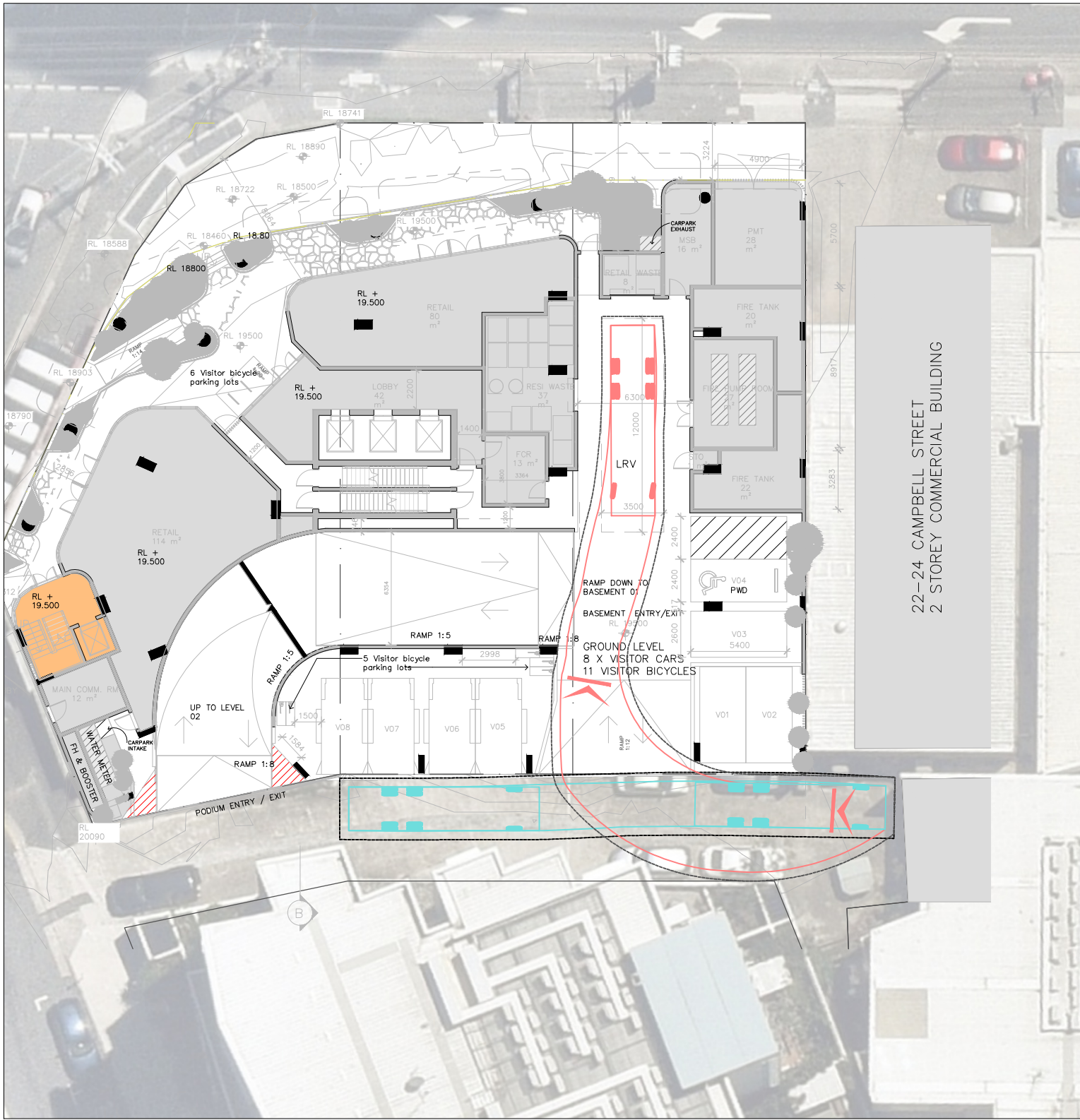


Our Solution

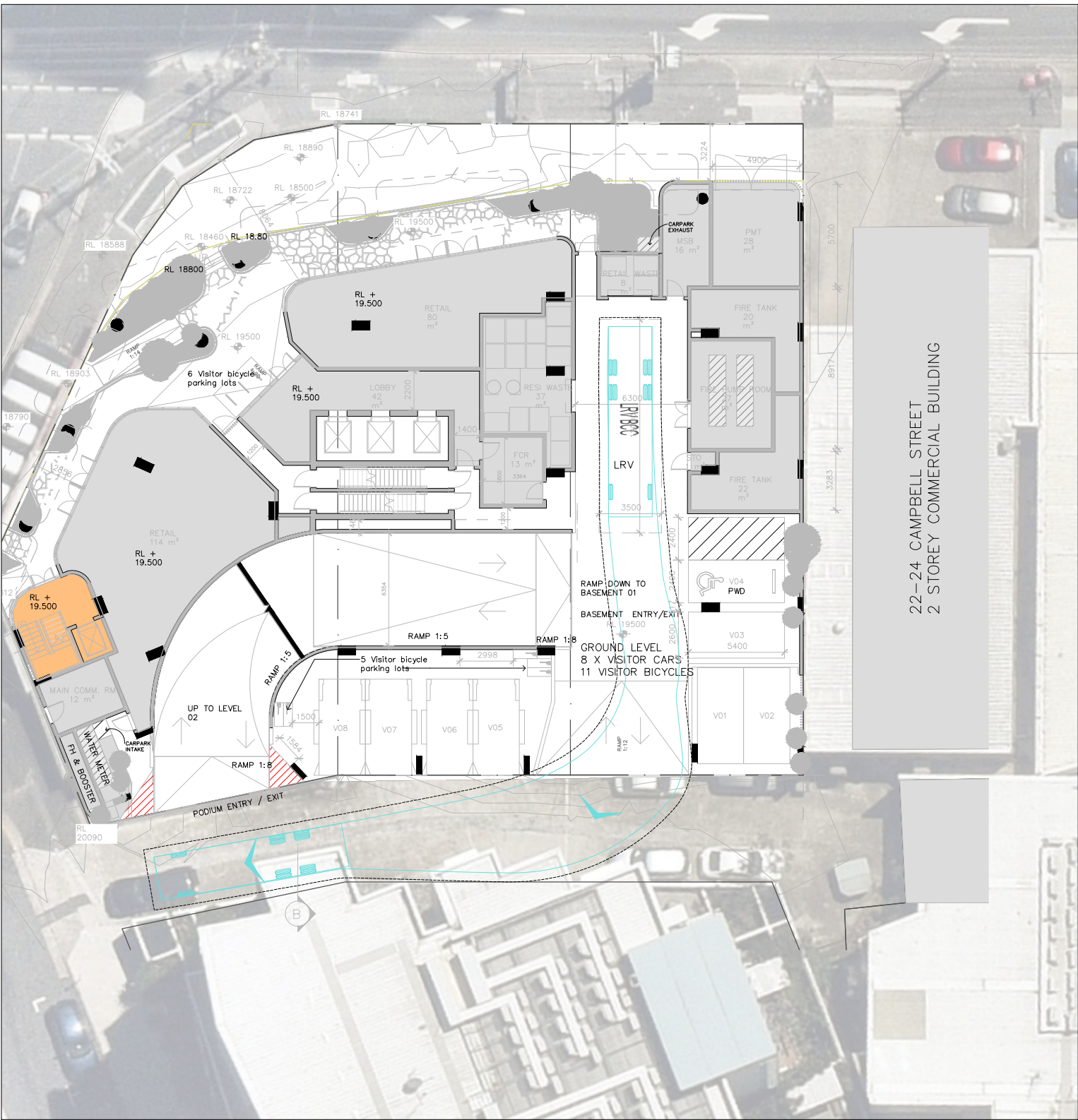
FLOOR PLAN - LEVEL 04 - RECREATION



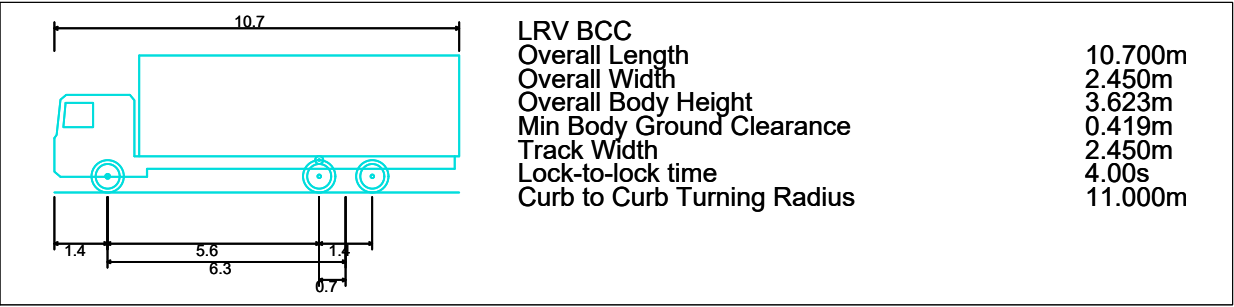
Appendix B – Swept Paths



LRV IN



LRV OUT

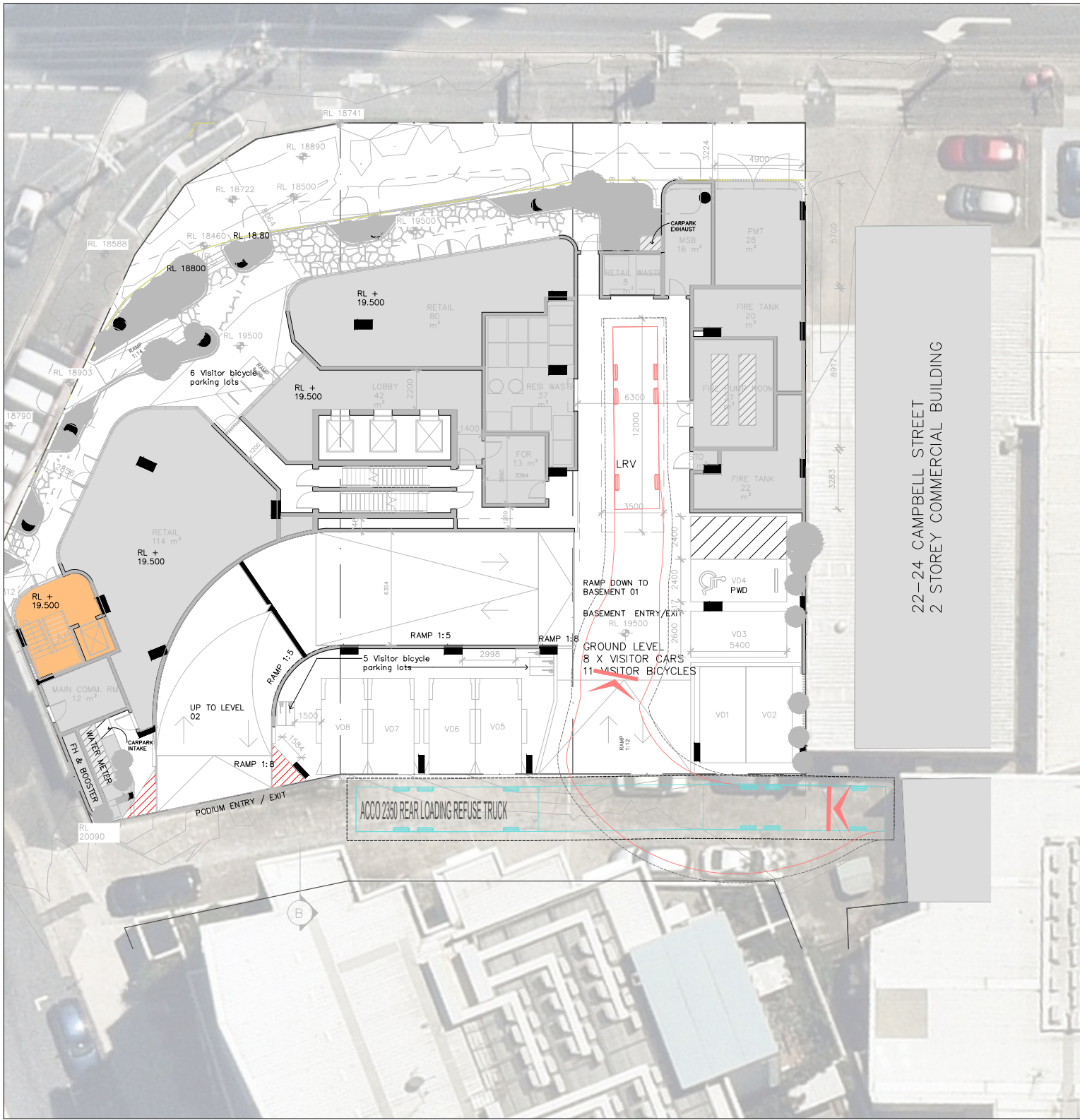


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24616
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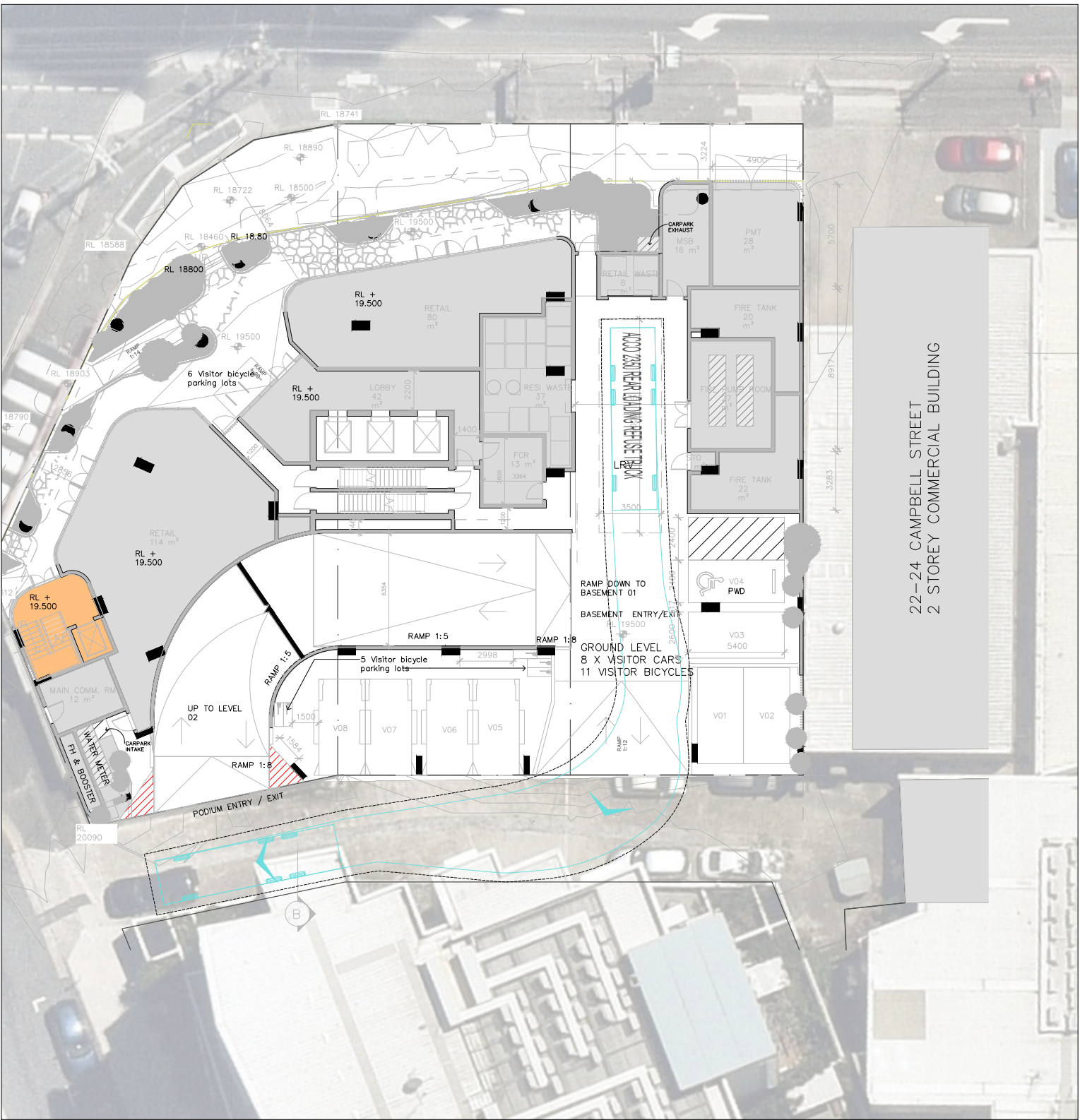
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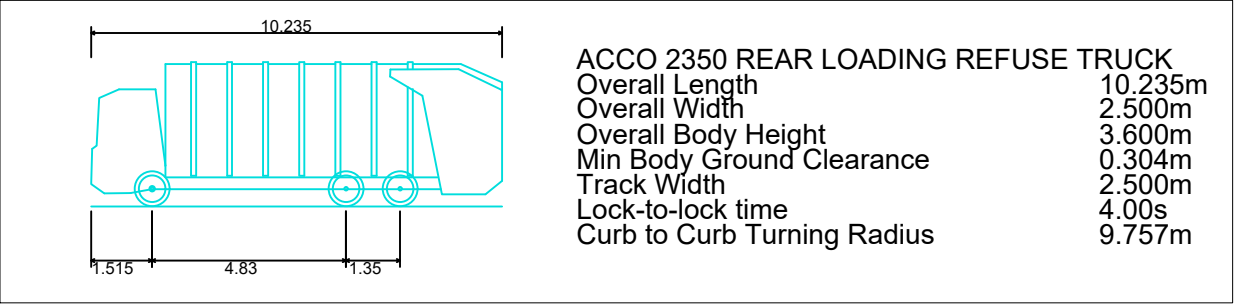
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RCV IN



RCV OUT

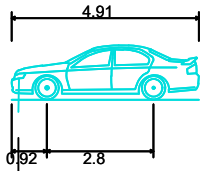
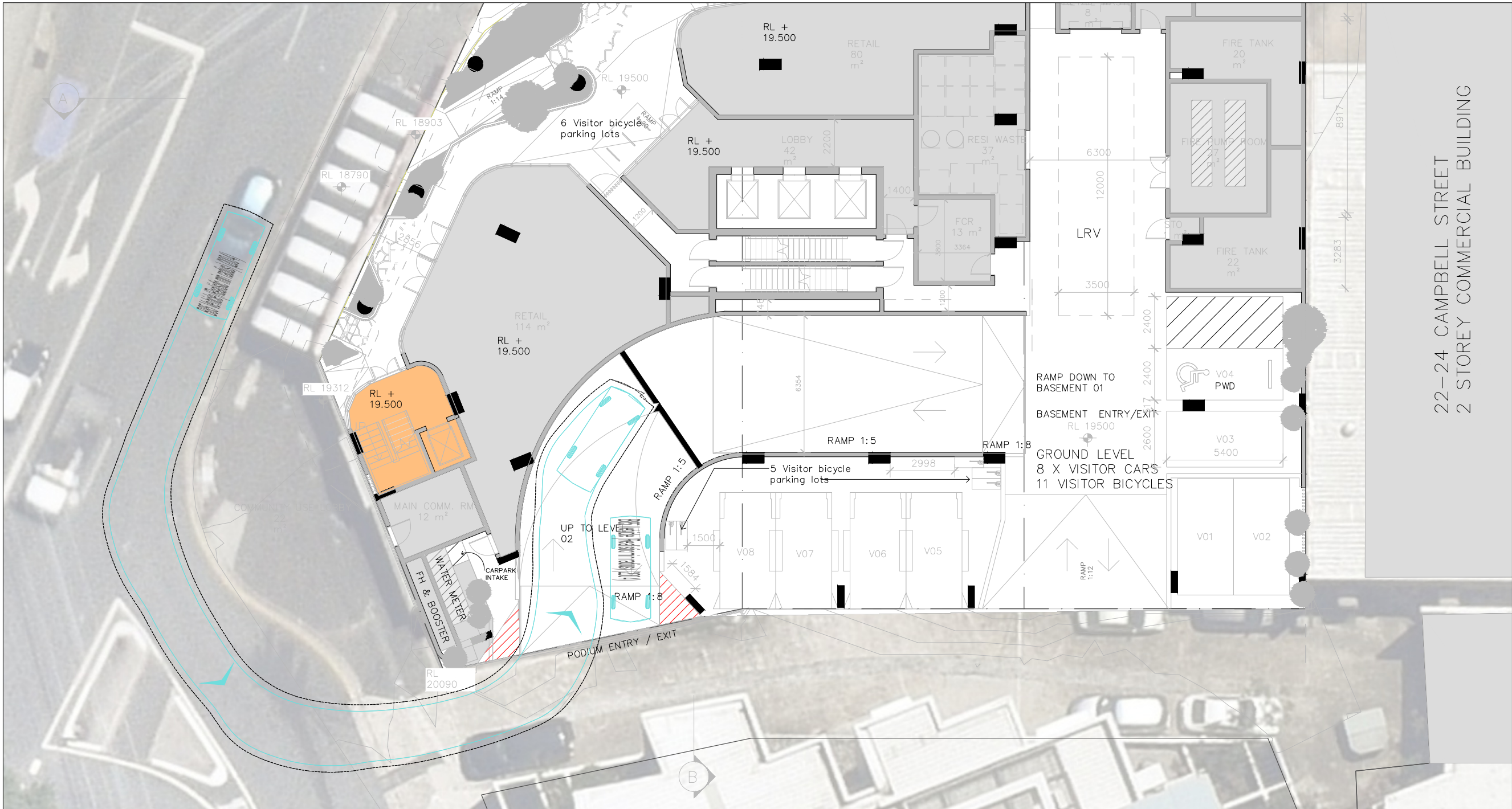


ACCO 2350 REAR LOADING REFUSE TRUCK
Overall Length 10.235m
Overall Width 2.500m
Overall Body Height 3.600m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 9.757m

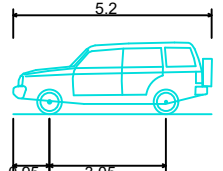
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B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m



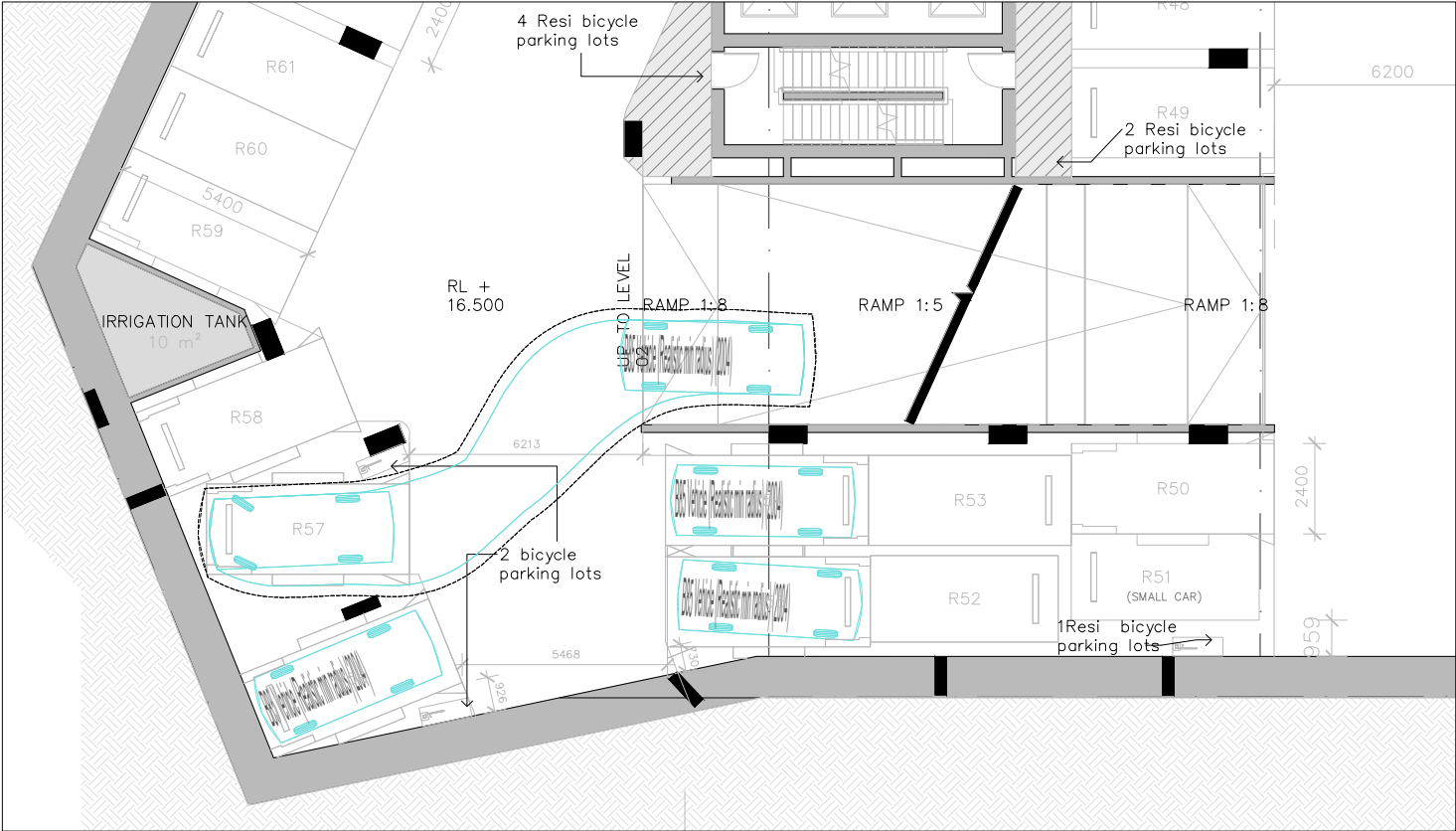
B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m

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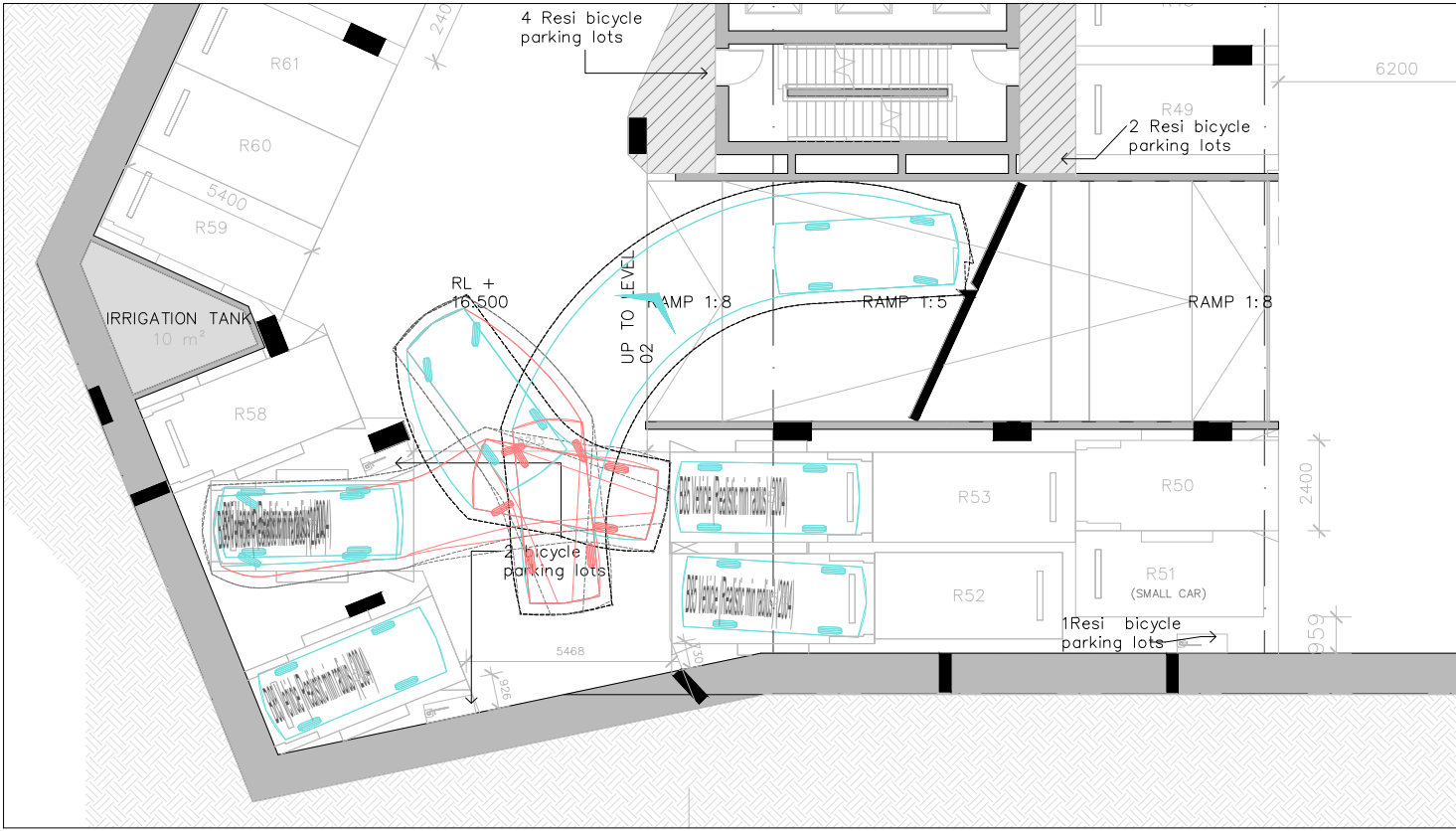
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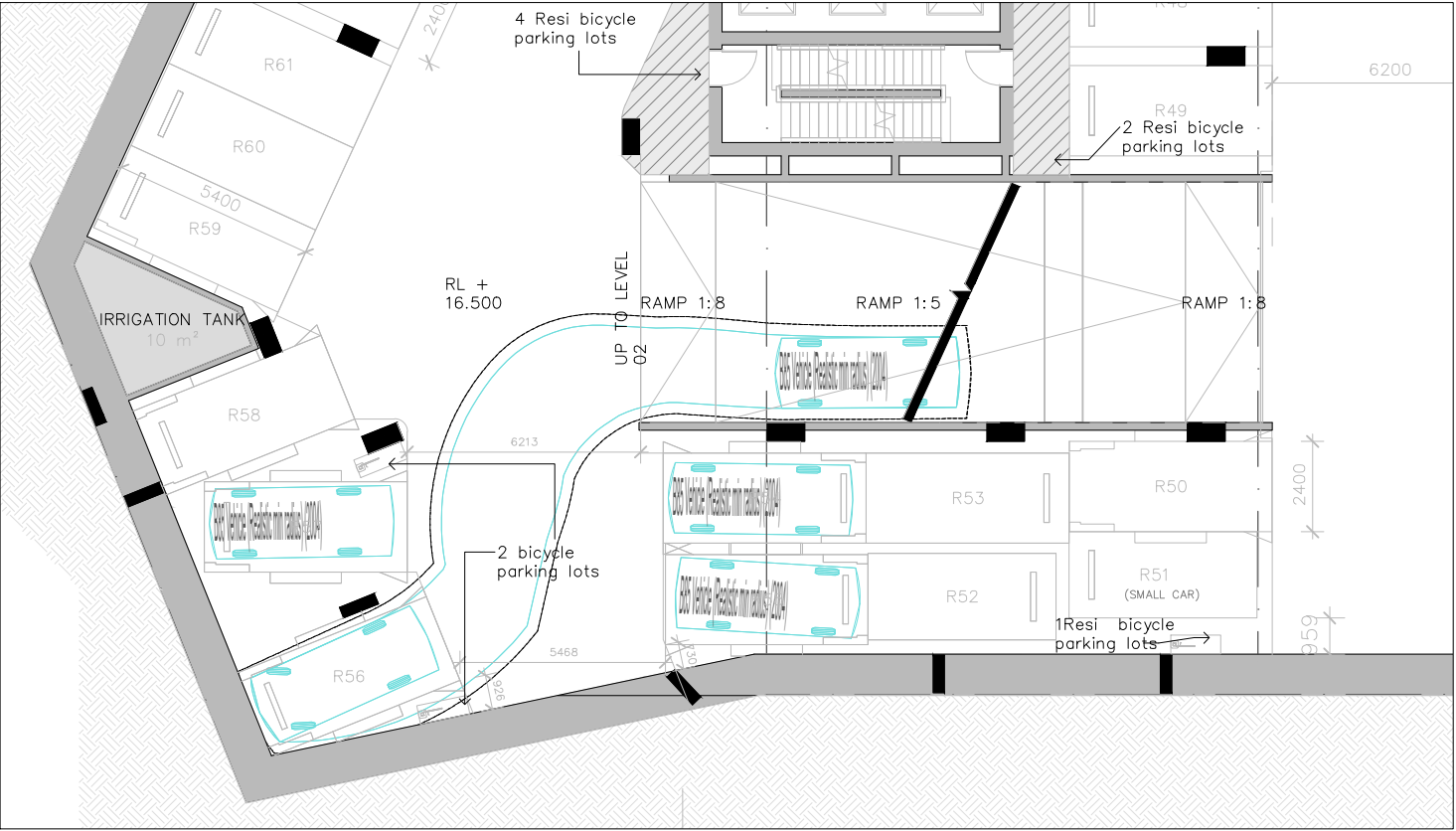
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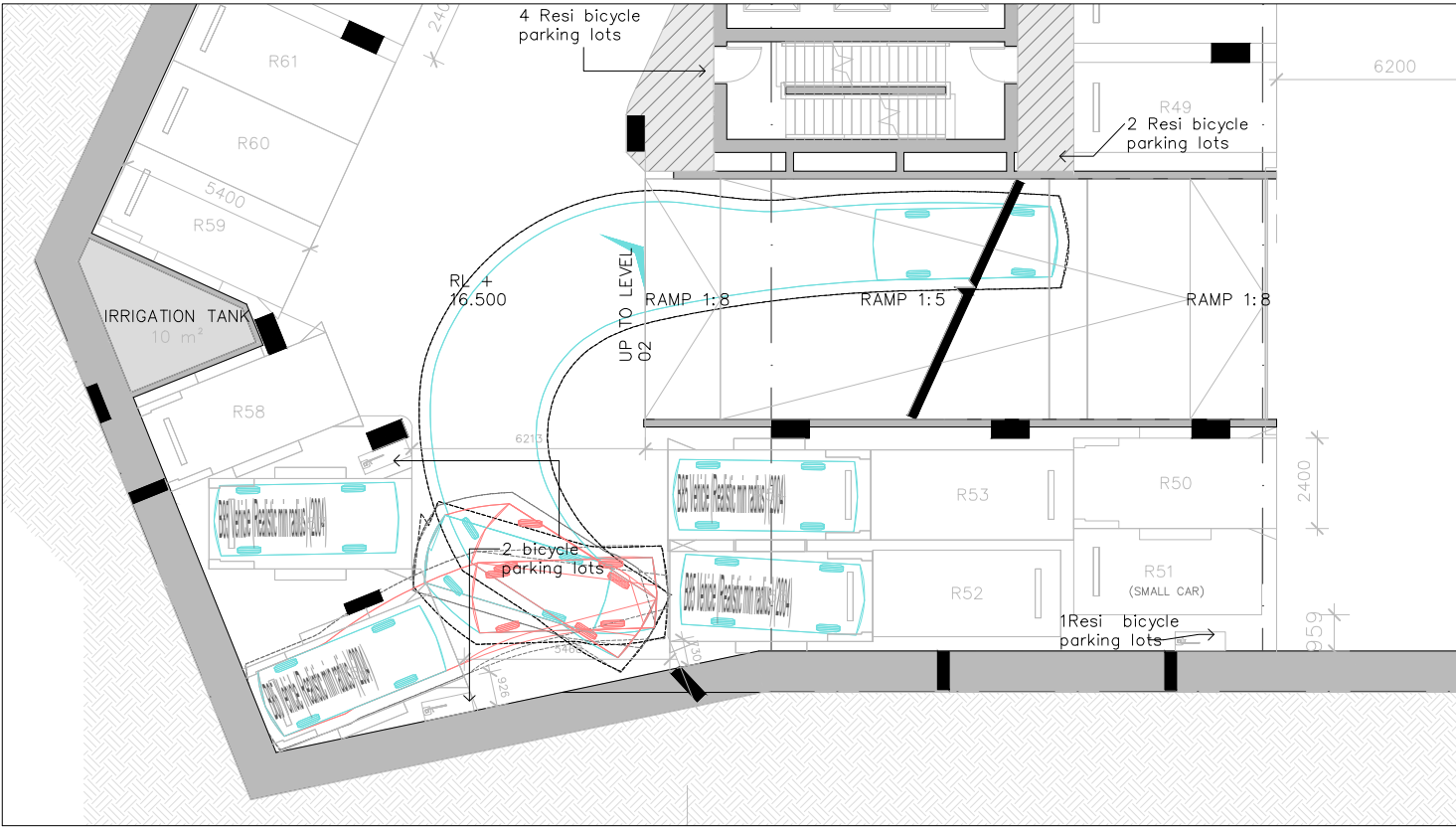
B85 ENTERING SPACE R57



B85 EXITING SPACE R57



B85 ENTERING SPACE R56



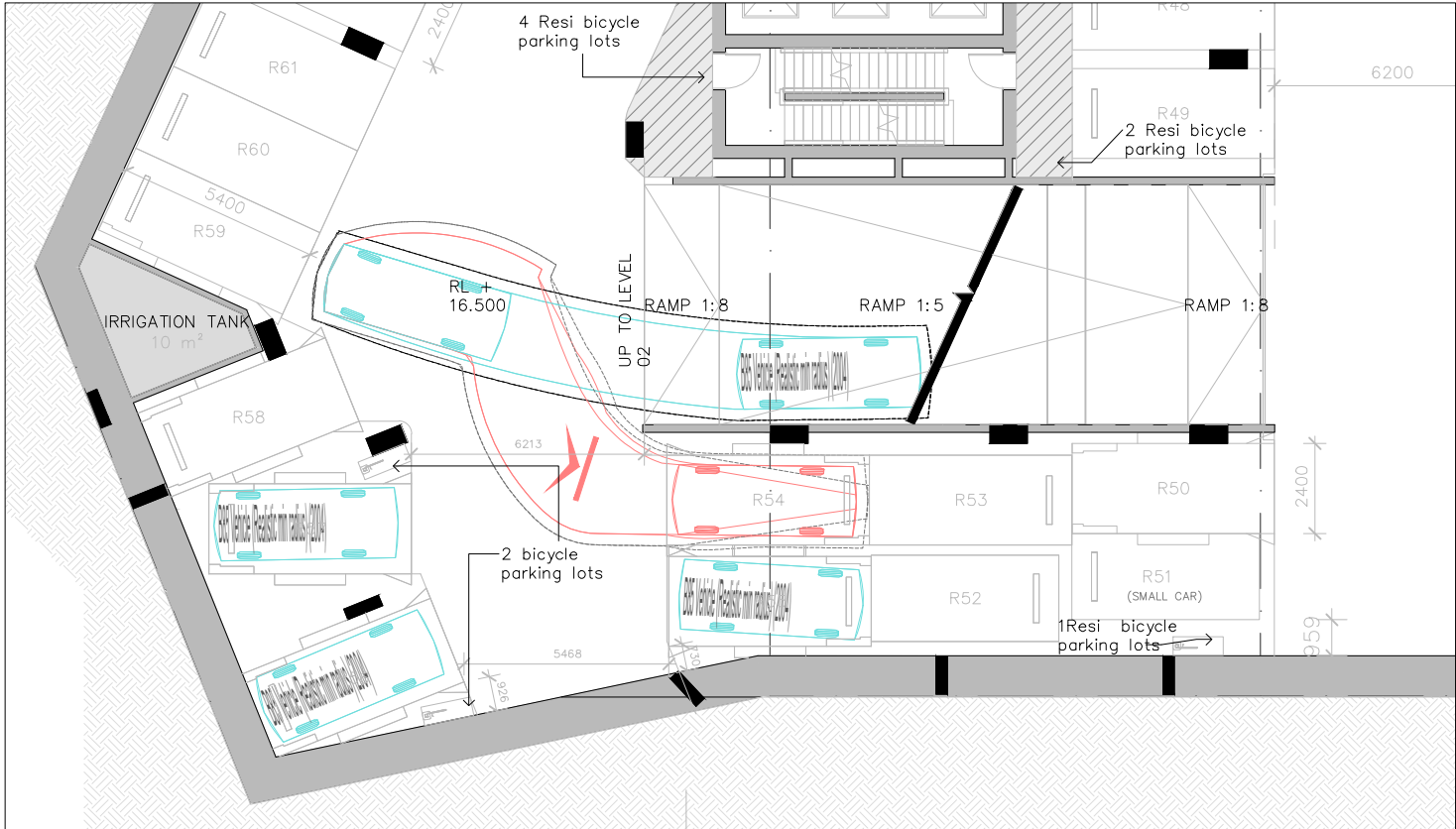
B85 EXITING SPACE R56

	Overall Length	4.91m
	Overall Width	1.870m
	Overall Body Height	1.421m
	Min Body Ground Clearance	0.159m
	Track Width	1.770m
	Lock-to-lock time	4.00s
	Curb to Curb Turning Radius	5.750m

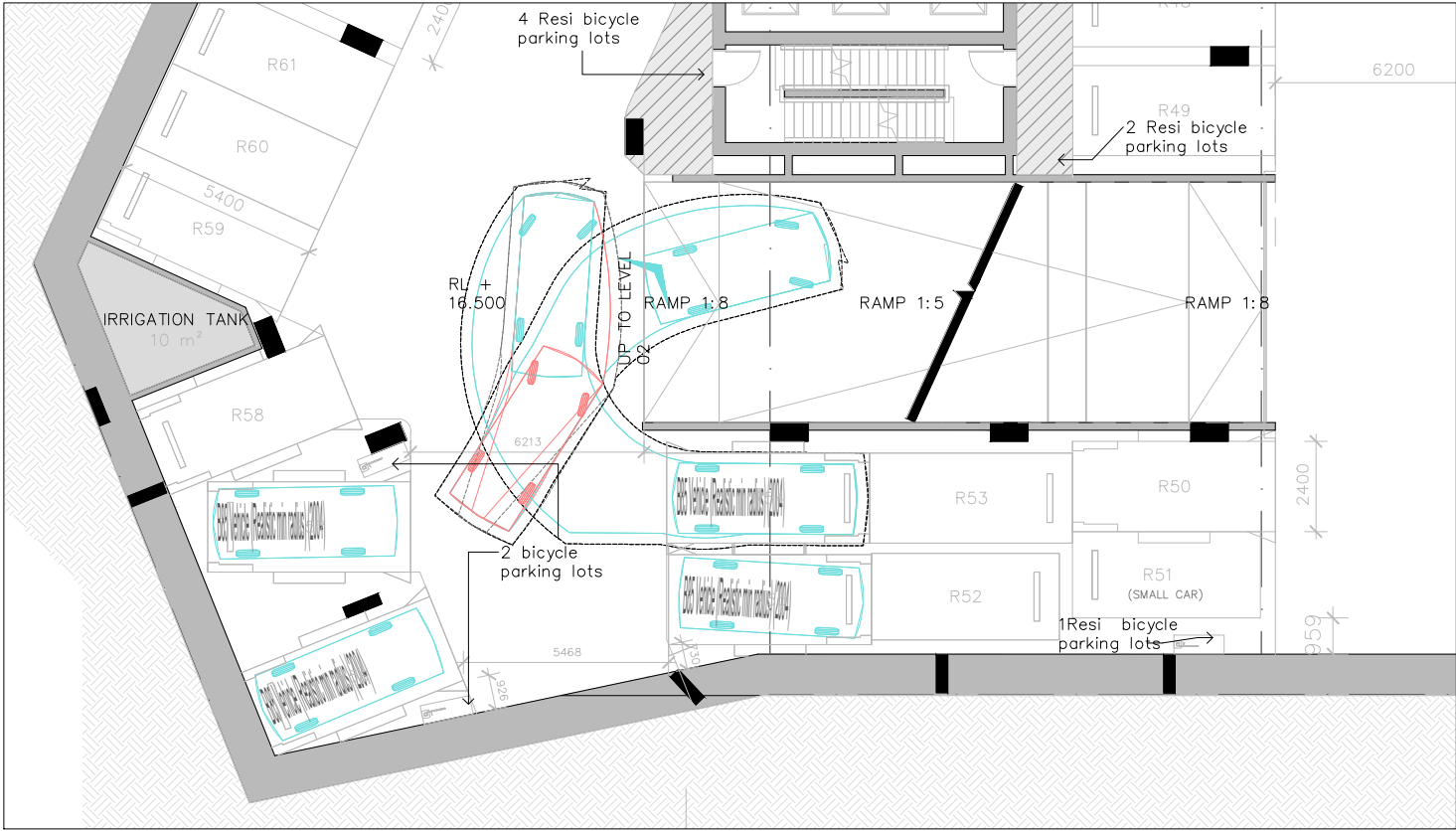
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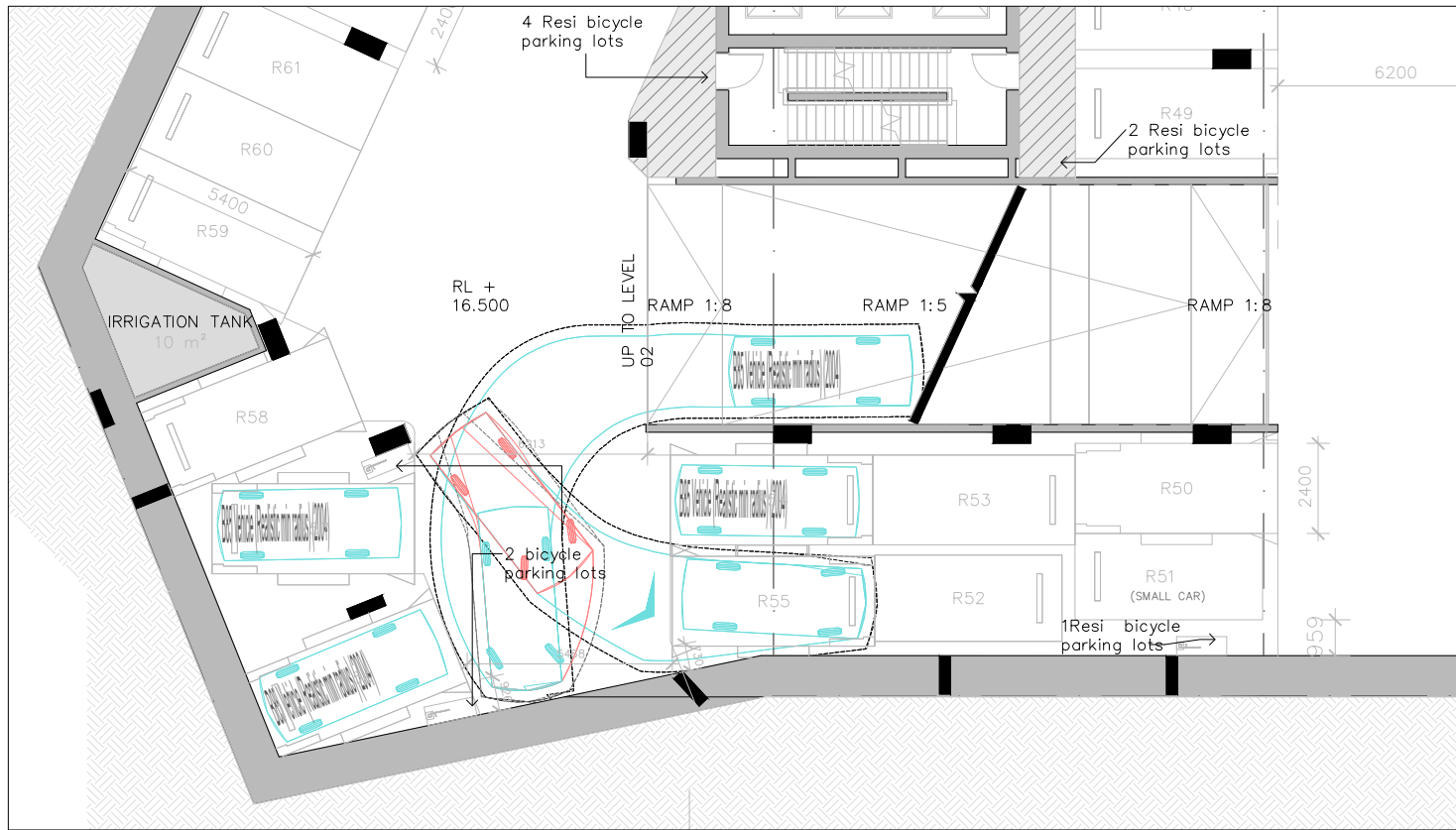
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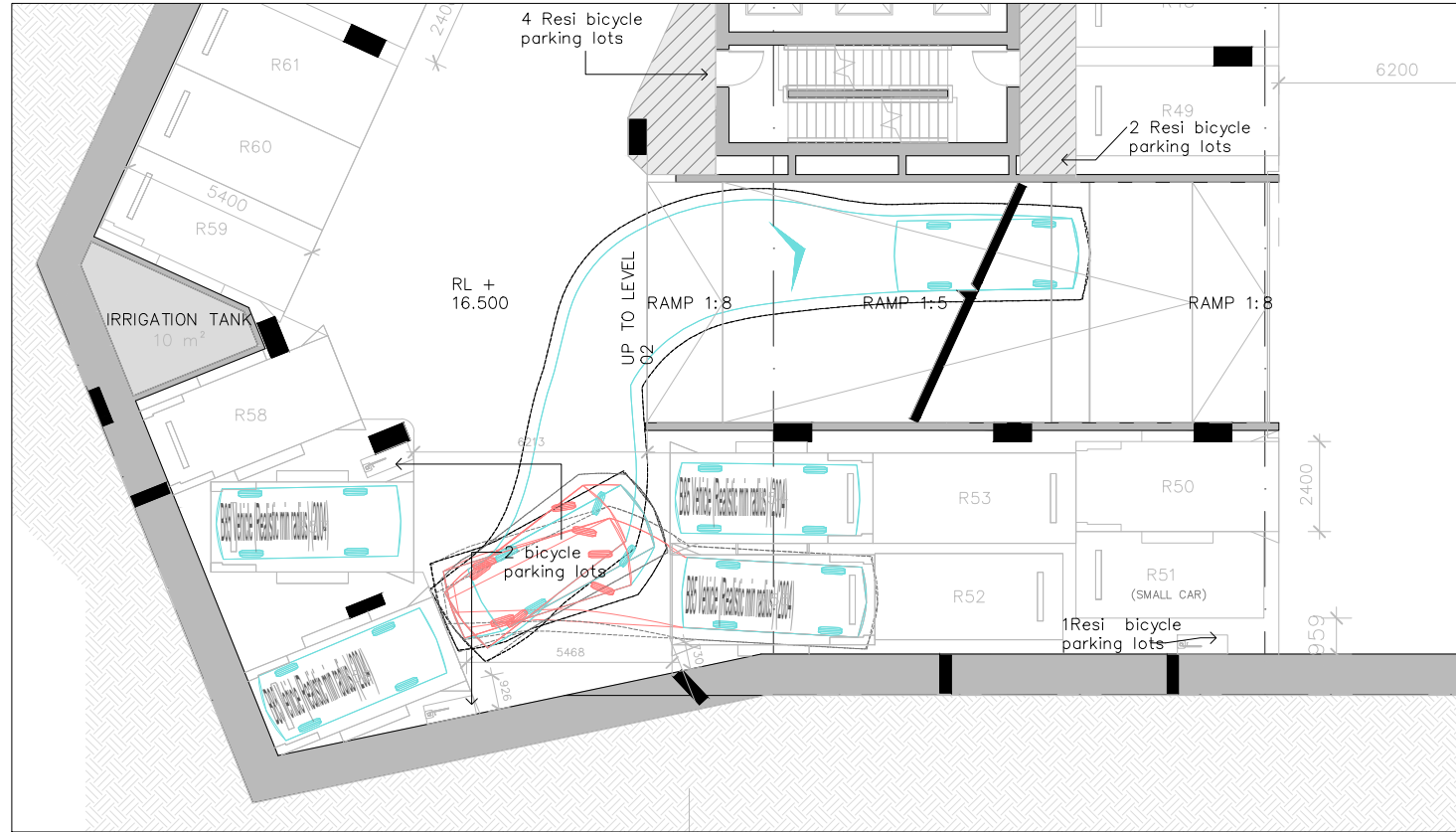
B85 ENTERING SPACE R54



B85 EXITING SPACE R54



B85 ENTERING SPACE R55



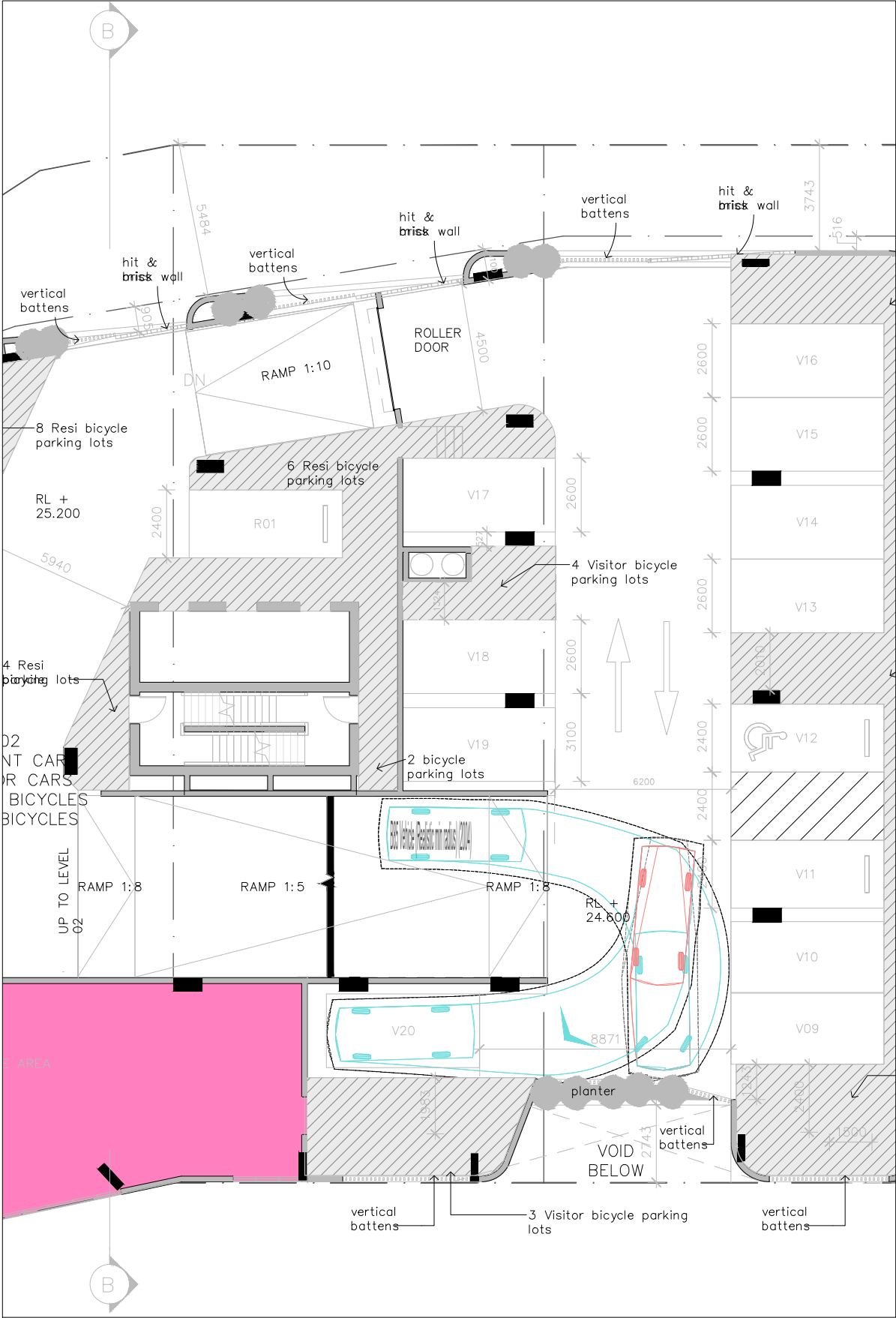
B85 EXITING SPACE R55

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

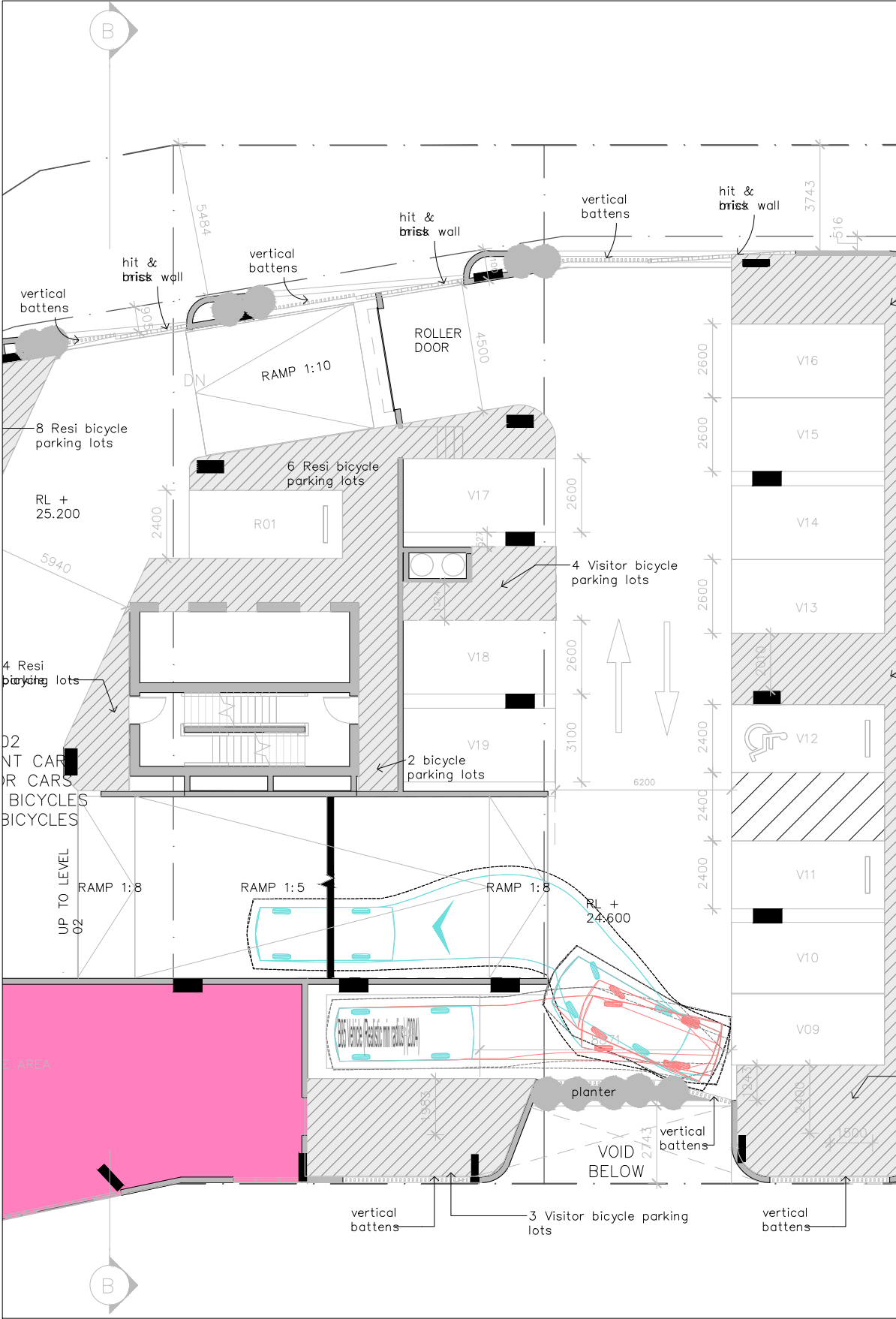
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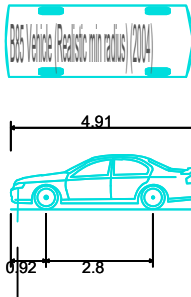
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B85 ENTERING SPACE V20



B85 EXITING SPACE V20



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

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