

Traffic Engineering Letter

To	Panorama Brisbane CTS 53967	Date	22 July 2026
Prepared by	Bradley Fuller, Modus Senior Traffic Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	37 Mayne Road, Bowen Hills		
Subject	Proposed Development - Traffic Engineering Letter		
Status	Final	Attachments	Appendix A: Development Plans

Introduction

Overview

Modus has been commissioned by Panorama Brisbane CTS 53967 to provide traffic and transport advice in relation to the proposed development located at 37 Mayne Road, Bowen Hills.

It is understood that a Minor Change Application was lodged to seek the following:

- ▶ Conversion of an allocated car wash bay on ground level to a visitor space,
- ▶ Revised security shutter door arrangements in which the roller door is closed at all times.

Following the submission of the Minor Change Application, EDQ issued an Information Request requesting additional information regarding the proposed development.

This Traffic Engineering Letter has been produced by Modus to respond to the relevant traffic / transport related Information Request items in support of the proposed 'Minor Change'.

For ease of interpretation, the relevant items have been reproduced within this Traffic Engineering Letter with Modus' response provided directly thereafter.

A copy of the development plans are provided at **Appendix A**.

Information Request Item 1

Council Commentary

Provide a statement certified by a RPEQ, that adequate queuing is maintained when the security shutter is closed at all times, in accordance with BCC Planning Scheme SC6.31 TAPS. There is concern about maintaining adequate queuing when the security shutter is closed at all times.

Modus Response

It is noted that the development accommodates an approximate distance of 5.2m from the security shutter to the property boundary, of which allows queueing provision for one (1) B99 / VAN design vehicle.

Furthermore, it is noted that the site currently accommodates a wall mounted intercom system as illustrated on Figure 1.

Figure 1 Existing Wall Mounted Intercom System



As such, the intercom system will allow residents and visitors to access the car parking area while the security shutter be closed at all times.

The anticipated traffic generation of the existing development is outlined in Table 1.

Table 1 Development Traffic Generation Volumes

Land Use	Yield	Peak Hour Traffic Generation Rates	Peak Hour Traffic Generation Volumes
Multiple Dwelling	254 Units	0.19 trips per Unit per hour*	49 vehicles per hour

*Adopted Sydney Rates on the basis that the site is located within the City Core and within 400m of Bowen Hills Train Station.

Furthermore, the inbound / outbound distribution of vehicle movements is anticipated to be as follows during the PM peak hour period:

- ▶ 80% of vehicle movements being inbound,
- ▶ 20% of vehicle movements being outbound.

Therefore, the development is anticipated to generate up to 40 inbound vehicles during the peak hour period. On average, this corresponds to one (1) inbound vehicle every 90 seconds during the peak hour period.

Modus considers a time period of 90 seconds to be more than acceptable for a single vehicle to be granted access to the site via the intercom system, prior to the next vehicle arriving to the site. Generally the time taken for a resident vehicle to utilise the intercom to gain access to the site anticipated to be approximately 30 seconds.

As such, Modus does not consider there to be any queueing concerns regarding private vehicle movements.

With respect to servicing arrangements, it is understood that refuse collection currently occurs on street via Edgar Street. Furthermore, the site accommodates a VAN bay and MRV service bay on-site.

The following is noted within the Traffic Engineering Report produced by TTM:

It is possible to manage the furniture trucks in a manner that controls the size of the vehicle accessing the site and also time at which the residents move in/out of the development. The building manager allocates a specific time period to the tenants to lock off a lift and use one of the service vehicle bays.

On this basis, it is expected that the building management will have capability to manage the loading bay and security shutter access with the arrival of service vehicles.

Overall, Modus considers the proposed security shutter arrangements to be acceptable with no significant adverse queueing concerns.

Information Request Item 2

Council Commentary

Provide a statement certified by a RPEQ, that 50% of visitor parks are in communal areas and accessible to the public, in accordance with BCC Planning Scheme SC6.31 TAPS, Table 13. If the security shutter is closed, this will then shut off access to the public.

Modus Response

The visitor parking spaces are located within the common-property parking area and are not allocated to individual dwellings. The proposed security shutter does not alter the location, designation or communal status of the visitor parking spaces.

When the shutter is closed, bona fide visitors will obtain access through the existing intercom system located at the vehicle entrance. The intercom enables a visitor to contact the relevant resident or building management, following which the shutter can be remotely opened and the visitor can proceed to the communal visitor parking area.

The presence of a controlled security entrance does not make the visitor parking private resident parking or remove it from the communal parking supply. The spaces will continue to be available collectively to visitors, guests and invitees of residents and tenants and will not be allocated or otherwise reserved for exclusive use by individual occupants.

This arrangement is also consistent with Condition 4(a) of the existing Development Approval, which requires:

"The visitor parking spaces are to remain available for use by all bona fide visitors, guests or invitees of the site's tenants."

The reference to visitor parking being accessible does not require the spaces to be available for unrestricted parking by persons having no association with the development. Rather, the visitor parking must be practically accessible to bona fide visitors to the development. The intercom and remote-release arrangement provides this access while maintaining the security of the residential car park.

To ensure the spaces remain practically accessible:

- ▶ The intercom is to be clearly visible and reachable from a vehicle waiting at the entrance;
- ▶ Instructions for visitor access are to be displayed adjacent to the intercom;
- ▶ The intercom and remote shutter-release system are to remain operational at all times;
- ▶ Visitor spaces are to be clearly signed and line-marked;

- ▶ No visitor space is to be allocated for the exclusive use of a resident or tenant; and
- ▶ Building management is to retain procedures for granting access to visitors where the nominated resident cannot directly activate the shutter.

Accordingly, the visitor spaces will remain in a communal parking area and be accessible to bona fide visitors notwithstanding that the security shutter will ordinarily remain closed.

On this basis, Modus considers the proposed arrangement to satisfy the intent of the relevant visitor-parking provisions and the existing Development Approval condition.

Summary

Therefore, Modus is of the opinion that the proposed 'minor change' is acceptable from a traffic engineering perspective and there are no outstanding concerns from a traffic engineering perspective.

Should there be any issue with the above, please contact the undersigned.

Yours sincerely,



MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

Development Plans

Carwash bay and bunding to be removed and re-proposed as a visitor car park.

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
Approval no: DEV2010/106
Date: 12 August 2020



Integrated perspective

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NOTES
Contractors are to verify all dimensions on site before commencing any work or producing shop drawings.
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DATE	REVISION	ISSUE
18.12.14	REVISED ISSUE	1
06.01.15	REVISED ISSUE	2
08.02.15	REVISED ISSUE	AA
11.02.15	REVISED ISSUE	BB
03.11.15	PERMISSIBLE CHANGE	CC
30.11.18	REVISED FOR & HYDRANT LOCATIONS	DD
14.12.18	PLANS UPDATE	EE
19.12.18	AMENDMENTS TO SUBSTATION	FF
09.01.19	DOOR SCHEDULE UPDATES	GG
11.01.19	PLAN UPDATE	HH
23.01.19	PLANS UPDATE	II
24.01.19	PODIUM PLANS UPDATE	J
31.01.19	PLAN UPDATE	2
19.02.20	PLAN UPDATE	3
02.04.19	SHOWROOM WINDOW TAGS	4
2.04.19	UPDATE	5
08.06.19	FLOOR FINISHES UPDATE	6
10.06.19	FLOOR FINISHES ISSUE 2	7
07.08.19	DOOR NOS & WALL TYPE 71 ADDED	8

CLIENT



PROJECT
PANORAMA
A TOP OF THE TOWN

37 Mayne Road,
BOWEN HILLS QLD

DRAWING
GROUND 00 VISITORS

JOB NUMBER: DESIGN DRAWN CHECKED
14-0003 SP ES/AA
SCALE: 1:100 @A1 20.02.14 NORTH
1:200 @A3
DRAWING NUMBER: A1-201
ISSUED FOR: CONSTRUCTION

