

Proposed Residential Development, 35 University Drive, Meadowbrook

Traffic Report

Revision C

24 August 2026

Our Ref: 2242_TPA23

Prepared for: Azure

Prepared by: Richard Quinn
Director, Q Traffic
BE Civil, MIEAust, RPEQ

Contents

1.0	Introduction	1
2.0	Background and Context	2
2.1	Site Location	2
2.2	Planning Context	3
2.3	Relevant Application and Approval History	5
2.4	Existing Road Network	9
2.5	Public Transport Accessibility	9
3.0	Proposal	10
3.1	Vehicle Access	11
3.2	Car Parking Provision	12
3.3	Car Parking Design and Configuration	13
3.4	Servicing and Refuse Collection Arrangements	14
3.5	Bicycle Parking	14
4.0	Traffic Impact Assessment	16
5.0	Recommendation	17
5.1	Qualifications	17

Appendices

APPENDIX A

Proposed Development Plans

APPENDIX B

Vehicle Tracking Diagram – Access Driveway

APPENDIX C

Vehicle Tracking Diagram – Passenger Vehicle Turnaround

APPENDIX D

Vehicle Tracking Diagrams – Service Vehicle Circulation

Q Traffic has prepared this report solely for the benefit and use of our Client for the sole purpose of lodging a development application. This report takes into account the particular instructions and requirements of the client. In preparing this report we assume that all information and documents provided to us by the client or their consultants were complete, accurate and current. Q Traffic will not be liable for any conclusion drawn resulting from omission or lack of full disclosure by the client or their consultants.

This report may not be relied upon by a third party. Q Traffic does not and shall not assume any responsibility or liability whatsoever to any third party arising from the use, reliance upon, or any decision made regarding the contents of this report.

© Q Traffic 2026

1.0 Introduction

Q Traffic was commissioned to undertake a Traffic Impact Assessment of a proposed residential development (145 x one, two and three bedroom townhouses) to be located on the site at 35 University Drive, Meadowbrook.

The application is being lodged to Economic Development Queensland (EDQ) as a PPDA Development application for a Material change of use for a Multiple dwelling.

This report provides relevant background information regarding the proposal, and addresses the following key traffic issues:

- Vehicular site access arrangements;
- On-site car parking provisions;
- Car park design and configuration;
- Vehicle servicing arrangements;
- Bicycle parking; and
- The traffic impacts anticipated as a result of the proposed development.

2.0 Background and Context

2.1 Site Location

The subject site is located at 35 University Drive, Meadowbrook, on the southern side of the road. The site has road frontage to University Drive to the north and the Logan Motorway to the south, with the Logan Motorway on and off ramps to the west of the site as shown in **Figure 2.1a** and **Figure 2.1b** below.

Described as Lot 100 on SP312822, the overall site is approximately 35,480m² in area and is currently unimproved, with only vegetation on the site. The land on which the development is proposed however (the subject land) is the eastern portion only which has an area of approximately 30,000m², as shown in **Figure 2.1b** below. A recent approval (COM/55/2025) has resulted in the subdivision of the overall site, as discussed in the following sections.

The site is immediately to the west of Griffith University (Logan Campus), as shown in the figures below.

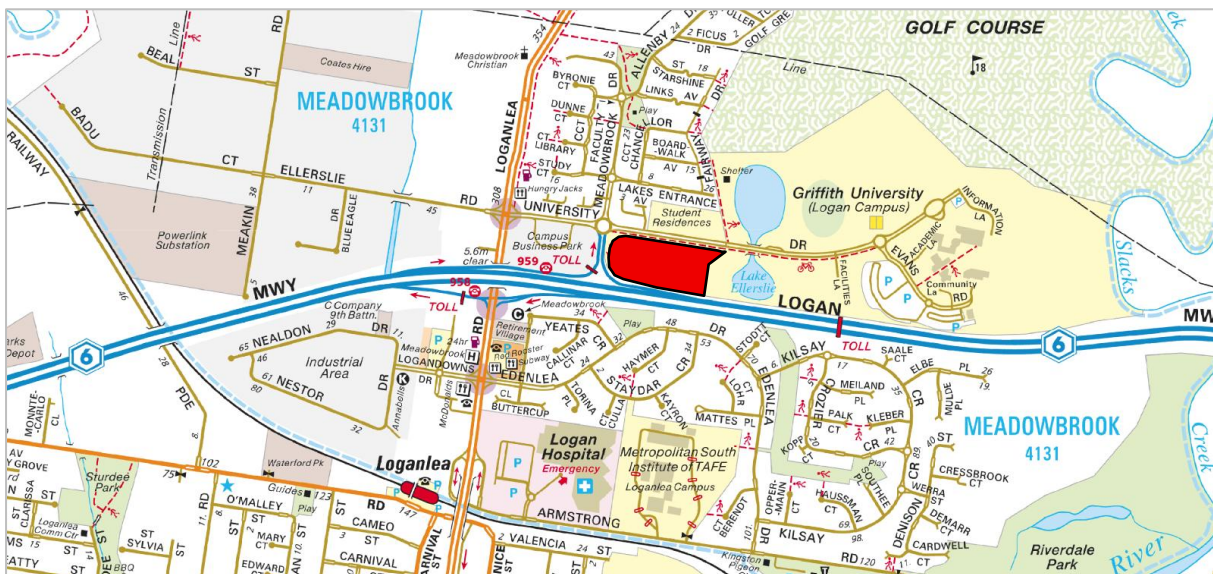


Figure 2.1a: Site Location

Source: <https://www.street-directory.com.au/qld>



Figure 2.1a: Subject Site

Source: Queensland Globe

2.2 Planning Context

The subject site is within the Community Facilities Zone and the Education Precinct under the current Logan Planning Scheme 2015, as shown in **Figure 2.2a** below.

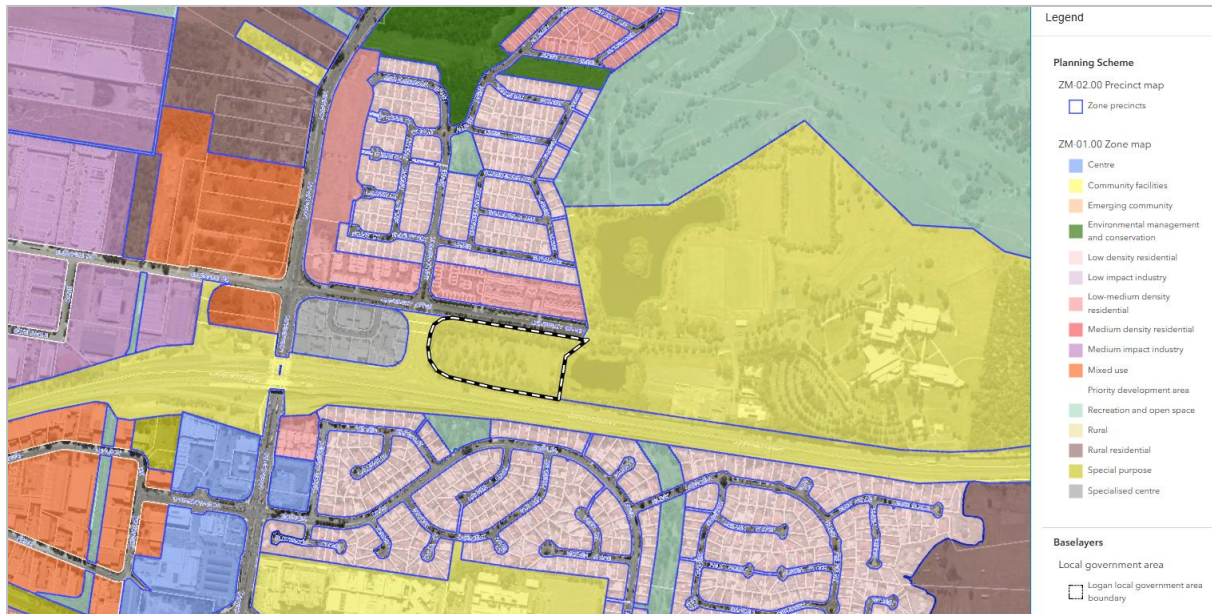


Figure 2.2a: Current Zoning

Source: Logan Planning Scheme 2015

Under the Draft Logan Planning Scheme however, the subject site is within the District Centre Zone, within the Loganlea-Meadowbrook Local Plan area (Residential Core), as shown in **Figure 2.2b** and **Figure 2.2c** below.

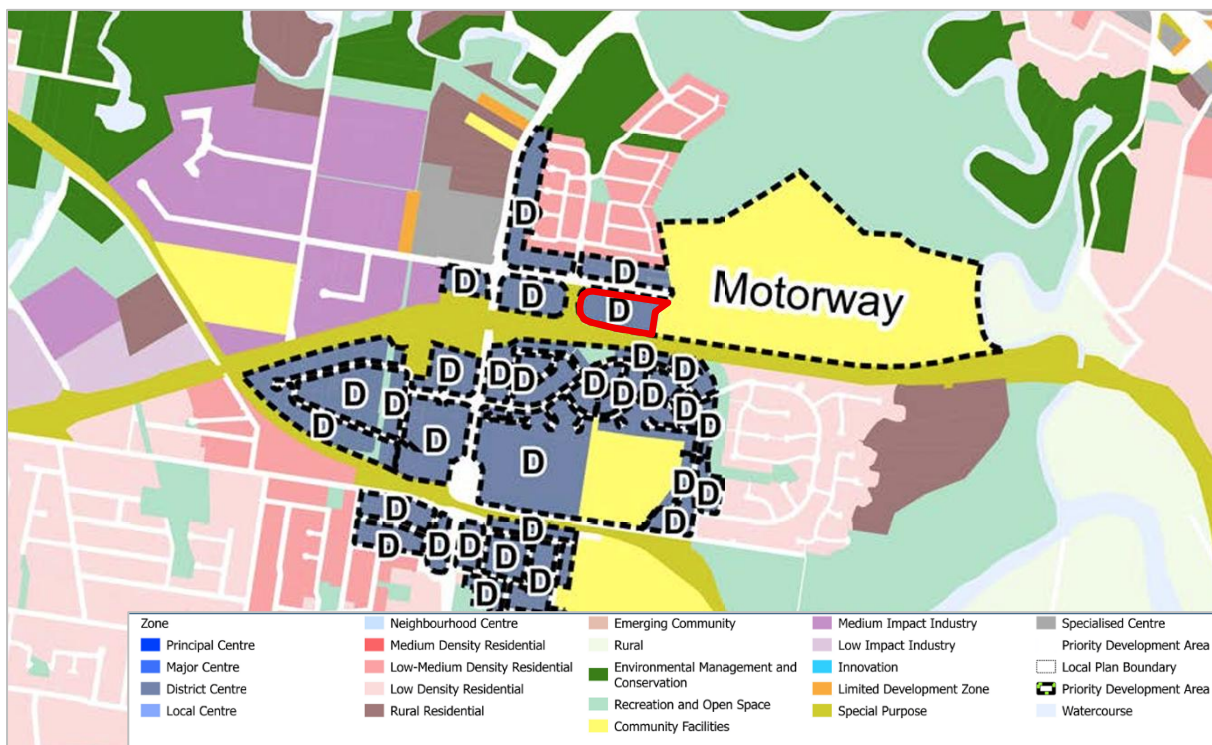


Figure 2.2b: Proposed Zoning

Source: DRAFT Logan Planning Scheme

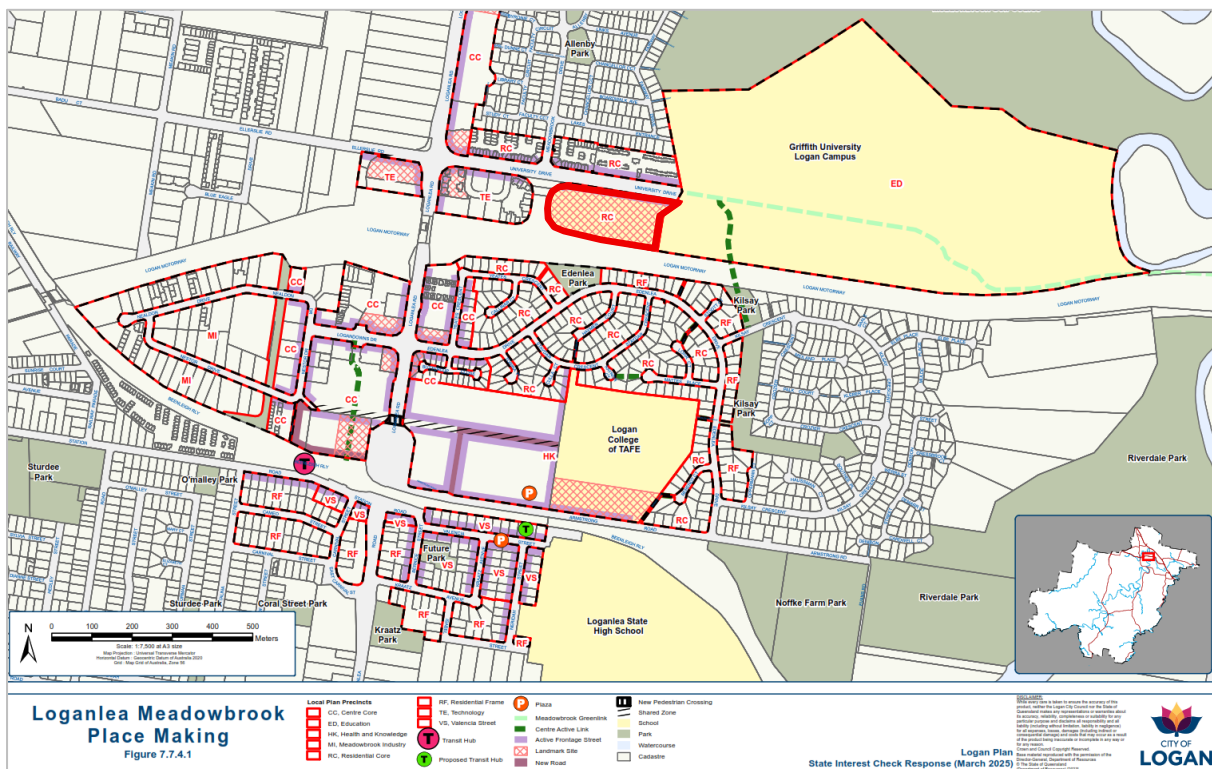


Figure 2.2c: Proposed Precincts

Source: DRAFT Logan Planning Scheme

The application is being lodged to Economic Development Queensland (EDQ) as a PPDA Development application for a Material change of use for a Multiple dwelling. It is being assessed in accordance with the Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area Draft Provisional Land Use Plan, which makes reference to the Logan planning scheme provisions.

Reference has also been made to the University Drive Development Scheme (UDDS), the intent of which is to apply the development assessment benchmarks of the Servicing, access and parking code as it applies to the Medium density residential zone. Further, the University Drive Development Scheme (UDDS) replaces the existing assessment benchmarks applicable to the site's zoning, being the Community Facilities Zone (Education Precinct) under the Logan Planning Scheme 2015, with the UDRP Plan of Development.

Reference has also been made to the provisions of the draft Logan Planning Scheme, which is the proposed new planning framework to guide growth, land use, and development in Logan (with public consultation completed in 2025 and a review of submissions currently underway).

2.3 Relevant Application and Approval History

2.3.1 Council Ref: COM/55/2025 – ROL & OPW

In April 2026, Logan City Council approved a combined development application for a Reconfiguration of a lot and Operational works (Driveway crossover, Filling and excavation and Infrastructure work). The land on which the development proposed under this application is to be delivered is approved Lot 3 as shown in the Subdivision Plan, an extract of which is provided as **Figure 2.3.1a** below.

As shown in the General Arrangement Plan included as **Figure 2.3.1b** below, a driveway to the subject land was approved approximately midway along the University Drive frontage, and land dedication to facilitate local road widening at the north-eastern corner of the site for the u-turn movement on University Drive was also a requirement of this approval.

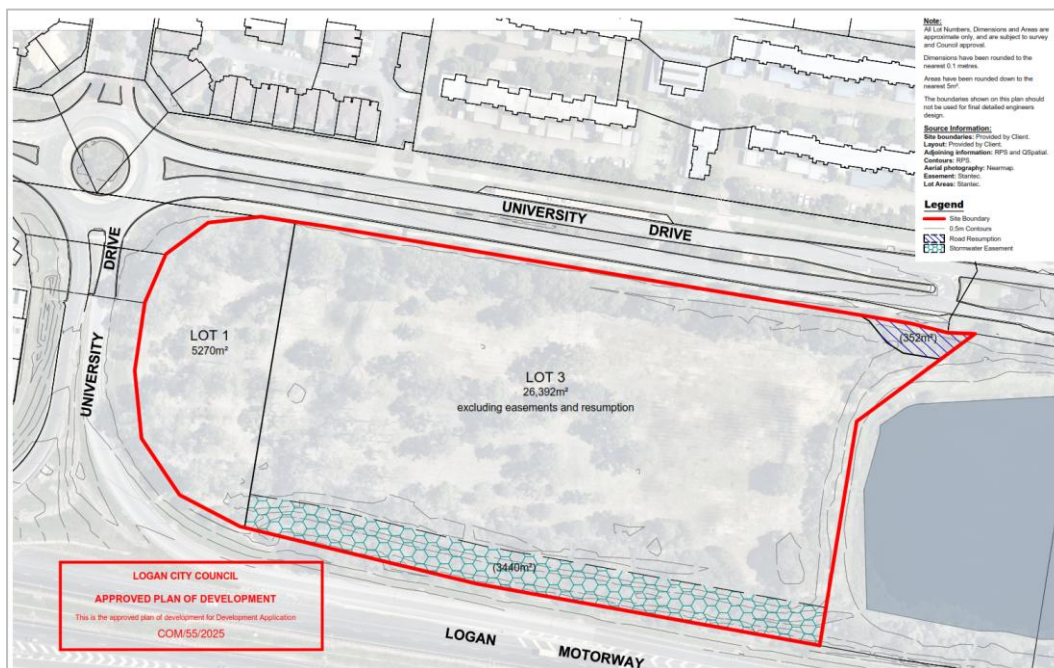


Figure 2.3.1a: Approved Subdivision Plan (COM/55/2025)

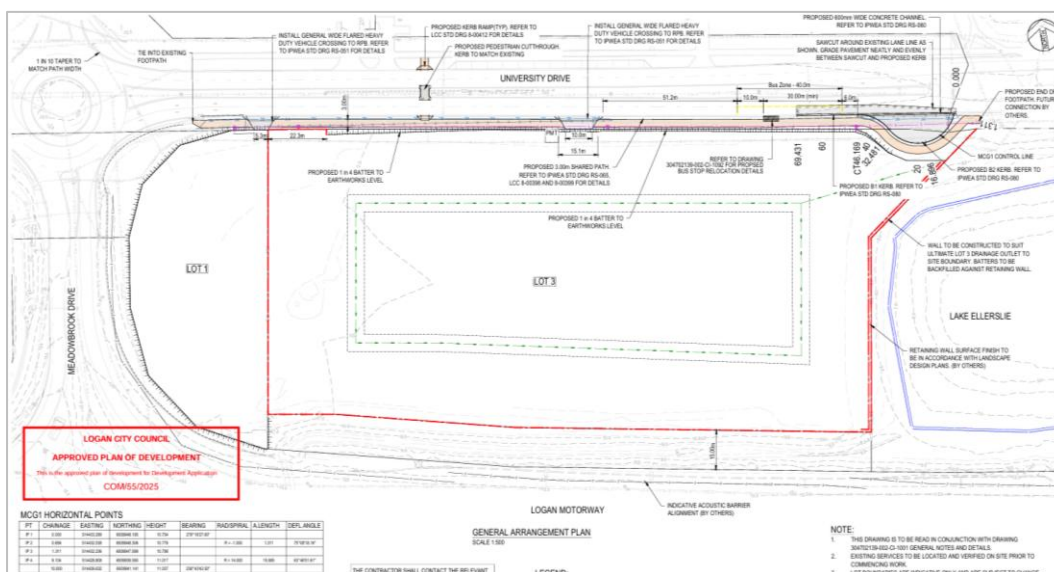


Figure 2.3.1b: Approved General Arrangement Plan (COM/55/2025)

2.3.2 Council Ref: MCUI/48/2025 – Preliminary Approval for MCU including a Variation Request

On 08 May 2026, Logan City Council approved a Preliminary approval for a Material change of use (various residential uses) including a Variation request.

The applicant for this application was the Minister for Economic Development Queensland.

The Variation request sought to vary the effect of the local planning scheme and establish a development code and plan of development over the subject site. Under the Variation, the University Drive Development Scheme (UDDS) applied over the land intended to facilitate the development of the University Drive Residential Precinct (UDRP).

As part of this application, a Traffic Impact Assessment was undertaken by Stantec which considered the impact of 150 higher density dwellings on indicative Lots 1 & 2, and 330 medium density dwellings on Lot 3 (i.e. the subject land), based on an indicative subdivision plan included as **Figure 2.3.2** below. The assessment assumed that:

- development on the subject site (Lot 3) would generate 198vph in the critical peak hours (i.e. 330 units x 0.6 trips per unit); and
- development on the balance land (Lots 1 and 2) would generate 68vph in the critical peak hours (i.e. 150 units x 0.45 trips per unit).

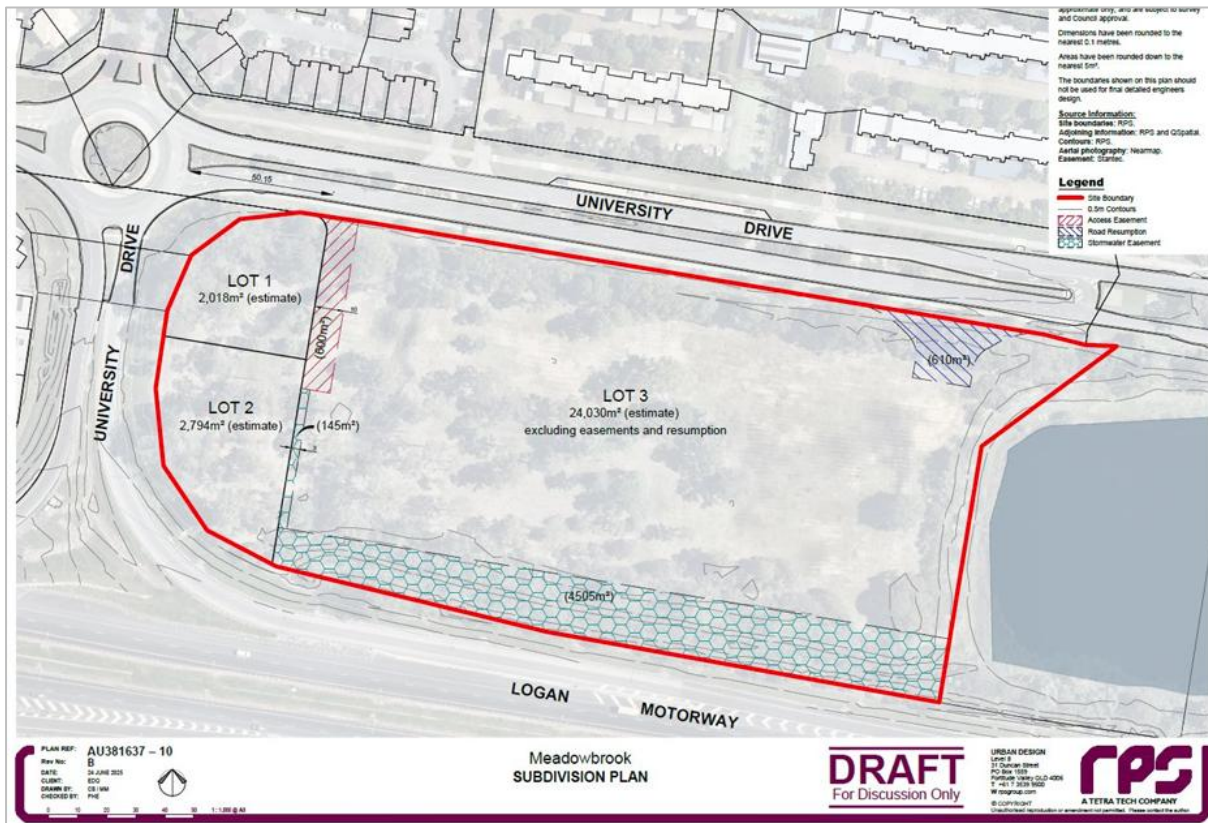


Figure 2.3.2: Formerly Proposed Indicative Subdivision Plan

An assessment of the following nearby intersections was undertaken by Stantec to determine the impacts to the road network, and whether mitigation is required to support the proposed EDQ Meadowbrook developments forecast traffic demands:

- Meadowbrook Drive / University Drive / Logan Motorway – state controlled intersection
- Loganlea Road / Logan Motorway – state-controlled intersection
- Loganlea Road / Ellerslie Road / University Drive – council controlled intersection
- University Drive U-turn – council controlled intersection.

The results of the capacity assessments under by Stantec can be summarised as follows:

- Year of Opening (2028):
 - The intersection of Loganlea Road / Ellerslie Road / University Drive, during the ‘with development’ scenario, could be expected to operate beyond its practical performance limit during AM peak hour at 92% degree of saturation. However, it was noted that the impact of the proposed development is low (i.e. +0.07 DoS compared to the ‘base case’ scenario).
 - All other intersections are expected to operate well within their practical performance limits, with minimal impacts associated with the vehicle trips generated by the proposed development.
- 10-Year Design Horizon (2038):
 - The intersection of Loganlea Road / Ellerslie Road / University Drive, during the ‘with development’ scenario, could be expected to operate beyond its practical performance limit during AM and PM peak hours at over 100% and 94% degree of saturation respectively. However, it was noted that the impact of the proposed development is low (i.e. +0.08 DoS compared to the ‘base case’ scenario).
 - All other intersections are expected to operate well within their practical performance limits, with minimal impacts associated with the vehicle trips generated by the proposed development.

The Traffic Impact Assessment undertaken by Stantec stated the following with respect to potential upgrades or mitigation works at the Loganlea Road / Ellerslie Road / University Drive intersection:

“A review of the cause and the possible mitigation options has highlighted the short left-turn treatment on the University Drive (eastern) approach. Extending the short left-turn treatment to a more standard 40m lane left-turn lane could be expected to mitigate the impact of the proposed development.

This short left-turn treatment has not been upgraded as part of the recent overall intersection upgrades, likely due to the limited land available within the road reserve for widening. This limited land available within the road reserve for widening will also limit the opportunity for the proposed development to implement the mitigation option.

It is recommended that the impact at this location be confirmed as part of the future MCU submissions to confirm whether the upgrade is necessary, particularly given the low impact (i.e. +0.07 DoS compared to the ‘base case’ scenario), recent upgrade of the intersection and the road reserve limitations.”

A delay assessment of the state-controlled intersections was undertaken in accordance with the procedure outlined in the TMR Guide to Traffic Impact Assessment (GTIA). This assessment was completed to compare the intersection delay of the state-controlled intersections of Meadowbrook Drive / University Drive / Logan Motorway and Loganlea Road / Logan Motorway, comparing the ‘base case’ and ‘with development’ scenarios for the year of opening (2028).

The results of the delay assessment indicated that:

- the intersection of Meadowbrook Drive / University Drive / Logan Motorway (during ‘base case’ and ‘with development’ scenarios) is expected to experience a total intersection delay impact of up to 1.5% during the year of opening (2028); and
- the intersection of Loganlea Road / Logan Motorway (during ‘base case’ and ‘with development’ scenarios) is expected to experience a total intersection delay impact of up to 2.8% during the year of opening (2028).

On this basis, it was concluded by Stantec that mitigating road works are not required at these intersections considering the requirements of TMRs GTIA, given the delay impacts do not exceed 5% of the base delay (which is considered to represent negligible impact).

2.3.3 Adjacent Residential Development, 33 University Drive

An application has recently been lodged over the land immediately to the west of the subject land i.e. approved Lot 1 of COM/55/2025 as shown in **Figure 2.3.1a**, now referred to as 33 University Drive. The proposed development is a social and affordable housing development with St George Community Housing Limited as the applicant.

It was estimated in the Traffic Impact Assessment prepared by Colliers that these units would generate 23vph in the critical peak hours, which is a notably lower level of traffic generation than that assumed for the land in the Traffic Impact Assessment undertaken by Stantec to support the Preliminary Approval for MCU including a Variation Request (MCUI/48/2025), i.e. 68vph in the critical peak hours, as discussed in Section 2.3.2.

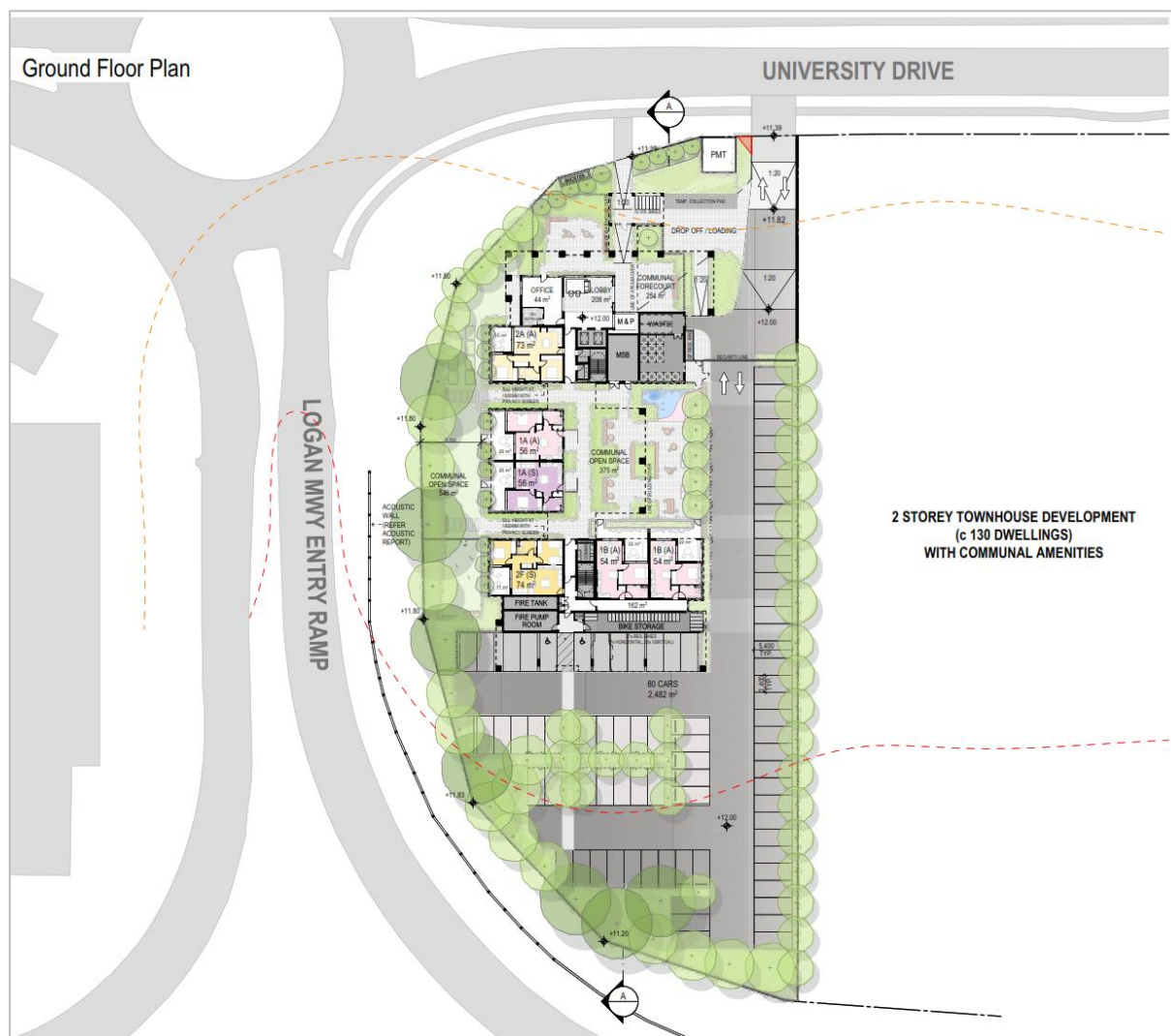


Figure 2.3.3: Extract from Ground Floor Plan, Proposed Development at 33 University Drive

2.4 Existing Road Network

As previously noted, the site has road frontage to University Drive to the north and the Logan Motorway to the south. As discussed in the following sections, access to the development is proposed onto University Drive.

University Drive is a Council-controlled road which extends in a generally east-west direction, connecting from Loganlea Road at its western end to Griffith University at its eastern end. It is designated as an urban collector (dual carriageway), and has a four-lane, two-way divided cross-section. It has an overall carriageway width of approximately 17.5m, with 4 x 3.5m wide traffic lanes and a 3.5m wide centre median, within an overall road reserve of approximately 35m.

University Drive is posted at 60km/hr in proximity to the subject site.



Figure 2.4: University Drive (looking west)

Source: Google Maps

2.5 Public Transport Accessibility

The site is within convenient proximity of existing bus stops which are located on University Drive at the north-eastern corner of the site (Stop ID 310770 and 310769). These stops are serviced by the following regular bus routes.

- Route 560: Loganholme station to Browns Plains servicing Shailer Park, Meadowbrook, Griffith University, Loganlea TAFE, Logan Hospital, Loganlea station, Loganlea, Marsden, Crestmead, Heritage Park, Regents Park, Grand Plaza and Browns Plains. Operates 7 days.
- Route 580: Springwood station to Meadowbrook servicing Springwood station, Slacks Creek, Griffith University, Meadowbrook, Loganlea TAFE, Logan Hospital. Operates Monday to Friday.

In addition, the subject site is approximately a 1.3km walk to the Loganlea Train Station, which is on the Beenleigh and Gold Coast Line.

In summary, the subject site is considered to be relatively well serviced by existing public transport infrastructure and services.

3.0 Proposal

The current proposal seeks EDQ support for a PPDA Development Permit for a Material Change of Use for Multiple Dwelling at the subject site, specifically for a medium density townhouse development.

The development concept involves 145 townhouses comprising 18 one-bedroom townhouses, 18 two-bedroom townhouses, and 109 three-bedroom townhouses.

The relevant plans of the development are included as **Appendix A**, with **Figure 3a** and **Figure 3b** below extracts from the masterplan and staging plan respectively. As shown in these plans, the development is to be delivered under three (3) development stages, generally from east to west.

Provision is made for the land dedication to facilitate local road widening at the north-eastern corner of the site for the u-turn movement on University Drive, which was a requirement of approval COM/55/2025.

The key traffic and parking elements of the current proposal are discussed in the following sections.

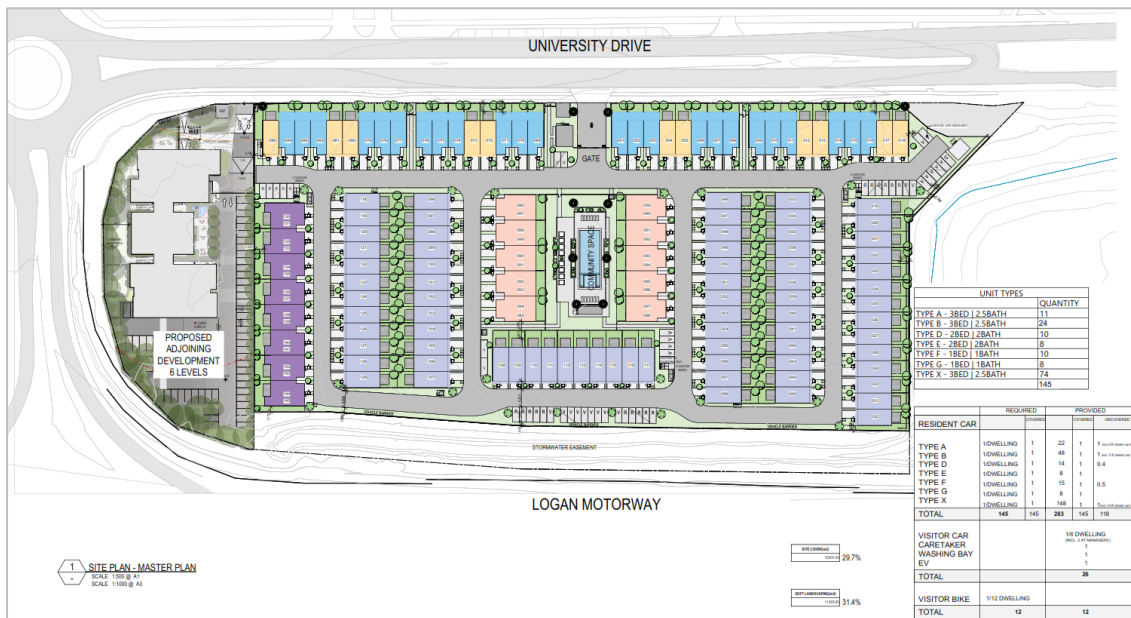


Figure 3a: Extract from Masterplan

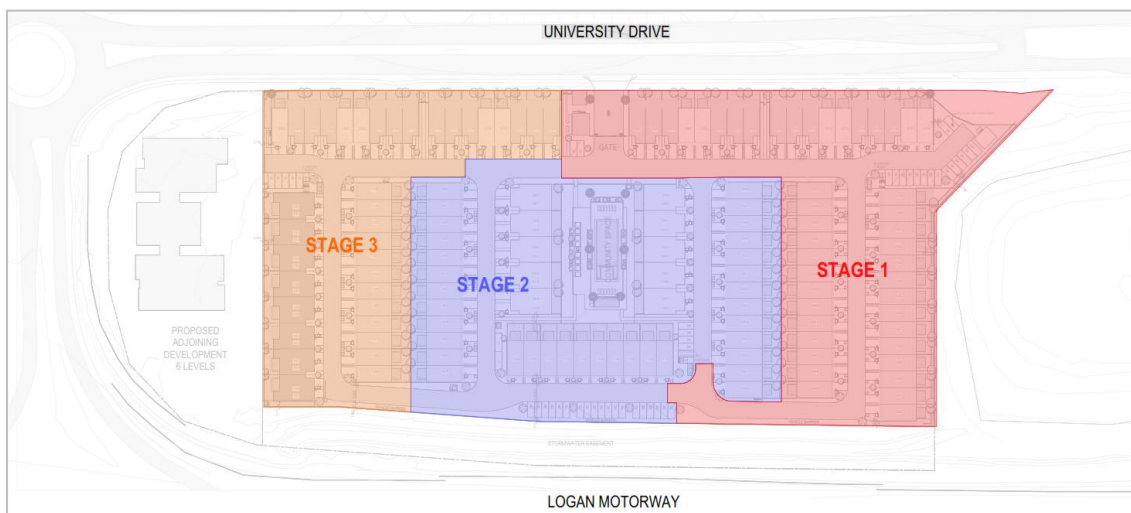


Figure 3b: Extract from Staging Plan

3.1 Vehicle Access

As shown in the site plans included as **Appendix A**, access to the site is proposed via a single crossover onto University Drive, which is the lowest order street to which the site has frontage. This access will be delivered under Stage 1 of the development.

The proposed access location is approximately midway along the site frontage (generally consistent with that approved under COM/55/2025), providing separation from the Meadowbrook Drive / University Drive / Logan Motorway roundabout to the west, and the u-turn pocket to the east.

Given University Drive is median-divided along the frontage of the site, the vehicular site access will be restricted to left-in, left-out operation. The access is conveniently positioned however to take advantage of the Meadowbrook Drive / University Drive / Logan Motorway roundabout to the west (which will accommodate exiting traffic seeking to head eastbound on University Drive), and the median break (u-turn pocket) to the east (which will accommodate development traffic arriving from the west). **Figure 3.1** below shows the arrival / departure routes using these adjacent intersections, noting that the proposal makes provision for the land dedication to facilitate local road widening at the north-eastern corner of the site for the u-turn movement on University Drive, which was a requirement of approval COM/55/2025.

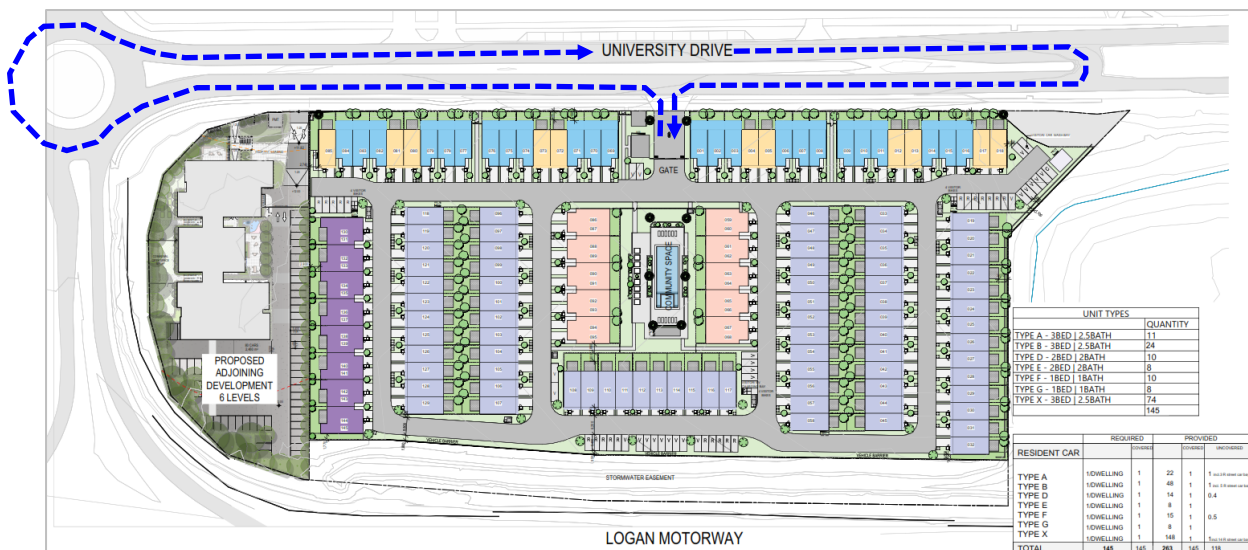


Figure 3.1: Arrival / Departure Routes

The proposed access driveway is 10m wide at the property boundary, with Type 2 splays to comfortably accommodate the entry and exit movements to/from University Drive, consistent with the driveway approved under COM/55/2025. This driveway width would be adequate to accommodate two-way passenger vehicle flow, as well as entry and exit via the largest vehicle expected to require access to the site, which is a rigid vehicle of approximately 11m length. The vehicle tracking diagram included as **Appendix B** demonstrates satisfactory access/egress by a vehicle of this size, noting that signage prohibiting access by vehicles exceeding 11m length would be required at the entry to the site. This requirement could reasonably be addressed at detailed design stage, in response to a condition of the approval.

As shown in the plans included as **Appendix A**, a secure gated entry arrangement is proposed. Residents would be provided with remote controls to open the entry gate, with only visitors required to stop and use the intercom for access to the site. The intercom is positioned approximately 8m inside the frontage boundary, which is adequate to accommodate a passenger vehicle without impacting pedestrian or vehicular traffic on University Drive. The gate is positioned approximately 15.5m inside the frontage boundary, which is adequate to accommodate a service vehicle without impacting pedestrian or vehicular traffic on University Drive.

Furthermore, there is adequate separation from the intercom/island to the gate to allow a passenger vehicle to turn around to exit the site in a forward direction (as shown in the vehicle tracking diagram included as **Appendix C**), in the unlikely

event that they are unable to gain access to the site. This, along with the access arrangements described above, will minimise potential for queuing, and ensure efficiency of site access/egress.

In order to further minimise any potential for queuing at the entry however, the applicant proposes an arrangement whereby the entry gate is kept open between the hours of 6am – 6pm, and is only closed from 6pm – 6am for security reasons. During the 6pm – 6am period, arrivals to the development will be limited, therefore any potential for queuing would be extremely limited.

Provision is made for a 2.0m wide x 2.5m deep clear sight triangle adjacent to the exit driveway to ensure visibility between a vehicle seeking to exit the site, and a pedestrian approaching the driveway along the University Drive footpath.

Overall, the proposed access arrangements are considered to be acceptable and supportable from a traffic engineering perspective.

3.2 Car Parking Provision

As previously noted, the application is being assessed in accordance with the Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area Draft Provisional Land Use Plan, which makes reference to the Logan planning scheme provisions. Table 9.4.7.3.2 of the Logan Planning Scheme 2015 provides car parking rates for Multiple dwellings as outlined in the table below.

Minimum number of parking spaces (where not in the Loganlea local plan)	Minimum number of parking spaces for a:
	a. Centre zone where a principal centre or major centre; b. Medium density residential zone where not at Browns Plains or Park Ridge.
1.5 covered spaces for dwellings comprising less than 2 bedrooms; 2 spaces, including 1 covered space, for dwellings comprising 2 or more bedrooms; 0.25 visitor space per dwelling; and 1 vehicle washing space where the use comprises more than 15 dwellings	1 covered space per dwelling

As outlined in the table above, the Logan Planning Scheme 2015 provides reduced parking rates for Multiple dwellings in Centre and Medium density zones, where not located in Browns Plains or Park Ridge.

The existing Preliminary approval (MCUI/48/2025) recognised a tailored benchmark for the site, including application of Medium density residential zone parking expectations under the relevant development scheme as illustrated below:

Part 5 Interpretation

Use Definitions

Use definitions are derived from Schedule 1 Definitions of the *Logan Planning Scheme 2015*.

Administrative Definitions

Administrative definitions are derived from Schedule 1 Definitions of the *Logan Planning Scheme 2015*.

Identifying Applicable Benchmarks

When a code is made applicable to a development via **Part 4 Tables of Assessment** of the UDDS and that code identifies assessment benchmarks which are specific to the lot's zoning, any development within the UDRP is considered to be within the Medium Density Residential Zone of the *Logan Planning Scheme 2015* for the purposes of assessment.

For example, **9.4.7 Servicing, access and car parking code** of the *Logan Planning Scheme 2015* identifies car parking rates which vary based on a site's applicable zoning. If this code is made applicable to development within the UDRP and subject to the UDDS, it must be assessed against the code as if it were within the Medium Density Residential Zone Code.

Figure 3.2: Approved UDDS Scheme Extract

On the basis of the above, the car parking requirements assuming the development is in the Medium density residential zone (as per the UDDS provisions and the existing Preliminary approval (MCUI/48/2025)) have been calculated, as outlined in the table below. This table also outlines the proposed car parking provisions as shown in the masterplan which is included as **Appendix A**.

Table 3.2: Car Parking Requirements and Provisions

Stage	Number of Units	Use	Minimum Car Parking Requirement		Proposed Car Parking Provision
Stage 1	45	Resident	1 covered space per dwelling	45 covered spaces	45 covered spaces + 45 uncovered spaces
		Visitor	-	0 spaces	11 spaces
Stage 2	100	Resident	1 covered space per dwelling	100 covered spaces	100 covered spaces + 90 uncovered spaces
		Visitor	-	0 spaces	26 spaces
Stage 3	145	Resident	1 covered space per dwelling	145 covered spaces	145 covered spaces + 118 uncovered spaces
		Visitor	-	0 spaces	26 spaces

As outlined in **Table 3.2** above, the proposed car parking provisions exceed the minimum requirements assuming the development is in the Medium density residential zone (as per the UDDS provisions and the existing Preliminary approval (MCUI/48/2025)) under each development stage.

Furthermore, reference has also been made to the provisions of the draft Logan Planning Scheme, which is the proposed new planning framework to guide growth, land use, and development in Logan. Under the Draft Logan Planning Scheme, the subject site is within the District Centre Zone, within the Loganlea-Meadowbrook Local Plan area (Residential Core).

Table 3.2.1 in the Transport, Access, Parking and Servicing Planning Scheme Policy of the draft Logan Planning Scheme stipulates a minimum car parking requirement of 1 space per dwelling for Multiple dwelling developments within the Principal Centre Zone, Major Centre Zone, District Centre Zone (where at Loganlea/Meadowbrook) and the Medium Density Residential Zone where not at Browns Plains or Park Ridge. This is consistent with the approved provisions of the UDDS under the existing preliminary approval (MCUI/48/2025). As noted above, the proposed car parking provisions comfortably exceed this minimum requirement.

On the basis of the above, the proposed level of on-site car parking is considered to be appropriate to support the demand generated by the proposed development. Importantly, the proposed level of on-site car parking comfortably achieves the minimum requirements based upon the approved provisions of the UDDS under the existing preliminary approval (MCUI/48/2025), as well as those under the draft Logan Planning Scheme.

3.3 Car Parking Design and Configuration

The site layout has been designed to accommodate a two-way roadway loop throughout the site, with short driveway extensions in the northern corners of the site to provide access to end-of-block dwellings.

The proposed internal roadways are 5.8m – 6.2m wide, which is adequate to accommodate:

- Two-way passenger vehicle flow;
- Access to/from individual dwelling driveways; and
- Service vehicle circulation (as discussed in the following section).

Single resident garages have minimum internal dimensions of 3.0m x 5.8m, meeting or exceeding the minimum dimensional requirements under the provisions of AS2890.1 (i.e. 3.0m x 5.4m). The garage door openings widths are 2.4m minimum, meeting the minimum requirement under the provisions of AS2890.1.

Visitor parking spaces meet the minimum dimensional requirements for low turnover car parking under AS2890.1 (i.e. 2.4m x 5.4m).

It is noted that there is a level difference along the southern boundary of the site (to the adjacent stormwater easement) and as such, a barrier will be required along this boundary. The design of this barrier (which will need to withstand vehicular impact) will be completed at detailed design stage.

In summary, the proposed car parking, manoeuvring and circulation arrangements are efficient and legible, and generally in accordance with the requirements of the relevant Australian Standards, subject to refinement at detailed design stage.

3.4 Servicing and Refuse Collection Arrangements

Given the nature and scale of the proposed development, servicing requirements would be limited. With the exception of regular refuse collection, the only large service vehicles expected to require access to the site include the occasional delivery or removalist vehicle.

As shown in the plans included in **Appendix A** and detailed in the Waste Management Plan, it is proposed that a hybrid waste strategy be adopted whereby each dwelling is provided with a wheelie bin for general waste, with shared bulk bins for recycling within enclosures in convenient locations around the development.

A total of nine (9) x 1100L recycling bins are proposed at six (6) separate storage points distributed throughout the development, with the vehicle able to stand adjacent to the bin stores for collection.

For dwellings at the termination of the short driveway extensions in the northern corners of the site, it is proposed that residents from these dwellings transfer wheelie bins to a nearby location on the main loop road, for ease of access. The remaining wheelie bins would simply be emptied from a kerbside location fronting each unit.

As shown in the vehicle tracking diagrams included as **Appendix D**, a rigid vehicle of up to 11m length could enter the site, circulate around the internal road network with a side-loading vehicle emptying wheelie bins and a rear-loading vehicle emptying bulk bins, and exit the site in a forward gear, under each development stage. The vehicle adopted for the manoeuvring assessment is notably larger than the side and rear-lift vehicles described in the Waste Management Plan (which are approximately 9m and 9.7m long respectively), and a conservative approach has therefore been adopted.

The occasional service / delivery vehicle of up to 11m length could also access and circulate throughout the site, noting that signage prohibiting access by vehicles exceeding 11m length would be required at the entry to the site. This requirement could reasonably be addressed at detailed design stage, in response to a condition of the approval.

In summary, the proposed servicing and refuse collection arrangements are considered to be supportable from a traffic engineering perspective, and are consistent with the arrangements at many developments of the scale and nature of that proposed.

3.5 Bicycle Parking

Reference has been made to the Logan Planning Scheme 2015 which stipulates the following bicycle parking requirements for Multiple dwellings

- 1 space per 3 dwelling units plus 1 visitor space per 12 dwelling units.

The application of these rates to the proposed development (comprising 145 units) suggests that a total of 49 resident bicycle parking spaces and 12 visitor bicycle parking spaces are required.

As shown in the plan included as **Appendix A**, a total of 12 visitor bicycle parking spaces are proposed, conveniently distributed throughout the development.

Resident bicycle parking could be provided for within enclosed garages, consistent with common practice for a development of the nature of that proposed.

In summary, the proposed bicycle parking provisions are in accordance with the recommendations in the Logan Planning Scheme 2015, and are considered satisfactory to support the proposed development.

4.0 Traffic Impact Assessment

The subject site is very well located within proximity to a number of services and facilities including Griffith University, Logan Hospital, bus stops on University Drive, and Loganlea Train Station. As such, it is expected that reliance upon private vehicle will be somewhat reduced.

Adopting the peak hour trip generation rates recommended in the NSW Government Guide to Transport Impact Assessment, Technical guidance for transport practitioners, TS00085 | Version 1.1 suggests that the development could generate the following traffic volumes:

- AM Peak Hour: $0.39 \text{ trips per unit} \times 145 \text{ units} = 57 \text{ trips (entry and exit)}$
- PM Peak Hour: $0.37 \text{ trips per unit} \times 145 \text{ units} = 54 \text{ trips (entry and exit)}$

This equates to fewer than one vehicle trip per minute on average, during the peak hours. Once distributed onto the adjacent road network, this level of traffic generation is low, and likely to be within the range of typical fluctuations in traffic volumes on the road network.

Furthermore, this level of site traffic generation is well below the threshold approved for the site under MCUI/48/2025 (i.e. 198vph in the peak hours).

In light of the above, no external roadworks are considered to be required to support the proposed development, from a capacity perspective.

5.0 Recommendation

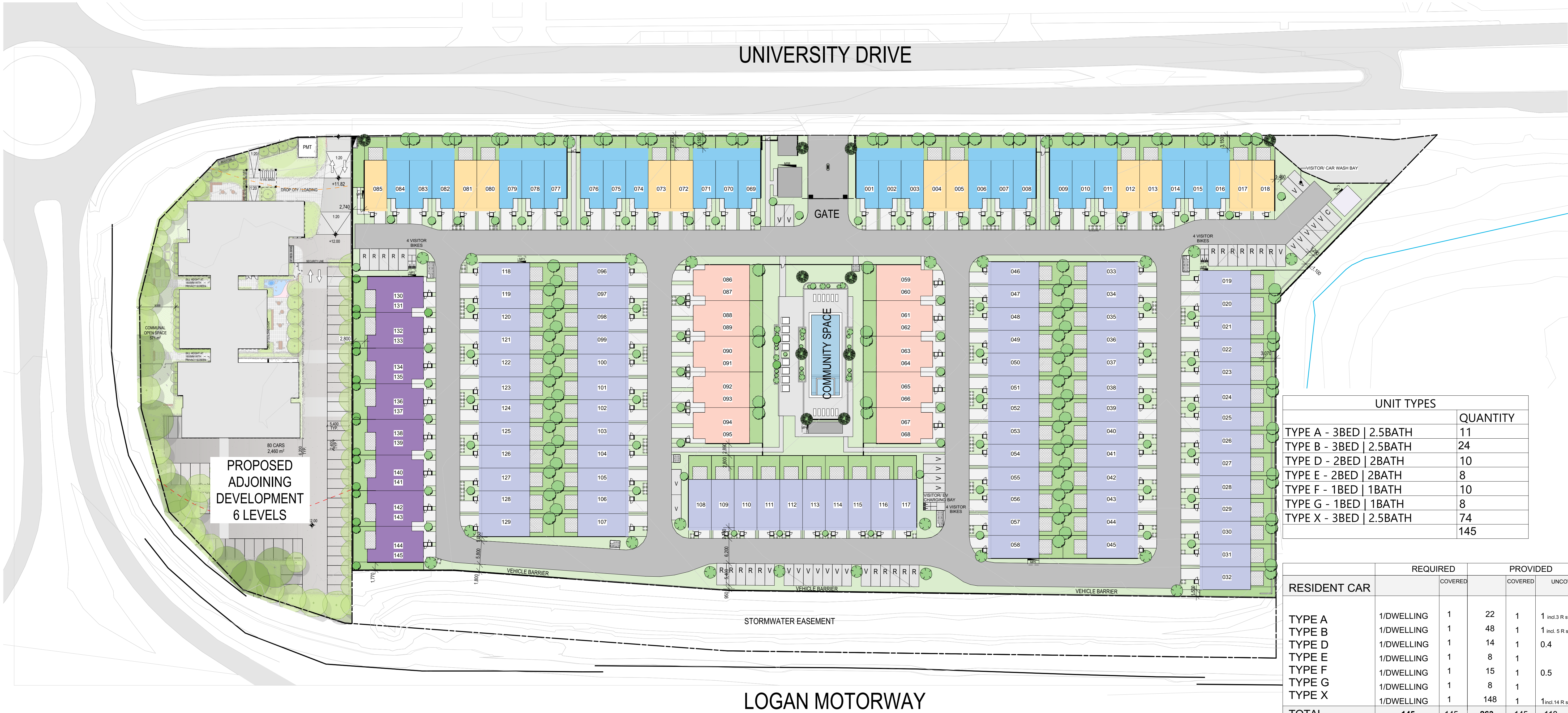
In light of the information contained within this report, we consider that the proposal is satisfactory from a traffic operations (safety and efficiency) perspective and recommend that the development application be approved.

5.1 Qualifications

This report has been approved by Richard Quinn | Director | RPEQ 08565

APPENDIX A

Proposed Development Plans



UNIT TYPES		QUANTITY
TYPE A - 3BED 2.5BATH		11
TYPE B - 3BED 2.5BATH		24
TYPE D - 2BED 2BATH		10
TYPE E - 2BED 2BATH		8
TYPE F - 1BED 1BATH		10
TYPE G - 1BED 1BATH		8
TYPE X - 3BED 2.5BATH		74
		145

RESIDENT CAR		REQUIRED		PROVIDED	
			COVERED	COVERED	UNCOVERED
TYPE A	1/DWELLING	1	22	1	1 incl. 3 R street car bay
TYPE B	1/DWELLING	1	48	1	1 incl. 5 R street car bay
TYPE D	1/DWELLING	1	14	1	0.4
TYPE E	1/DWELLING	1	8	1	
TYPE F	1/DWELLING	1	15	1	0.5
TYPE G	1/DWELLING	1	8	1	
TYPE X	1/DWELLING	1	148	1	1 incl. 14 R street car bay
TOTAL		145	145	263	145
VISITOR CAR CARETAKER WASHING BAY EV				1/6 DWELLING (INCL. 2 AT MANAGERS)	
				1	
				1	
				1	
TOTAL				26	
VISITOR BIKE	1/12 DWELLING				
TOTAL		12		12	

1 SITE PLAN - MASTER PLAN
SCALE 1:500 @ A1
SCALE 1:1000 @ A3

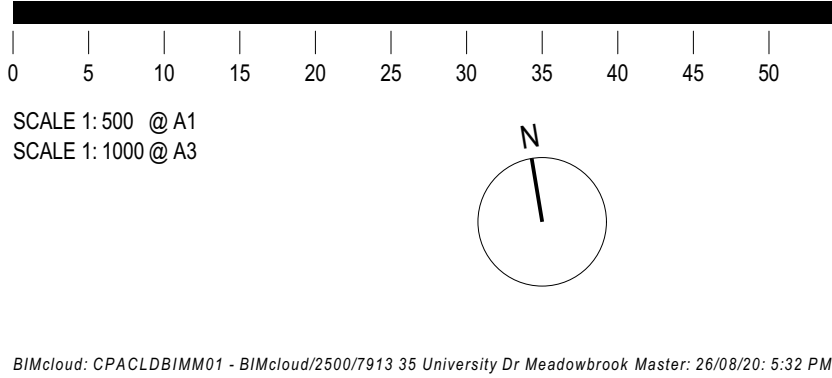
SITE COVER(m2)
10,831.43 29.7%

SOFT LANDSCAPING(m2)
11,503.83 31.4%

COTTEEPARKER

BRISBANE
T 61 7 3846 7422
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

ÄZURE



GENERAL NOTES
1. Clouing, and the description of 'changes' in the title block, is for guidance only and may not cover all edits to the drawing since last issue.
2. Cottee Parker Architects Pty Ltd asserts copyright of this drawing. It may not be used, retained or copied without permission.

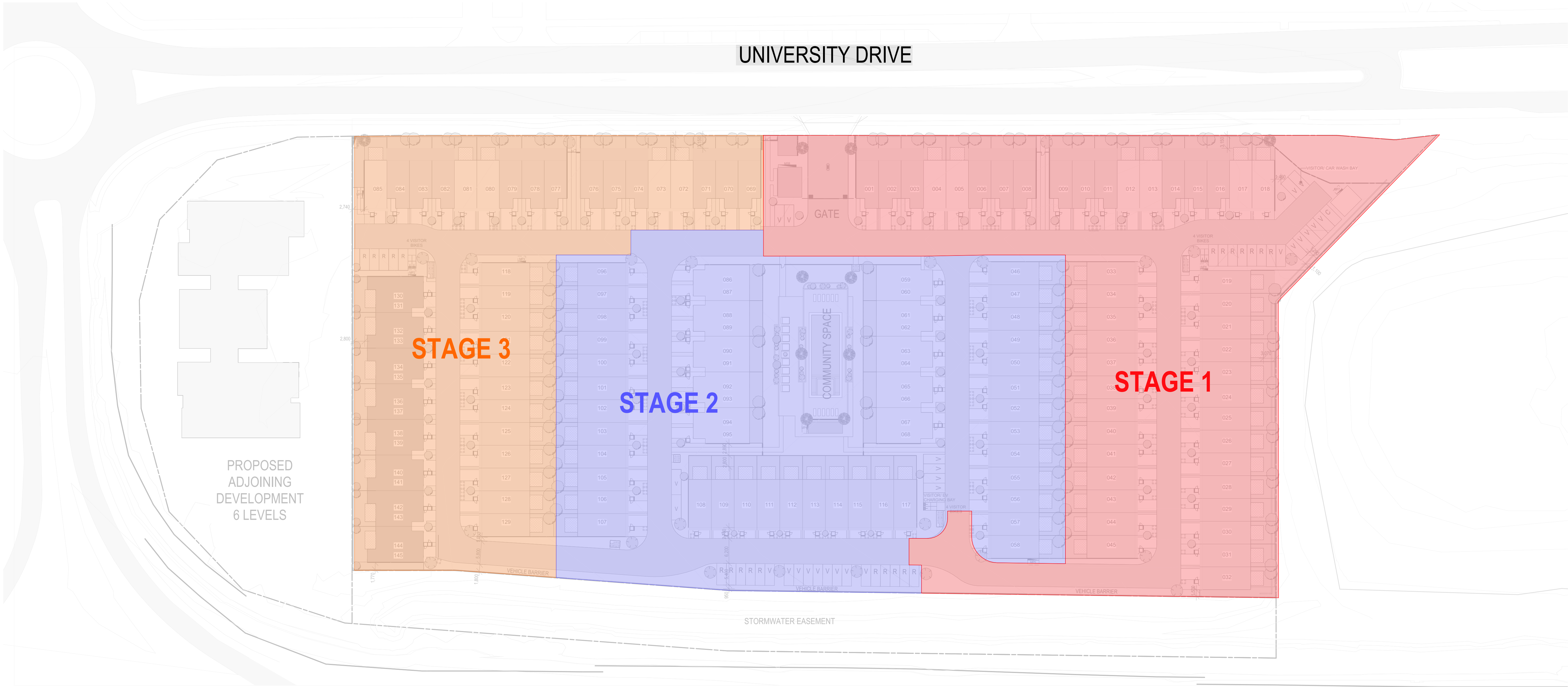
LOGAN MOTORWAY

35 UNIVERSITY DRIVE

35 UNIVERSITY DRIVE, MEADOWBROOK
CLIENT - AZURE PROPERTY

MASTERPLAN AND DEVELOPMENT SUMMARY

SD 7913 SD1002 C



1 STAGING PLAN
SCALE 1:500 @ A1
SCALE 1:1000 @ A3

COTTEEPARKER

BRISBANE
T 61 7 3846 7422
COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106
COTTEEPARKER.COM.AU

ÄZURE

0 5 10 15 20 25 30 35 40 45 50

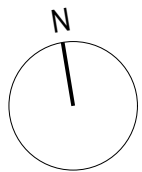
SCALE 1:500 @ A1
SCALE 1:1000 @ A3

GENERAL NOTES

1. Clouthing, and the description of 'changes' in the title block, is for guidance only and may not cover all edits to the drawing since last issue.

2. Cottee Parker Architects Pty Ltd asserts copyright of this drawing. It may not be used, retained or copied without permission.

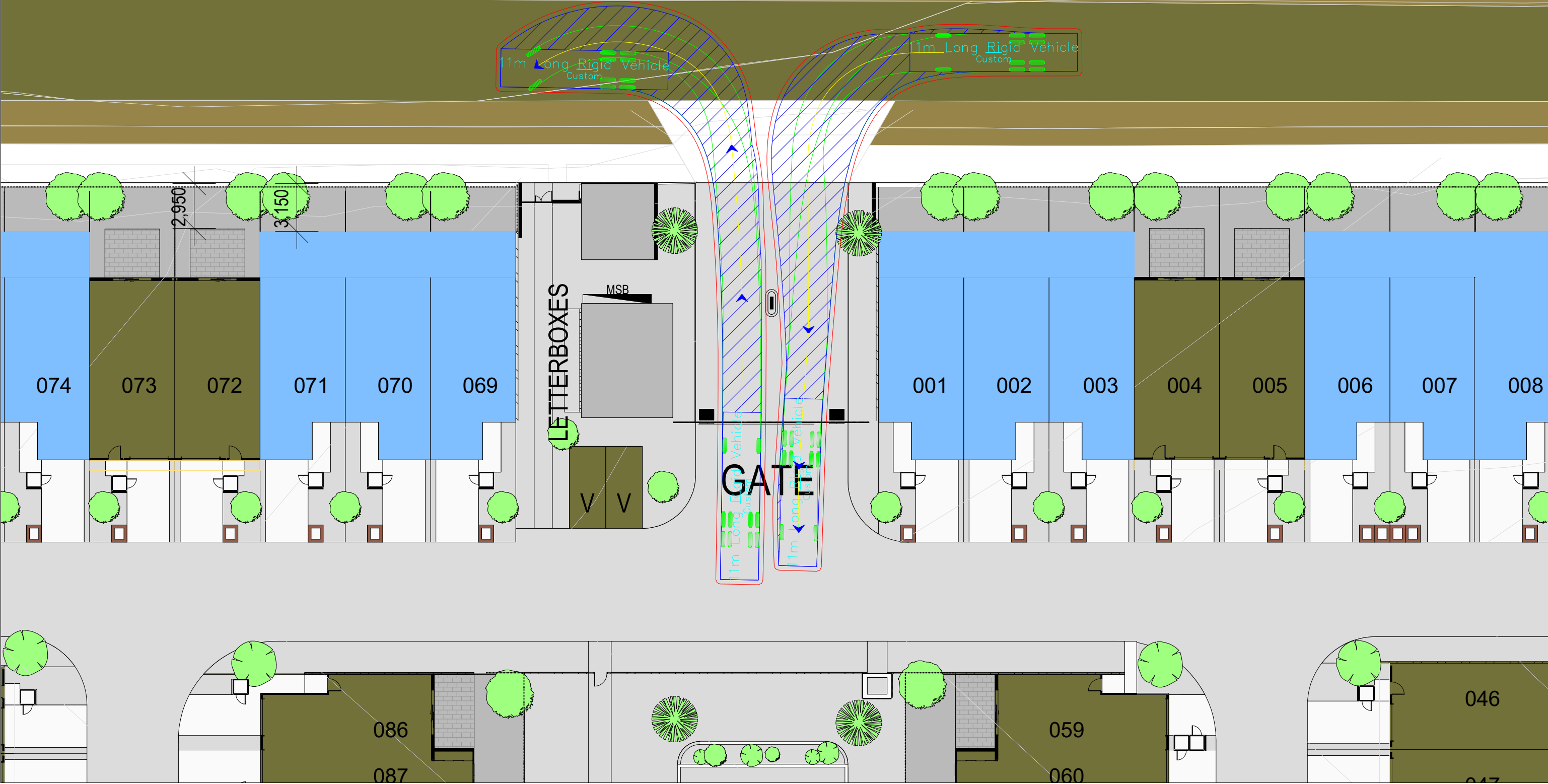
BIMcloud: CPACLBIMM01 - BIMcloud/2500/7913 35 University Dr Meadowbrook Master: 26/08/20: 5:32 PM



APPENDIX B

Vehicle Tracking Diagram – Access Driveway

UNIVERSITY DRIVE



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

Richard Quinn

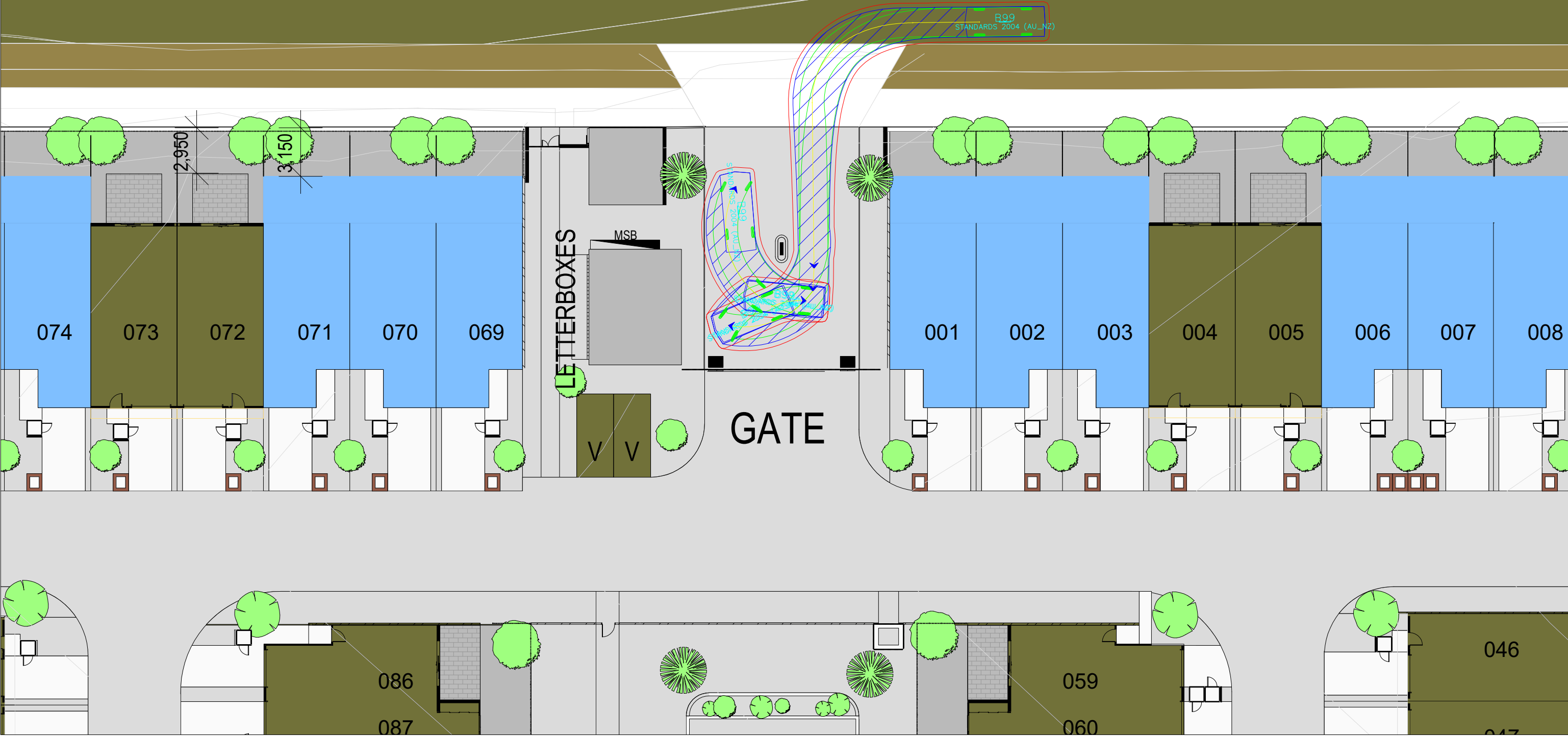
- LEGEND
- Vehicle Wheelpath
 - Body of Vehicle
 - 300mm Clearance Envelope from Body of Vehicle

drawing title			
35 University Drive, Meadowbrook Vehicle Tracking Analyses			
drawn: RQ	Scale: 1:250 @ A3	date: 24/08/2026	
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only			
2242_TPA23	SK.01	A	
project no.	drawing no.	rev	

APPENDIX C

Vehicle Tracking Diagram – Passenger Vehicle Turnaround

UNIVERSITY DRIVE



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

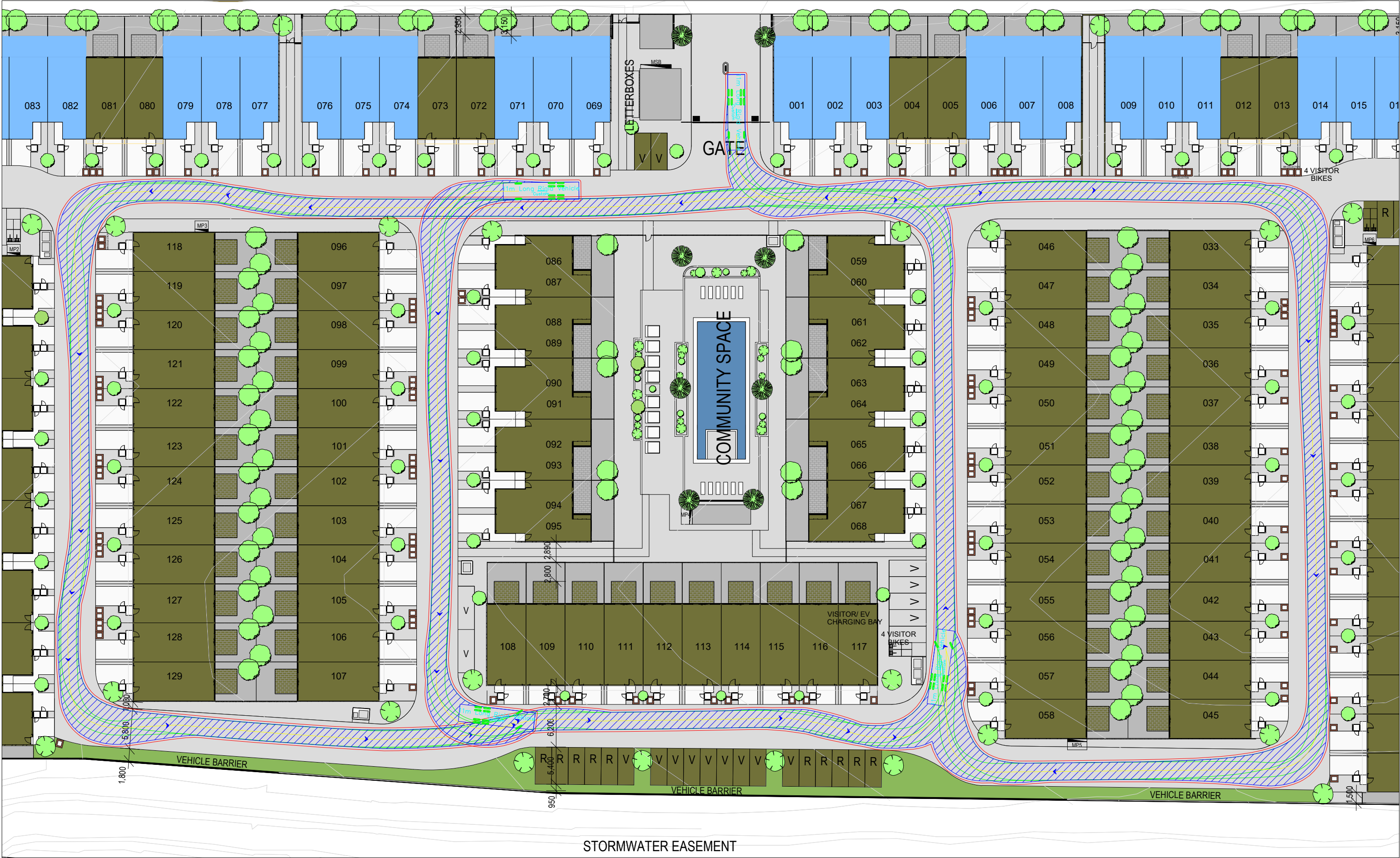
Richard Quinn

- LEGEND
- Vehicle Wheelpath
 - Body of Vehicle
 - 300mm Clearance Envelope from Body of Vehicle

drawing title			
35 University Drive, Meadowbrook Vehicle Tracking Analyses			
drawn: RQ	Scale: 1:250 @ A3	date: 24/08/2026	
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only			
2242_TPA23	SK.02	A	
project no.	drawing no.	rev	

APPENDIX D

Vehicle Tracking Diagrams – Service Vehicle Circulation



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

Richard Quinn

- LEGEND**
- Vehicle Wheelpath
 - Body of Vehicle
 - 300mm Clearance Envelope from Body of Vehicle

drawing title

35 University Drive, Meadowbrook
Vehicle Tracking Analyses

drawn: **RQ** Scale: **1:500 @ A3** date: **24/08/2026**

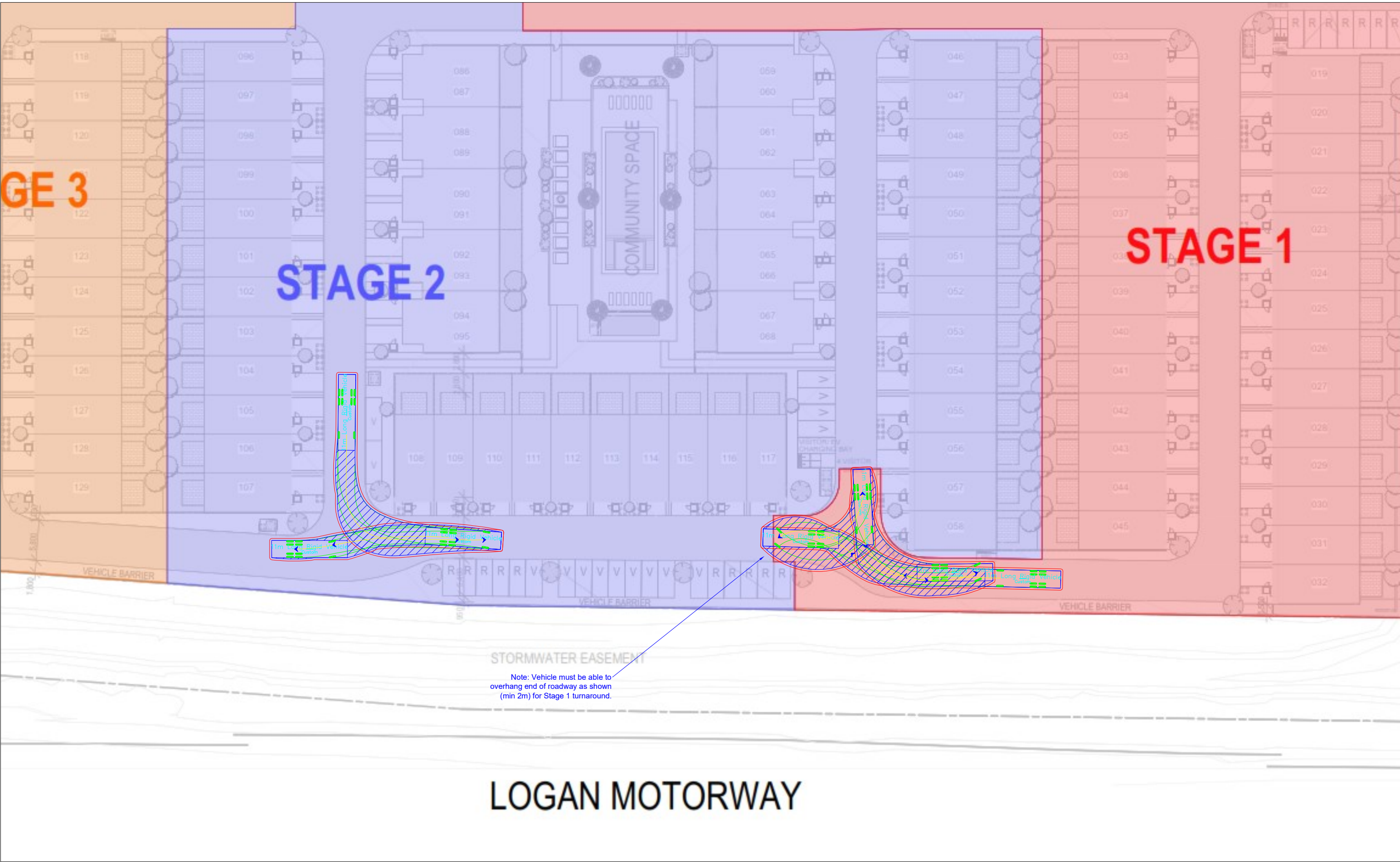
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only

2242_TPA23
project no.

SK.03
drawing no.

A
rev

Q Traffic
Engineering Consultants



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

Richard Quinn

- LEGEND**
- Vehicle Wheelpath
 - Body of Vehicle
 - 300mm Clearance Envelope from Body of Vehicle

drawing title



35 University Drive, Meadowbrook
Vehicle Tracking Analyses

drawn: RQ

Scale: 1:500 @ A3

date: 24/08/2026

The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only

2242_TPA23

SK.04

A

project no.

drawing no.

rev