

20 May 2026

Tyrah Zarafa
Development Services
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001

Lot 909, 12 Chalk Street, Wooloowin – Response to Further Advice Notice – Traffic and Transport items

Urbis has been engaged by Cedar Woods Properties Pty Ltd (the 'Client') to provide traffic and transport advice in relation to the proposed multiple dwelling development located within the Cedar Woods masterplan at 12 Chalk Street, Wooloowin.

A Development Application (A006835434) was submitted to Brisbane City Council (Council), which included a Traffic Impact Assessment (prepared by Urbis, dated 31 July 2025). Council reviewed this submission and issued an Information Request (IR) letter (dated 23 September 2025) which included a number of traffic and transport items. A response to the IR was submitted to Council, which included a Traffic and Transport Items Response (prepared by Urbis, dated 27 November 2025). Council reviewed this submission and issued a Further Advice notice (dated 17 March 2026) which included a number of traffic and transport items (provided as **Attachment A**).

This letter has been prepared to provide a transport response to the traffic related items included within the Further Advice notice, specifically, **item 1(c), item 7 and item 8** of Council's Further Advice notice letter. For reference, Council's items have been reproduced below, with Urbis' response following each item.

Information Request – Transport Items

1. Staging

While it is acknowledged amended architectural plans providing further clarification on the proposed staging have been provided, further information is required to understand the intended staging breakdown of the development, functionality and compliance of the individual stages in isolation against the relevant assessment benchmarks of Brisbane City Plan 2014. Provide additional information detailing the proposed staging, including:

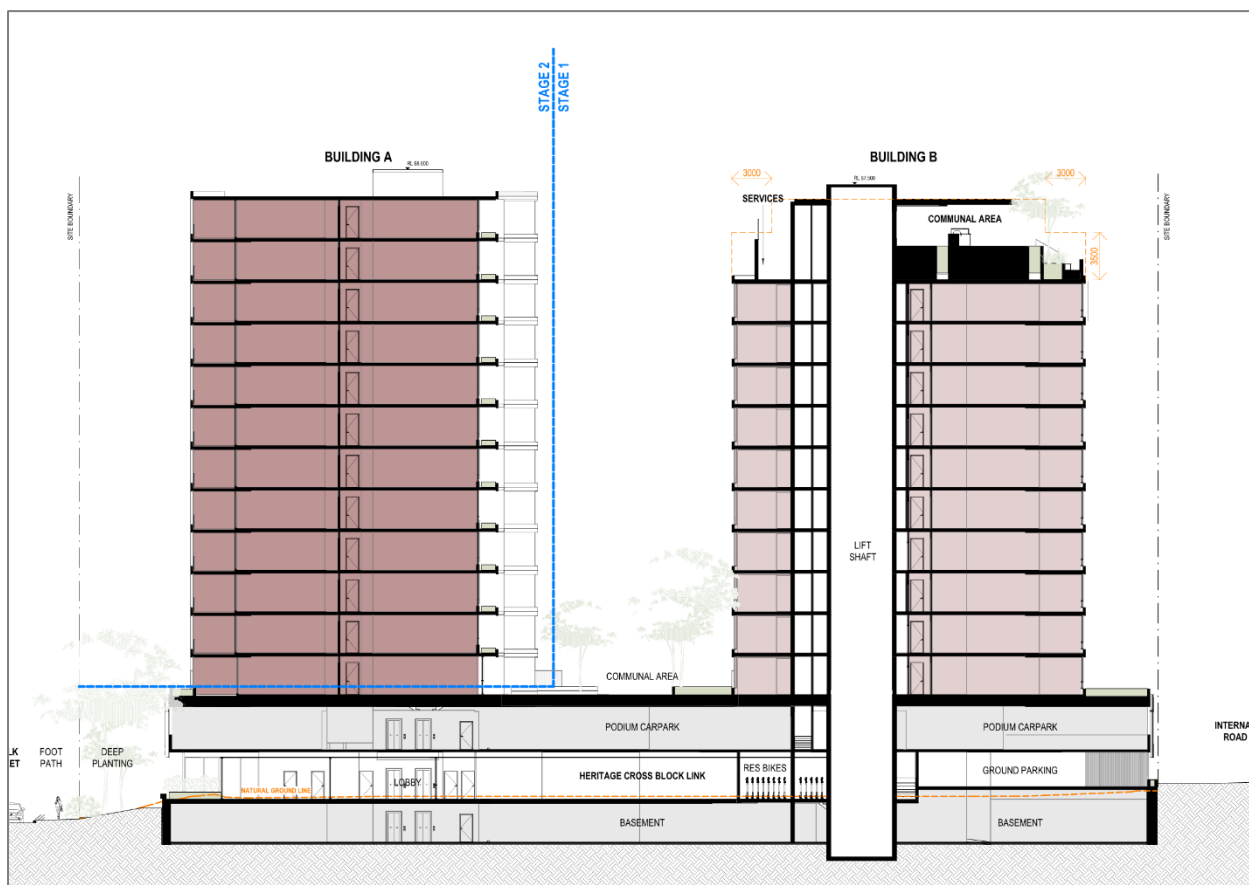
- (c)** A full set of architectural plans that demonstrate the proposed staging lines, order and functionality between stages. The architectural plans are to include:
 - i.** A clear staging line that does not intersect key aspects of the development which are required for the function of Stage 1 or results in the part-delivery of elements in Stage 2. NB: the current Architectural plans detail the staging line through carparks and balconies, which is does not clearly illustrate how these spaces will be delivered.
 - ii.** An individual sets of plans for each of the stages proposed. The Stage 2 set should detail the earlier stage to demonstrate the interaction and removal of any temporary works.

- iii. Detail of the interim treatment between stages. NB: It is noted that the amended plans did not clearly reflect all outcomes detailed within the written response.
- iv. Demonstration of parking, access, servicing and manoeuvring arrangements whereby an interim solution is proposed between stages. NB: See 'Carparking and manoeuvring' section of this letter for further information regarding this component.
- v. Demonstration of how the stages will operate on their own during construction (e.g. any temporary walls proposed to basements until the construction of the next stage commences). They should also demonstrate what other stages will look like during construction (e.g. is excavation of the basement levels to occur at the same time as each other or will the Stage 2 remain as vacant land until the Stage 1 is completed).

Urbis Response:

A revised staging line has been proposed within the architectural plans which includes all carparking, servicing and manoeuvring areas to be delivered in their entirety as part of Stage 1. The revised staging arrangements have been demonstrated within Figure 1, and provided within the architectural plans provided in **Attachment B**.

Figure 1 – Development West Elevation



With consideration of the revised staging, these arrangements do not impact or intersect any parking, access, servicing or manoeuvring arrangements, nor are any interim treatments proposed within these areas prior to the delivery of stage 2 (including construction of Stage 2).

These arrangements are considered to be acceptable to address this item of Council's Information Request.

7. Access, carparking and manoeuvring

While the Traffic Letter submitted in response to the Information Request has addressed some of the traffic issues raised initially, further information is required to demonstrate the staged development's access, carparking and servicing arrangements are functional.

Accordingly, provide a signed and certified Traffic Impact Assessment addressing the following:

- (a)** *The proposed access to the site is obtained from the existing private road. To ensure right of access is maintained in the future, provide either:*
 - i.** *Evidence of existing and continued rights to this internal road by the site and future development through a community management statement and how they will be maintained in perpetuity; or*
 - ii.** *An access easement over the internal road in favour of the proposed lot in accordance with PO3 of the TAPS code.*

Urbis Response:

Refer to the planning response for item 7(a).

7(b). *For the proposed staging to be accepted, it is required that the Stage 1 carparking and manoeuvring areas are demonstrated to be completely independent of Stage 2. This includes all proposed service vehicle manoeuvring, visitor parking, and resident/ visitor vehicle manoeuvring. Demonstrated all car parking spaces in the basement, podium and ground level, near the staging line have suitable manoeuvring areas for a standard B85 vehicle, in accordance with PO15 of the Transport access parking and servicing code.*

Urbis Response:

A revised staging line has been proposed which includes the delivery of all carparking, servicing and manoeuvring areas in their entirety as part of Stage 1. As such, no further swept path assessments are required to support the proposed staging arrangements.

These arrangements are considered to be acceptable to address this item of Council's Information Request.

7(c). *The amended large rigid vehicle swept path analysis shows that the vehicle may encroach on the existing dwelling located at 55/12 Chalk Street. The swept path also requires manoeuvring to encroach into the existing Energex easement and garden bed to the east, which contains essential infrastructure that may not be visible to the driver due to landscaping. Provide the following information in accordance with PO1 and PO18 of the Transport access parking and servicing code:*

- i. Include the existing dwelling extent (noting the existing swept path shows the garage incorrectly) and water infrastructure on the swept path.*
- ii. Clearly outline how conflicts between the manoeuvring of the LRV and the existing dwelling and water infrastructure will be managed safely.*
- iii. Provide updated RPEQ certified swept path analysis that demonstrates that a LRV does not impact on the existing dwelling or water infrastructure.*

Urbis Response:

A swept path assessment has been undertaken for the Large Rigid Vehicle (LRV) design vehicle which demonstrates that the LRV is able to enter and exit the development. The swept path assessment also demonstrated that the vehicle body and all associated vehicle clearances remaining within the roadway (i.e. without overlapping the kerbs adjacent to the existing dwelling or water infrastructure). These arrangements are considered to be more conservative than Council's request as the clearances have been maintained to the kerb rather than any vertical obstructions within the verge.

The swept path assessment has been provided within **Attachment C**, and certified by Andrew Tierney, RPEQ#34680.

These arrangements are considered to be acceptable to address this item of Council's Information Request.

8. Bicycle parking relocation

The response to the Information Request has not demonstrated where the existing visitor bicycle parks within the internal road are proposed to be relocated to. Provide amended plans showing where the existing bicycle parking are proposed to be relocated to, ensuring that they maintain compliant visitor bicycle parking rates, in accordance with the requirements of the Transport access parking and servicing code.

NB: Whereby the temporary bicycle parking spaces are not provided as required by the conditions of a previous approval over the site, then a Change Application to that previous approval will be required.

Urbis Response:

The development proposes the following bicycle parking provisions:

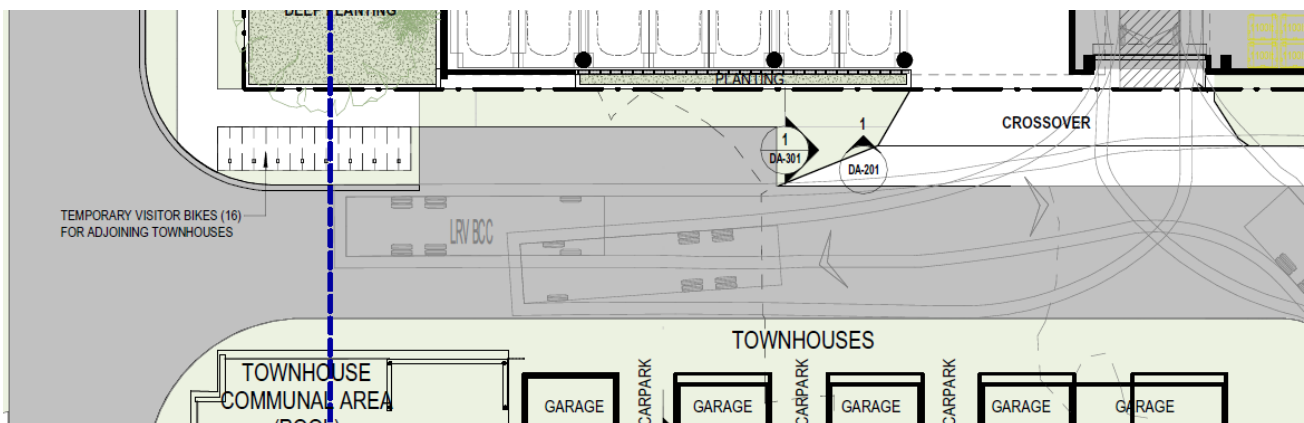
- Resident bicycle parking spaces – 232 spaces total
 - Stage 1 / Building B – 100 spaces
 - Stage 2 / Building A – 132 spaces
- Visitor bicycle parking spaces – 60 spaces total
 - Stage 1 / Building B – 26 spaces
 - Stage 2 / Building A – 34 spaces

The bicycle parking arrangements meet or exceed the Council's minimum bicycle parking rates and are provided compliant with the requirements of relevant Australian Standards (AS2890.3) and Council's TAPS PSP, and is considered to be acceptable.

It is noted that the temporary visitor bicycle parking spaces provided along the internal road (provided in 8 hoops to service the adjacent townhouses) are impacted by the proposed crossover and have been

relocated to the west of the kerbside parking module (as demonstrated in Figure 2 below). The revised location is considered suitable to service the existing townhouses.

Figure 2 – Temporary Visitor Bicycle Parking Relocation



These arrangements are considered to be acceptable to address this item of Council's Information Request.

Conclusion

The traffic and transport provisions and arrangements of the proposed multiple dwelling development proposal at 12 Chalk Street, Woolloowin are provided in line with relevant standards, guidelines and good transport engineering practice and are considered acceptable. Where details of the proposed development layout are not finalised, or cannot yet be finalised, it is expected that resolution of these items will be addressed by way of a suitably worded Approval Condition.

Having regard for the updated Traffic Impact Assessment (dated 21 July 2025), subsequent information and assessment provided within the initial Information Request (prepared by Urbis, dated 27 November 2025), and information and assessment provided within this letter, Urbis Transport Advisory sees no reason as to why a Development Approval could not be granted based on traffic and transport grounds.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me at (07) 3007 3585.

Kind regards,



Andrew Tierney (RPEQ# 34680)
 Associate Director
 +61 7 3007 3585
atierney@urbis.com.au



Attachment A – Council Further Advice Notice



Dedicated to a better Brisbane

17 March 2026

Cedar Woods
C/- Urbis Ltd
Level 32, 300 George Street
BRISBANE CITY QLD 4000

ATTENTION: Nicholas Kelly

Application Reference: A006835434
Address of Site: 12 CHALK ST WOOLLOOWIN QLD 4030

Dear Nicholas

RE: Further advice

A review of the response to Council's Information Request received on 27 November 2025 has been undertaken and further information is required to adequately address community concerns and resolve the outstanding issues relating to the proposal in its current form.

Staging

- 1) While it is acknowledged amended architectural plans providing further clarification on the proposed staging have been provided, further information is required to understand the intended staging breakdown of the development, functionality and compliance of the individual stages in isolation against the relevant assessment benchmarks of *Brisbane City Plan 2014*. Provide additional information detailing the proposed staging, including:
 - a. A concise breakdown of all works to be delivered in each stage, including unit numbers, carparking infrastructure, external works and off-site improvements.
 - b. Breakdown of key development aspects, such as unit numbers, parking, site cover, deep planting etc per stage.
 - c. A full set of architectural plans that demonstrate the proposed staging lines, order and functionality between stages. The architectural plans are to include:
 - i. A clear staging line that does not intersect key aspects of the development which are required for the function of Stage 1 or results in the part-delivery of elements in Stage 2. **NB:** *the current Architectural plans detail the staging line through carparks and balconies, which is does not clearly illustrate how these spaces will be delivered.*
 - ii. An individual sets of plans for each of the stages proposed. The Stage 2 set should detail the earlier stage to demonstrate the interaction and removal of any temporary works.
 - iii. Detail of the interim treatment between stages. **NB:** *It is noted that the amended plans did not clearly reflect all outcomes detailed within the written response.*

- iv. Demonstration of parking, access, servicing and manoeuvring arrangements whereby an interim solution is proposed between stages. **NB:** See 'Carparking and manoeuvring' section of this letter for further information regarding this component.
 - v. Demonstration of how the stages will operate on their own during construction (e.g. any temporary walls proposed to basements until the construction of the next stage commences). They should also demonstrate what other stages will look like during construction (e.g. is excavation of the basement levels to occur at the same time as each other or will the Stage 2 remain as vacant land until the Stage 1 is completed).
- d. Amended code assessment that reflect and justify the staging of this development in accordance with the relevant benchmarks of *Brisbane City Plan 2014*.
- e. Amended specialist plans and reports that reflect and justify the staging of this development in accordance with the relevant benchmarks of *Brisbane City Plan 2014*.

Building height

- 2) The comparative shadow diagrams provided in response to the Information request show additional overshadowing impacts from the proposal compared to a built form complying with the building envelope aspects of the assessment benchmarks. The response however does not provide detailed assessment of the impacts associated with the additional overshadowing and does not demonstrate how the proposal does not impact on the amenity of adjoining residents.

To allow for a full assessment of the shadowing impacts from the proposed developments height, provide further analysis of the additional overshadowing impacts to demonstrate the surrounding residences will continue to have access to adequate levels of natural light.

Setback to Bridge Street

- 3) The additional planting proposed within the Bridge Street verge, which would need to be maintained by Council in perpetuity, does not adequately address the setback pattern, building transition and landscaping concerns raised in the Information Request. While it is acknowledged a consistent 3.5m wide setback along the full length of Bridge Street will be difficult to achieve without considerable design changes, in its current form the development has not demonstrated compliance with PO3, PO6, PO28, PO33 and PO34 of the Multiple dwelling code.

Provide amended architectural plans with an increased front setback to Bridge Street to provide appropriate landscaping outcomes and to be consistent with the streetscape and setback pattern intended for this area.

Cross block link

- 4) For the heritage cross-block link to be considered as providing a community benefit, the entries and exits must remain open and accessible to the public 24 hours a day. Accordingly, the intercom/fob system proposed for after-hours access is not supported. Amend the proposed architectural plans to remove this notation and gate and provide further detail about how the cross-block link will operate and encourage community use.

Building separation

- 5) To understand how the development manages potential overlooking impacts to the adjoining residents, provide a plan detailing the separation distances between the development and adjoining buildings with specific identification of the separation distances between balconies and habitable rooms/openings on each property.

Refuse

- 6) The submitted refuse collection response advised that the refuse collection vehicle (RCV) can partly stand within the driveway for servicing to achieve the 11.5m of clearance for servicing. As the internal road is a private road and not owned or managed by Council, compliance against PO19 and PO32 of the Transport, access, parking and servicing code has not been demonstrated. Provide amended plans, demonstrating:
- A functional 'Temp Bin Store' that is not blocked by the RCV.
 - The area where the RCV stands to service the development is a minimum 11.5m long, 6.5m wide and has a minimum vertical clearance of 3.6m across the entire aisle.

NB: All bins must be able to be accessed individually; no bins are to be placed in the aisle while servicing other bins. It is noted that the room is of sufficient size, but access to both doors needs to be achieved.

Access, carparking and manoeuvring

- 7) While the Traffic Letter submitted in response to the Information Request has addressed some of the traffic issues raised initially, further information is required to demonstrate the staged development's access, carparking and servicing arrangements are functional. Accordingly, provide a signed and certified Traffic Impact Assessment addressing the following:
- The proposed access to the site is obtained from the existing private road. To ensure right of access is maintained in the future, provide either:
 - Evidence of existing and continued rights to this internal road by the site and future development through a community management statement and how they will be maintained in perpetuity; or
 - An access easement over the internal road in favour of the proposed lot in accordance with PO3 of the TAPS code.
 - For the proposed staging to be accepted, it is required that the Stage 1 carparking and manoeuvring areas are demonstrated to be completely independent of Stage 2. This includes all proposed service vehicle manoeuvring, visitor parking, and resident/ visitor vehicle manoeuvring. Demonstrated all car parking spaces in the basement, podium and ground level, near the staging line have suitable manoeuvring areas for a standard B85 vehicle, in accordance with PO15 of the Transport access parking and servicing code.
 - The amended large rigid vehicle swept path analysis shows that the vehicle may encroach on the existing dwelling located at 55/12 Chalk Street. The swept path also requires manoeuvring to encroach into the existing Energex easement and garden bed to the east, which contains essential infrastructure that may not be visible to the driver due to landscaping. Provide the following information in accordance with PO1 and PO18 of the Transport access parking and servicing code:
 - Include the existing dwelling extent (noting the existing swept path shows the garage incorrectly) and water infrastructure on the swept path.
 - Clearly outline how conflicts between the manoeuvring of the LRV and the existing dwelling and water infrastructure will be managed safely.
 - Provide updated RPEQ certified swept path analysis that demonstrates that a LRV does not impact on the existing dwelling or water infrastructure.

Bicycle parking relocation

- 8) The response to the Information Request has not demonstrated where the existing visitor bicycle parks within the internal road are proposed to be relocated to. Provide amended plans showing where the existing bicycle parking are proposed to be relocated to, ensuring that they maintain compliant visitor bicycle parking rates, in accordance with the requirements of the Transport access parking and servicing code.

***NB:** Whereby the temporary bicycle parking spaces are not provided as required by the conditions of a previous approval over the site, then a Change Application to that previous approval will be required*

Corner truncations

- 9) Provide an amended Subdivision plan which reflects the corner truncations required along Bridge Street and Chalk Street and Bridge Street and Merehaye Street which are consistent with the non-trunk corner truncations previously required by the historic approvals over the site.

Contaminated land flag

- 10) As there is assessable development occurring under Schedule 10, Part 4, Division 1 of the *Planning Regulation 2017*, provide the Site Suitability Statement as per Division 2 to Council for review.

Please phone me on telephone number below during normal business hours if you have any queries regarding this matter.

Yours sincerely



Tyrah Zarafa
Senior Urban Planner
Planning Services Special Assessment
Phone: 07 31786103
Email: tyrah.zarafa@brisbane.qld.gov.au
Development Services
Brisbane City Council



Attachment B – Development Plans



PARKING BREAKDOWN - VISITORS	
PARKING TYPE	COUNT
GROUND LEVEL	
PWD Bay - 5400 x 2400	1
Standard Bay - 5400 x 2500	6
Standard Bay - 5400 x 2600	28
	35

PARKING BREAKDOWN - RESIDENTIAL	
PARKING TYPE	COUNT
LEVEL 01	
Small Bay - 5000 x 2300	14
Standard Bay - 5400 x 2500	65
Standard Bay - 5400 x 2600	33
	112
GROUND LEVEL	
Small Bay - 5000 x 2300	1
Standard Bay - 5400 x 2500	13
	14
BASEMENT 01	
Small Bay - 5000 x 2300	7
Standard Bay - 5400 x 2500	79
Standard Bay - 5400 x 2600	39
	125
	251

BICYCLE PARKING	
RESIDENT:	232 BIKE PARKS (1 PER UNIT)
VISITOR:	58 BIKE PARK (1 PER 4 UNITS)

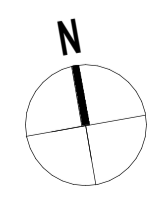
PROJECT NUMBER
240061

SORELLA
12 CHALK STREET, WOOLLOOWIN, QLD 4030

DRAWING NAME
BASEMENT 01

DRAWING NUMBER
DA-100

REVISION
15



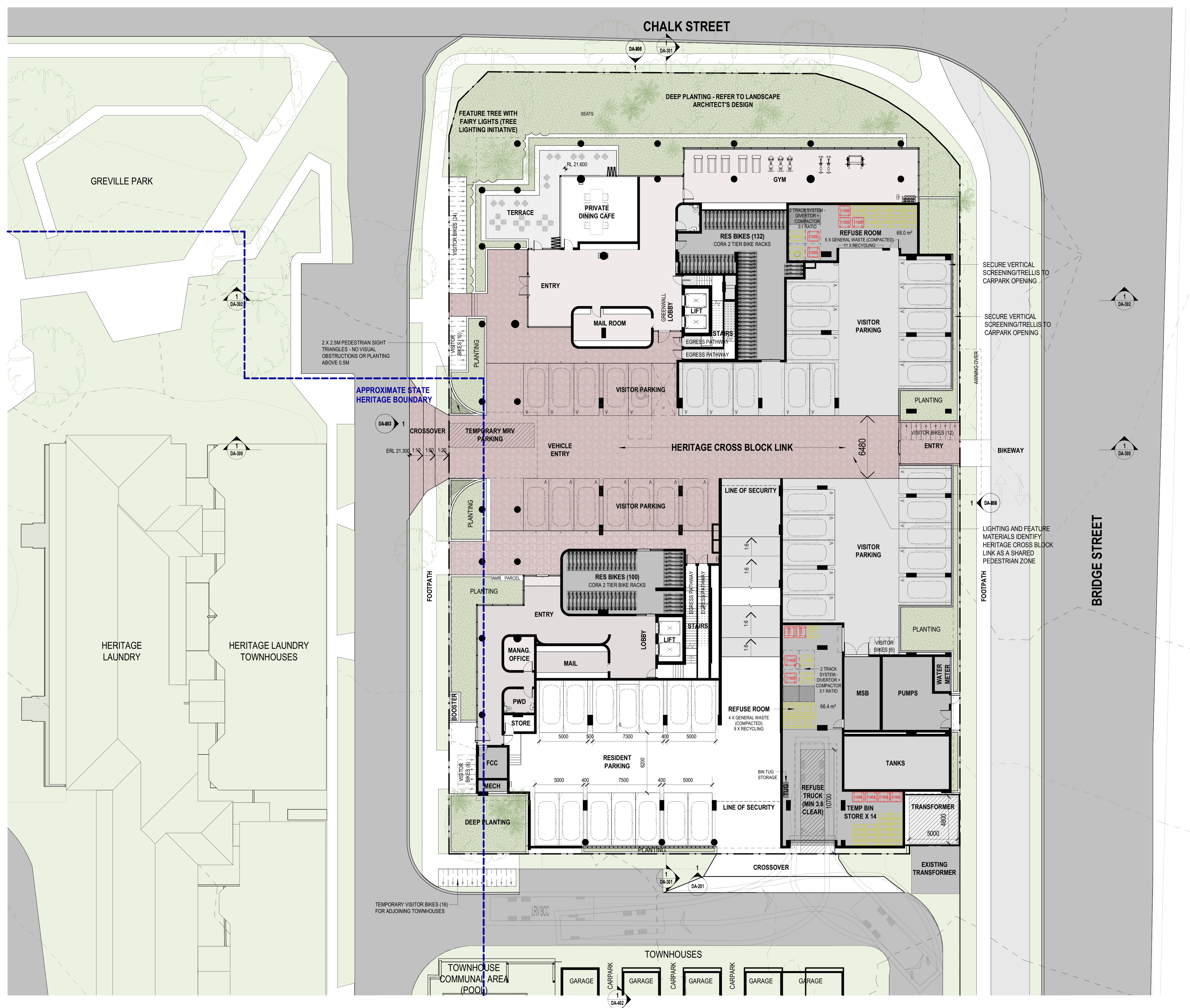
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DRAWING STATUS
DEVELOPMENT APPLICATION

elivo

LEVEL 2, 293 QUEEN STREET, BRISBANE QLD 4000
t +61 7 3188 7979 w www.elivo.com e elivo@elivo.com
ABN 60 109 575 279 ACN 109 575 279

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PARKING BREAKDOWN - VISITORS

PARKING TYPE	COUNT
GROUND LEVEL	
PWD Bay - 5400 x 2400	1
Standard Bay - 5400 x 2500	6
Standard Bay - 5400 x 2600	28
	35

PARKING BREAKDOWN - RESIDENTIAL

PARKING TYPE	COUNT
LEVEL 01	
Small Bay - 5000 x 2300	14
Standard Bay - 5400 x 2500	65
Standard Bay - 5400 x 2600	33
	112
GROUND LEVEL	
Small Bay - 5000 x 2300	1
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	14

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SORELLA
12 CHALK STREET, WOOLLOOWIN, QLD 4030

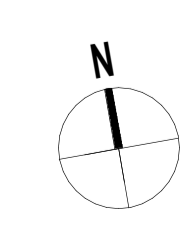
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GROUND LEVEL

DRAWING NUMBER
DA-102

REVISION
19

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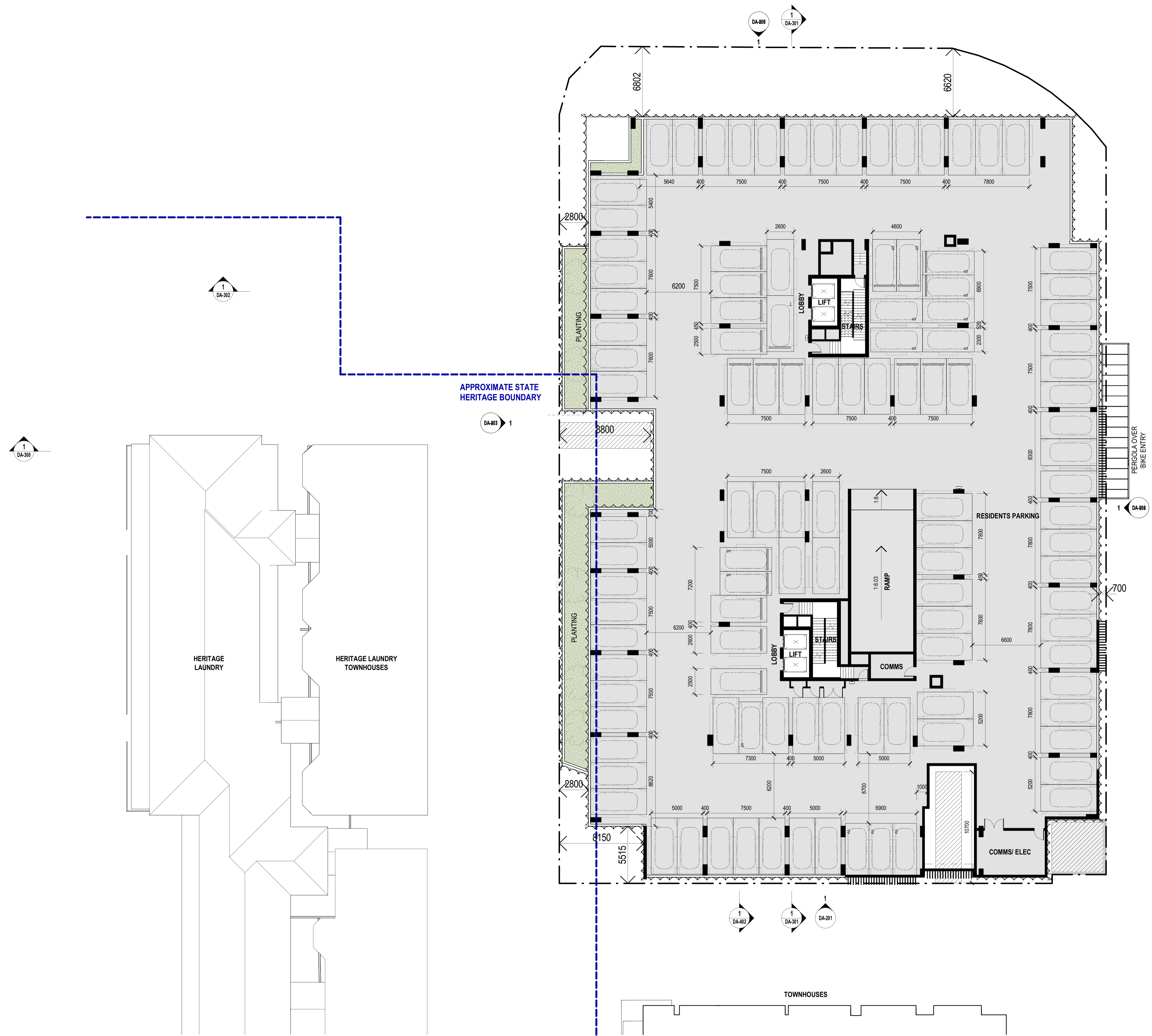
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PARKING BREAKDOWN - VISITORS

PARKING TYPE	COUNT
GROUND LEVEL	
PWD Bay - 5400 x 2400	1
Standard Bay - 5400 x 2500	6
Standard Bay - 5400 x 2600	28
	35

PARKING BREAKDOWN - RESIDENTIAL

PARKING TYPE	COUNT
LEVEL 01	
Small Bay - 5000 x 2300	14
Standard Bay - 5400 x 2500	65
Standard Bay - 5400 x 2600	33
	112
GROUND LEVEL	
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	251

BICYCLE PARKING

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VISITOR:	58 BIKE PARK (1 PER 4 UNITS)

PROJECT NUMBER
240061

SORELLA
12 CHALK STREET, WOOLLOOWIN, QLD 4030

DRAWING NAME
LEVEL 01

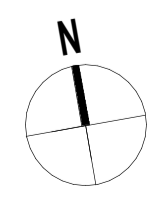
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DA ISSUE
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MATERIALS LEGEND

-  SC1 FEATURE SCREEN
PERFORATED RED METAL
-  SC2 FEATURE SCREEN
WHITE VERTICAL BATTENS
-  SC3 FEATURE SCREEN
RED VERTICAL BATTENS
-  SC4 FEATURE SCREEN
SECURE VERTICAL SCREEN/TRELLIS
-  GL1 GLAZING
GREY TINT
-  PT1 PAINT/RENDER
LIGHT CREAM TONE
-  PT2 PAINT/RENDER
TEXTURED
-  PT3 PAINT/RENDER
DARK CREAM TONE
-  AW1 FEATURE AWNING/PERGOLA
RED
-  BA1 GLASS BALUSTRADE



PROJECT NUMBER
240061

SORELLA
12 CHALK STREET, WOOLLOOWIN, QLD 4030

DRAWING NAME
WEST ELEVATION

DRAWING NUMBER
DA-203

REVISION
11

DA ISSUE
14.05.26

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DEVELOPMENT APPLICATION

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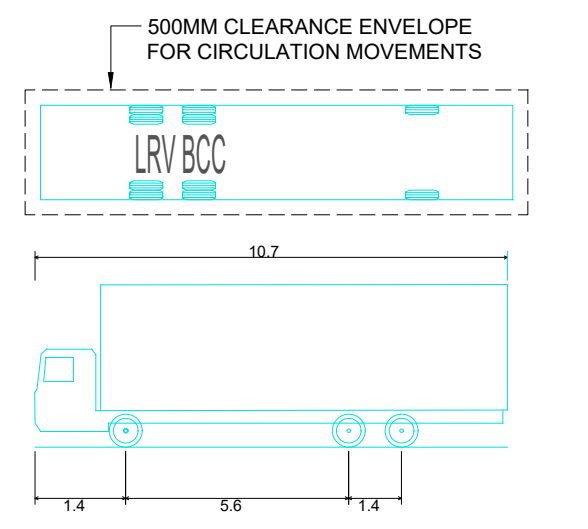
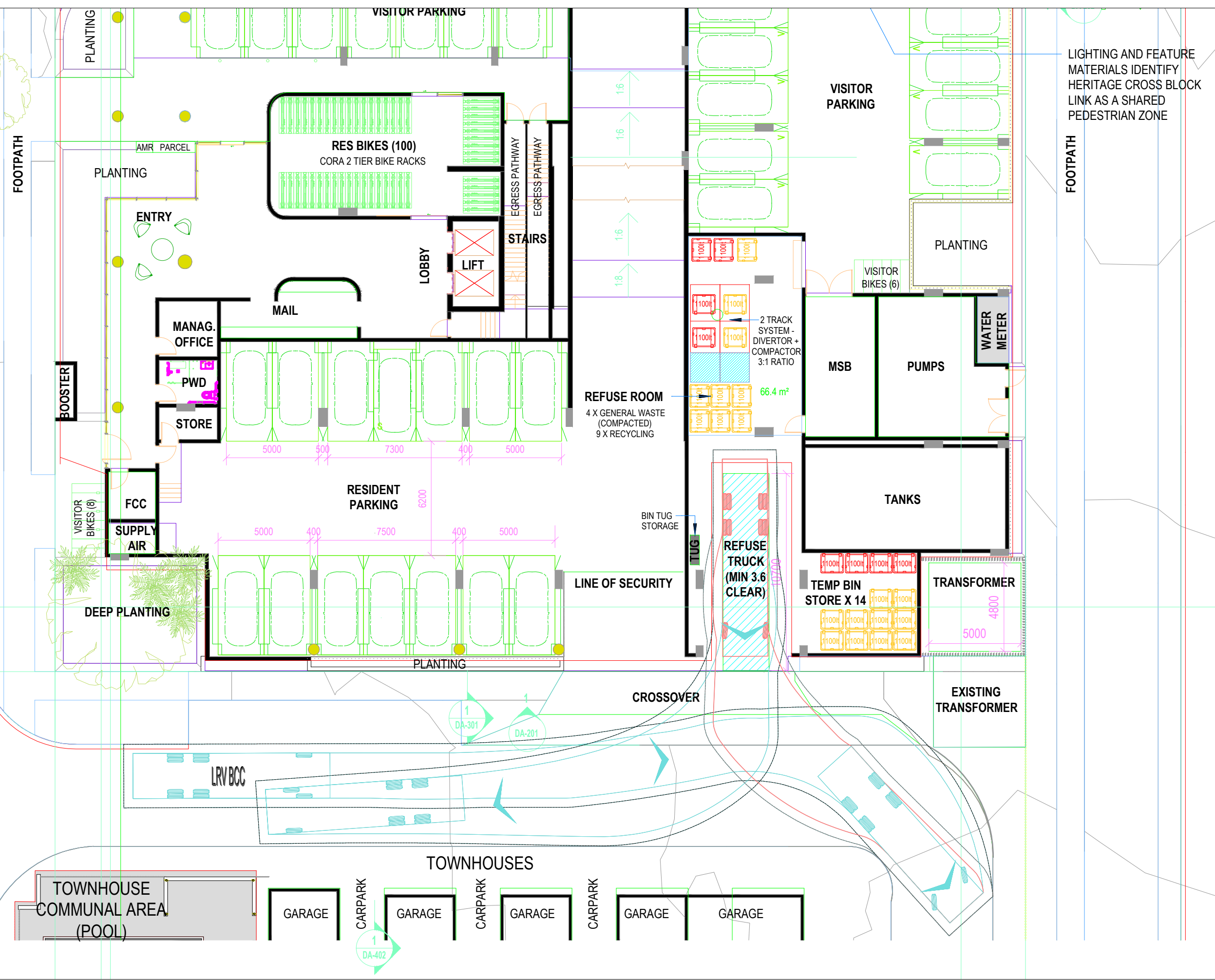
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Attachment C – Swept Path Assessment



LRV BCC	
Overall Length	10.700m
Overall Width	2.450m
Overall Body Height	3.623m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.000m

**PRELIMINARY ADVICE ONLY
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20/05/2026**

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LRV SWEEP PATHS

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
A	LRV SWEEP PATHS	M.B.	A.T.	20/05/2026

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CLIENT
CEDAR WOODS

1:200 @ A3
0 1 2 3 4 5m

PROJECT NO. P0053623	DATE 20/05/2026
DRAWING NO. 01	REVISION B