



BANA Consulting Engineers

ABN 12 283 502 034

Civil, Traffic and Structural
Project Management

BCC DS
LODGED
30/07/2025
APPLICATION REF
A006827498

PROPOSED MULTIPLE DWELLING DEVELOPMENT

31 RAFFLES ST, MOUNT GRAVATT EAST QLD 4122

TRAFFIC IMPACT ASSESSMENT REPORT

Submission to Brisbane City Council

July 2025



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Credential:

Date: 16 July 2025

Revision number	Description of Revision	Date

TRAFFIC REPORT

31 RAFFLES ST, MOUNT GRAVATT EAST

Introduction

Bana Civil & Structural Engineers was commissioned by 39 Raffles street investments Pty Ltd to visit the site and carry out report of the property. The purpose of this report is to investigate the potential internal design issues, as well as potential external traffic impacts of the proposed development on the surrounding network in support of the proposed development.

This Traffic Impact Assessment (TIA) has been prepared in support of a development application for a proposed multiple dwelling development at 31 Raffles Street, Mount Gravatt East, Queensland. The purpose of this report is to assess the potential impacts of the proposed development on the surrounding transport network in accordance with the Brisbane City Plan 2014, including the Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP), and relevant provisions of AS2890.1:2004.

Site Location

The subject site is located within the Brisbane City Council local government area. Mount Gravatt East is a well-established residential suburb situated approximately 10 km south-east of the Brisbane CBD, bounded by key arterial roads such as Logan Road and Creek Road. The area is predominantly low-to-medium density in character but is experiencing increasing urban renewal and infill development.

Although Mount Gravatt East is not currently designated as a Major Activity Centre, it is strategically located to benefit directly from the rapid transformation occurring in surrounding areas, particularly along the Logan Road corridor and around Garden City. These nearby precincts are undergoing significant redevelopment as part of Brisbane City Council's suburban renewal and regional growth strategies, aimed at delivering high-density, mixed-use environments with enhanced transport and amenity.

As this broader renewal unfolds, Mount Gravatt East is expected to experience direct flow-on benefits, including improved access to public transport, expanded local services, and increased demand for diverse housing forms. The suburb's proximity to key growth corridors, combined with its existing urban fabric and connectivity, places it in a strong position to accommodate higher-density residential development as part of Brisbane's evolving urban landscape.

The site is also within walking distance to public transport services, local parks, educational institutions, and retail centres, including the major commercial hub at Westfield Mount Gravatt (Garden City). Figure 1 shows the location of the site in relation to key landmarks including Logan Road, Pacific Mwy, the SEQ Busway, and Westfield Garden City, highlighting the site's strong connectivity and strategic position within Brisbane's southern transport corridor.

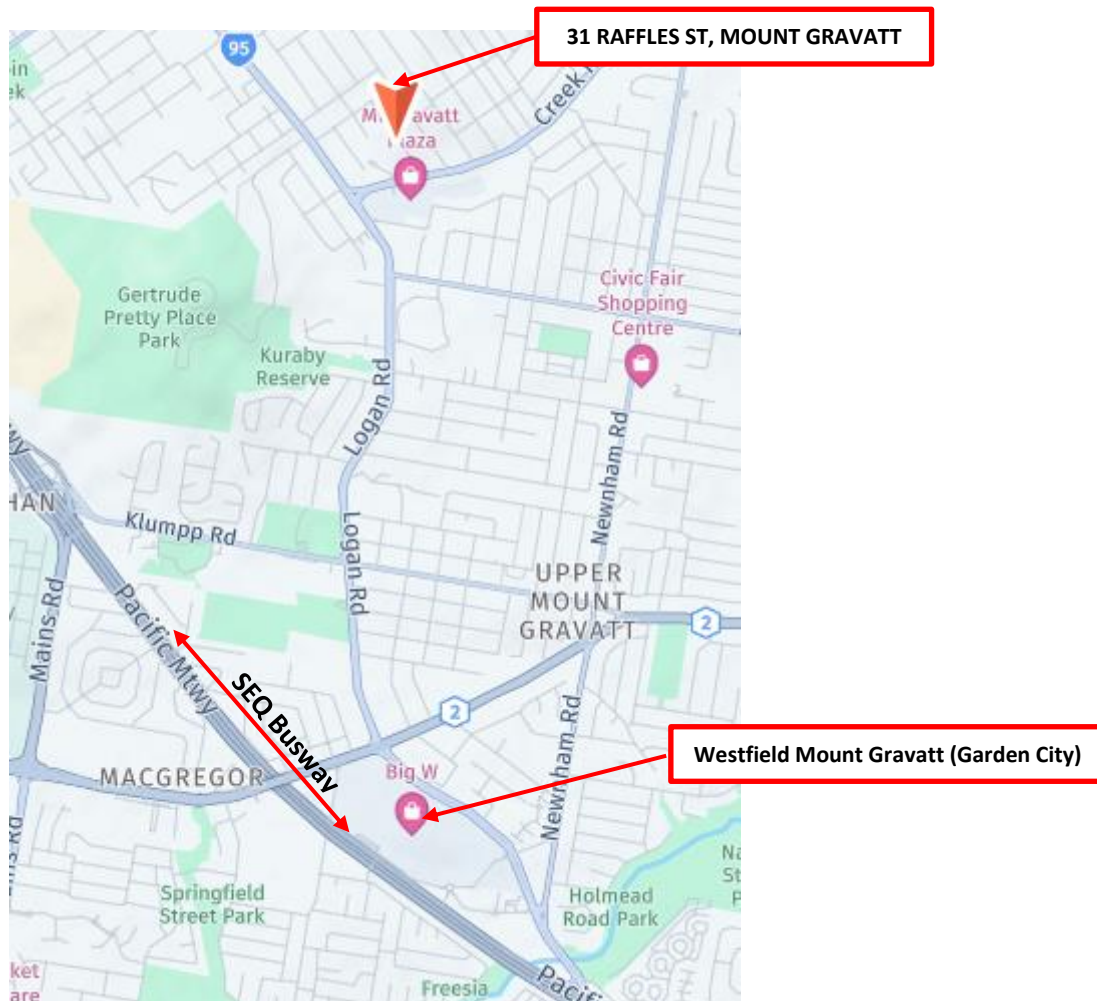


Figure 1: Aerial View of the Subject Site and Surrounding Area

Development Proposal

The proposed development at 31 Raffles Street, Mount Gravatt East involves the construction of a multiple dwelling residential building comprising eight storeys above ground with associated basement car parking. The building will accommodate a total of 112 residential units, with a consistent dwelling mix across each level, including:

- 2 studio (1-bedroom) units per floor
- 8 two-bedroom units per floor
- 4 three-bedroom units per floor

This results in the following total dwelling mix across the 8 levels:

- 16 x 1-bedroom units
- 64 x 2-bedroom units
- 32 x 3-bedroom units

Vehicular access is proposed via a new crossover on Raffles Street, with driveway and ramp design to comply with AS2890.1:2004. The design will also allow for service vehicle access and internal manoeuvring.

The development supports Brisbane’s housing diversity objectives by offering a mix of unit sizes in a location with excellent access to public transport, schools, local amenities, and regional activity centres.

Traffic generation

Traffic generation for the proposed development has been estimated using standard rates for residential apartments, as outlined in the Queensland Government’s Planning Guidelines for Transport Assessments. For multiple dwelling developments in urban areas with good access to public transport, a rate of 0.65 vehicle trips per dwelling during the peak hour is commonly adopted. With a total of 112 residential units, the estimated traffic generation is:

- Peak Hour Trips: $112 \text{ units} \times 0.65 \text{ trips/unit} = 73 \text{ vehicle trips}$
- These trips are typically distributed as:
 - AM Peak: 60% outbound / 40% inbound → approx. 44 outbound / 29 inbound
 - PM Peak: 40% outbound / 60% inbound → approx. 29 outbound / 44 inbound

This level of traffic generation is considered moderate and appropriate for a residential development of this scale. Given the site's proximity to Logan Road, the SEQ Busway, and other public transport services, it is expected that a portion of residents will adopt alternative transport modes, potentially reducing private vehicle use further.

The projected trip volumes can be readily accommodated by the surrounding road network, particularly via Raffles Street connecting to Logan Road, without adversely impacting local traffic operations.

Parking Provision

Parking requirements for the proposed multiple dwelling development have been assessed under two benchmarks:

1. Brisbane City Council TAPS Policy Rates
2. Adjusted Minimum Rates Based on Site Context

1. TAPS Policy Requirements

Under the standard rates in the Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy, the parking requirement is:

Unit Type	Quantity	Rate (TAPS)	Spaces Required
1-bedroom	16	1.0 per unit	16
2-bedroom	64	2.0 per unit	128
3-bedroom	32	2.0 per unit	64
Visitor	112	0.25 per unit	28
Total			236 spaces

2. Context-Sensitive Minimum Rates

Considering the site's high accessibility and planning context, the following reduced minimum rates are proposed:

- 0.9 spaces per 1-bedroom unit
- 1.1 spaces per 2-bedroom unit
- 1.3 spaces per 3-bedroom unit
- 0.15 spaces per unit for visitors

Unit Type	Quantity	Rate (Adjusted)	Spaces Required
1-bedroom	16	0.9	14.4
2-bedroom	64	1.1	70.4
3-bedroom	32	1.3	41.6
Visitor	112	0.15	16.8
Total			143.2 \approx 144

Justification for Reduced Provision

1. **Public Transport Access**
The site is within walking distance (~350 m) of Logan Road, a major public transport corridor with high-frequency bus services and direct access to the SEQ Busway, supporting reduced private vehicle dependency.
2. **Proximity to Activity Centres**
The site is located approximately 1.2 km from Westfield Garden City, a major regional commercial hub offering retail, employment, and essential services, reducing the need for car-based travel.
3. **Walkability and Active Transport**
The neighbourhood has established footpaths, local shops, schools, and parks within close proximity. Bicycle parking facilities will be provided on-site, supporting active transport modes.
4. **Dwelling Mix and Car Ownership Trends**
A significant proportion of the units are studio and two-bedroom apartments, which typically attract residents with lower car ownership rates, particularly in well-connected inner suburban areas.
5. **Efficient Site Design**
The basement parking layout has been designed efficiently to maximise yield while maintaining safe access and circulation in compliance with AS2890.1:2004.

The development proposes a total of 122 on-site parking spaces, including resident and visitor bays. While the proposed provision of 122 car parking spaces falls below the standard TAPS requirements and the context-based minimum estimate, it is considered acceptable given the site's strategic location, access to public transport and services, and expected car ownership levels. The parking design supports a more sustainable, transit-oriented development model and is unlikely to result in adverse impacts on the surrounding street network or local amenity.

Active and Public Transport

The subject site benefits from strong access to both public and active transport infrastructure, supporting a shift away from private vehicle use and aligning with Brisbane City Council's sustainable transport objectives.

➤ Public Transport Access

The site is located approximately 350 metres from Logan Road, a key public transport corridor serviced by several high-frequency bus routes including Routes 174, 175, 204, and P206. These routes provide direct and regular connections to:

- Brisbane CBD
- Upper Mount Gravatt / Garden City Interchange
- Griffith University (Nathan and Mount Gravatt campuses)
- Holland Park, Greenslopes, and other inner-south suburbs

Additionally, the site is located within convenient reach of the South East Busway, with access via the Garden City Interchange, enhancing connectivity to major employment and education hubs across Greater Brisbane.

➤ Active Transport Facilities

The local street network surrounding the site is pedestrian-friendly, with footpaths, safe street crossings, and low-speed local roads. There is also access to local parks, schools, and neighbourhood shopping centres within walking or cycling distance.

Service Vehicles

Provision has been made for the design vehicles anticipated to access the development. A swept path assessment has been undertaken to demonstrate that 85th percentile passenger vehicles can safely enter, exit, and manoeuvre within the site in accordance with AS2890.1:2004.

In addition, the site has been designed to accommodate access by Small Rigid Vehicles (SRVs) for the purposes of refuse collection and servicing. Accordingly, appropriate waste collection arrangements can be established with a private contractor to ensure ongoing serviceability.

The swept paths confirm that service and passenger vehicles can safely manoeuvre into and out of the site via the proposed Raffles Street driveway access. Vehicles are able to enter and exit in a forward gear, and the internal layout supports safe and efficient circulation. Swept path diagrams illustrating these movements are provided in Appendix A.

Conclusion

This Traffic Impact Assessment has been prepared to support the development application for a proposed 8-storey multiple dwelling at 31 Raffles Street, Mount Gravatt East, comprising 112 residential units and 122 on-site car parking spaces.

The assessment has reviewed the proposed parking provision against the Brisbane City Council's TAPS Planning Scheme Policy and has also considered context-sensitive minimum parking rates. While the development proposes fewer spaces than required under the standard TAPS rates (236 spaces), the provision of 122 spaces is considered appropriate and justified given the site's location, excellent access to high-frequency public transport, proximity to Westfield Garden City, and the presence of local services within walking distance. The dwelling mix and anticipated car ownership patterns also support a lower parking demand.

The site is well-serviced by existing active and public transport infrastructure, including nearby Logan Road bus routes and the SEQ Busway, supporting a shift away from private vehicle use. The design also includes suitable access and manoeuvrability for passenger and service vehicles, with swept path assessments confirming compliance with relevant standards.

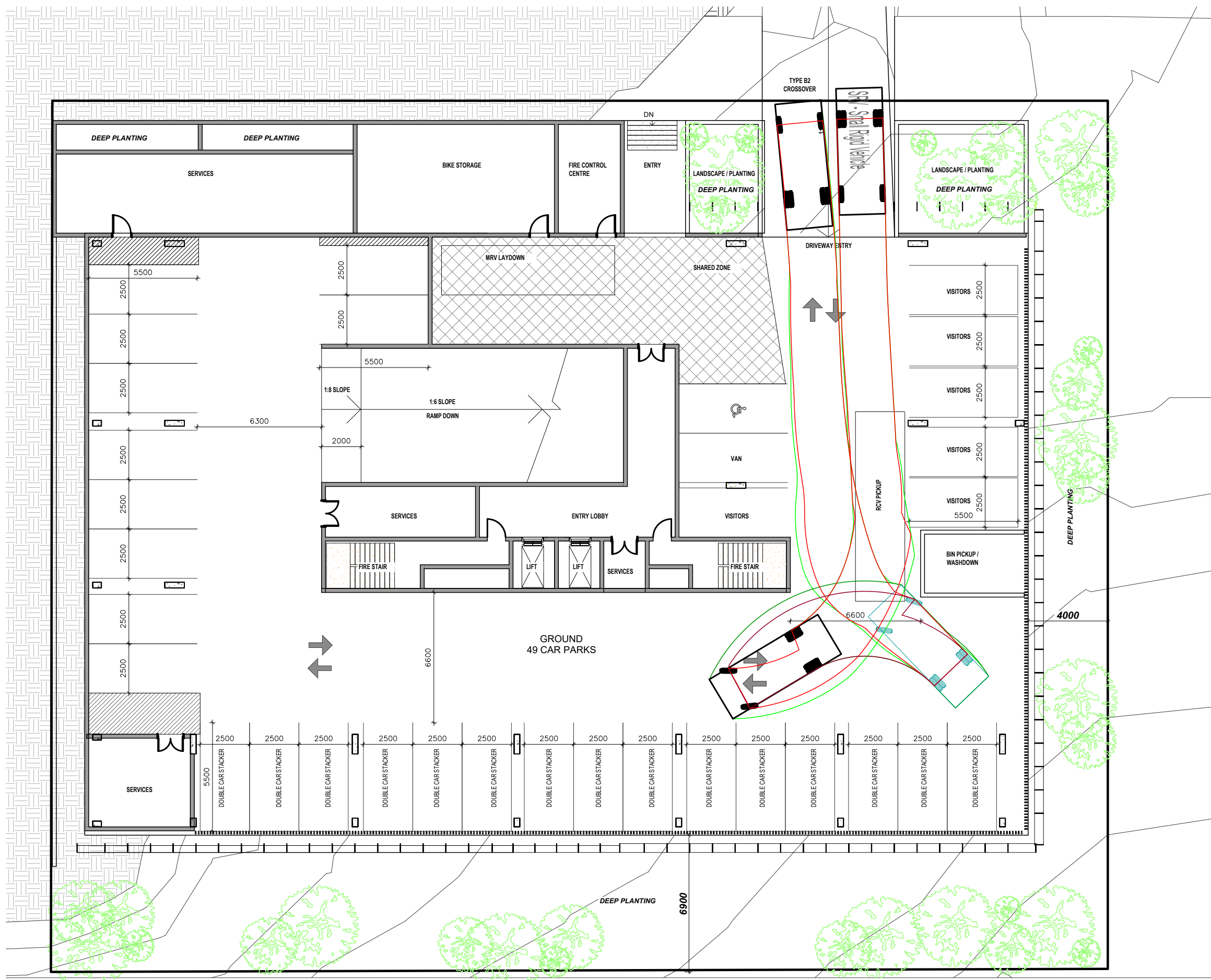
In conclusion, the proposed development is not expected to result in any adverse impacts on the local transport network. The reduced parking provision is considered reasonable and consistent with contemporary planning principles, and the development supports Brisbane City Council's broader objectives for urban consolidation, sustainable transport, and transit-oriented development.

Appendix A

B-L00-00

Small Rigid Vehicle Access
Australian Standard AS/NZS2890.2-2002

SCALE 1:200



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NO.	REVISION DESCRIPTION	DATE
A		

DESIGNED F. Sadeghi	DRAWN F. Sadeghi
CONTROLLED SAEID MABOUDI RPEQ No: 10051	APPROVED S. Maboudi

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CLIENT
 39 Raffles Street Investments Pty Ltd

LOCAL GOVT. AREA
 Brisbane City Council

TITLE
 Small Rigid Vehicle Access

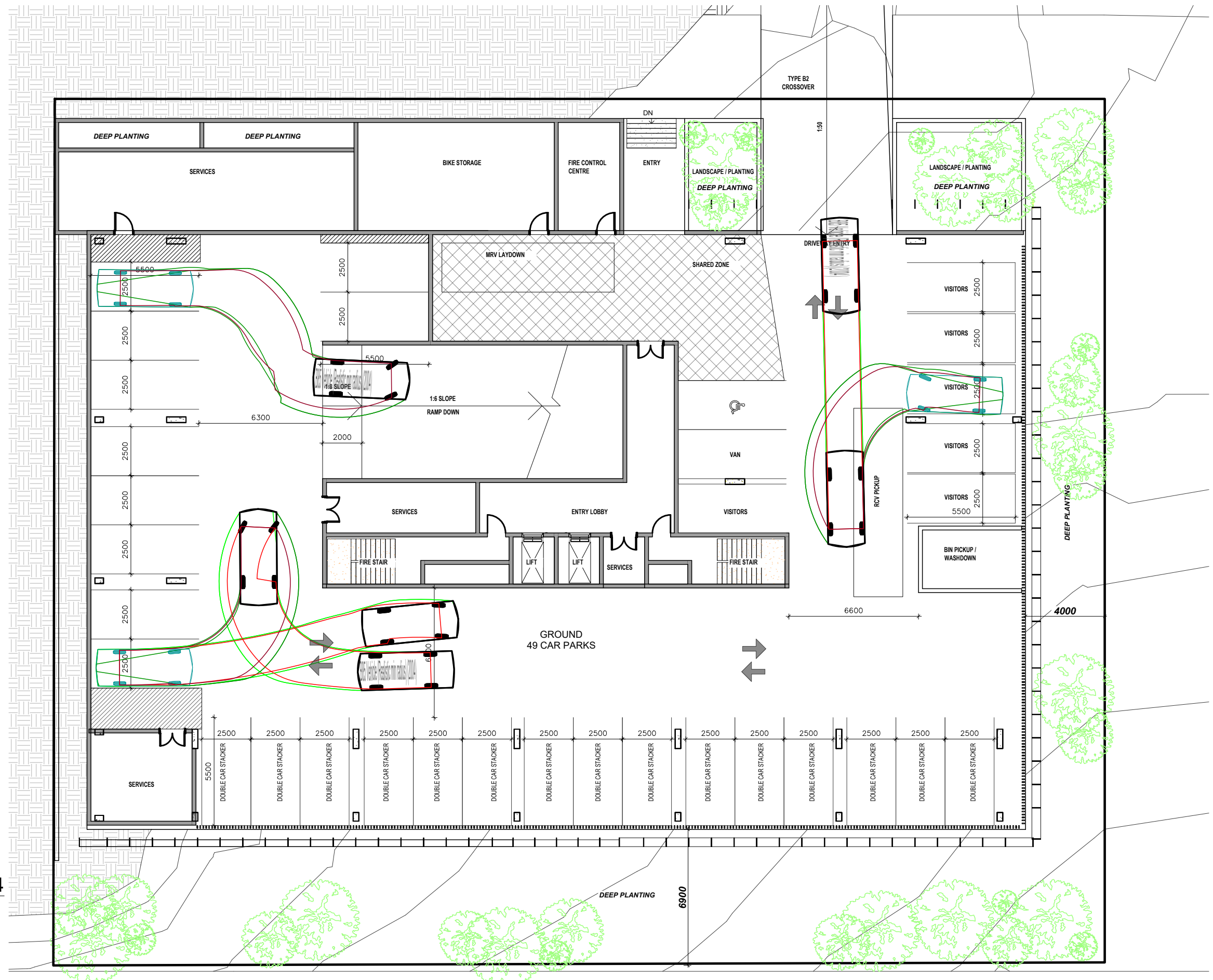
PROJECT
 31 RAFFLES ST MOUNT GRAVATT EAST

DATE Jul. 21 2025	UNIT mm	SCALE As shown	SH. SIZE A3	NORTH
SHEET NO. 01	TR-01		REVISION A	

B-L00-00

85th%le Passenger Car Access
Australian Standard AS/NZS2890.1-2004

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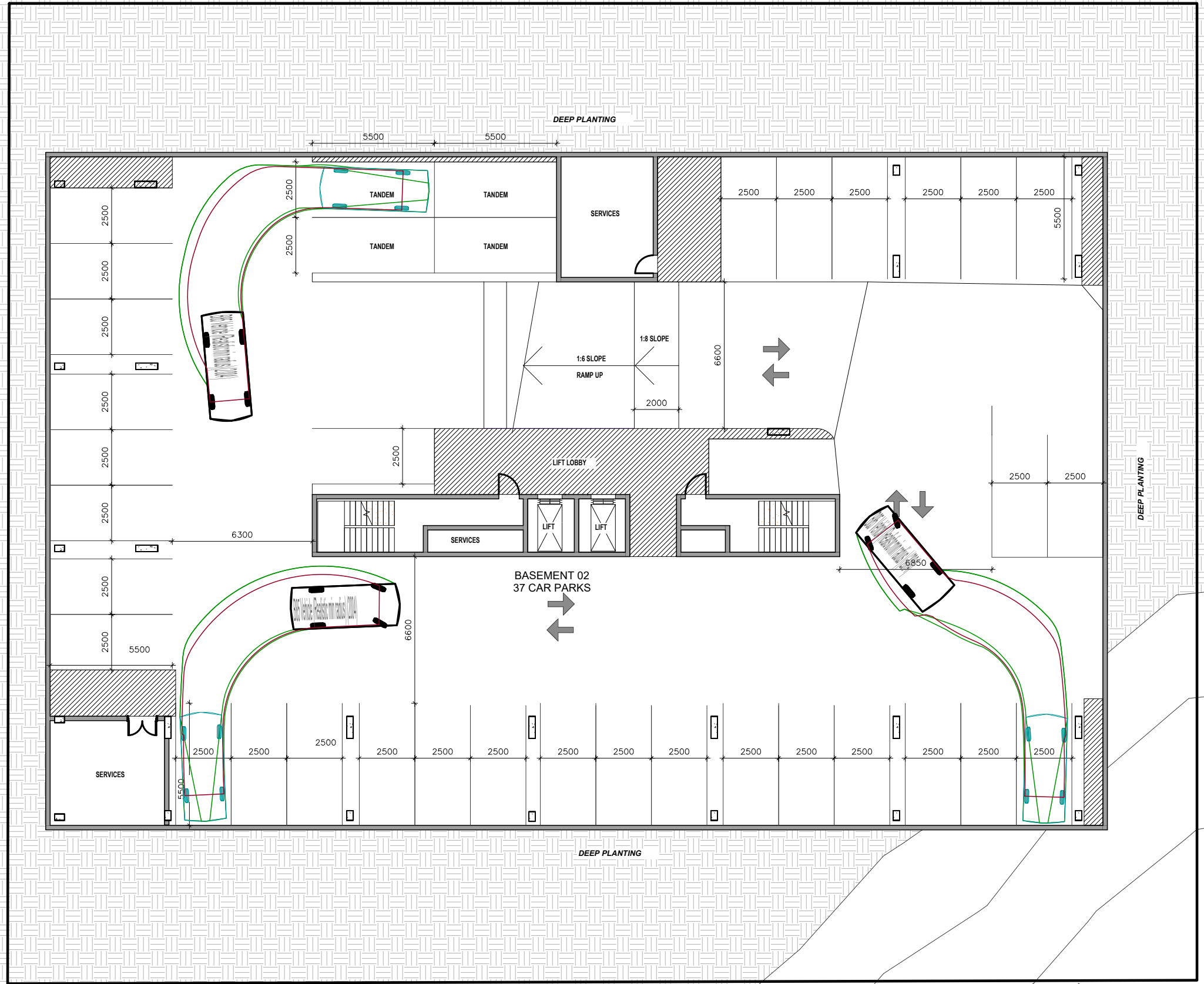
CLIENT
 39 Raffles Street Investments Pty Ltd

LOCAL GOVT. AREA
 Brisbane City Council




TITLE
 85th%le Passenger Car Access

PROJECT
 31 RAFFLES ST MOUNT GRAVATT EAST

DATE Jul. 21 2025	UNIT mm	SCALE As shown	SH. SIZE A3	NORTH
SHEET NO. 02	TR-02			REVISION A



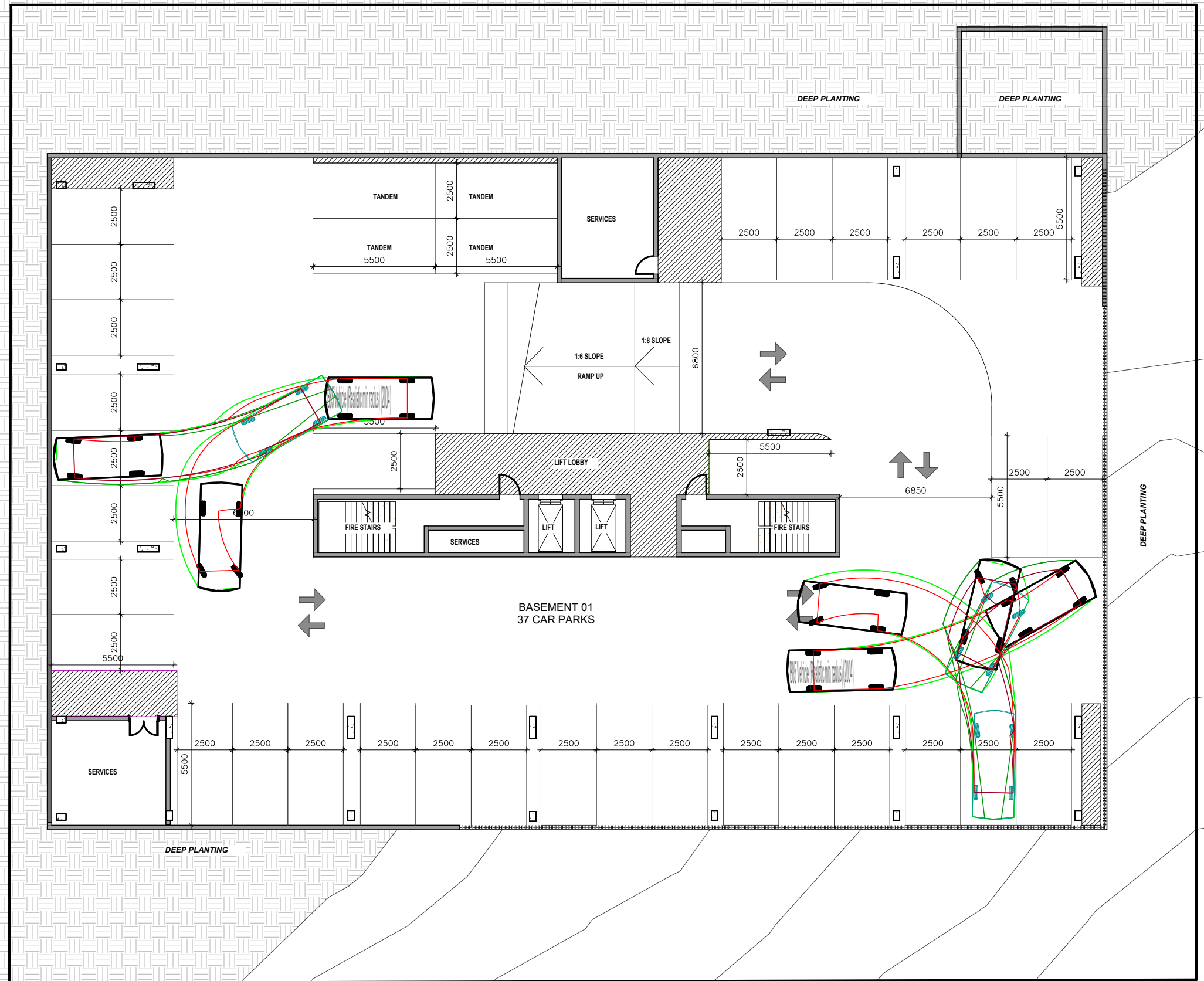
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 85th%le Passenger Car Access
 Australian Standard AS/NZS2890.1-2004
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	A			F. Sadeghi		S. Maboudi	39 Raffles street investments Pty ltd	85th%le Passenger Car Access	Jul. 21 2025	mm	As shown	A3	
				SAEID MABOUDI RPEQ No: 10051			T: (04) 3094 1400 A: 960 Moggill Road, Kenmore, QLD 4069 E: info@banace.com / www.banace.com	LOCAL GOVT. AREA	PROJECT	SHEET NO.			
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85th%le Passenger Car Access
Australian Standard AS/NZS2890.1-2004

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	CONTROLLED SAEID MABOUDI RPEQ No: 10051		APPROVED S. Maboudi 	LOCAL GOVT. AREA Brisbane City Council		PROJECT 31 RAFFLES ST MOUNT GRAVATT EAST	SHEET NO. 04	TR-04	REVISION A			