TRAFFIC & TRANSPORT ENGINEERING
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7 May 2026

HQ Windsor Pty Ltd
C/- JGP Property Pty Ltd
Ground Level 477 Boundary Street
Spring Hill QLD 4000

Attention: John Harris

Dear John,

RE: 182 LUTWYCHE ROAD, WINDSOR
PROPOSED MINOR CHANGE

INTRODUCTION

This letter has been prepared by PTT to review the traffic engineering considerations associated with a proposed minor change to the approved mixed-use development (health care service, shop, and food and drink outlet, short-term accommodation and multiple dwelling use) located at 182 Lutwyche Road and 105-109 Victoria Street, Windsor (formally identified as Lot 100 on RP18524, Lot 101 on RP18524, Lot 102 on RP18524 and Lot 1 on SP251307).

The aim of this report is to consider the traffic engineering impacts of the proposed modifications to the approved development in terms of the requirements of the Brisbane City Council (BCC) Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy.

APPROVED DEVELOPMENT

In April 2025, BCC granted approval for a change application to a mixed-use development (BCC application reference: A006600293) accommodating the following:

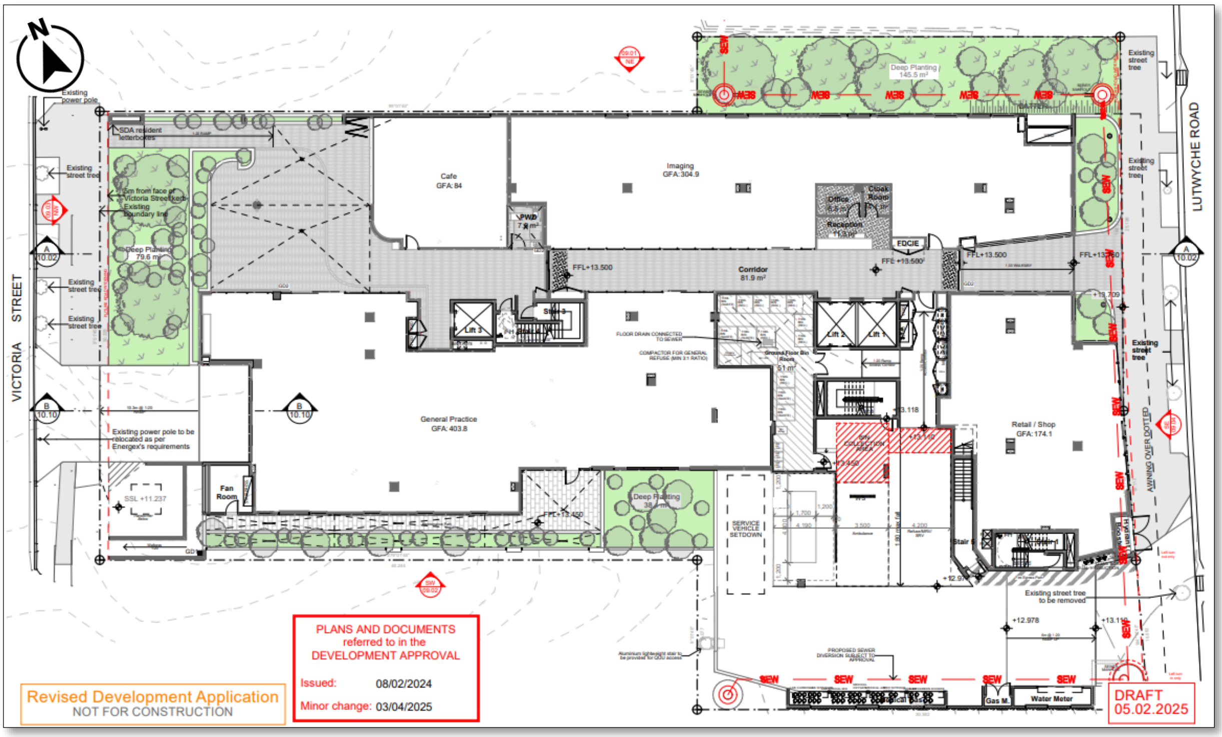
- 5,090m^2 gross floor area (GFA) of health care services use
- 174m^2 GFA of retail / shop use
- 84m^2 GFA food and drink outlet
- 12 multiple dwelling units (specialist disability accommodation)
- 30 short-term accommodation rooms (a medical hotel)

The development proposal was supported by a total of 187 on-site car parking spaces across four basement levels. The approved vehicular access arrangements were as follows:

- a 6.5m wide Type B1 (all movements) driveway crossover on Victoria Street, serving all on-site car parking spaces
- an 8.5m wide Type B2 (left-in / left-out) driveway crossover on Lutwyche Road, serving emergency and service vehicles only (ie an ambulance bay and two loading bays)

The approved ground floor level development layout plan is shown in Figure 1.

Figure 1: APPROVED GROUND FLOOR PLAN



PROPOSED LAYOUT MODIFICATIONS

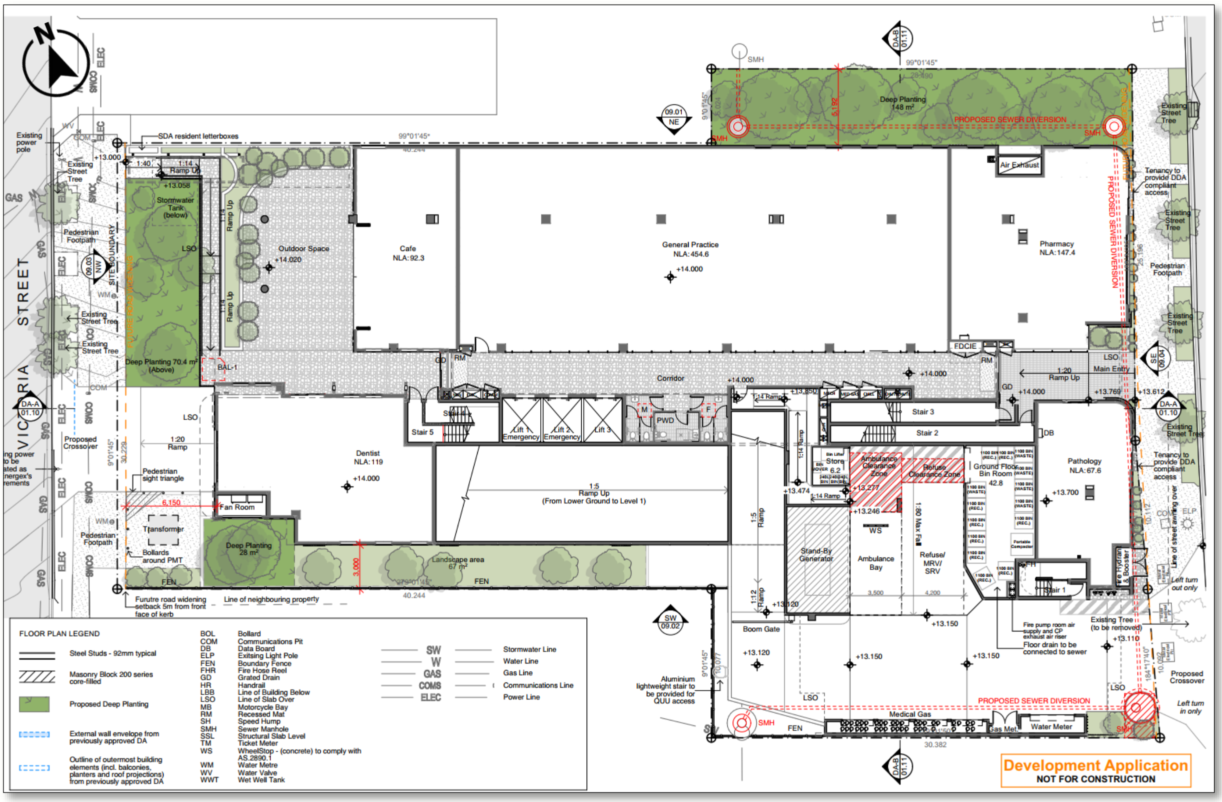
The proposed modifications to the approved development layout, with respect to traffic engineering considerations, incorporate the following:

- an increase in the scale of the health care services use from 5,090m^2 GFA to 5,238m^2 GFA
- a minor increase in the scale of retail / shop / food and drink uses from 258m^2 GFA to 307m^2 GFA
- a total of 10 multiple dwelling units plus one overnight on-site accommodation unit
- the removal of the short-term accommodation (medical hotel) component

- the replacement of four levels of basement car parking with one basement level, a lower ground level and two levels of podium parking
- a total of 178 on-site car parking spaces and six motorcycle spaces
- changes to the Lutwyche Road access arrangements, with a one-way ramp between ground and lower ground levels facilitating driveway operations as follows:
  - left-in / left-out for emergency and service vehicles
  - left-in only for passenger vehicles associated with essential staff

The revised ground level layout is shown in Figure 2, with additional plans of development attached. The impact of the proposed changes to the layout are discussed in more detail below.

Figure 2: REVISED GROUND FLOOR DEVELOPMENT LAYOUT



ACCESS

The proposed modifications to the access driveway on Lutwyche Road are limited to:

- the introduction of left-in operations for vehicles associated with essential staff. Egress (left-out) movements at the driveway would continue to be restricted to service and emergency vehicles only
- a minor reduction in the size of the driveway crossover from 8.5m wide to 7.5m wide (as dimensioned at the property boundary)

The use of the Lutwyche Road driveway for left-in operations for vehicles associated with essential staff would not be expected to have any significant adverse impact on the safety, efficiency, function, convenience of use or capacity of the road network. This because:

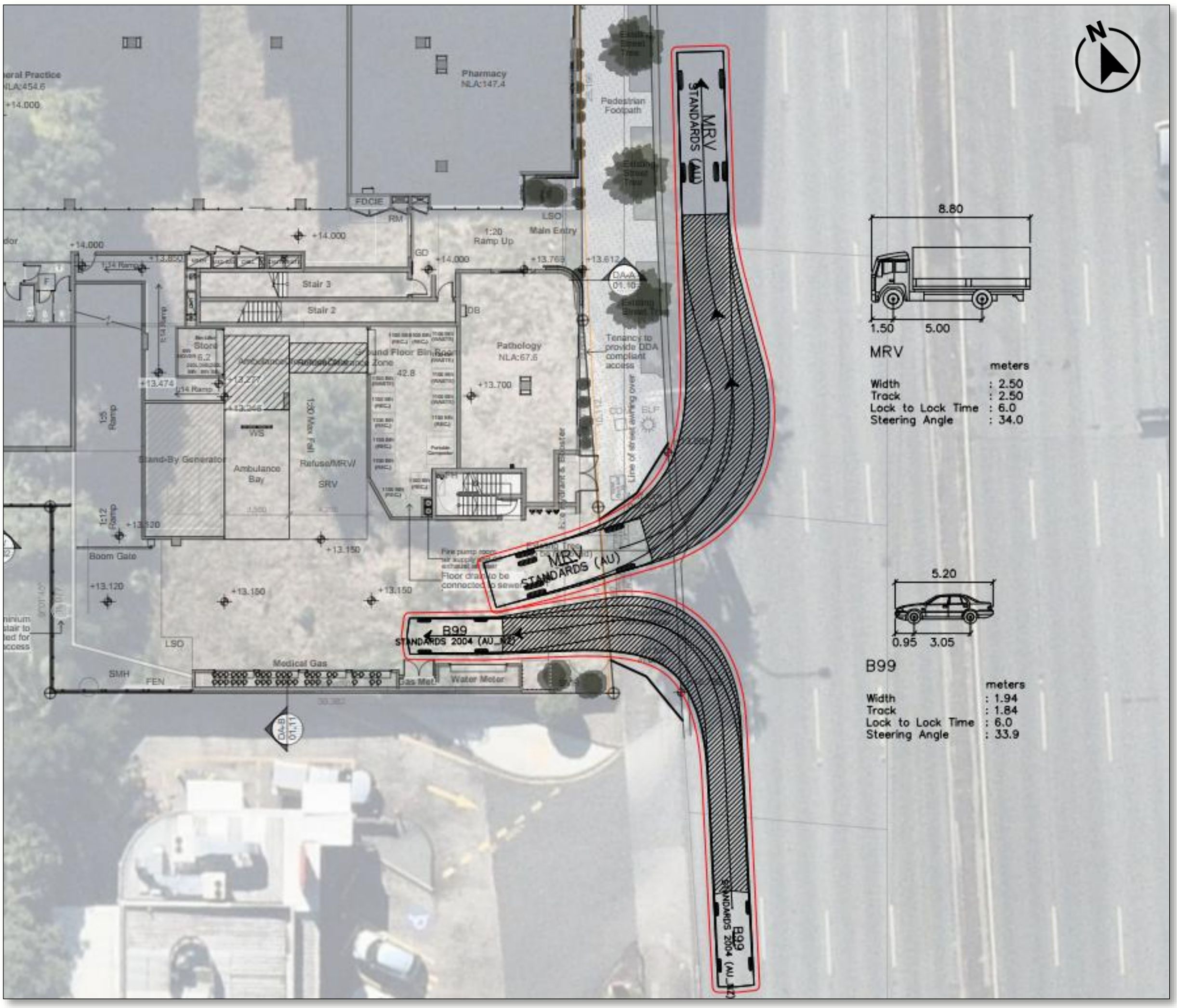
- Left-in movements would be limited to service and emergency vehicles and vehicles for essential staff. Left-out movements would continue to be restricted to occasional service and emergency vehicle egress.
- Vehicles entering the site from Lutwyche Road will be able to decelerate in the existing left turn lane (for the Newmarket Road intersection) without impacting on through traffic.
- The driveway has adequate separation to the Newmarket Road intersection, with approximately 70m available. Therefore, the safety risks associated with unexpected deceleration of vehicles to enter the site and driver confusion are very low. That is, there is a low likelihood of a rear-end crash type resulting from a vehicle turning left to enter the subject development.
- The access driveway has limited separation to the driveway for the mixed-use retail centre located immediately to the south (at 174 Lutwyche Road). However, this adjacent driveway is limited to left-out movements only, which limits the potential for conflicts associated with vehicles turning left into the subject development.
- The access design allows for simultaneous operations for entering and exiting vehicles. That is, a vehicle can enter the site at the same time as a service vehicle egresses to Lutwyche Road, as demonstrated in Figure 3.
- The available sight distance at the site access location is adequate based on Austroads requirements.
- There is no evidence of any safety issues at existing site access driveways (on Lutwyche Road between Northey Street and Newmarket Road) based on a review of reported crash data.
- The on-site queuing provision at the site access driveway is acceptable (see discussion below).
- The proposed site access arrangements are similar to other property accesses provided on the Lutwyche Road corridor and are consistent with driver expectations.

In addition, in the absence of left-in operations for all vehicles at the Lutwyche Road driveway, there are potential wayfinding and adverse networks impacts associated with relying on a single point of access for the development via Victoria Street.

The development is estimated to generate in the order of 120 – 150 vehicle trips in the weekday peak hours, which would roughly equate to around 1,200 – 1,500 vehicles per day using Victoria Street to access the development (should all access to / from the development be via Victoria Street).

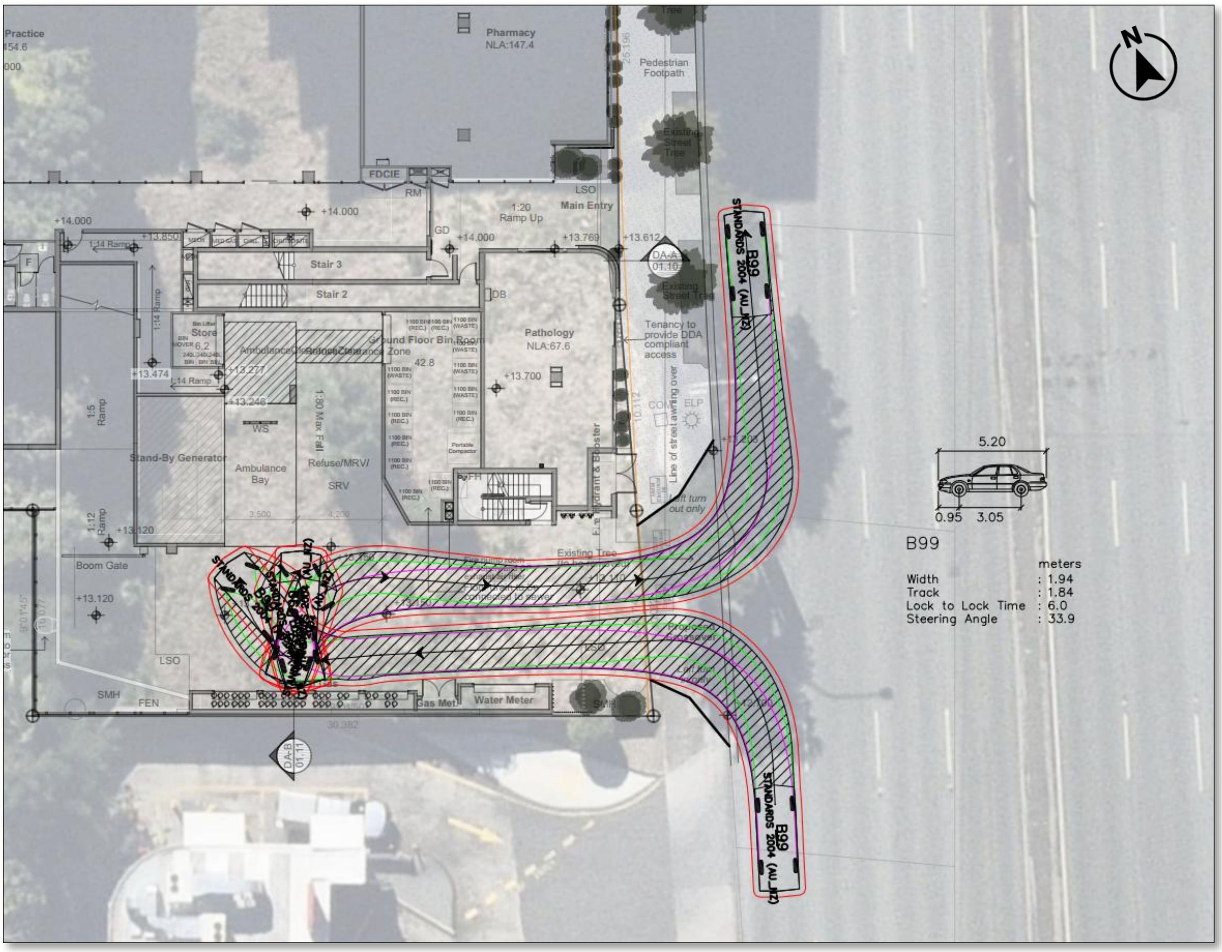
Victoria Street is classified as a neighbourhood (ie minor road) according to the BCC functional road hierarchy. It has a road reserve width of 20m, incorporating a 11.5m wide carriageway, with a posted / design speed of 40km/h and associated traffic calming measures. According to the BCC Infrastructure Design Planning Scheme Policy, the maximum acceptable limit for traffic volumes in a neighbourhood road is 3,000 vehicles per day. Therefore, the development alone would account for roughly half of the traffic volume capacity on Victoria Street. A high traffic volume in a minor residential street would be detrimental in terms of both safety and amenity impacts. The use of the Lutwyche Road driveway for entry by essential staff would reduce traffic impacts on Victoria Street.

Figure 3: SIMULTANEOUS OPERATIONS FOR ENTERING AND EXITING VEHICLES



It is recommended that signage be installed at the Lutwyche Road driveway clearly indicating that general access is not permitted and that visitor / patient access is to be via Victoria Street. In the unlikely event that a non-essential staff vehicle inadvertently enters the site via Lutwyche Road and subsequently needs to exit while both loading bays are occupied, the driver would be required to undertake a five-point turn, as demonstrated by the swept path shown in Figure 4. More typically, a vehicle would be able to utilise the ambulance bay to undertake a three-point turn and exit the site in a forward gear.

Figure 4: B99 VEHICLE INADVERTENTLY ENTERING VIA LUTWYCHE ROAD



CAR PARKING

Provision

The car parking provision rate for the revised development has been determined in accordance with the rates provided in BCC's TAPS Planning Scheme Policy for centre activities where within 400m walking distance of a dedicated public pedestrian access point of a major public transport interchange. As shown in Table 1, the development should be supported by:

- a maximum of 185 parking spaces for centre activities use (ie health care service, shop, and food and drink outlet)
- a minimum of 12 parking spaces for the multiple dwelling use

The revised on-site parking provision incorporates a total of 178 on-site car parking spaces across four levels and comprises:

- 144 standard car parking spaces
- four person with disability (PWD) bays

- 13 small car parking spaces
- 15 spaces for SDA residents
- two VAN parking spaces

In addition, a total of six motorcycle spaces are proposed. Therefore, the on-site car parking provision would remain consistent with the requirements of the BCC TAPS Planning Scheme Policy.

Table 1: PARKING REQUIREMENTS

LAND USE	SCALE	PARKING RATE	SOURCE	REQUIRED
Centre Activities				
Ground Level	885m^2 GFA	Maximum 5 spaces per 100m^2 GFA	BCC	45
Upper Levels	4,659m^2 GFA	Maximum 3 spaces per 100m^2 GFA	BCC	140
Total	**5,544m^2 GFA**			**Maximum of 185 spaces**
Multiple Dwellings				
1-bedroom	4 units	Minimum 0.9 spaces per unit		3.6
2-bedroom	6 units	Minimum 1.1 spaces per unit		6.6
Visitors	10 units	Minimum 0.15 spaces per unit		1.5
Total	**10 units**			**Minimum of 12 spaces**

Design

The design of the lower ground and basement car parking areas comply with BCC's TAPS Planning Scheme Policy and / or Australian Standards AS2890.1 requirements, and the approved development, layout with respect to minimum bay dimensions, aisle widths and vertical clearances, as follows:

- standard car parking spaces dimensioned 2.4m – 2.8 wide by 5.4m long small car parking spaces dimensioned 2.3m – 2.6 wide by 5.4m long
- tandem car parking spaces dimensioned 2.6m wide by 10.8m long
- Persons with Disabilities (PWD) spaces dimensioned 2.4m wide by 5.4m long with an adjacent 2.4m wide shared area
- motorcycle parking spaces dimensioned 1.35m wide by 2.5m long car parking aisles dimensioned 6.2m wide
- one-way ramps dimensioned 3.6m wide (wall-to-wall) and two-way ramps dimensioned 6.5m wide (wall-to-wall)
- a minimum 0.3m clearance between parking spaces and adjacent walls or obstructions
- terminating aisle treatments (ie an extension to the aisle beyond the last parking space) and dedicated turnaround bays
- maximum gradients of 1:20 (ie 5%) within parking modules and 1:5 (ie 20%) on ramps
- minimum vertical clearances of 2.5m in car parking areas

SERVICING

Requirement

The BCC TAPS Planning Scheme Policy outlines requirements for the provision of service bays for the proposed uses. As shown in Table 2 below, the BCC TAPS Planning Scheme Policy requires two VAN bays, one Small Rigid Vehicle (SRV) bay and one Medium Rigid Vehicle (MRV) bay.

Table 2: SERVICE BAY REQUIREMENT

LAND USE	SCALE	SERVICE BAY REQUIREMENT	SOURCE
Shop / food and drink outlet	307m^2 GFA	1 MRV + 1 VAN	BCC
Health care services	5,237m^2 GFA	1 SRV + 1 VAN	BCC

As refuse collection is proposed to be undertaken on-site, a suitable area for a Refuse Collection Vehicle (RCV) to stand is also required.

Provision

The total service bay provision is as follows:

- one shared RCV / MRV bay at ground level
- one SRV / ambulance bay at ground level
- two VAN bays at lower ground level

The proposed service bay provision is expected to be adequate for the proposed uses, because:

- the proposed provision satisfies the number of bays required by Table 1 of BCC's TAPS Policy
- as stated in Section 3.3 of BCC's TAPS Policy, large multi-use developments with centralised service vehicle areas may require fewer service bays than the sum of the individual component requirements
- based on the regular service vehicles specified in Table 1 of BCC's TAPS Policy for the proposed uses, the predominant service vehicle is expected to be a VAN

The proposed service bays comply with BCC's TAPS Policy requirements, in terms of minimum bay dimensions and vertical clearance.

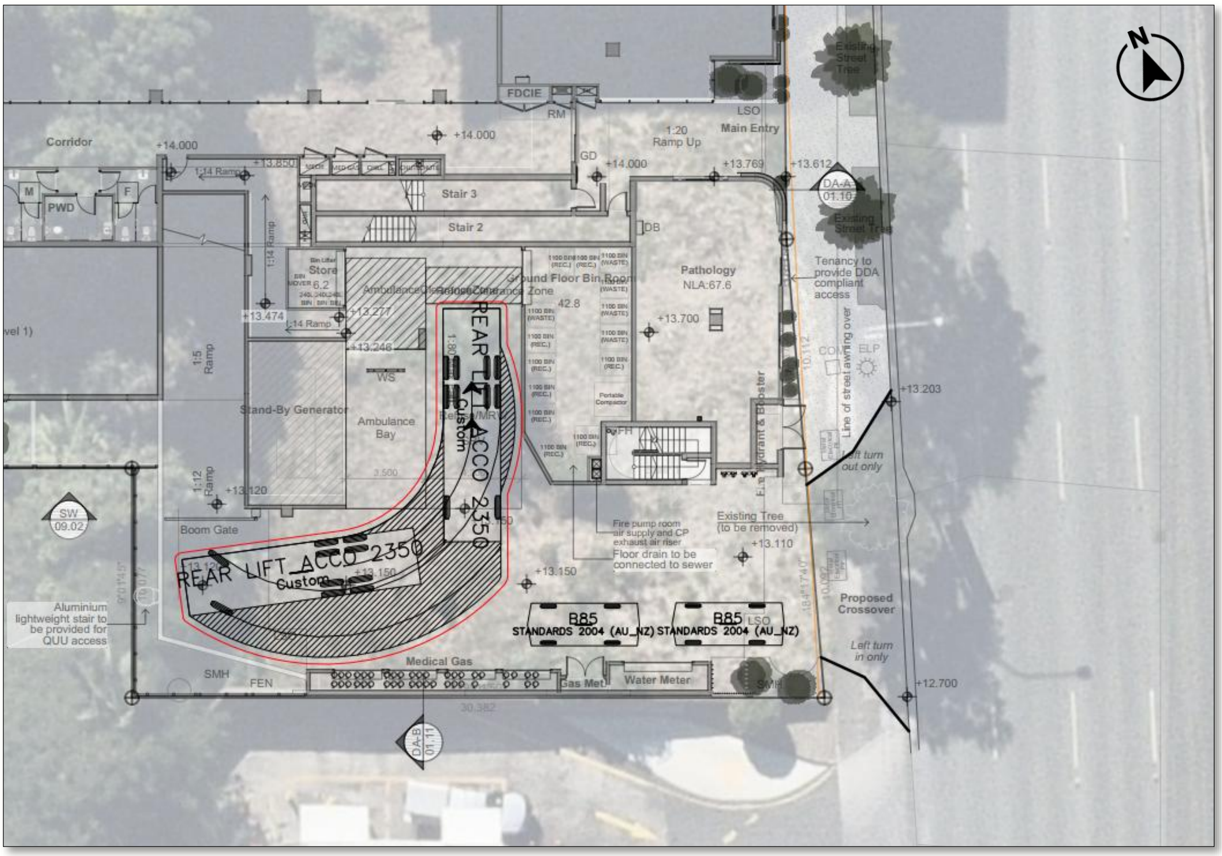
QUEUING

For a parking area with capacity for approximately 200 cars, the BCC TAPS Planning Scheme Policy requires that queuing space for six vehicles (ie 36m) be provided. However, this can be split across multiple access points. At the Victoria Street access, the proposed layout incorporates approximately 12m (two vehicles) of queuing space, measured between the site boundary and the first internal conflict point (a boom gate). At the Lutwyche Road access, the development layout provides in the order of 25m (ie four vehicles) to the first internal conflict at lower ground level (ie the boom gate at the top of the ramp).

However, service vehicle manoeuvring would occur within the designated queuing area at the Lutwyche Road access.

It is estimated that there would be sufficient space for two vehicles to queue within the site while a service vehicle reverses into the bay, as shown in Figure 4. This queuing provision is expected to be adequate, having regard to the anticipated frequency of service vehicle movements and the relatively low arrival rate of vehicles associated with essential workers. Essential workers would also have swipe card / fob access facilitating efficient entry and minimising delays.

Figure 5: RCV SERVICING



TRAFFIC IMPACT

The minor change to building GFA would not have a significant impact on the predicted traffic generation of the development proposal and no further assessment of traffic impact on the surrounding road network is required.

In addition, the proposed changes to the approved access arrangements will reduce traffic impacts at the intersections of Victoria Street with Newmarket Road and Northey Street.

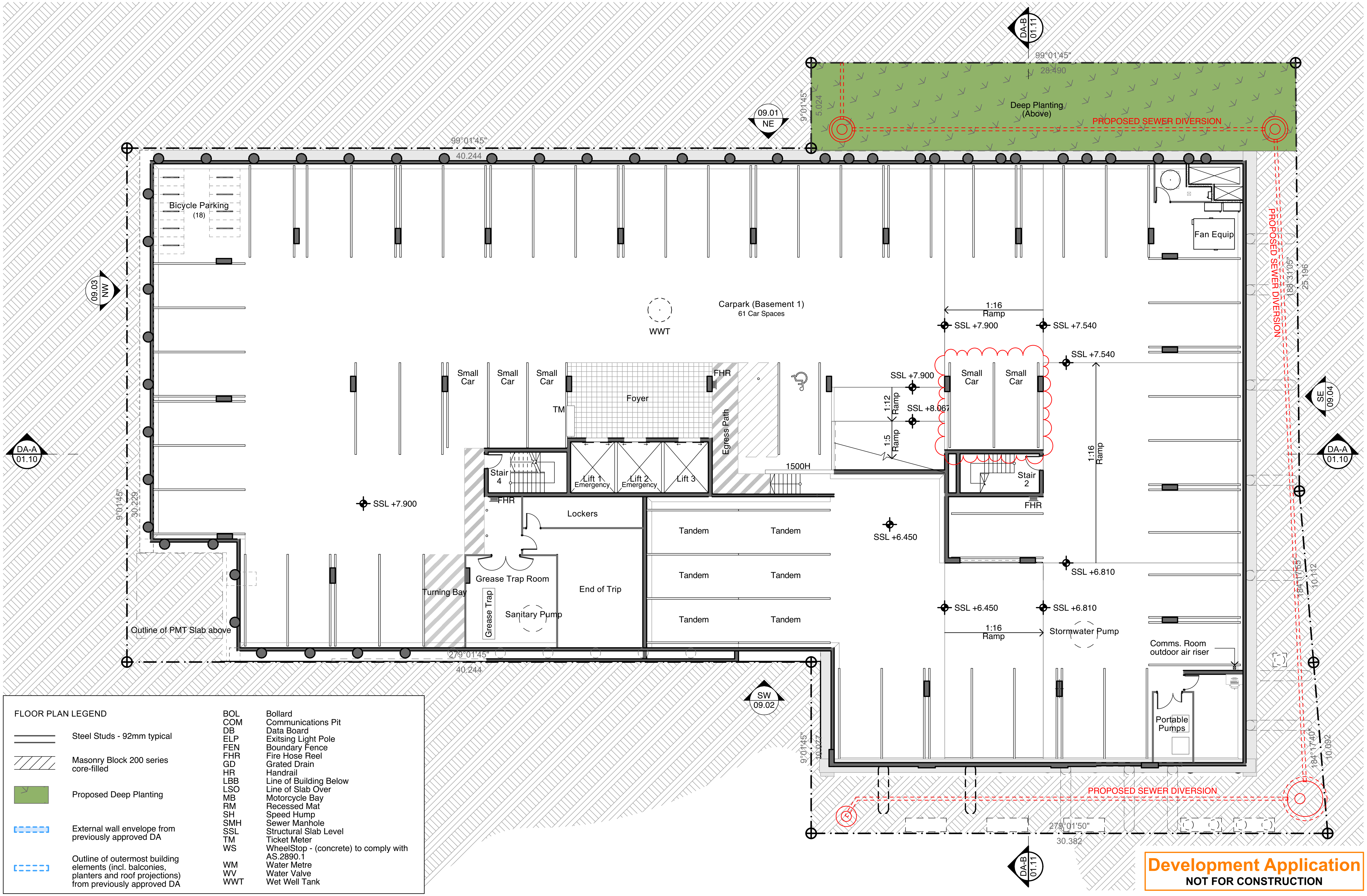
CONCLUSION

This report has reviewed the traffic engineering aspects of a proposed minor change to the approved mixed-use development (health care service, shop, and food and drink outlet and multiple dwelling use) located at 182 Lutwyche Road and 105-109 Victoria Street, Windsor. As demonstrated, the revised development layout remains consistent with the requirements of the BCC TAPS Planning Scheme Policy and is not expected to have any adverse impact on the safety and efficiency of the surrounding road network.

If you have any questions regarding the issues discussed above, please do not hesitate to contact us.

Yours sincerely,

Chris Bull
Director (RPEQ 32895)



FLOOR PLAN LEGEND

Steel Studs - 92mm typical	
Masonry Block 200 series core-filled	
Proposed Deep Planting	
External wall envelope from previously approved DA	
Outline of outermost building elements (incl. balconies, planters and roof projections) from previously approved DA	

BOL	Bollard
COM	Communications Pit
DB	Data Board
ELP	Exitsing Light Pole
FEN	Boundary Fence
FHR	Fire Hose Reel
GD	Grated Drain
HR	Handrail
LBB	Line of Building Below
LSO	Line of Slab Over
MB	Motorcycle Bay
RM	Recessed Mat
SH	Speed Hump
SMH	Sewer Manhole
SSL	Structural Slab Level
TM	Ticket Meter
WS	WheelStop - (concrete) to comply with AS.2890.1
WM	Water Metre
WV	Water Valve
WWT	Wet Well Tank

Development Application
NOT FOR CONSTRUCTION

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GPC Gaskell Planning Consultants

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Revision

S	Issue for Minor Change	10/12/2025
T	Issue for DA Minor Change	6/05/2026

Client
WINDSOR HEALTH QUARTER

Project
Windsor Health Quarter
182 Lutwyche Rd & 105-109 Victoria St, Windsor

Stage
Development Application

Status
Revised DA
NOT FOR CONSTRUCTION

Architect
GA, DS

Drawn
MB, ER

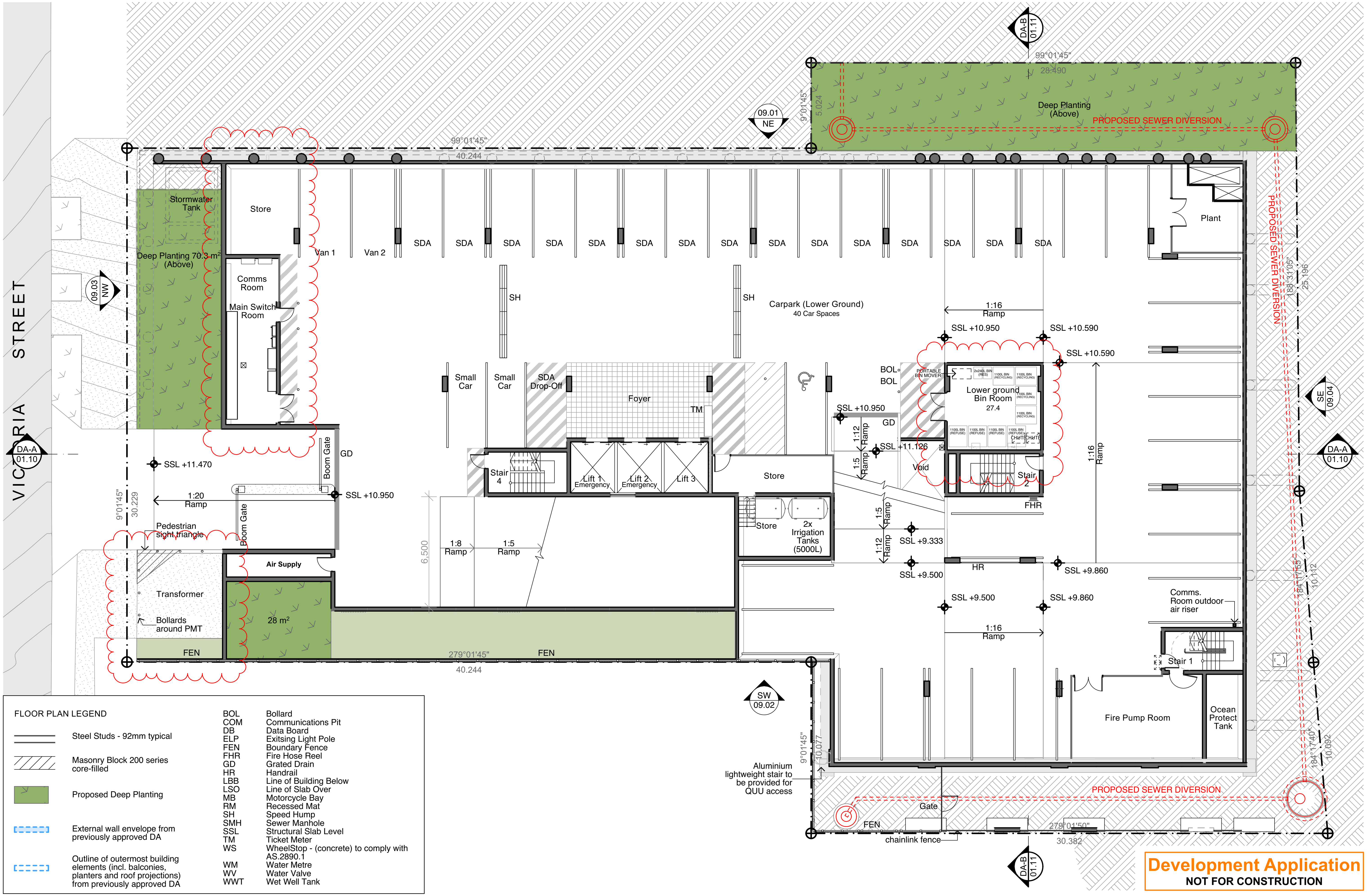
Project No.
0792-06

Scale
1:200 at A3

Floor Plan - Basement 01

A-DA-03.02

T



FLOOR PLAN LEGEND

	Steel Studs - 92mm typical
	Masonry Block 200 series core-filled
	Proposed Deep Planting
	External wall envelope from previously approved DA
	Outline of outermost building elements (incl. balconies, planters and roof projections) from previously approved DA

BOL	Bollard
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WM	Water Metre
WV	Water Valve
WWT	Wet Well Tank

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Revision

V	Issue for Minor Change	10/12/2025
W	Issue for DA Minor Change	2/04/2026
X	Issue for DA Minor Change	6/05/2026

Client
WINDSOR HEALTH QUARTER

Project
Windsor Health Quarter
182 Lutwyche Rd & 105-109 Victoria St, Windsor

Stage
Development Application

Status
Revised DA
NOT FOR CONSTRUCTION

Architect
GA, DS

Drawn
MB, ER

Project No.
0792-06

Scale
1:200 at A3

Floor Plan - Lower Ground

A-DA-03.03

X

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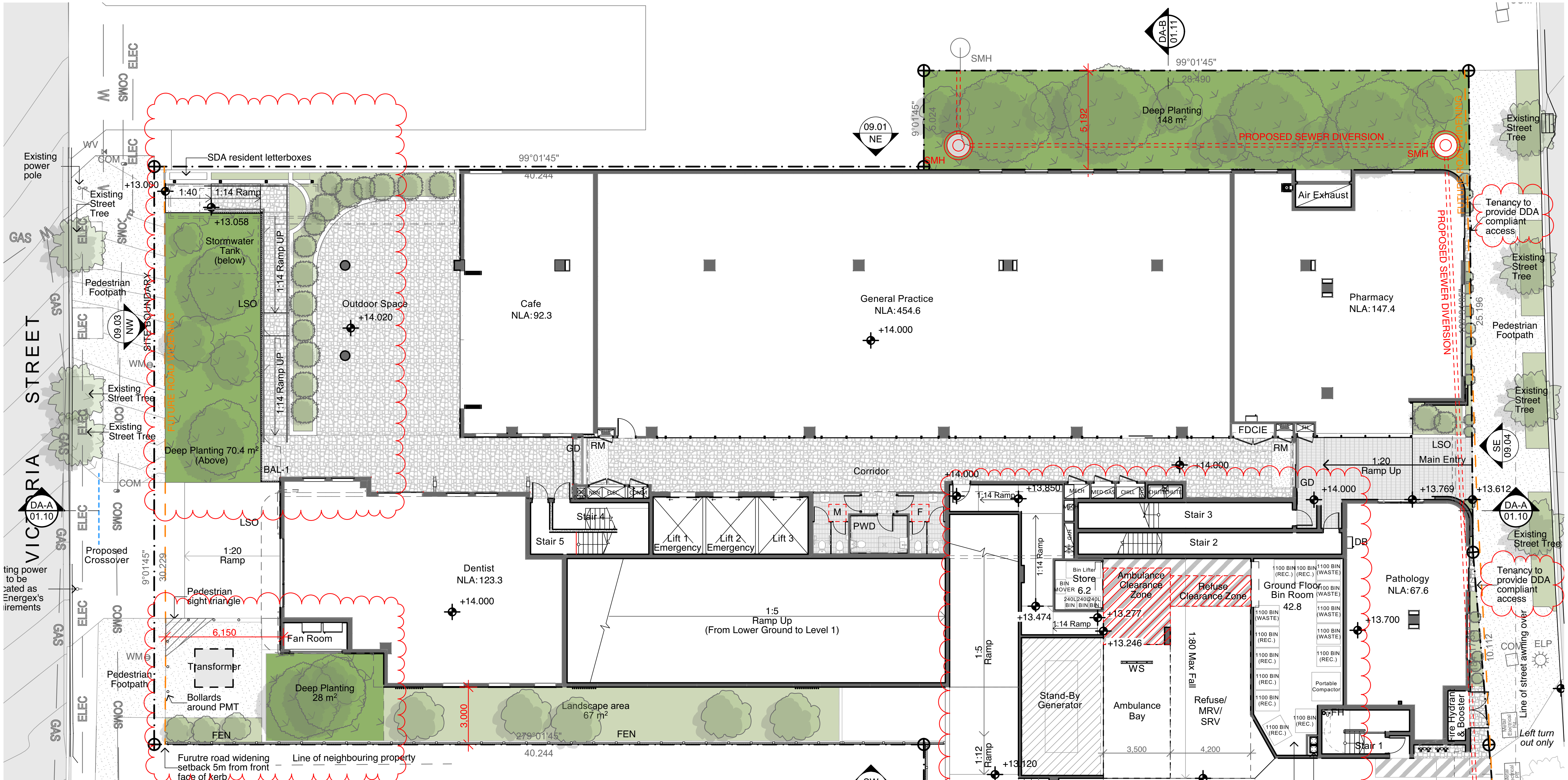

FLOOR PLAN LEGEND

	Steel Studs - 92mm typical
	Masonry Block 200 series core-filled
	Proposed Deep Planting
	External wall envelope from previously approved DA
	Outline of outermost building elements (incl. balconies, planters and roof projections) from previously approved DA

BOL	Bollard
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WS	WheelStop - (concrete) to comply with AS.2890.1
WM	Water Metre
WV	Water Valve
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SW	Stormwater Line
W	Water Line
GAS	Gas Line
COMS	Communications Line
ELEC	Power Line

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Revision

Z	Issue for Minor Change	10/12/2025
ZA	Issue for DA Minor Change	2/04/2026
ZB	Issue for Traffic coordination	22/04/2026
ZC	Issue for Coordination	30/04/2026
ZD	Issue for DA Minor Change	6/05/2026

Client
WINDSOR HEALTH QUARTER

Project
Windsor Health Quarter
182 Lutwyche Rd & 105-109 Victoria St, Windsor

Stage
Development Application

Status
Revised DA
NOT FOR CONSTRUCTION

Architect
GA, DS

Drawn
MB, ER

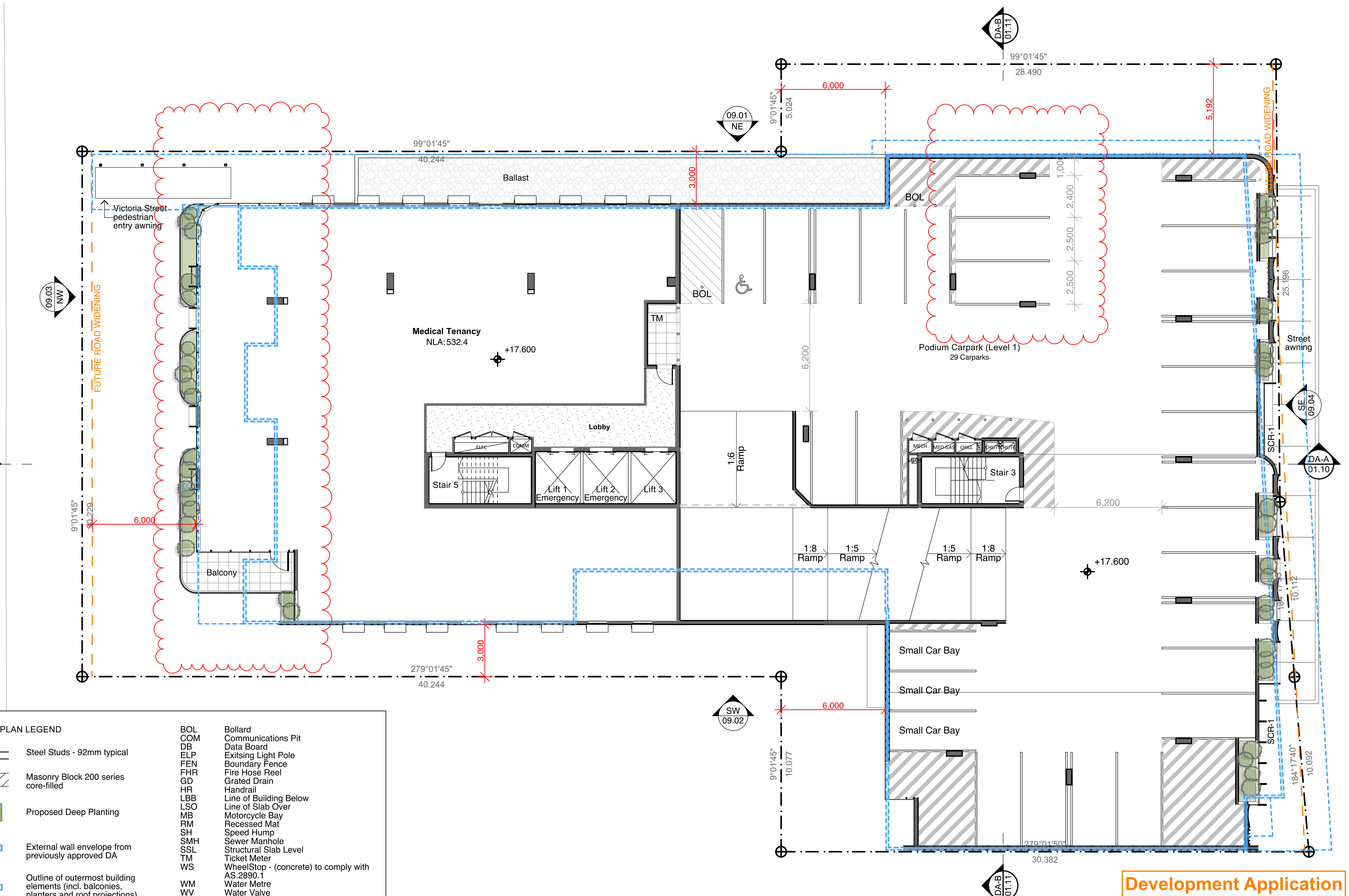
Project No.
0792-06

Scale
1:200 at A3

Floor Plan - Ground

A-DA-03.04

ZD



FLOOR PLAN LEGEND

	Steel Studs - 92mm typical
	Masonry Block 200 series core-filled
	Proposed Deep Planting
	External wall envelope from previously approved DA
	Outline of outermost building elements (incl. balconies, planters and roof projections) from previously approved DA

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Revision

T	Issue for Minor Change	10/12/2025
U	Issue for DA Minor Change	2/04/2026
V	Issue for DA Minor Change	6/05/2026

Client
WINDSOR HEALTH QUARTER

Project
Windsor Health Quarter
182 Lutwyche Rd & 105-109 Victoria St, Windsor

Stage
Development Application

Status
Revised DA
NOT FOR CONSTRUCTION

Architect
GA, DS

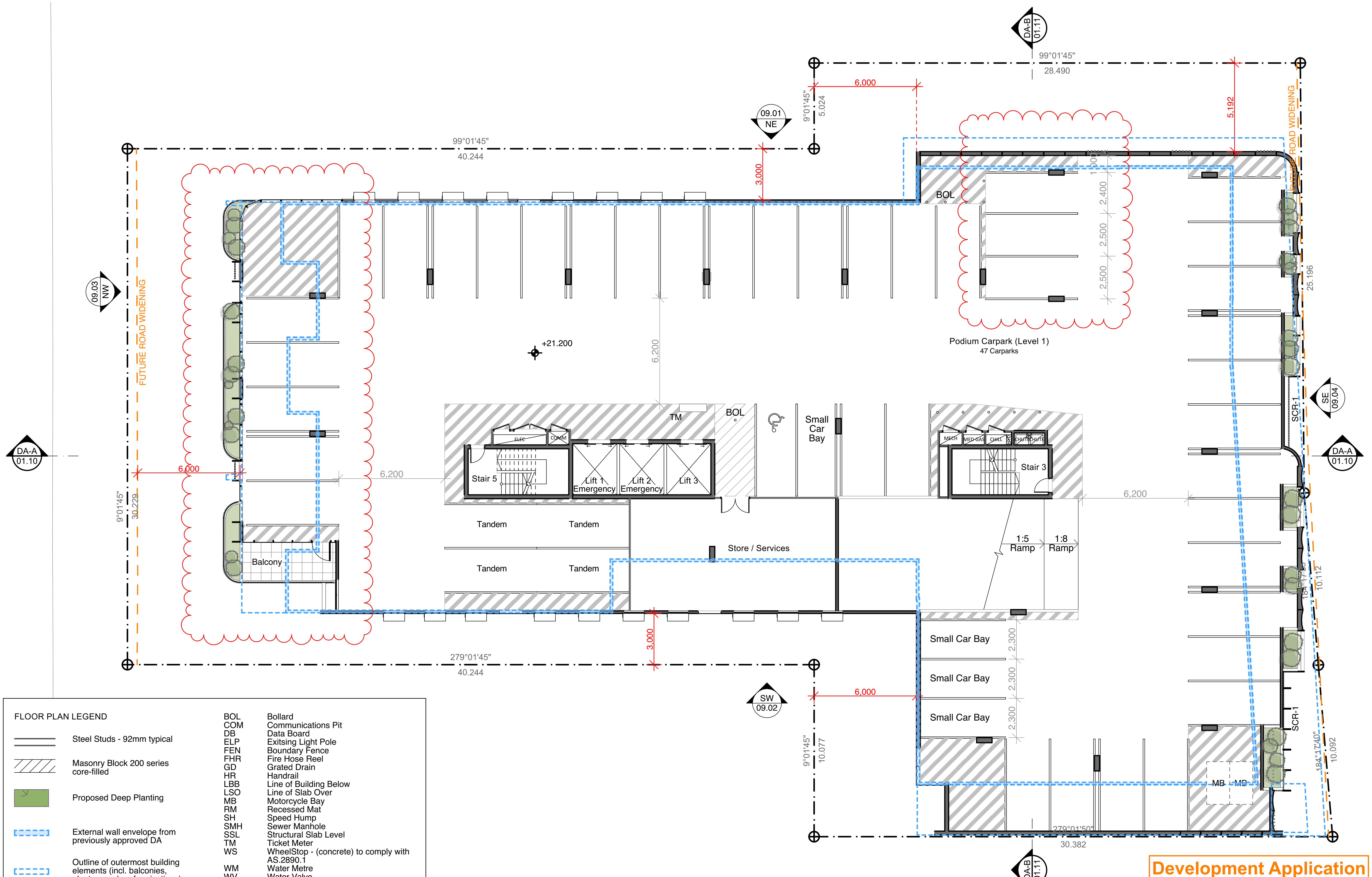
Drawn
MB, ER

Project No.
0792-06

Scale
1:200 at A3

Floor Plan - First

A-DA-03.05 **V**



FLOOR PLAN LEGEND

Steel Studs	Steel Studs - 92mm typical
Hatch	Masonry Block 200 series core-filled
Green fill	Proposed Deep Planting
Dashed blue	External wall envelope from previously approved DA
Dashed blue	Outline of outermost building elements (incl. balconies, planters and roof projections) from previously approved DA

BOL	Bollard
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Revision

T	Issue for Minor Change	10/12/2025
U	Issue for DA Minor Change	2/04/2026
V	Issue for DA Minor Change	6/05/2026

Client
WINDSOR HEALTH QUARTER

Project
Windsor Health Quarter
182 Lutwyche Rd & 105-109 Victoria St, Windsor

Stage
Development Application

Status
Revised DA
NOT FOR CONSTRUCTION

Architect
GA, DS

Drawn
MB, ER

Project No.
0792-06

Scale
1:200 at A3

Floor Plan - Second

A-DA-03.06 V

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REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE: 182 LUTWYCHE ROAD, WINDSOR

DRAWING TITLE: RCV MANOEUVRING

CLIENT: HQ WINDSOR PTY LTD

DATE:	SCALE:	DRAWN:	APPROVED:
01/05/2026	1:250@A3	CB	JG

DRAWING NO.	REV	JOB NO.
26-516-001		26-516

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REV.	AMENDMENTS	DRN	DATE

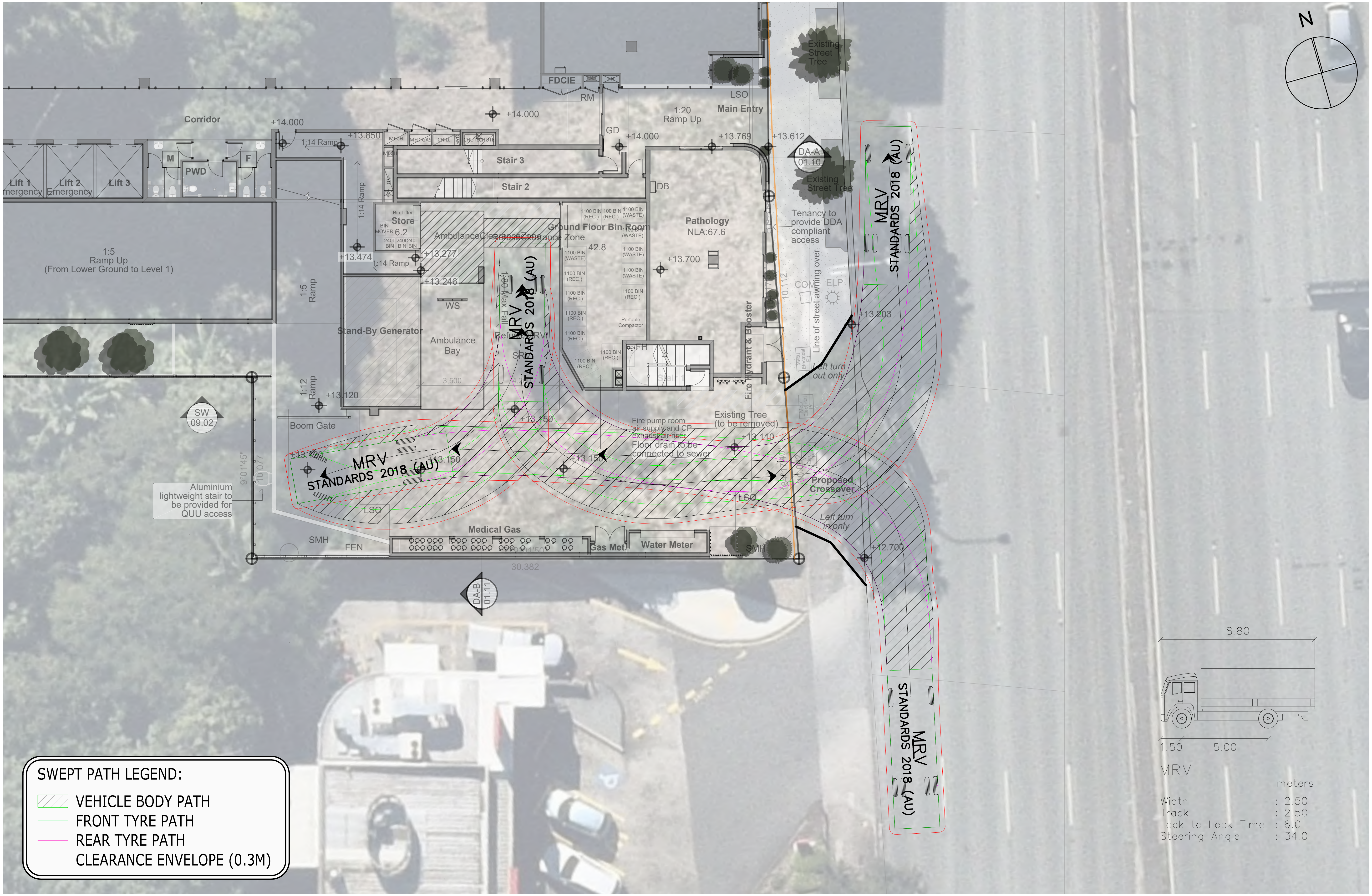
PROJECT TITLE: 182 LUTWYCHE ROAD, WINDSOR

DRAWING TITLE: SRV MANOEUVRING

CLIENT: HQ WINDSOR PTY LTD

DATE:	SCALE:	DRAWN:	APPROVED:
01/05/2026	1:250@A3	CB	JG

DRAWING NO.	REV	JOB NO.
26-516-002		26-516



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REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE: 182 LUTWYCHE ROAD, WINDSOR

DRAWING TITLE: MRV MANOEUVRING

CLIENT: HQ WINDSOR PTY LTD			
DATE: 01/05/2026	SCALE: 1:250@A3	DRAWN: CB	APPROVED: JG
DRAWING NO. 26-516-003	REV	JOB NO. 26-516	