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Our Ref: 2298_TPA35

Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

29 May 2026

Attention: Assessment Manager

Approval Ref: A006604044

Description: Development Permit for Material Change of Use and Building Work - Multiple Dwelling and Short-Term Accommodation (40 units)

Property Location: 6 Josling Street and 73 Brisbane Street, Toowong QLD 4066

Subject: Traffic Statement – Minor Change to Approval

Dear Sir / Madam,

We refer to the above approval issued by Brisbane City Council on 18 July 2025 for a Multiple Dwelling and Short-Term Accommodation development containing 40 units at 6 Josling Street and 73 Brisbane Street, Toowong. Plans of the approved development are included for reference as **Attachment 1**.

This traffic statement has been prepared to accompany a minor change application to amend the approved development scheme. The amended plans retain the approved land uses, the approved 40 unit yield and the approved Josling Street access location. The traffic changes are confined to basement parking supply (i.e a reduction of 4 parking spaces) and the introduction of a secure gate/control arrangement.

Q Traffic has reviewed the amended plans (as shown in the plans included as **Attachment 2**) against the approved development, the current approval conditions and the previous traffic engineering response prepared for the development. The following sections address the relevant traffic engineering matters:

- approved traffic arrangements;
- summary of the amended proposal;
- site access, circulation and secure gate arrangements;
- car parking provision;
- bicycle parking;
- servicing and refuse collection; and
- traffic impact and conclusions

Approved Development

The relevant plans showing the approved development are included for reference as **Attachment 1**

The approved development comprises a Multiple Dwelling and Short-Term Accommodation development containing 40 units. The relevant traffic-related approval conditions and approved traffic arrangements are summarised below.

- A modified 6.2m wide Type B1 permanent driveway crossover is approved to the Josling Street frontage, generally located adjacent to the southern side boundary.
- Vehicular access, parking and manoeuvring is provided across two basement levels.
- Condition 15(iv) requires parking on site for 65 resident/tenant cars and 10 visitor cars, including one parking space for people with disabilities, together with loading and unloading within the site.
- Condition 15(v) requires 50 secure resident bicycle parking spaces and 13 lockable visitor bicycle parking spaces.
- Refuse collection is undertaken by a rear-loading refuse collection vehicle standing within the site driveway/bin collection area, without requiring the vehicle to circulate through the basement car park.

The approved traffic arrangements were supported by the previous traffic engineering response, which considered reduced resident parking provision acceptable having regard to Toowong car ownership data, the site proximity to public transport and the site proximity to complementary land uses and services.

Amended Proposal

The scheme which is the subject of this change application is shown in the plans included as **Attachment 2**, with extracts provided as **Figure 1** over page.

The amended plans retain the same 40-unit yield and do not change the approved use, development scale from a traffic generation perspective, or the approved vehicle access location. The key traffic-related amendments are as follows:

- the approved Basement 2 footprint is reduced at the rear/eastern side of the site as a result of existing underground stormwater infrastructure, removing six resident/tenant car parking spaces from Basement 2;
- one new resident/tenant space is added on each basement level in the former second lift location, resulting in a net reduction of four resident/tenant spaces;
- the amended plans provide 36 resident/tenant spaces in Basement 2 and 25 resident/tenant spaces plus 10 visitor spaces in Basement 1, being 71 spaces in total;
- a secure roller shutter/control arrangement is introduced in Basement 1 before access to the basement parking areas;
- the ground floor bin chute/refuse room arrangement is altered to suit the revised building layout; and
- the amended section identifies a reduced refuse vehicle clearance of 3.98m at the driveway/refuse collection interface.

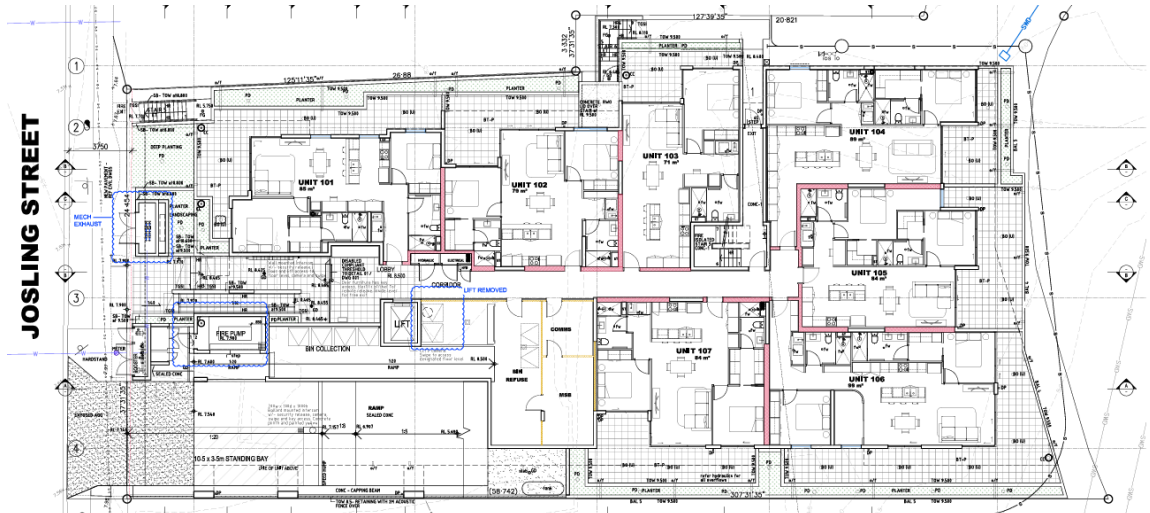


Figure 1a: Extract from amended Ground Floor plan - parking supply intercom for secure gate

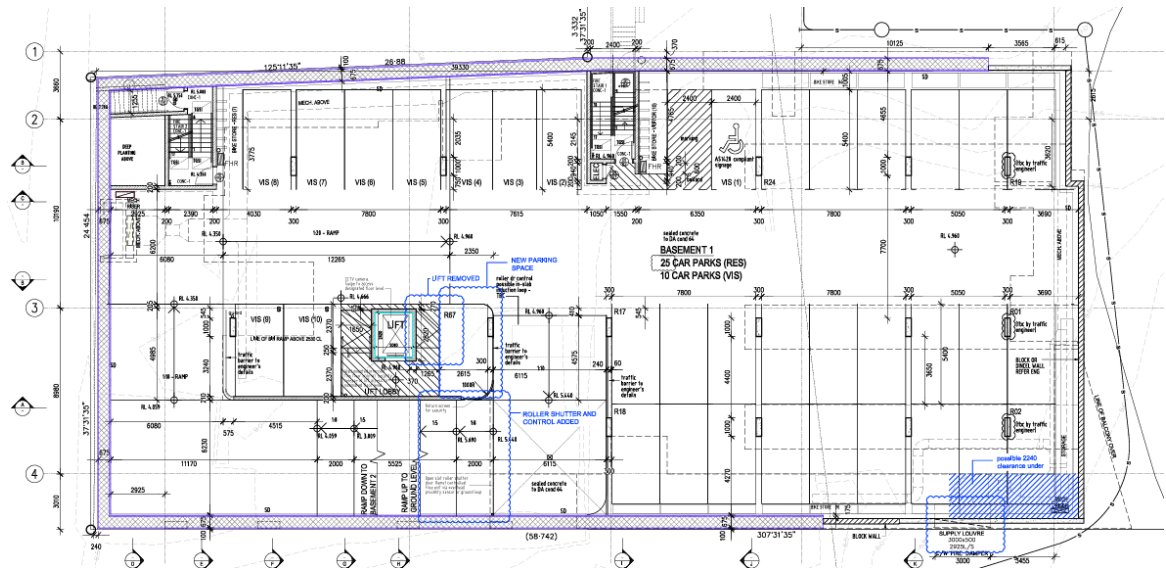


Figure 1b: Extract from amended Basement 1 plan - parking supply and secure gate/control arrangement

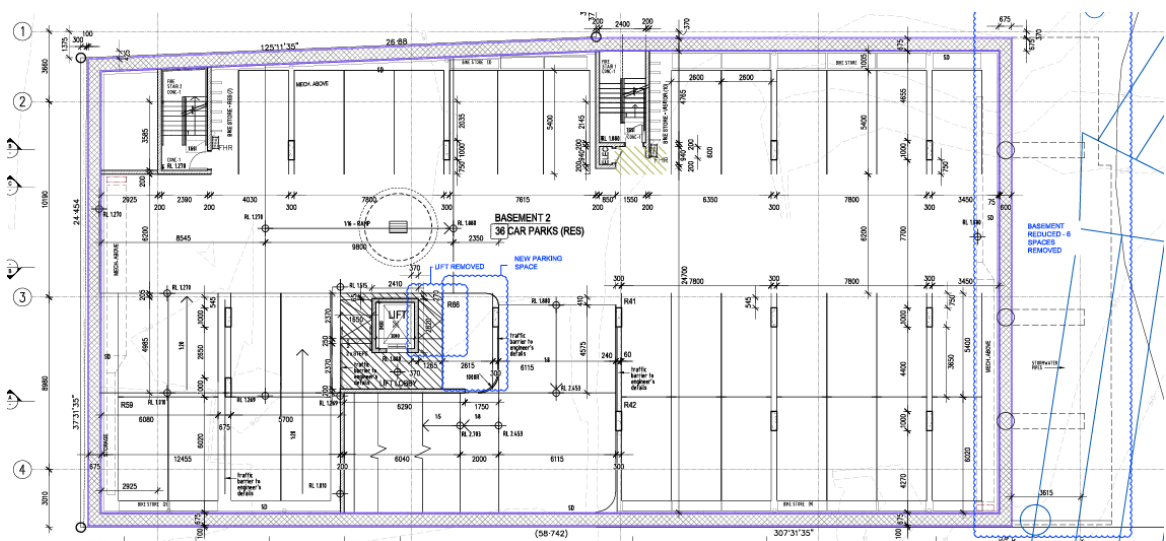


Figure 1c: Extract from amended Basement 2 plan - reduced basement footprint and resident parking

Vehicular Access and Secure Gate

The minor change does not alter the approved Josling Street crossover location or the approved access width. Access remains via the 6.2m wide Type B1 crossover approved by Condition 33.

The proposed secure gate/control arrangement is located internal to the site at Basement 1 rather than at the road frontage. On this basis, vehicles entering the site will not be required to stand across the Josling Street footpath or roadway while waiting for the gate to open.

The secure gate is supportable from a traffic engineering perspective as an intercom (refer **Figure 2**) is proposed to provide access for bona fide visitors to the visitor spaces. Residents will be provided with a remote.

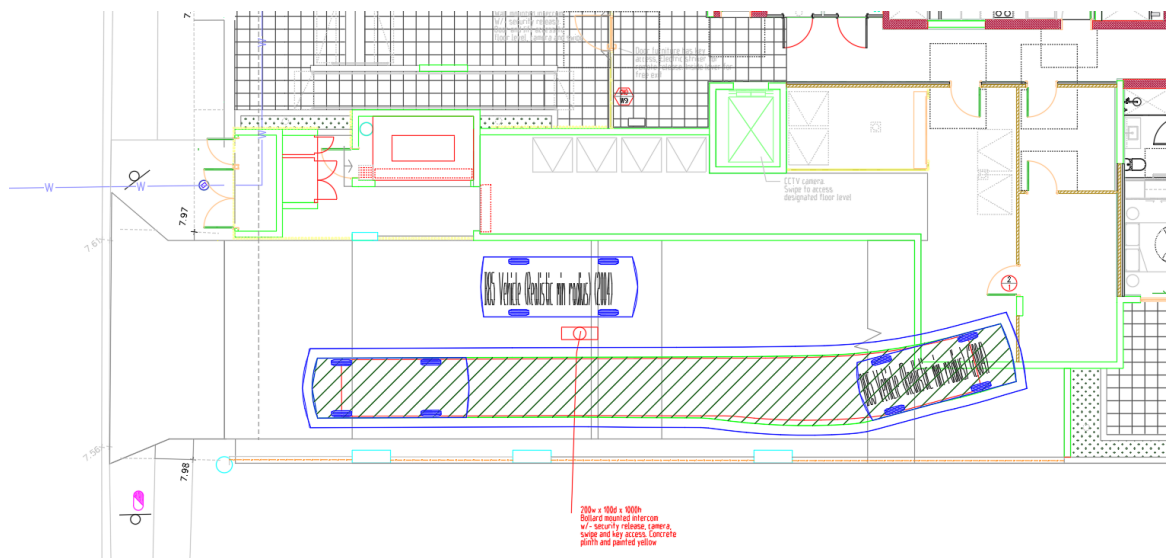


Figure 2: Secure Gate

Car Parking Provision (i.e. a reduction of 4 parking spaces)

The Brisbane City Plan 2014 Transport, access, parking and servicing planning scheme policy (TAPS PSP) acceptable solution parking rate for Multiple Dwelling use is two (2) spaces per two or three bedroom dwelling, one (1) space per one bedroom dwelling, and 0.25 visitor spaces per dwelling. The resulting acceptable solution parking calculation for the amended 40 unit mix is summarised in **Table 1**.

Table 1 – Acceptable Solution TAPS

Component	Extent	Rate	Requirement
1 bedroom dwelling	1 dwelling	1 space / dwelling	1 space
2 bedroom dwellings	34 dwellings	2 spaces / dwelling	68 spaces
3 bedroom dwellings	5 dwellings	2 spaces / dwelling	10 spaces
Visitor parking	40 dwellings	0.25 spaces / dwelling	10 spaces
Total	40 dwellings		89 spaces

The approved development already includes a performance-based resident parking outcome. Condition 15(iv) requires **65 resident/tenant spaces and 10 visitor spaces**, rather than the 89 spaces that would otherwise arise under the acceptable solution calculation.

The amended plans reduce the resident/tenant supply from 65 spaces to 61 spaces. The 10 visitor spaces, including one space for people with disabilities, are retained. This is an important outcome, as the minor change does not seek any relaxation to the approved visitor parking provision.

The previous traffic engineering response supporting the approval identified that reduced resident parking provision was appropriate having regard to the following matters:

- car ownership rates in Toowong derived from ABS Census data;
- proximity to significant public transport, including bus services and Toowong Railway Station;
- proximity to complementary land uses, retail, employment and daily services; and
- the high walkability and transit accessibility of the site.

A copy of the parking justification within the previously approved traffic report is included as **Attachment 3**.

For completeness, Q Traffic has recalculated the anticipated resident parking demand using the same Toowong car ownership rates identified in the previous traffic engineering response (Attachment 3), applied to the amended unit mix. The calculation is summarised in Table 2.

Table 2 – Recalculated parking demand based on Toowong car ownership rates)

Bedroom configuration	Number of units	ABS Census car ownership rate (Toowong)	Estimated resident vehicles
1 bedroom	1	0.85	1
2 bedrooms	34	1.12	38
3 bedrooms	5	1.56	8
Total resident demand	40		47
Visitor parking retained			10
Minimum parking demand			57
Amended parking provision			71

As shown above, the amended unit mix is expected to generate a resident parking demand of approximately 47 vehicles. Including the 10 retained visitor spaces, the practical minimum parking demand is in the order of 57 spaces.

The amended provision of 71 spaces is therefore 14 spaces above the calculated minimum demand and remains supportable from a traffic engineering perspective.

Recommended Amendment to Condition 15(iv)

To align the approval conditions with the amended parking supply, it is recommended that Condition 15(iv) be amended as follows:

iv. For the Multiple dwelling / Short term accommodation development, provide parking on the site for 61 x resident/tenant cars, 10 x visitor cars (including 1 x parking space for people with disabilities) and for the loading and unloading of vehicle(s) within the site.

Bicycle Parking

The minor change does not alter the approved unit yield or the bicycle parking demand for the development. Condition 15(v) requires 50 secure resident bicycle parking spaces and 13 lockable visitor bicycle parking spaces. No change to this condition is sought from a traffic engineering perspective, and bicycle parking is to be provided and maintained in accordance with the approval conditions.

Servicing and Refuse Collection Arrangements

The minor change does not alter the approved access location. The refuse collection vehicle continues to perform a single reverse manoeuvre standing wholly contained on the subject site.

The amended section identifies a reduced refuse vehicle clearance of 3.98m at the driveway/refuse collection interface. This is only a minor reduction from the approved section and remains greater than the 3.6m practical clearance referenced for the rear-loader collection arrangement. The amendment does not change the vehicle path, the driveway standing area or the basement parking circulation requirements.

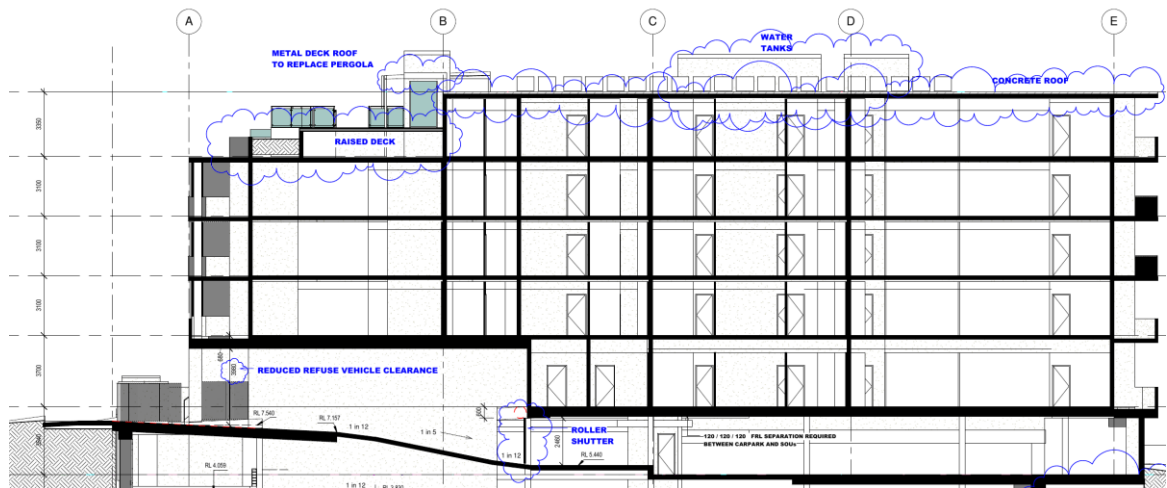


Figure 3: Extract from amended section - 3.98m refuse vehicle clearance

To the extent Condition 15(iii) is read as requiring the original 4.054m clearance at the refuse vehicle standing position, Council may wish to update that condition to reflect a minimum of 3.6m clearance. In functional terms, the available clearance remains acceptable for the approved rear-loader collection operation.

Traffic Impact of Development

The minor change retains the approved 40 unit yield and does not introduce any additional land use or intensity from a traffic generation perspective. Accordingly, the traffic generation of the development remains unchanged from the approved development.

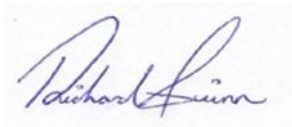
Conclusion

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed vehicular access, parking, servicing and refuse collection arrangements under the amended development scheme are generally in accordance with the approved development scheme and/or the relevant standards and guidelines, and/or represent suitable performance-based solutions which are acceptable from a traffic engineering perspective, considering the specific site conditions and the nature of the use.

On this basis, it is recommended that the minor change to the existing approval be approved from a traffic engineering perspective.

Should you have any queries regarding the above, please do not hesitate to contact the undersigned.

Regards

A handwritten signature in blue ink, appearing to read "Richard Quinn", is placed over a light blue rectangular background.

Richard Quinn
BECivil, MIEAust, RPEQ (08565)
Director – Q Traffic

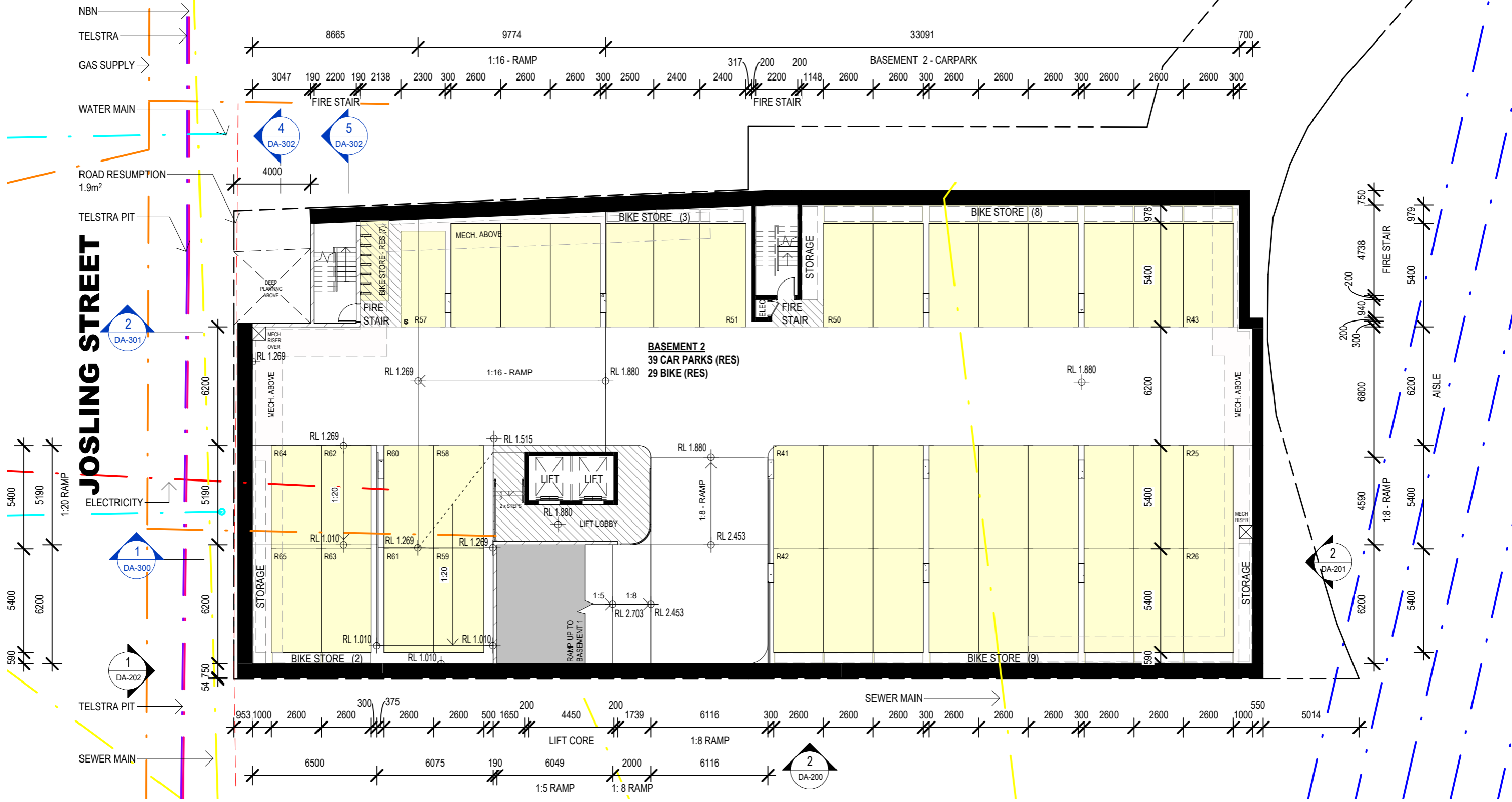
ATTACHMENT 1

Plans of Approved Development

THIS APPROVAL SHOULD NOT BE TAKEN TO CONSTITUTE PERMISSION TO ENTER NEIGHBOURING PROPERTIES TO CONSTRUCT (INCLUDING ASSOCIATED WORKS SUCH AS DRAINAGE AND EXCAVATION) ANY BUILT TO BOUNDARY WALL OR FENCES. PERMISSION MUST BE OBTAINED FROM RELEVANT PROPERTY OWNERS.

PARKING LEGEND

- RESIDENTS CARBAYS
- RESIDENTS BICYCLES
- VISITORS CARBAYS
- VISITORS BICYCLES



JOSLING STREET

PLANS AND DOCUMENTS
referred to in the
APPROVAL
Dated: 18/07/2025

BCC DS
RECEIVED
23-04-2025
APPLICATION REF
A006604044



REVISION 13 26.03.25 CARPARK REVIEW

AMENDED IN RED

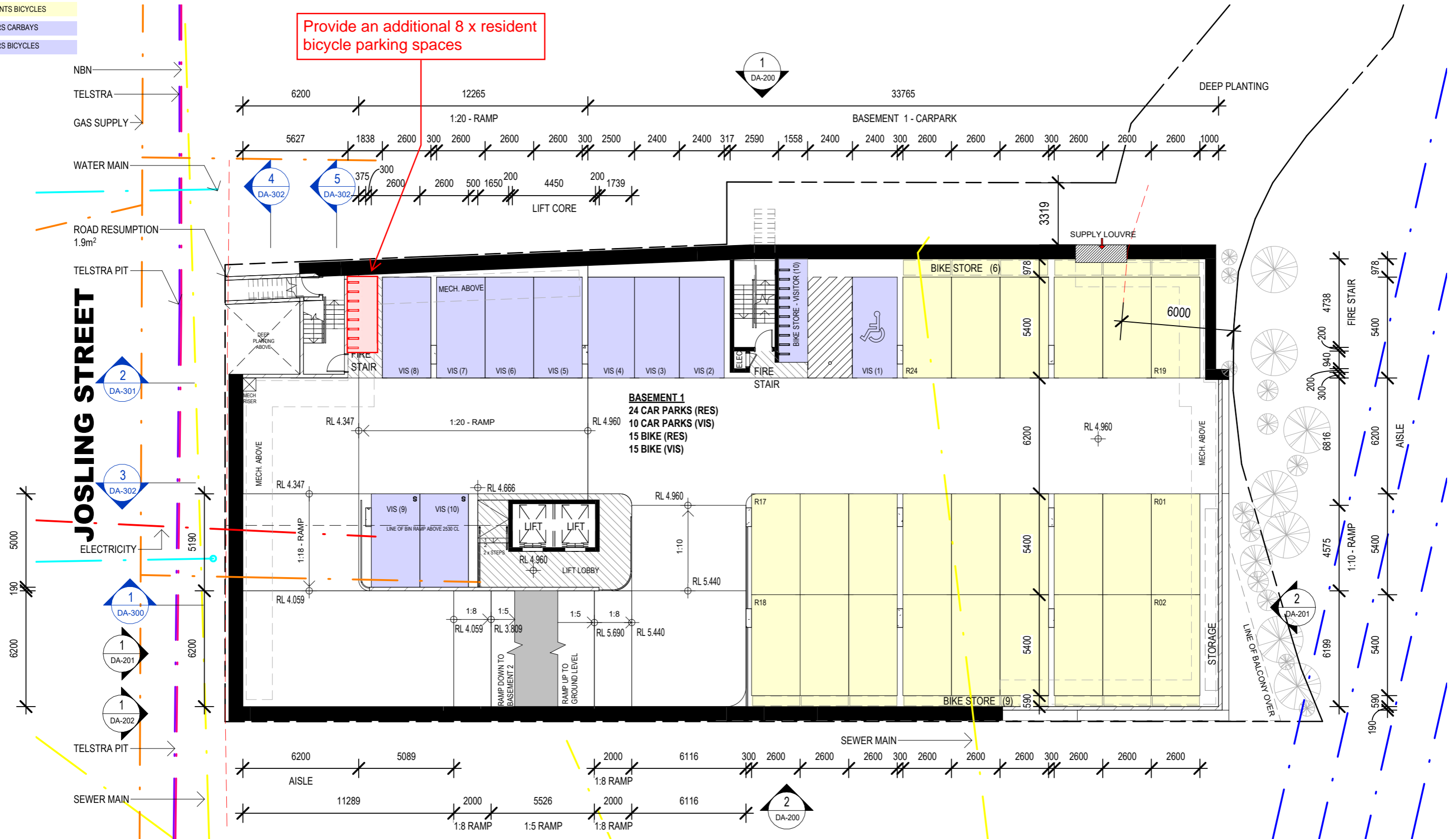
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Provide an additional 8 x resident bicycle parking spaces

PARKING LEGEND

- RESIDENTS CARBAYS
- RESIDENTS BICYCLES
- VISITORS CARBAYS
- VISITORS BICYCLES



BASEMENT 1
 24 CAR PARKS (RES)
 10 CAR PARKS (VIS)
 15 BIKE (RES)
 15 BIKE (VIS)

PLANS AND DOCUMENTS
 referred to in the
APPROVAL
 Dated: 18/07/2025

BCC DS
 RECEIVED
 23-04-2025
 APPLICATION REF
 A00660404



AMENDED IN RED

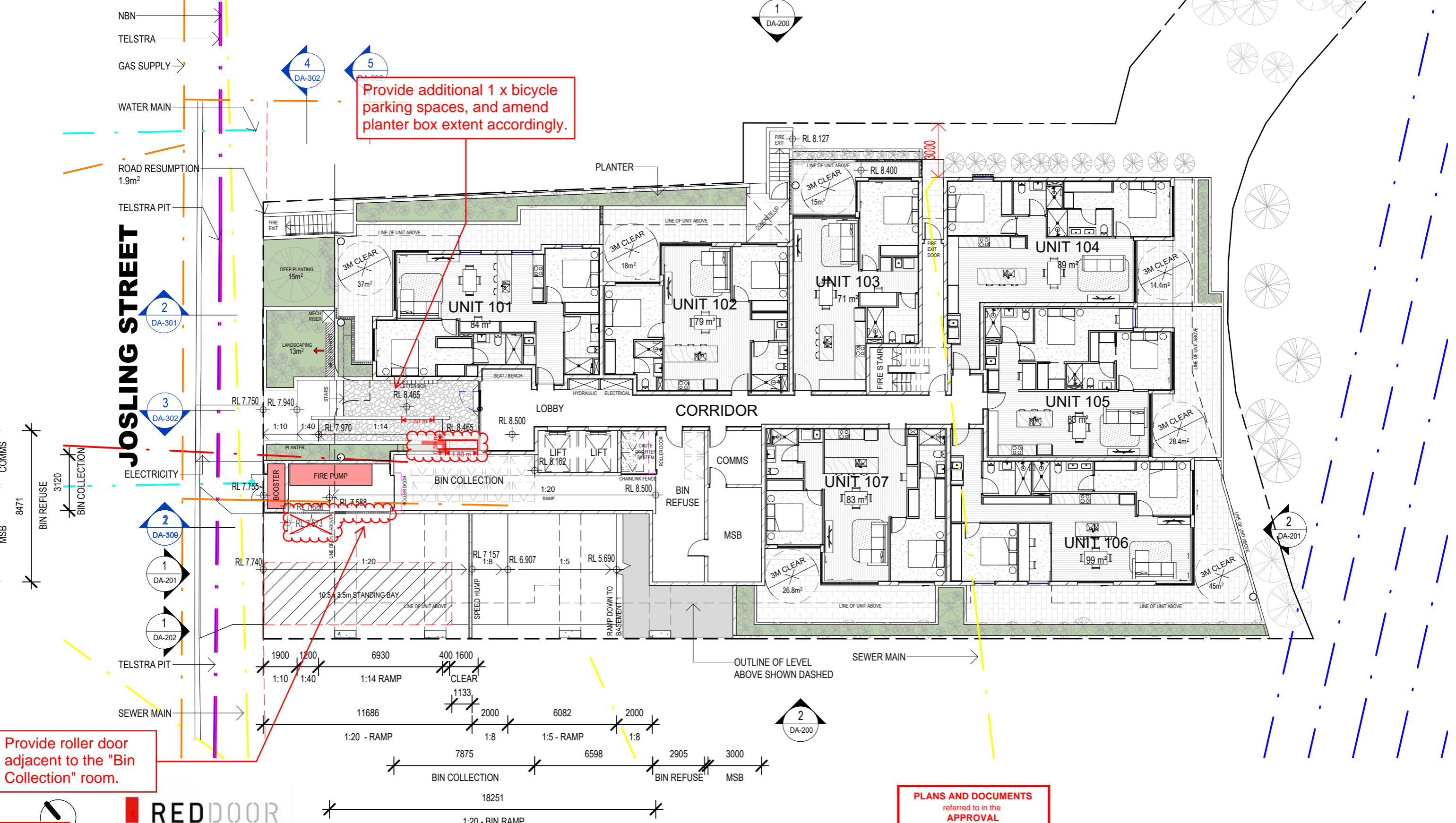
23/05/2025

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Provide additional 1 x bicycle parking spaces, and amend planter box extent accordingly.

Provide roller door adjacent to the "Bin Collection" room.

JOSLING STREET



BCC DS RECEIVED 23-04-2025 APPLICATION REF A006604044

REDDOOR ARCHITECTURE

WWW.RDARCH.COM.AU 230062

SCALE 1 : 200

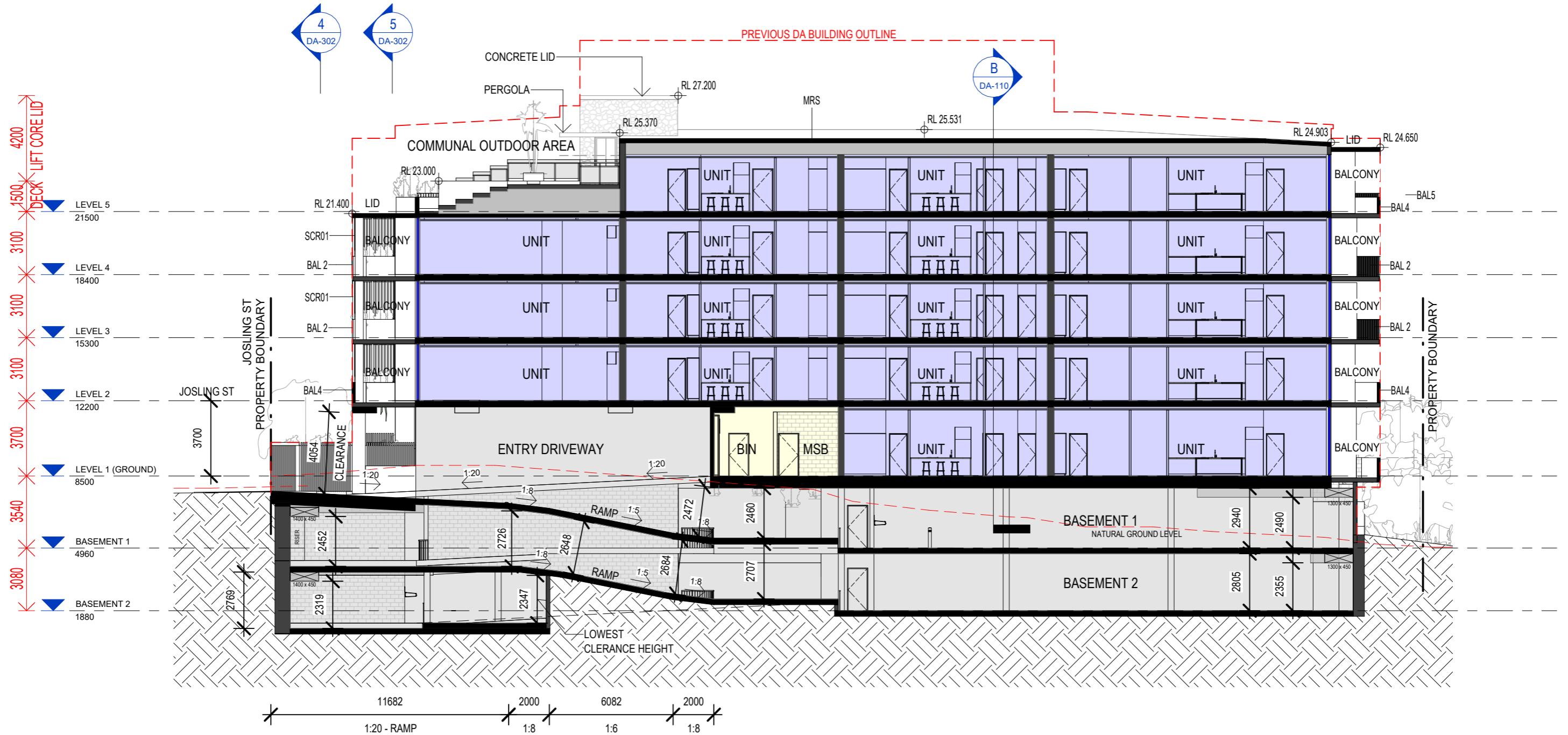
6 JOSLING STREET, TOOWONG

PLANS AND DOCUMENTS referred to in the APPROVAL Dated: 18/07/2025

REVISION 11 14.04.25 COUNCIL RFI RESPONSE

DA-100 LEVEL 1 (GROUND)

THIS APPROVAL SHOULD NOT BE TAKEN TO CONSTITUTE PERMISSION TO ENTER NEIGHBOURING PROPERTIES TO CONSTRUCT (INCLUDING ASSOCIATED WORKS SUCH AS DRAINAGE AND EXCAVATION) ANY BUILT TO BOUNDARY WALL OR FENCES. PERMISSION MUST BE OBTAINED FROM RELEVANT PROPERTY OWNERS.

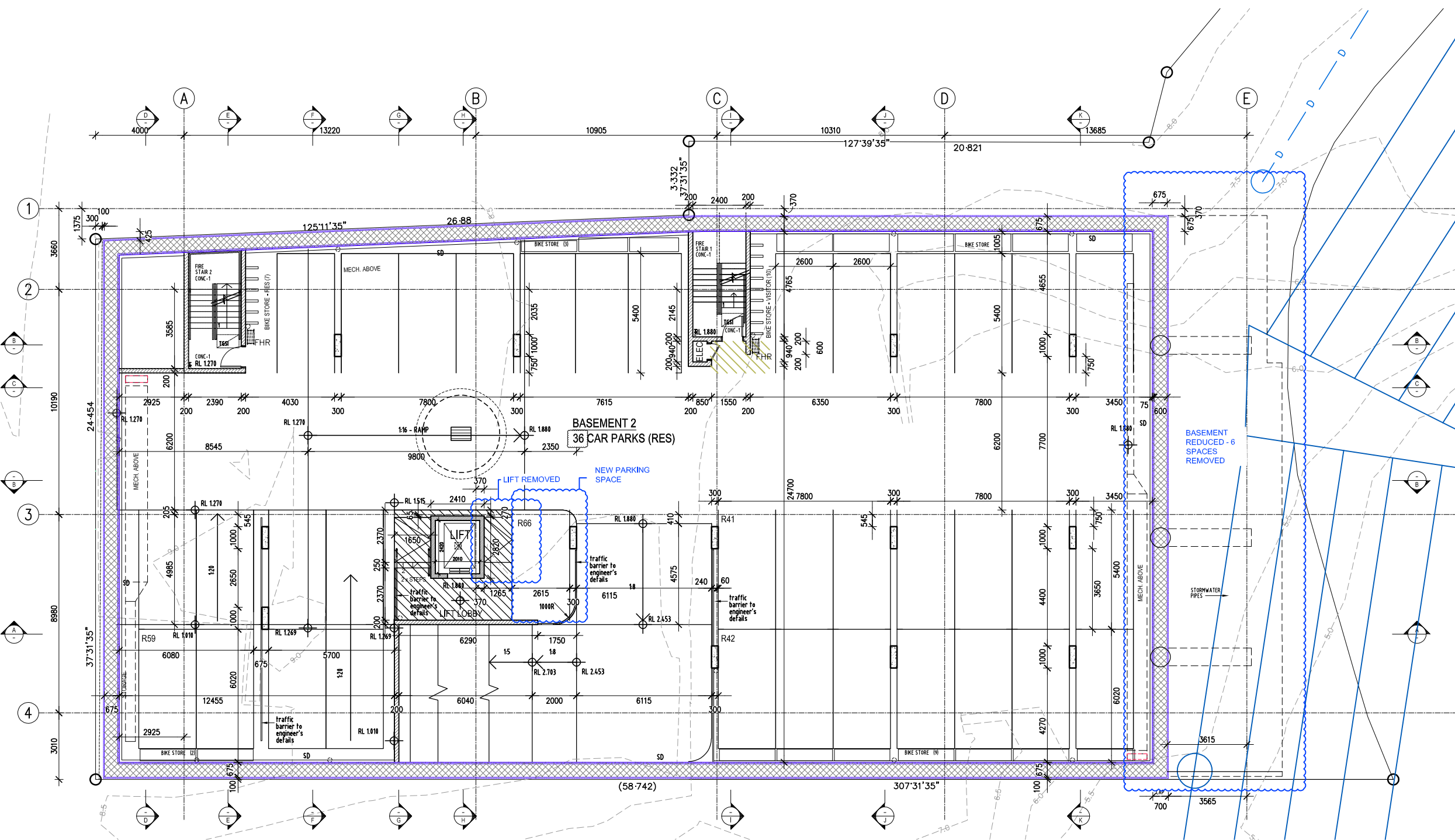


1 CROSS-SECTION 1
1 : 200@A3

ATTACHMENT 2

Plans of Amended Development Scheme

JOSLING STREET



A 21.5.2026 PERMISSIBLE CHANGE ISSUE

'KOYA'
MULTI UNIT DEVELOPMENT
6 JOSLING ST TOOWONG

l a v b l design
0410 579 606
60 Ivymount St, Nathan Q. 4111
lavbl@msn.com QBCC Act Licence No. 1010598



PERMISSIBLE CHANGE
BASEMENT 2 PLAN

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DRAWN: LB

DA098 A
DWG No. ISSUE

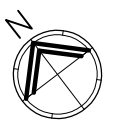
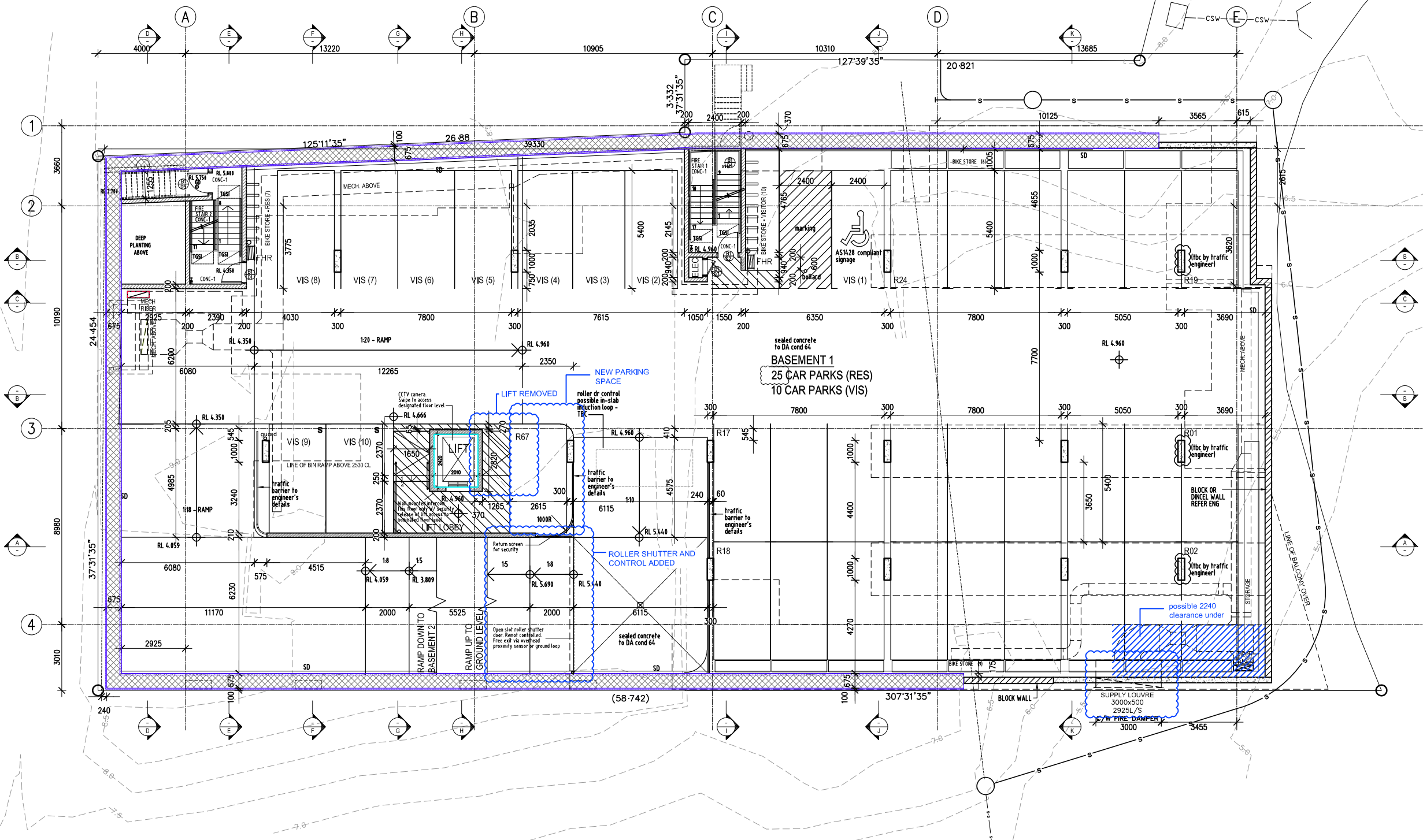
No. DATE AMENDMENT / ISSUE

PROJECT NAME

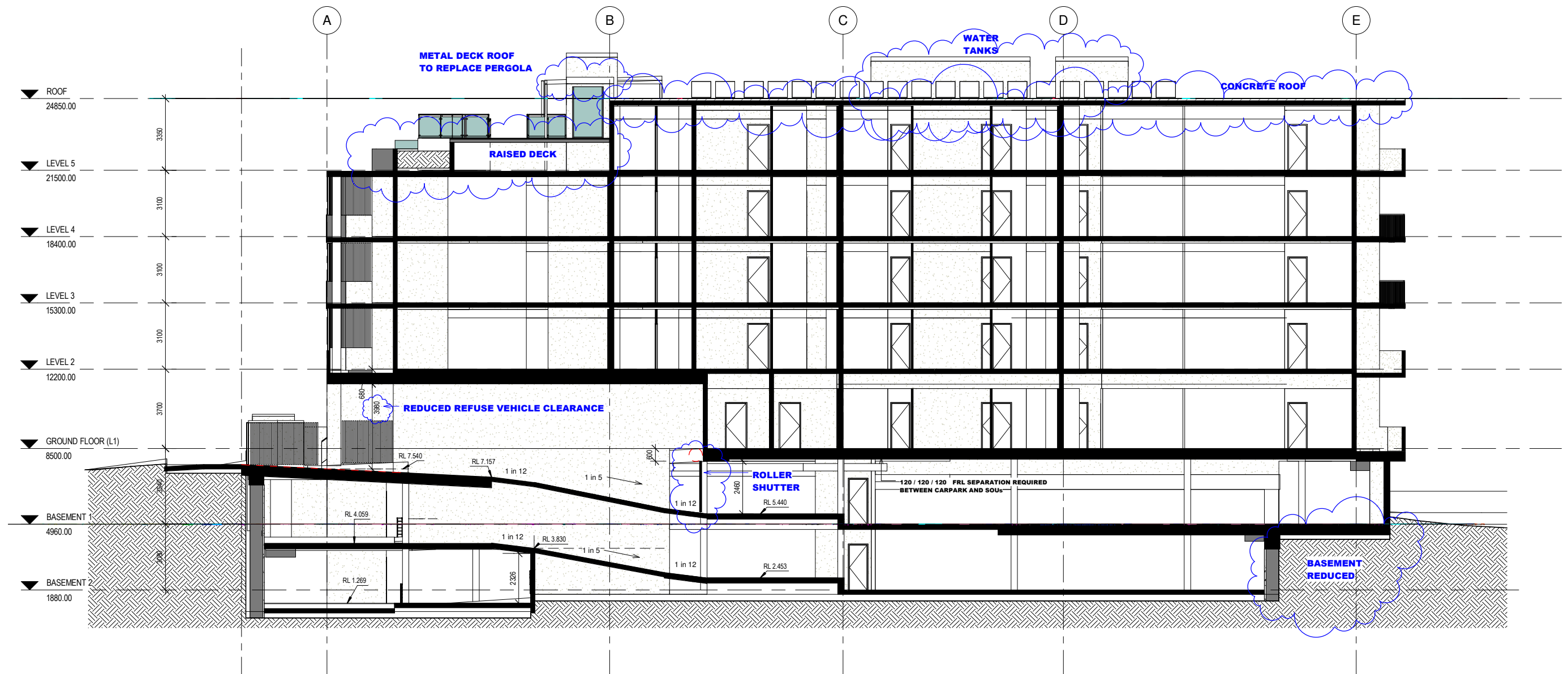
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JOSLING STREET



A	21.5.2026	PERMISSIBLE CHANGE ISSUE	'KOYA' MULTI UNIT DEVELOPMENT 6 JOSLING ST TOOWONG	lavbl design 0410 579 606 60 Ivymount St, Nathan Q. 4111 lavbl@msn.com QBCC Act Licence No. 1010598	 LB ARCHITECTS REG 3635	PERMISSIBLE CHANGE BASEMENT 1 PLAN		SCALES: (1:100) A1	
	No.	DATE				AMENDMENT / ISSUE	PROJECT NAME	DO NOT SCALE OFF DRAWINGS.	A1
							DWG No.	ISSUE	



1 Section A-A
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ATTACHMENT 3

Extract from Approved Traffic Report (Parking Rates)

2. Response to Traffic Engineering Items

Car parking

6. It is acknowledged that the proposal seeks to maintain full flexibility with the allocation of units (residential units / short-term accommodation); however, the proposed car parking rate has the potential to impact upon the availability of parking within the locality. In the scenario that all units are operated as residential units, the development will have a 20% shortfall of car parking. As proposed, the development has not demonstrated compliance with the Transport, access, parking and servicing (TAPS) code, or the TAPS planning scheme policy (PSP).
- a. Submit amended plans increasing the number of car parking spaces in accordance with the TAPS code and TAPS PSP for a standard multiple dwelling; or
 - b. Submit additional detail through a RPEQ traffic report demonstrating that the proposed car parking rates are commensurate with the anticipated demand of the development.

Note:- Consideration should be given to management of allocated parking spaces and maintaining all parking under a common ownership to maintain the proposed flexibility of operation.

Colliers Response – Item 6 – Car Parking

Table 2-1 outlines the parking provision requirements for Multiple Dwelling use, which has a higher parking rate compared to the alternative development use of Short-Term Accommodation. The table details parking requirements in accordance with Table 14 of the TAPS PSP and the proposed parking provisions for the development. It is noted that Table 2-1 reflects a minor reduction in unit yield of the revised plans compared to the original Development Application scheme.

Table 2-1 - Car Parking Supply Requirement (Multiple Dwelling)

Land Use	TAPS PSP Requirement	Extent	Requirement	Provision
Multiple Dwelling	– 1 space / 1 bedroom unit	1 unit	1 space	63 residential spaces 10 visitor spaces (incl. 1 PWD space)
	– 2 spaces / 2-bedroom unit	30 units	60 spaces	
	– 2 spaces / 3-bedroom unit	9 unit	18 spaces	
	– 0.25 visitor spaces / dwelling	40 units	10 spaces	
Total		40 units	79 residential spaces 10 visitor spaces 89 spaces total	63 residential spaces 10 visitor spaces 73 spaces total

As shown in Table 2-1, assuming the development is exclusively Multiple Dwelling use, there is a residential parking shortfall of 16 spaces. However, the proposed parking provisions are considered sufficient to meet the demands of the development based on the following:

Car Ownership Rates in Toowong (ABS Census Data Analysis)

Colliers has analysed car ownership rates for dwellings, including standalone houses, townhouses and apartments, in Toowong using ABS Census data. Table 2-2 below presents a breakdown of car ownership for 1, 2, and 3-bedroom dwellings.

Table 2-2 – Car ownership in Toowong for Multiple Dwellings (ABS Census Data)

Number of Bedrooms	Number of Cars					Number of Dwellings	Number of Cars	Average Car/Dwelling
	No Car	1 Car	2 Car	3 Car	4+ Car			
1 bedroom	156	411	50	0	3	620	524.5	0.85
2 bedrooms	394	1482	543	43	16	2478	2769	1.12
3 bedrooms	81	597	472	140	19	1309	2046.5	1.56
Total	631	2490	1065	183	38	4407	5340	1.21

As shown in Table 2-2, the average car ownership per dwelling, when considering 1, 2 and 3-bedroom configurations is 1.21 cars per dwelling. It is noted that this rate is considered conservative, as it considers all dwellings (e.g. including houses and townhouses). When considering units exclusively, the combined average car ownership per unit dwelling is 1.12 cars per dwelling.

If the extracted car ownership rates (as shown in Table 2-2) are applied to the proposed development scheme, the resulting outcomes are shown in Table 2-3 below.

Table 2-3 – Application of existing Toowong car ownership rates to development scheme

Bedroom Configuration	Number of Proposed Units	ABS Census Car Ownership Rate (Toowong)	Estimated Number of Cars (owned by tenants)	Proposed Parking Provision
1 bedroom	1	0.85	1	63 spaces
2 bedrooms	30	1.12	34	
3 bedrooms	9	1.56	15	
Total	40		50	

Based on the ABS Census data analysis, the application of Toowong's car ownership rates to the proposed unit configuration and yield demonstrates that the proposed parking provision should be appropriate to support the anticipated parking demands at the site.

Proximity to Significant Public Transport

The site benefits from excellent public transport accessibility, with both bus and train services being available. The presence of these services will reduce residents' reliance on private vehicles. Bus services are readily available, with multiple stops nearby, including on Josling Street at the site frontage and Brisbane Street just 75m away. These stops provide convenient connections to key destinations such as the University

of Queensland (St Lucia), Indooroopilly, Milton, Fortitude Valley, and Brisbane CBD, with services operating at frequencies of 10 to 30 minutes during peak times.

Toowong Train Station, located only 600m north of the site, offers frequent rail services across major lines, including the Airport, Caboolture, Ipswich, and Springfield routes, with trains departing approximately every 15 minutes or better during peak hours.

Further enhancing the site's connectivity, CityCat and CityHopper ferry services operate from terminals within 1km to 1.3km of the site, providing 15 to 20-minute peak services along the Brisbane River and linking key locations across the city.

This comprehensive public transport network significantly reduces the reliance on private vehicles and supports the proposed parking provision.

Proximity to Complementary Land Uses

The site is ideally located near complementary land uses, employment hubs, and key activity centres, including Toowong Village and its surrounding retail precinct. These areas offer a variety of amenities such as supermarkets, department stores, medical services, gyms, financial institutions, a public library, office spaces, dining options, extensive retail outlets, and public parks like Perrin Park. This convenient access to daily needs reduces reliance on private vehicles.

The site's accessibility is further supported by its high Walk Score of 84 out of 100 and Transit Score of 74 out of 100, as rated by the www.walkscore.com system (as per Figure 2-1). These scores highlight the site's strong walkability and proximity to alternative transport options, reinforcing the expectation of lower demand for private vehicles and on-site parking.

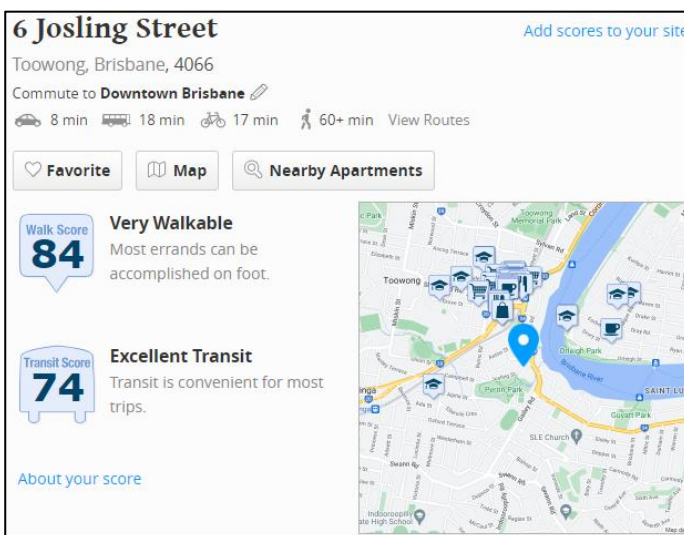


Figure 2-1 - Walk Score and Transit Score for Subject Site (Source: walkscore.com)