

Proposed Multi-Residential Development, 30 Mascar Street, Upper Mount Gravatt

Traffic Report

Revision B
22 July 2026

Our Ref: 2184_TPA05

Prepared for: Bespoke

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



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APPENDIX A

Proposed Development Plans

Q Traffic has prepared this report solely for the benefit and use of its 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 Q Traffic assumes that all information and documents provided to it by the client or its consultants are 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 its consultants.

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1.0 Introduction

Q Traffic was commissioned to undertake a Traffic Impact Assessment of a proposed residential development (8-storey building accommodating 175 units), on the site at 101, 105, 109 & 111 Mount Gravatt Capalaba Road and 30 & 34 Mascar Street, Upper Mount Gravatt.

The site is located in the Brisbane City Local Government Area, and the proposal has been assessed considering the relevant Council controls.

This report provides relevant background information regarding the proposal, and documents the results of our investigations addressing the following key traffic design issues:

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

2.0 Context

2.1 Site Location

The subject site is located at 101, 105, 109 & 111 Mount Gravatt Capalaba Road and 30 & 34 Mascar Street. It is bound by Mount Gravatt Capalaba Road to the north, Mascar Street to the south, and residential development to the east and the west, as shown in **Figure 2.1a** and **Figure 2.1b** below.

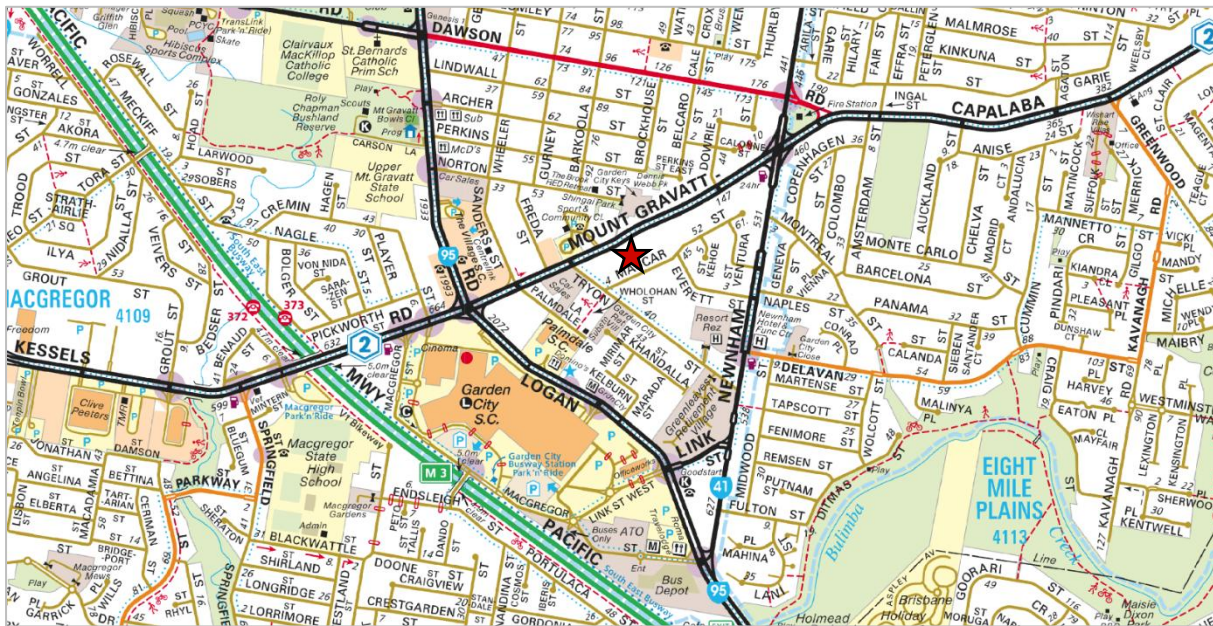


Figure 2.1a: Site Location

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



Figure 2.1b: Subject Site

Source: Queensland Globe

2.2 Local Road Network

The site has frontage to Mount Gravatt Capalaba Road to the north, and Mascar Street to the south.

Mount Gravatt Capalaba Road is a State-controlled road which is designated as a Primary freight route and an Arterial Road under the Brisbane City Council City Plan 2014. Given the strategic importance of Mount Gravatt Capalaba Road and in accordance with direction provided by the State Assessment and Referral Agency (SARA), no vehicular access to Mount Gravatt Capalaba Road is proposed under this application, as discussed in the following sections.

Mascar Street is under the control of Brisbane City Council, and is designated as a Neighbourhood (minor) Road under the Brisbane City Council City Plan 2014. As shown in **Figure 2.2a** and **Figure 2.2b** below, Mascar Street is a two-way undivided road. It has a pavement width varying from approximately 7.5m to 10m (with localised sections of widening and indented car parking spaces), within a road reserve width of approximately 20m.

Kerbside parking is generally permitted clear of intersections and property access driveways, with the exception of the 7am – 10am period from Monday to Friday, when kerbside parking is prohibited on both sides of Mascar Street.

As a local street in a built-up area, a speed limit of 50km/hr applies on Mascar Street.



Figure 2.2a: Looking east along Mascar Street

Source: Google Maps



Figure 2.2b: Looking west along Mascar Street

Source: Google Maps

2.3 Public Transport and Active Transport Facilities

The subject site is positioned within convenient proximity of existing public transport services, as well as local services and attractions including Westfield Mt Gravatt Shopping Centre, which is approximately an 800m (or 12 minute walk) from the subject site, as shown in **Figure 2.3a** below.

The Upper Mt Gravatt Bus Interchange (on the South East Busway) is located at the southern side of the Westfield Mt Gravatt Shopping Centre. This bus station is a major interchange which is serviced by a considerable number of regular and frequent bus routes travelling to key destinations including the Brisbane CBD, Griffith University, the University of Queensland, Chermside, the PA Hospital, and Toombul interchange.

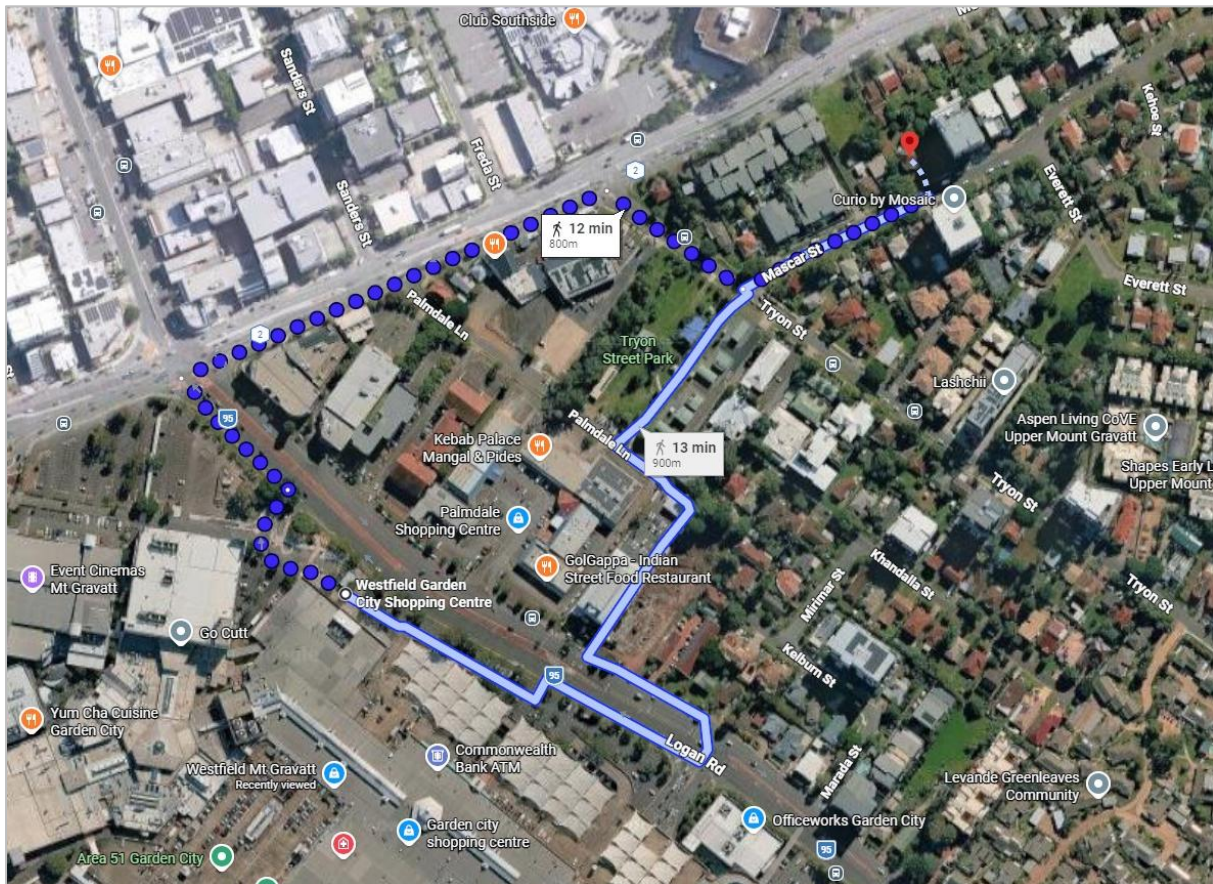


Figure 2.3a: Walking Distance to Westfield Mt Gravatt Shopping Centre

Source: Google Maps

The site is also in convenient walking distance of bus stops on Mount Gravatt Capalaba Road and Tryon Street to the west and south of the site, as shown in **Figure 2.3b** over page. These stops are serviced by the following routes:

- 161: Wishart Outlook to Griffith University Servicing Wishart Outlook, Garden City, Wishart, Upper Mount Gravatt and Griffith University. Operates 7 days.
- 180: Garden City to City (BUZ) servicing Garden City, Wishart, Mansfield, Mount Gravatt, Holland Park, Greenslopes, South Brisbane and City. Operates 7 days.
- 182: Garden City to Holland Park West Servicing Garden City, Upper Mount Gravatt, Wishart, Mansfield, Mount Gravatt East, Mount Gravatt and Holland Park West. Operates 7 days.

The bus stops shown in **Figure 2.3b** over page are all within a 350m (i.e. 5 minute) walk of the subject site, and the bus stops on Mount Gravatt Capalaba Road are serviced by a route with a maximum headway of 20 minutes between 7am and 7pm on weekdays, and a maximum headway of 30 minutes between 7am and 7pm on weekends (i.e. the 180 route).

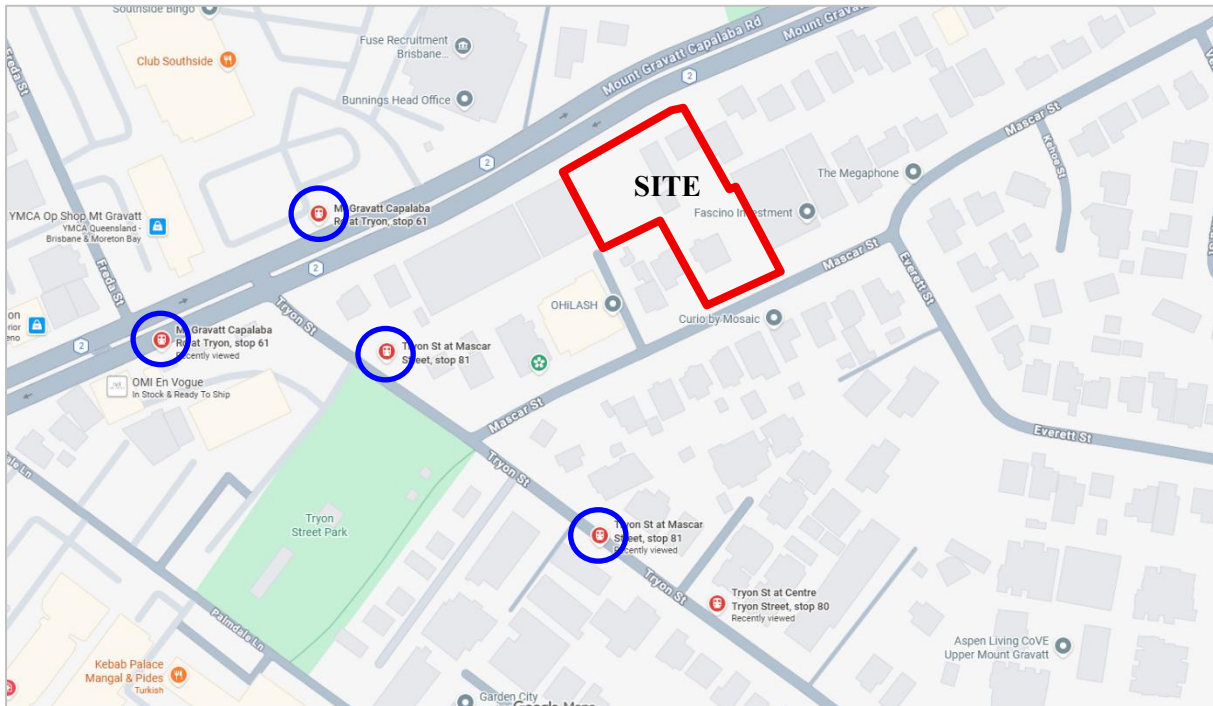


Figure 2.3b: Walking Distance to Westfield Mt Gravatt Shopping Centre

Source: Google Maps

The subject site is also positioned within convenient proximity to a network of pedestrian and bicycle routes, as shown in **Figure 2.3c** below. Bicycle routes are identified in Council's City Plan 2014, and include Logan Road and Kessels Road which are categorised as primary cycle routes, Mount Gravatt Capalaba Road just north of the site which is categorised as a secondary cycle route, and Tryon Street and Palmdale Lane which are classified as local cycle routes.

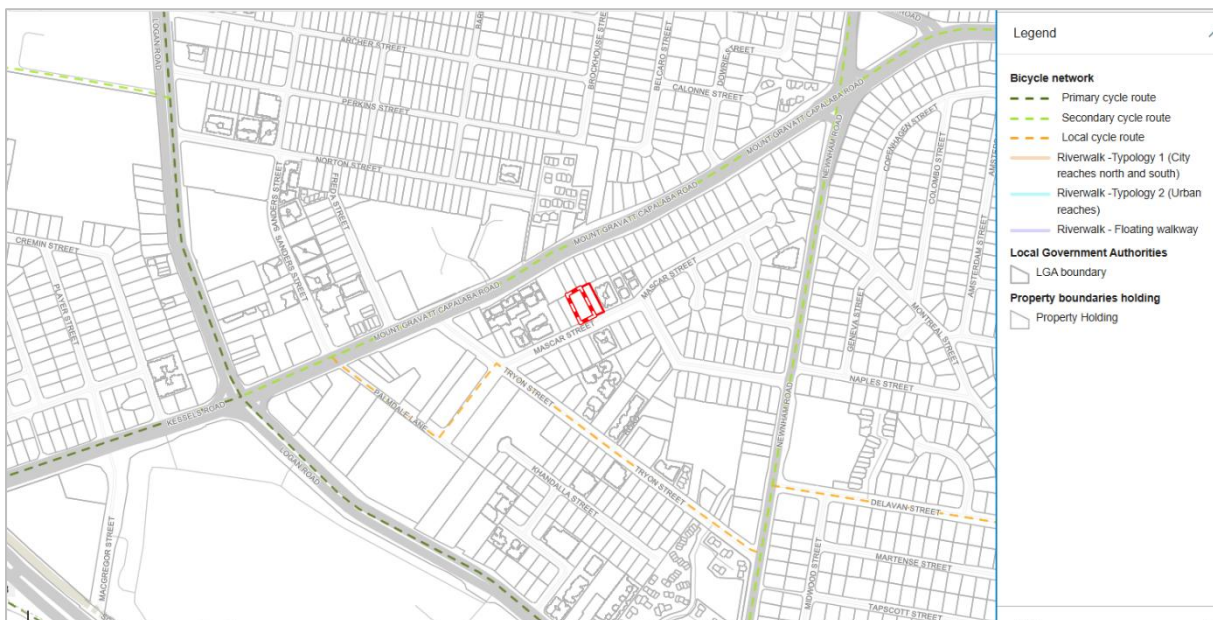


Figure 2.3c: Bicycle Network

Source: Brisbane City Plan 2014

In summary, any development on the subject site will benefit from access to several convenient and frequent existing public transport services, as well as existing pedestrian and cycle facilities.

2.4 Planning Context

The subject site is in the HDR1 High density residential (up to 8 storeys) under the Brisbane City Council City Plan 2014, as shown in **Figure 2.4** below. It is located within the Mt Gravatt corridor neighbourhood plan area (Upper Mt Gravatt high density residential sub-precinct - NPP-001c), and within the Priority Infrastructure Area as defined in Council's Local Government Infrastructure Plan.

Importantly, the subject site is located within 400m walking distance of land within the Principal centre zone along Mount Gravatt Capalaba Road, as shown in **Figure 2.4** below.



Figure 2.4: Zoning

Source: Brisbane City Plan 2014

2.5 Existing Approval

On 21 January 2015, Brisbane City Council issued a development approval for a Multi-Unit Dwelling (53 Units) over the properties at 101 & 105 Mt Gravatt-Capalaba Road (Council Ref: A003896587). This approval has since been the subject of three (3) additional extension applications and is understood to currently remain valid until 16 March 2028 as per the most recent approval (Council Ref: A006729023).

2.6 Pre-lodgement Advice

Pre-lodgement advice has been provided by Brisbane City Council (BCC) and the State Assessment and Referral Agency (SARA) in respect of the application. The key traffic-related advice provided by the authorities is summarised as follows:

SARA Advice:

- All vehicular access (both temporary and permanent) should be from the local road network (Mascar Street); and
- A Traffic Impact Assessment (TIA) of the proposed development should be undertaken.

BCC Advice:

- It is Council's preference to have basement car parking.
- To ensure orderly development occurs, staging plans will be required to demonstrate how each stage functions independently and not reliant on future stages if the ultimate development is not carried out (eg: car parking, servicing etc).

- A performance outcome against the multiple dwelling resident car parking rate may be considered, however it is unlikely that a performance outcome will be considered for visitor parking rate.
- Any tandem bays must be allocated to a single tenancy.
- Bicycle parking numbers, layout, location and access for residents and visitors will need to comply with TAPS Code, TAPS policy and AS2890.3:2015.
- A minimum width 6.5metre wide driveway required for service vehicles to access the site.
- Service vehicle access and manoeuvring is to be demonstrated in accordance with TAPS and refuse PSPs.
- Vertical clearances over service areas and access routes are a key consideration.
- Given the number of units dedicated service bays should be provided.

The above advice from Brisbane City Council (BCC) and the State Assessment and Referral Agency (SARA) has been considered and reflected in the design of the proposed development, as discussed in the following sections.

3.0 Proposal

The development proposed under this application is an 8-storey multiple unit dwelling building comprising a total of 175 residential units across three (3) buildings.

The proposed development is to be delivered under two (2) stages, with Stage 1 comprising the two (2) eastern towers and the two (2) basement car parking levels, and Stage 2 comprising the western tower.

Plans showing the proposed development are included as **Appendix B**, with an extract from ground floor plan provided as **Figure 3** below, and a summary of the proposed unit yield provided in **Table 3** below.

Table 3: Summary Development Schedule

	1-bed Units	2-bed Units	3-bed Units	4-bed Units	TOTAL Units
Tower 1	0	37	19	8	64
Tower 2	15	31	13	0	59
Tower 3	14	22	16	0	52
TOTAL	29	90	48	8	175

Two (2) levels of basement car parking are proposed, catering for a total of 314 cars, with:

- 51 car parking spaces on ground level (including 44 visitor spaces and 7 resident spaces);
- 129 car parking spaces on basement level 1; and
- 134 car parking spaces on basement level 2.

Vehicular access to the car parking and vehicle servicing areas is proposed via a single driveway onto Mascar Street, which is the lowest order road to which the site has frontage. In accordance with direction provided by the State Assessment and Referral Agency (SARA), no vehicular access to Mount Gravatt Capalaba Road is proposed.

The traffic elements of the proposed site layout are discussed further in the following sections, considering the requirements of the Brisbane City Plan 2014, and the relevant Australian Standards.

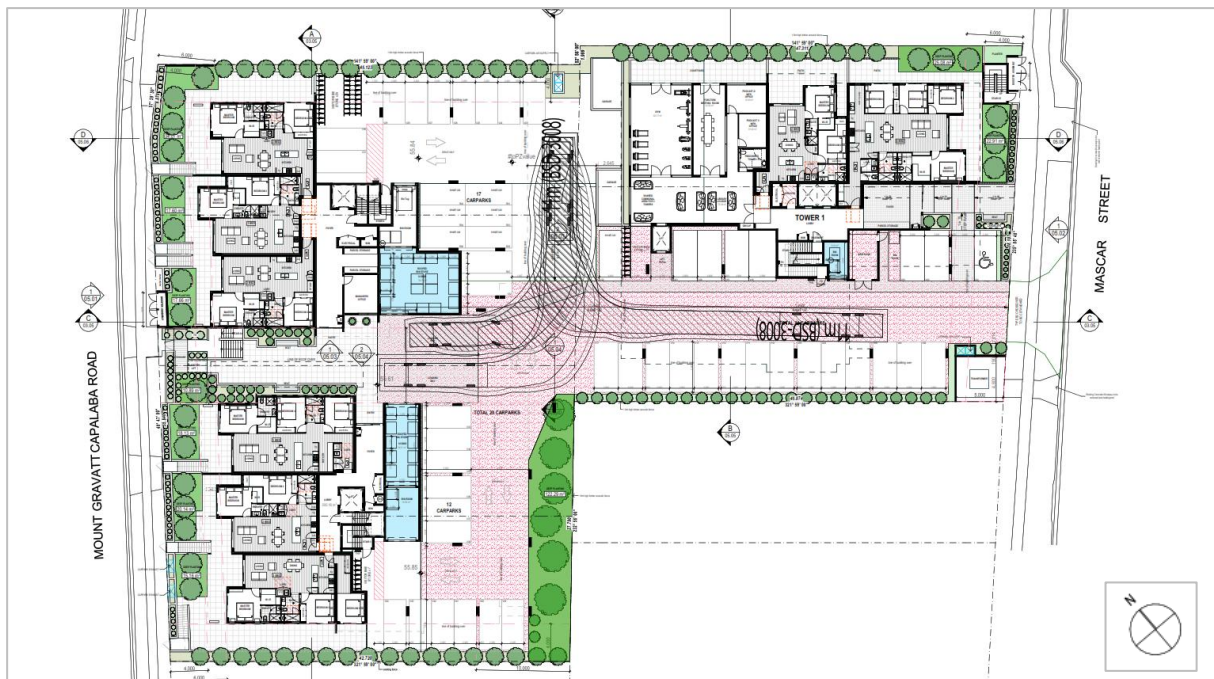


Figure 3: Extract from Ground Floor Plan

3.1 Vehicle Access

As previously noted and as shown in the plans included as **Appendix B**, vehicular access to the car parking and servicing areas is proposed via a single driveway onto Mascar Street, which is the lowest order road to which the site has frontage. In accordance with direction provided by the State Assessment and Referral Agency (SARA), no vehicular access to Mount Gravatt Capalaba Road is proposed.

The proposed access driveway is 6.5m wide with Type B2 splays, in accordance with the advice provided by Council at the pre-lodgement meeting held in respect of the application. The proposed access driveway width is adequate to accommodate refuse collection vehicles (in accordance with Council's Refuse Planning Scheme Policy), as well as two-way passenger vehicle flow.

Provision is to be made for a 2.0m (wide) x 2.5m (deep) pedestrian sight triangle adjacent to the exit side of the driveway in accordance with AS2890.1 requirements, to ensure adequate visibility between pedestrians approaching the driveway along the Mascar Street footpath, and vehicles exiting the site. This requirement could reasonably be enforced at detailed design stage, in response to a condition of the approval.

The gradient of the access driveway does not exceed 1:20 for a minimum distance of 6m inside the frontage boundary, in accordance with Council's TAPS PSP and AS2890.1 requirements.

Overall, the proposed site access arrangements are considered to be acceptable and appropriate from a traffic engineering perspective, subject to minor refinement as part of the detailed design process.

3.2 Car Parking Provision

On 12 June 2026, Brisbane City Council adopted amendments to the Brisbane City Plan 2014 which made changes to citywide on-site parking rates for multiple dwellings and introduced a new car parking rate for areas identified as 'Key Locations', reflecting their access to frequent public transport and nearby centres.

A 'Key Location' is defined as:

Land within the Principal centre zone, Major centre zone, District centre zone or Mixed use zone; or land within 400m walking distance of:

- a. dedicated public pedestrian access point of a major public transport interchange; or*
- b. a public transport stop that is serviced with a maximum headway of 20 minutes between 7am and 7pm on weekdays, and a maximum headway of 30 minutes between 7am and 7pm on weekends; or*
- c. land within the Principal centre zone, Major centre zone, District centre zone or Mixed use zone.*

Note—Headway is the scheduled time interval between two consecutive bus or train services on the same route traveling in the same direction.

In the case of the proposed development, point (c) above is applicable given the subject site is within 400m walking distance of Principal centre zoned land concentrated along Mt Gravatt-Capalaba Road. Point (b) above is also applicable given the site is also located within 400m walking distance of bus stops on Mount Gravatt Capalaba Road that are serviced by high frequency, low headway bus services (i.e. the 180 service).

As such, the required car parking rates are as follows:

- Minimum 1 space per 1 bedroom dwelling
- Minimum 1.2 spaces per 2 bedroom dwelling
- Minimum 1.6 spaces per 3 bedroom dwelling
- Minimum 2 spaces per 4 or above bedroom dwelling
- Minimum 0.25 spaces per dwelling for visitor parking
- Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling.
- At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.

The application of the above car parking rates to the proposed development leads to the requirements as outlined in **Table 3.2** below.

Table 3.2: Car Parking Requirements

	Yield	Minimum Car Parking Rate	Car Parking Requirement
1 bedroom	29 units	1 space per unit	29 spaces
2 bedroom	90 units	1.2 spaces per unit	108 spaces
3 bedroom	48 units	1.6 spaces per unit	77 spaces
4 bedroom	8 units	2 spaces per unit	16 spaces
Resident Parking	175 units		230 spaces (resident)
Visitor Parking	175 units	0.25 spaces per unit	44 spaces (visitor)
TOTAL Parking			274 (TOTAL)

As summarised in the table above, under Council's updated City Plan provisions, a total of 230 resident car parking spaces and 44 visitor car parking spaces (minimum) are required.

As shown in the plans included as **Appendix B**, a total of 314 car parking spaces are proposed to be provided, including 44 visitor parking spaces on the ground floor, and 270 resident car parking spaces on the basement levels. The proposed car parking provisions therefore meet Council's requirements for visitor parking, and exceed Council's requirements for resident parking.

A small proportion of tandem parking spaces are proposed on the ground and basement levels. All tandem spaces will be allocated to a single dwelling, in accordance with Council's TAPS PSP requirement and the advice provided by Council in the pre-lodgement meeting held in respect of the application.

Importantly, all car parking areas (i.e. ground level and the two (2) basement car parking levels) will be delivered under Stage 1 of the development.

In summary, the proposed level of on-site car parking is acceptable and supportable from a traffic engineering perspective, and importantly, is in accordance with Council's updated City Plan provisions which recognise that reduced car parking provisions are appropriate in areas with easy access to key services and destinations and/or high-frequency public transport infrastructure.

3.3 Car Parking Layout

The car park layout as shown in the plans included as **Appendix B** has been designed generally in accordance with Council's Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy (PSP) and/or the relevant Australian Standards, as summarised following:

- Standard parking spaces are 2.4m – 2.6m in width and 5.4m in length, meeting or exceeding the minimum dimensional requirements for parking areas with low turnover rates as stipulated in AS2890.1 and/or Council's TAPS PSP;
- Accessible parking spaces are 2.4m wide x 5.4m long with 2.4m x 5.4m adjacent shared areas in accordance with Council's TAPS PSP and AS2890.6 requirements;
- A small number of small car bays are proposed (i.e. seven (7) of the 270 resident car parking spaces). These bays are 2.3m wide x 5.0m long, in accordance with AS2890.1 and/or Council's TAPS PSP requirements. This level of provision (i.e. less than 3% of the resident car parking provision) is well within the acceptable threshold in Council's TAPS PSP which allows 20% of spaces within a fully reserved car parking area to be small car (50th percentile) spaces;

- Parking aisles are generally 6.2m wide, exceeding the minimum dimensional requirements for parking areas with low turnover rates as stipulated in AS2890.1 (i.e. 5.8m minimum). Where narrower aisles are proposed in isolated locations (e.g. car parking spaces V41 and V42 on the ground floor and resident parking spaces opposite lift cores or fires stairs on the basement levels), these parking spaces could be designated as reverse entry bays or small car bays, if required; and
- Access between the parking levels is proposed via a warped slab arrangement, with the gradient of the ramp (i.e. across the width of parking spaces) not exceeding 1:16, in accordance with AS2890.1 requirements.

The following additional points are noted:

- The plans make provision for a small number of parking spaces to potentially be converted to enclosed garages. This would be done in consultation with the prospective purchaser having regard to their requirements and the size / specification of their vehicle/s, noting that the depth of the garages is limited to 5.4m and may not be suitable for larger vehicles.
- The gradient of the parking aisle fronting the accessible parking space and adjacent shared area is shown at 1:20. Refinement of this gradient would be required to ensure the required 1:40 maximum within the accessible parking space and adjacent shared area is not exceeded.
- Structural design refinement will be required in some areas to ensure that columns / walls are outside the required clear area surrounding parking spaces as identified in AS2890.1 (Figure 5.2), to ensure satisfactory manoeuvring to/from parking spaces and pedestrian access to/from vehicles.

The above requirements could reasonably be addressed at detailed design stage, in response to a condition of the approval.

Subject to the above, the carpark layout is efficient and legible, and designed generally in accordance with the requirements of Council's TAPS PSP and/or the relevant Australian Standards.

3.4 Servicing and Refuse Collection

As shown in the plans included as **Appendix B** and the extract provided as **Figure 3.4** over page, a dedicated servicing area is proposed in a central position on the ground level. This servicing area is adequate to accommodate two (2) large service vehicles up to approximately 11m in length. Importantly, this servicing area will be delivered under Stage 1 of the development.

The design of the development makes provision for a service vehicle or a refuse collection vehicle (Brisbane City Council 11m long rear-loading vehicle) to enter the site in a forward direction, proceed towards the servicing area using the parking aisles, and undertake a reverse turn manoeuvre into the service bay. After servicing, the vehicle would then exit the site in a forward direction, as shown in the vehicle tracking diagram shown in **Figure 3.4** over page which assumes a 500mm clearance envelope around the body of the vehicle.

In order to accommodate access by up to an 11m long rear-loading refuse collection vehicle or an 8.8m long Medium Rigid Vehicle (MRV), a minimum height clearance of 4.5m is required in all areas these vehicles will travel. It is understood that the design of the development generally makes provision for this requirement subject to refinement of the structural design (i.e. the slab thickness above ground level). This requirement would be addressed at detailed design stage, in response to a condition of the approval.

Overall, the proposed servicing/refuse collection arrangements are considered to be appropriate given the nature and scale of the development, subject to refinement at detailed design stage in accordance with standard practice.

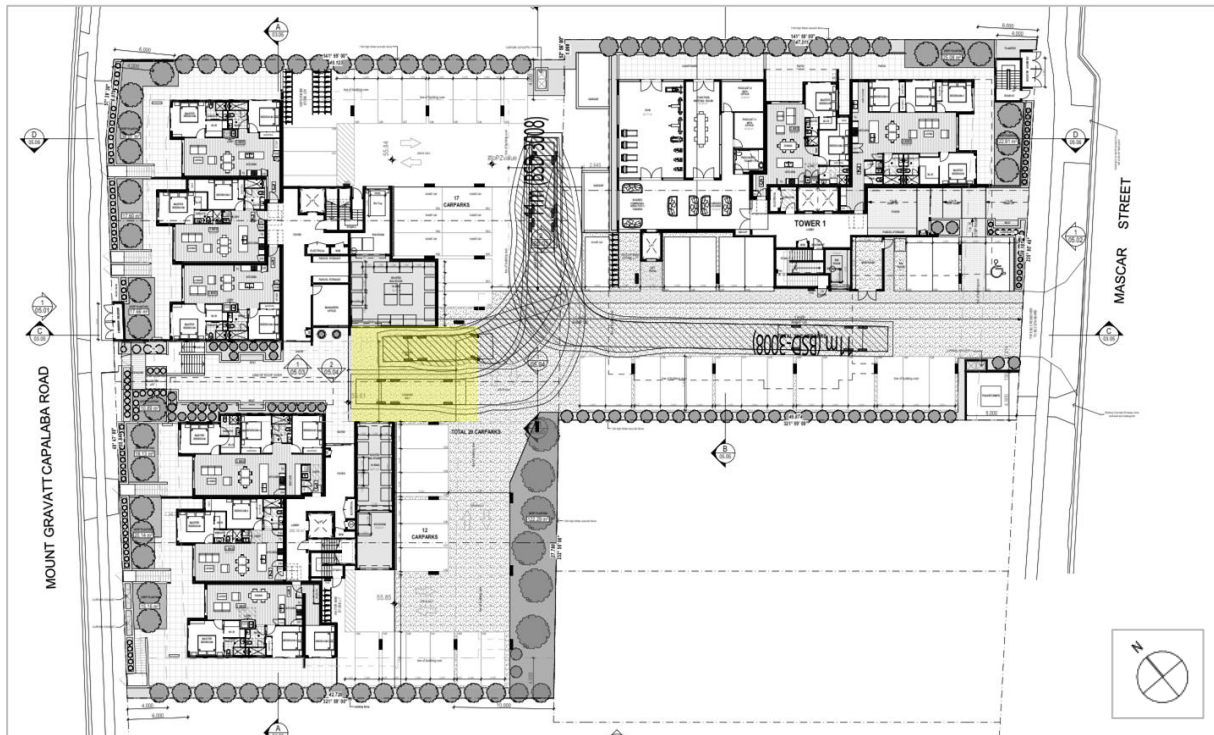


Figure 3.4: Extract from Ground Floor Plan

3.5 Bicycle Parking Provision

Council's TAPS Planning Scheme Policy indicates that the following bicycle parking provisions should be made at multiple dwellings:

- 1 lockable, covered bicycle parking space per unit (in either the garage or separate on-site facility); and
- 1 visitor bicycle parking per 4 units or part thereof.

The application of these bicycle parking rates suggests that 175 lockable, covered bicycle parking spaces for residents and 44 visitor bicycle parking spaces should be provided.

As shown in the plans included as **Appendix B**, provision has been made for the following:

Resident Bicycle Parking

- Basement 1: Four (4) designated areas catering for a total of 89 bicycles.
- Basement 2: Four (4) designated areas catering for a total of 87 bicycles.

These areas could therefore accommodate a total of approximately 176 resident bicycles, exceeding the requirement under Council's Planning Scheme (i.e. 175 spaces). Notwithstanding this, if necessary, additional resident bicycle parking could be provided on the walls at the end of parking spaces around the perimeter of the car park (over the nose of vehicles) which is a fairly common arrangement in higher density residential developments.

Visitor Bicycle Parking

- Three (3) designated areas on the ground floor, catering for a total of 47 bicycles.

The proposed visitor bicycle parking provision therefore exceeds Council's minimum requirement (44 bicycle parking spaces).

In summary, it is concluded that satisfactory bicycle parking provisions (in accordance with Council's requirements) could be made within the development, with the details of the bicycle parking arrangements to be refined at detailed design stage to ensure AS2890.3 compliance (e.g. a minimum of 20% of floor-mounted (horizontal) bicycle parking).

4.0 Traffic Impact Assessment

The NSW Government Guide to Transport Impact Assessment | TS 00085 | Version 1.1 provides traffic generation rates for various land uses. The rates suggested for high density residential flat dwellings in metropolitan areas (which are close to public transport) are as follows:

- AM Peak hour: 0.19 trips / dwelling
- PM Peak hour: 0.15 trips / dwelling

The application of these rates to the proposed development (which comprises 175 dwellings) results in an estimated traffic generation of 26 - 34 vehicle trips (entry and exit) in the peak hours. This equates to in the order of one (1) vehicle trip per two (2) minutes on average, during the critical peak hours.

This level of traffic generation is low, and once distributed onto the surrounding road network, would be within the range of typical fluctuations in background traffic volumes.

As a consequence, no external roadworks are required to support the proposed development from a capacity perspective. Any impacts (however minor) would be mitigated by way of infrastructure charges levied against the development.

5.0 Recommendation

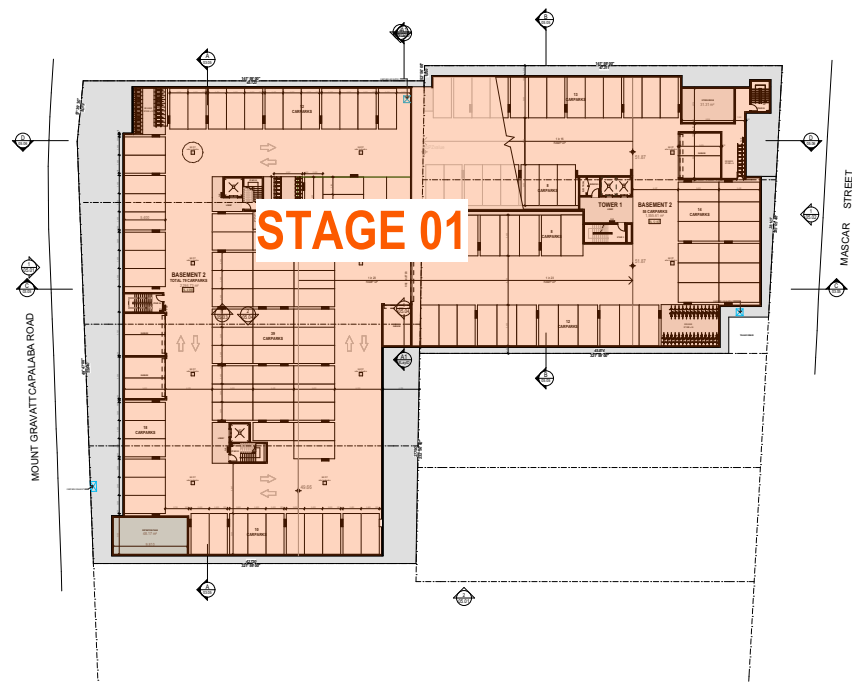
In light of the information contained within this report, we consider that the proposal is satisfactory from a traffic operations perspective and recommend that the development application be approved.

5.1 Qualifications

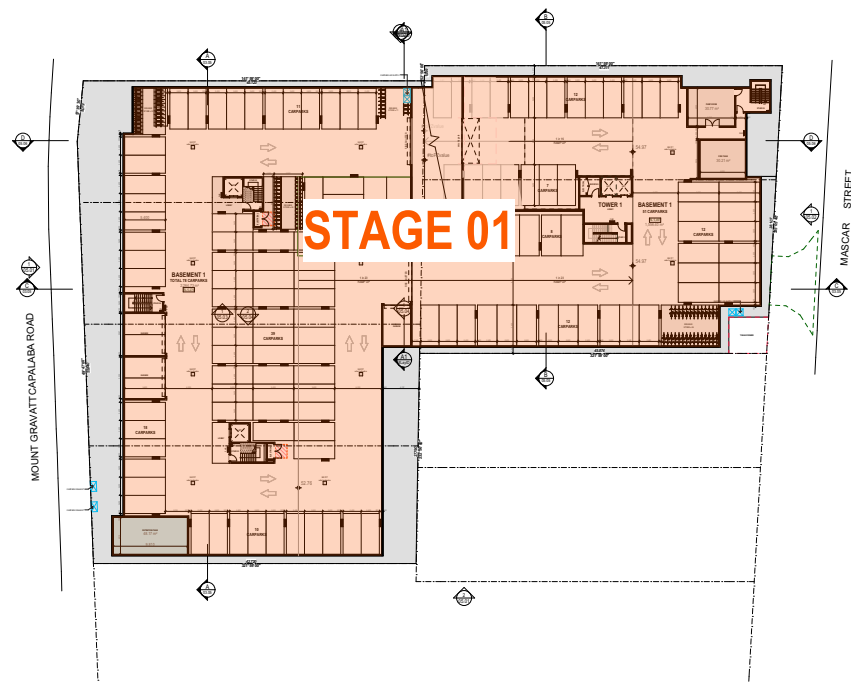
This report has been approved by Richard Quinn | Director | RPEQ 08565

APPENDIX A

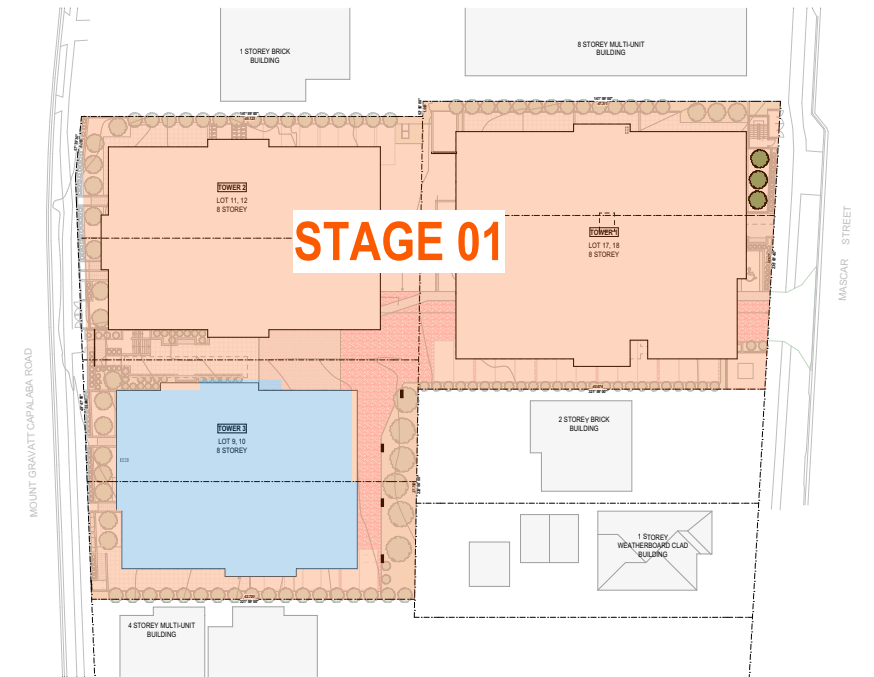
Proposed Development Plans



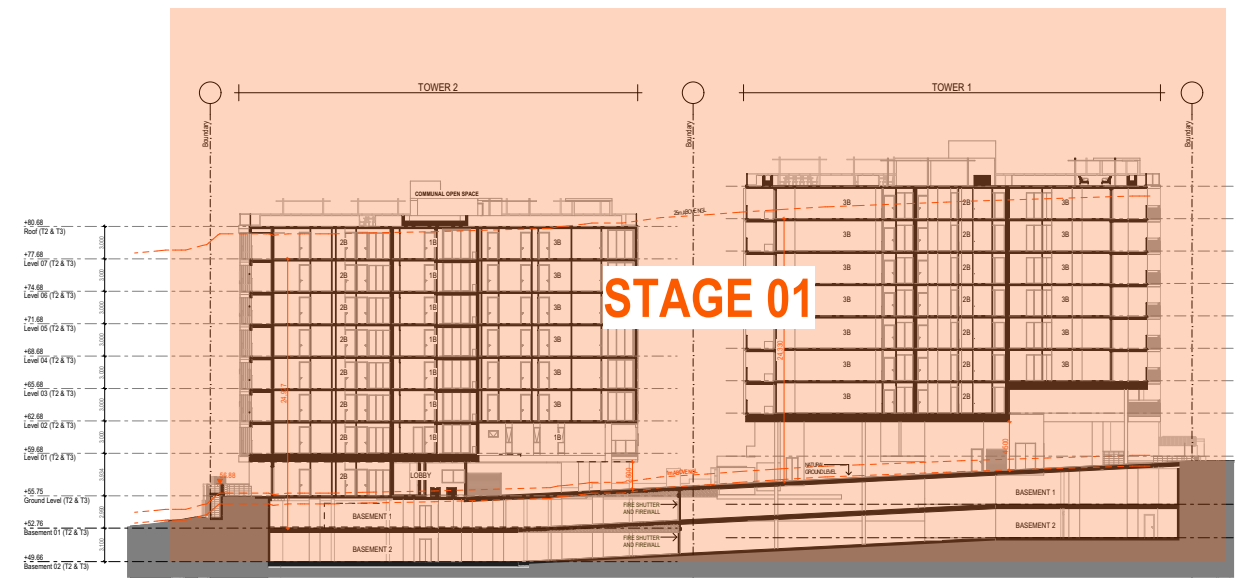
1 Basement Plan 02 1:1000



2 Basement Plan 01 1:1000



4 A section staging 1:700



5 C section staging 1:700



Date	Transmittal Set Name	Rev
Work in Progress	-	01 - WIP

STAGING PLAN DEVELOPMENT APPLICATION

**NOT TO BE USED FOR CONSTRUCTION

DEVELOPMENT SUMMARY

site information

RPD	Lots 17 & 18 on RP70001 - 30 Mascar St	1771m²
Lot & RP	Lot 9 on RP70000 - 101 Mt Gravatt Cap Rd	670m²
	Lot 10 on RP70000 - 105 Mt Gravatt Cap Rd	706m²
	Lot 11 on RP70000 - 109 Mt Gravatt Cap Rd	721m²
	Lot 12 on RP70000 - 111 Mt Gravatt Cap Rd	731m²
Total Site Area:		4599m²

Local Authority:	Brisbane City Council
Site Classification:	High Density Residential Zone

Apartments Proposed:

No of Stories	8
Units proposed (MUD)	175

TOWER 1 - Mascar (STAGE 1)

Level Mix:	1 bed	2 bed	3 bed	4 bed	Total
Level 1 - Gnd	-	1	-	1	2
Level 2	-	6	1	1	8
Level 3	-	5	3	1	9
Level 4	-	5	3	1	9
Level 5	-	5	3	1	9
Level 6	-	5	3	1	9
Level 7	-	5	3	1	9
Level 8	-	5	3	1	9
(8 level) Total:	37	19	8	64	
	57.8%	29.7%	12.5%		

Residential carparks required

2 Bedroom (x 1.5)	55.50
3 Bedroom (x 2.0)	38.00
4 Bedroom (x 3.0)	24.00
Visitors (x 0.25)	16.00
TOTAL	133.50

TOWER 2 - 109 & 111 Mt Gravatt Cap Rd (STAGE 1)

Level Mix:	1 bed	2 bed	3 bed	Total
Level 1 - Gnd	carpark	3	-	3
Level 2	3	4	1	8
Level 3	2	4	2	8
Level 4	2	4	2	8
Level 5	2	4	2	8
Level 6	2	4	2	8
Level 7	2	4	2	8
Level 8	2	4	2	8
(8 level) Total:	15	31	13	59
	25.4%	52.5%	22.1%	

Residential carparks required

1 Bedroom/Studio (x 1.0)	15.00
2 Bedroom (x 1.5)	46.50
3 Bedroom (x 2.0)	26.00
Visitors (x 0.25)	14.75
TOTAL	102.25

TOWER 3 - 101 & 105 Mt Gravatt Cap Rd (STAGE 2)

Level Mix:	1 bed	2 bed	3 bed	Total
Level 1 - Gnd	carpark	1	2	3
Level 2	2	3	2	7
Level 3	2	3	2	7
Level 4	2	3	2	7
Level 5	2	3	2	7
Level 6	2	3	2	7
Level 7	2	3	2	7
Level 8	2	3	2	7
(8 level) Total:	14	22	16	52
	27.0%	42.3%	30.7%	

Residential carparks required

1 Bedroom/Studio (x 1.0)	14.00
2 Bedroom (x 1.5)	33.00
3 Bedroom (x 2.0)	32.00
Visitors (x 0.25)	13.00
TOTAL	92.00

TOTAL UNITS OVER (STAGE 1 & 2)

Level Mix:	1 bed	2 bed	3 bed	4 bed	Total
Tower 1	-	37	19	8	64
Tower 2	15	31	13	-	59
Tower 3	14	22	16	-	52
Total:	29	90	48	8	175
	16.6%	51.4%	27.4%	4.6%	

TOTAL CARPARKS (STAGE 1 & 2)

Residential carparks required

1 Bedroom/Studio (x 1.0)	29.00
2 Bedroom (x 1.5)	135.00
3 Bedroom (x 2.0)	96.00
4 Bedroom (x 3.0)	24.00
Visitors (x 0.25)	43.75
TOTAL	327.75

Residential carparks Provided

1 Bedroom/Studio (x 1.0)	29.00	-
2 Bedroom (x 1.5)	57.00 (57 units x1car)	64.00 (32 units x2car)
3 Bedroom (x 2.0)	96.00	-
4 Bedroom (x 3.0)	24.00	-
Visitors (x 0.25)	44.00	-
TOTAL	250.00	64.00

TOTAL CARS PROVIDED 314.00

Bicycles required

1 space per unit plus	- 175	Provided
1 visitor per 4 units.	- 44	Gnd 47.00
TOTAL	- 219	L1 Basement 89.00
		L2 Basement 87.00
		223.00

Site cover :

Tower 1	1156.30m²
Tower 2	893.05m²
Tower 3	770.64m²
Total:	2819.99m²
	2819.99m² = 61.32%

Communal Open Space - 5% min:

Tower 1 Rooftop	614.89m²
Tower 2 Rooftop	429.21m²
Tower 3 Rooftop	345.58m²
Total:	1389.68m²
	1389.68m² = 30.21%

Deep Planting Required	133.65m² + 122.29m² + 47.99m²
(10%):	303.93m² = 6.61%



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Date	Transmittal Set Name	Rev
Work in Progress	-	01 - WIP

DEVELOPMENT SUMMARY

DEVELOPMENT APPLICATION

**NOT TO BE USED FOR CONSTRUCTION

DA-03.06

0246
DA - 13/07/2026



Date	Transmittal Set Name	Rev
11/02/2026	FOR CO-ORDINATION	01
6/03/2026	FOR CO-ORDINATION	02
Work in Progress	-	03 - WIP



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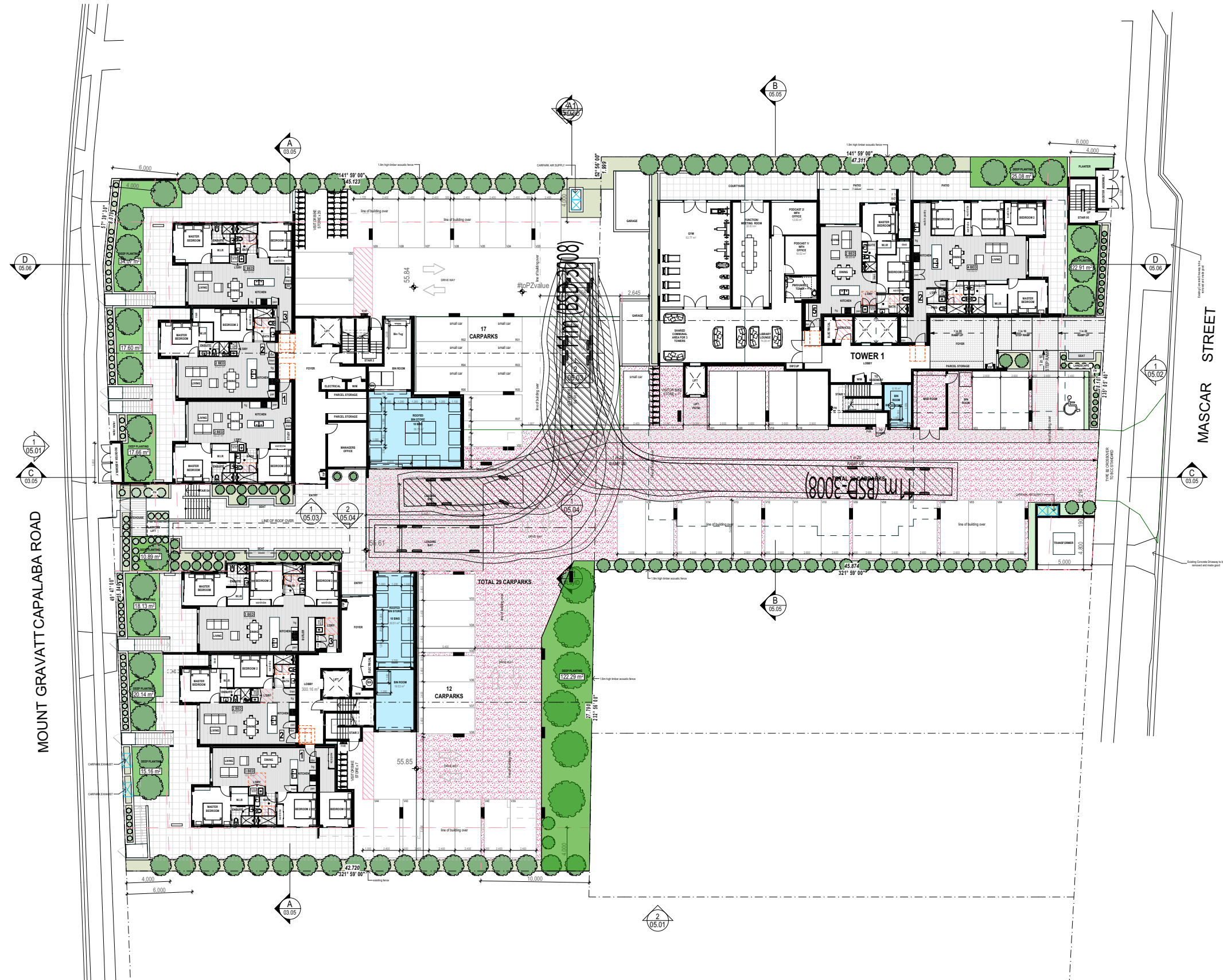
Date	Transmittal Set Name	Rev
11/02/2026	FOR CO-ORDINATION	01
6/03/2026	FOR CO-ORDINATION	02
Work in Progress	-	03 - WIP

BASEMENT 1 CARPARK DEVELOPMENT APPLICATION

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DA-04.02

scale 1:400 @ A3 0246
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GROUND FLOOR (LEVEL 1)
DEVELOPMENT APPLICATION

**NOT TO BE USED FOR CONSTRUCTION

DA-04.03

scale 1:400 @ A3 0246
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Date	Transmittal Set Name	Rev

LEVEL 2 FLOOR PLAN
DEVELOPMENT APPLICATION

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DA-04.04

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6/03/2026	FOR CO-ORDINATION	02
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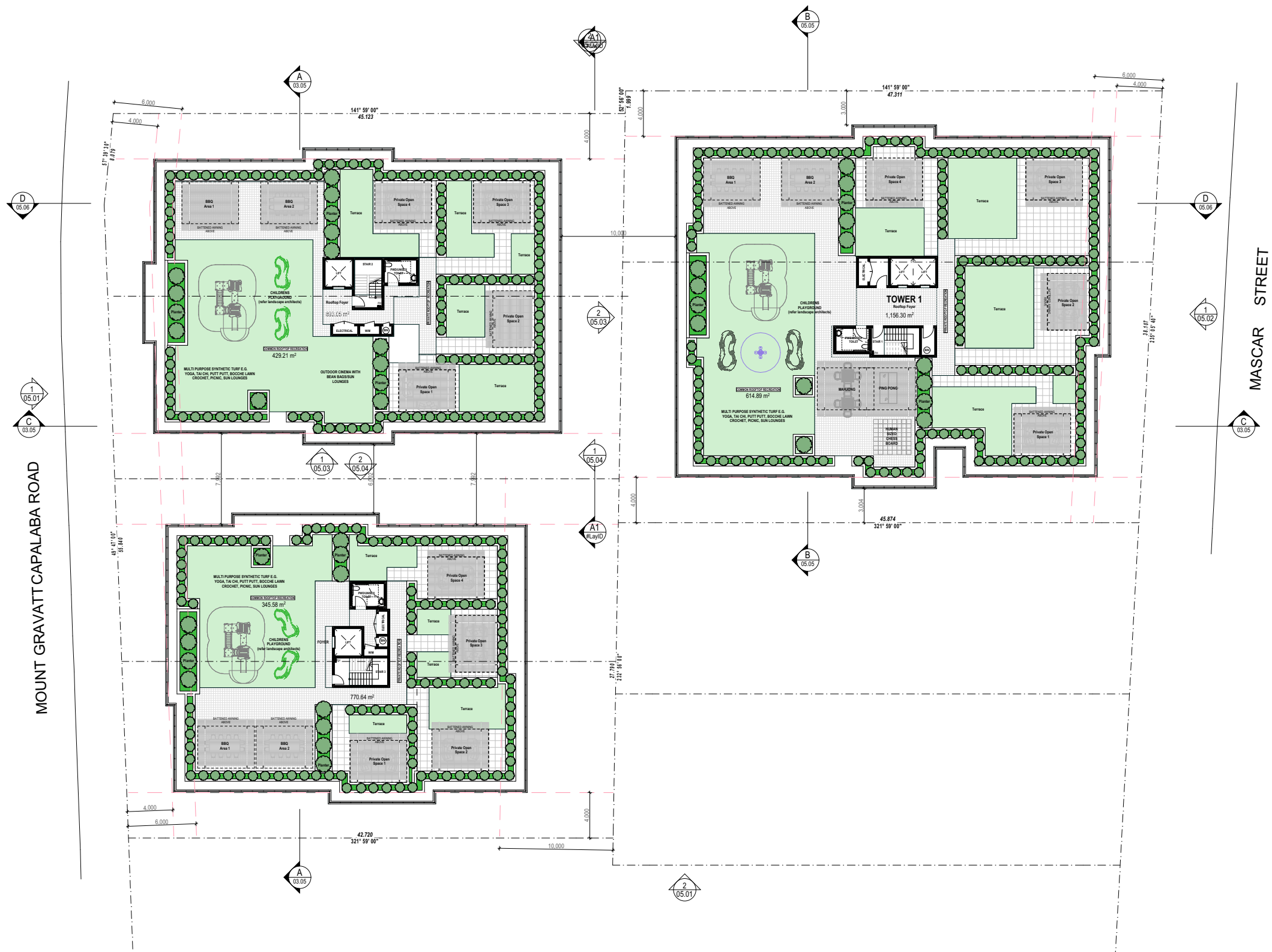
TYPICAL LEVELS 3-8

DEVELOPMENT APPLICATION

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DA-04.05

scale 1:400 @ A3 0246
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6/03/2026	FOR CO-ORDINATION	02
Work in Progress	-	03 - WIP

ROOF TOP COMMUNAL - TWR 1, 2 & 3 DA-04.06

DEVELOPMENT APPLICATION

scale 1:400 @ A3 0246

DA - 13/07/2026

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