

11 September 2026
Our File Ref: B26189TL001_REVA
Contact: Finn McKee

HG Developments Pty Ltd
PO Box 2737
New Farm QLD 4005

Attention: Simon Gundelach

RE: PROPOSED RESIDENTIAL DEVELOPMENT - 17-19 MAUD STREET, NEWSTEAD
TRAFFIC ENGINEERING RESPONSE TO COUNCIL'S INFORMATION REQUEST

This traffic letter has been prepared in response to Brisbane City Council's (BCC) Information Request, dated 11 August 2026, for the proposed residential development located at 17-19 Maud Street, Newstead QLD 4006, formally described as Lot 67 & 68 on RP9348. The traffic engineering issues being addressed are presented below in *italics*.

BCC IR Item 4: Carparking Provision

4. *The proposed development has provided 144 parking spaces, which results in an oversupply of 50 spaces above the calculated mandatory City Core maximum number of 94 spaces. It is acknowledged that the lodgement of the application included a Traffic Impact Assessment (TIA) report from an RPEQ that justifies the high-end product with supporting details.*

Despite this, the area is known for traffic issues, and an oversupply of parking is likely to negatively impact the existing situation. The carparking provision does not comply with PO1 of the Transport, access, parking and servicing (TAPS) code in that the development is unable to ensure the efficient operation and safety of the development and its surrounds.

- a. *Provide amended plans with a reduction that is compliant with AO1 of the TAPS code and the maximum carparking rates identified in the TAPS planning scheme policy.*

L+R Response

As noted in the submitted Traffic Impact Assessment report, the proposed provision of 140 residential parking spaces is not anticipated to have a material impact on the operation of the external road network. Further assessment has been completed below to determine the suitability of the proposed residential car parking provision on site, including the theoretical increase in development traffic, the developments anticipated car ownership, and the sites proximity to local services and retail/employment hubs.

First Principles Trip Generation Comparisons

As detailed in the submitted Traffic Impact Assessment report, given the proposed development provides residential car parking above the nominated 'City Core' rates under the TAPS PSP, an assessment of the proposed developments trip generation as a direct result of the proposed car parking supply has been undertaken below.

The Transport for New South Wales (TfNSW) (formerly RMS) *Guide to Traffic Generating Developments Updated traffic surveys (2013)* provides trip generation rates 'per car space' for high density dwellings in an urban area. The traffic generation rates, and in/out directionality of movements adopted for this assessment are shown in Table 1.

Table 1 Proposed Development Traffic Generation and Directional Rates

LAND USE	GENERATION RATE		DIRECTIONALITY (% IN / % OUT)	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK
High Density Residential Dwellings	0.15 trips / space	0.12 trips / space	20% / 80%	70% / 30%

As such, based on the above guidelines and assumptions, the estimated traffic generated by the proposed car parking supply is documented in Table 2.

Table 2 Proposed Development Traffic Generation

LAND USE	YIELD	AM(IN)	AM (OUT)	PM (IN)	PM (OUT)
High Density Residential Dwellings	144 spaces	4	18	13	5
Net Total Trips per Peak		22		18	

As shown in Table 2, from a theoretical first principles trip generation perspective, the proposal is estimated to generate up to a worst case of 22 trips (combined in and out) during a single peak hour. We note this peak hour generation is below BCC's TAPS PSP definition for a Major development. As such, the development will be a low traffic generator and is not anticipated to have any material impact on the operation of the external road network in our view.

A comparison has been undertaken below between the level of traffic generated by the proposed development, as per Table 2, and the level of traffic generated by a parking supply in accordance with Council's acceptable outcome under the TAPS PSP. The estimated net traffic based on the difference in residential parking supply, is documented in Table 3.

Table 3 Proposed Development Traffic Generation Comparison

LAND USE	YIELD	AM(IN)	AM (OUT)	PM (IN)	PM (OUT)
Proposed Development					
High Density Residential Dwellings	144 spaces (inc. 4 visitor)	4	18	13	5
Proposed Development (with reduced parking supply to maximum City Core requirements)					
High Density Residential Dwellings	94 spaces (inc. 4 visitor)	3	12	8	4
Net Difference		1	6	5	1
Net Total Trips per Peak		7		6	

As shown in Table 3, from a theoretical first principles trip generation perspective, the proposed surplus of 50 residential parking spaces is forecast to generate up to an additional 6-7 trips during a single commuter peak hour, which equates to only one additional trip every 8-10 minutes which will have negligible impact on the operation of the external road network in our view.

Furthermore, we note that the site is currently occupied by approximately 1,050m² of commercial Gross Floor Area (GFA). Trip generation associated with the existing development will be removed from the network as part of the subject proposal. From a first principles trip generation perspective, adopting an office trip generation rate of 1.69 trips per 100m² GFA from the *TfNSW Guide to Transport Impact Assessment (2024)*, the existing development could be forecast to generate up to 18 trips (combined in and out) during a commuter peak hour. This level of traffic is comparable to the level of traffic estimated for the proposed development in Table 2. As such, there is expected to be no material change in traffic generation at the subject site and no adverse impacts introduced to the surrounding road network.

Anticipated Car Ownership

From a marketing and sales perspective, the residential parking supply proposed by the applicant is critical to ensure the project is viable to meet market demands. Council's 'Inner-City Affordability Initiative' planning scheme amendment was introduced to improve housing affordability by reducing construction costs associated with delivering new residential developments and basement car parking levels, thereby increasing housing supply in fast-growing areas in the inner city.

The proposed development is intended to be a luxury product, and the proposed parking provisions are reflective of the anticipated car ownership of the target market. The additional residential parking supply is critical for the project's overall feasibility, enabling a high-end product to be delivered.

Residents of the development are likely to own more than one (1) personal vehicle. We would anticipate a large portion of these vehicles to be luxury/high-end cars, which are anticipated to be driven less frequently & predominantly on weekends. These vehicles will naturally be parked on site more regularly, as opposed to a typical everyday weekday commuter car. This is typically common of tandem car parking at a resident development.

The proposed development provides 18 parking spaces in tandem. The additional provision of residential car parking on-site is therefore not anticipated to have a material difference to the level of traffic generated by the proposed development particularly during the critical weekday AM & PM commuter peak hours.

Additionally, given the development's connectivity to the existing active and public transport networks and proximity to surrounding centre activities and employment hubs, it is expected that reliance on private vehicles will be naturally lower for everyday commuters. This is discussed further below.

Development Connectivity

Walk Score

The subject site is located within an established inner-city area with high levels of walkability to local services, retail/employment hubs and various public transport options. The sites' location will encourage use of alternative transport modes and will decrease reliance on private vehicles.

To demonstrate the sites connectivity to local amenity, a review of the sites walk score (<https://www.walkscore.com/>), has been undertaken below. The 'Walk Score' tool considers the sites location in the context of surrounding centre activities and employment hubs and provides a numerical score between 1 and 100, with 1 being fully reliant of private vehicles, and 100 representing a location that is described as a 'Walker's Paradise' with daily errands all accessible by foot. An excerpt of the site rating taken from the website is shown as Figure 1 below.

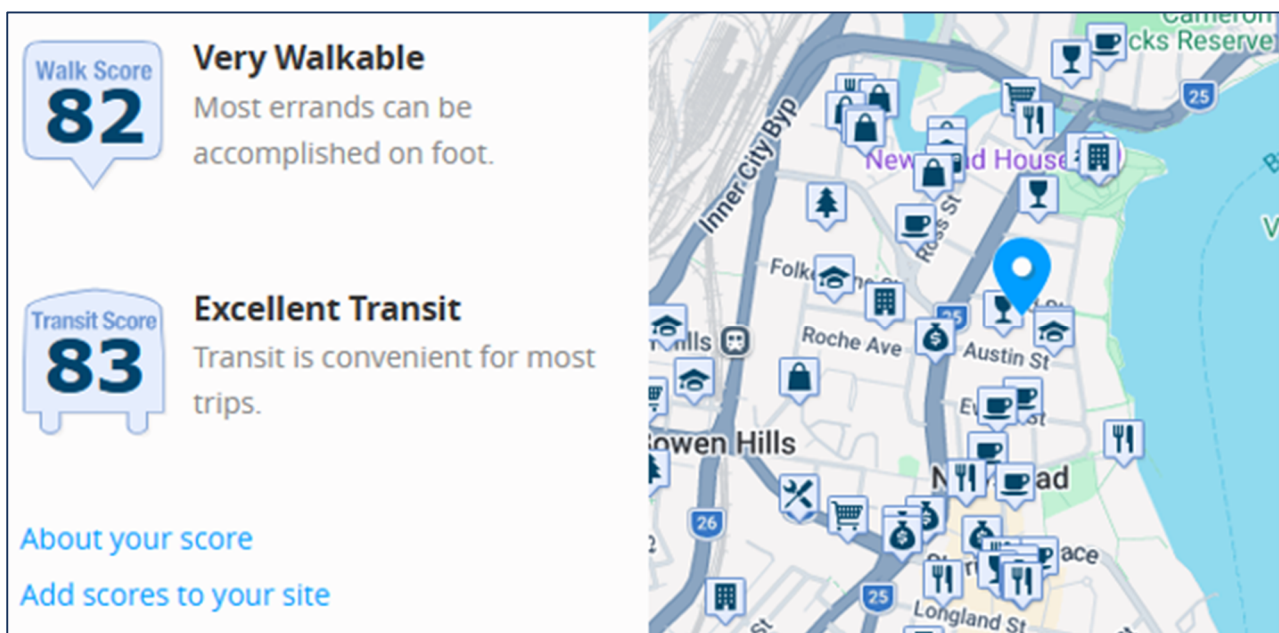


Figure 1 – Walk Score Ratings for 17 Maud Street (Source: Walkscore.com)

The development site indicates a score of 82 which is described as 'Very Walkable', stating that 'Most errands can be accomplished by foot'. Similarly, the 'TransitScore' measures the sites connectivity to nearby public transport lines, including the distance to the nearest stop on the route, the frequency of the route, and type of route. It provides a numerical score of between 1 and 100, with 1 being impossible

to travel via bus and 100 representing a location that is described as a 'Rider's Paradise'. The subject site indicates a score of 83 or 'Excellent Transit', outlining that public transport is convenient for most trips.

Census Data

As demonstrated by the 'Walk Score' data above, given the development's connectivity to the existing active and public transport network and proximity to surrounding centre activities and employment hubs, it is expected that reliance on private vehicles will be naturally lower for everyday commuters.

In order to verify the above findings, an assessment of the 2021 ABS Census Data has been undertaken below. The assessment reviews the 'Method of Travel to Work' for residents living in the Newstead – Bowen Hills area. The results are summarised in Table 4 below.

Table 4: 2021 ABS Census Data – Method of Travel to Work

MODE	RESPONSES	PROPORTION
Train	487	4%
Bus	971	8%
Ferry	39	0%
Tram/light rail	0	0%
Taxi/ride-share service	166	1%
Car, as driver	4128	35%
Car, as passenger	415	4%
Truck	7	0%
Motorbike/scooter	137	1%
Bicycle	203	2%
Walked only	1679	14%
Other Mode	124	1%
Worked at home	3334	29%
TOTAL	11690	100%

As summarised in Table 4, less than 40% of commuters within the Newstead – Bowen Hills area at the time of the census travelled to work via car (either as a driver or passenger). Notably, 29% of residents worked from home, further reducing car travel during commuter peak hours. If the 'work from home' portion was removed, the private car mode share increases to approximately 54% with active and public transport making up approximately 42% of commuter trips which remains a significant portion and in line with expectations for the subject development in its location.

Outside of everyday commuters, given the high-end residential product proposed, it is expected that a large portion of residents will be retired downsizers who typically have very different daily travel patterns when it comes to private car mode share. Vehicle trips for daily errands are typically spread evenly throughout the day, with less concentration towards the AM and PM commuter peak hours.

Based on the information provided above, the proposed residential parking supply is not anticipated to have a material impact on the operation of the external road network and will be suitable from a traffic engineering perspective. No further traffic assessment is deemed necessary to address the current surplus of residential parking on site in our view.

BCC IR Item 7: Carparking Design

7. *There is a concern with the parking safety of spaces G-16; B1-22; B2-22; B3-22 which, with aisles less than 6.20m wide have the potential to result in property damage, even at low speeds. Consider safety in design mitigation measures for these spaces.*
- a. *Remove the identified car parking spaces from the plans; or*
 - b. *Make the identified car parking spaces 'small spaces' only and demonstrate they are suitably safe through swept paths.*

L+R Response

As outlined in the submitted Traffic Report, the provision of 2.4m wide parking spaces with a 5.8m wide parking aisle satisfies the requirements for a fully reserved residential parking space (Class 1A) under AS2890.1 and is therefore considered a suitable performance outcome for the proposed development.

Swept path assessment has been undertaken to demonstrate that parking spaces G-16, B1-22, B2-22 and B3-22 can comfortably be accessed by Council's design vehicle (a medium B85 car) with appropriate manoeuvring clearance. The swept path assessment is enclosed within this letter. Accordingly, the removal of the identified parking spaces or their reclassification as 'Small Car' spaces is not considered necessary.

As part of a safety in design consideration, we note that convex mirrors have been included in the south-western corner of the parking aisles, as illustrated on the architectural plans, to provide improved visibility for these four (4) parking spaces in question. It is also recommended that these four (4) parking spaces are labelled for 'Reverse-in Parking Only' for ease of access.

BCC IR Item 8: Carparking Design

8. *The access aisle to the resident bicycle parking area adjacent to car space 10 on the ground floor is non-compliant. The width should be approximately 1.5m to ensure a person is able to walk through next to their bicycle and the plans indicate a width of 1m. Review the current design and consider deleting car space 10 to accommodate safe bike / walking rider access in accordance with AS2890.3. The car space may be suitable to remove altogether or change to a small parking space.*

L+R Response

As outlined in the submitted Traffic Report, it is acknowledged that the access width to the bicycle storage area in the south-western corner of the Ground Floor is below the typical AS2890.3 requirement of 1.5m. A performance outcome is sought for a reduced width of 1.02m. As illustrated in Figure 2 below, residents will still be able to comfortably gain access to the bicycle storage area when wheeling a 0.5m wide bicycle. The bicycle parking area will be easily accessible and will operate with very low turnover. The current arrangement is considered suitable for the proposed development in our view.

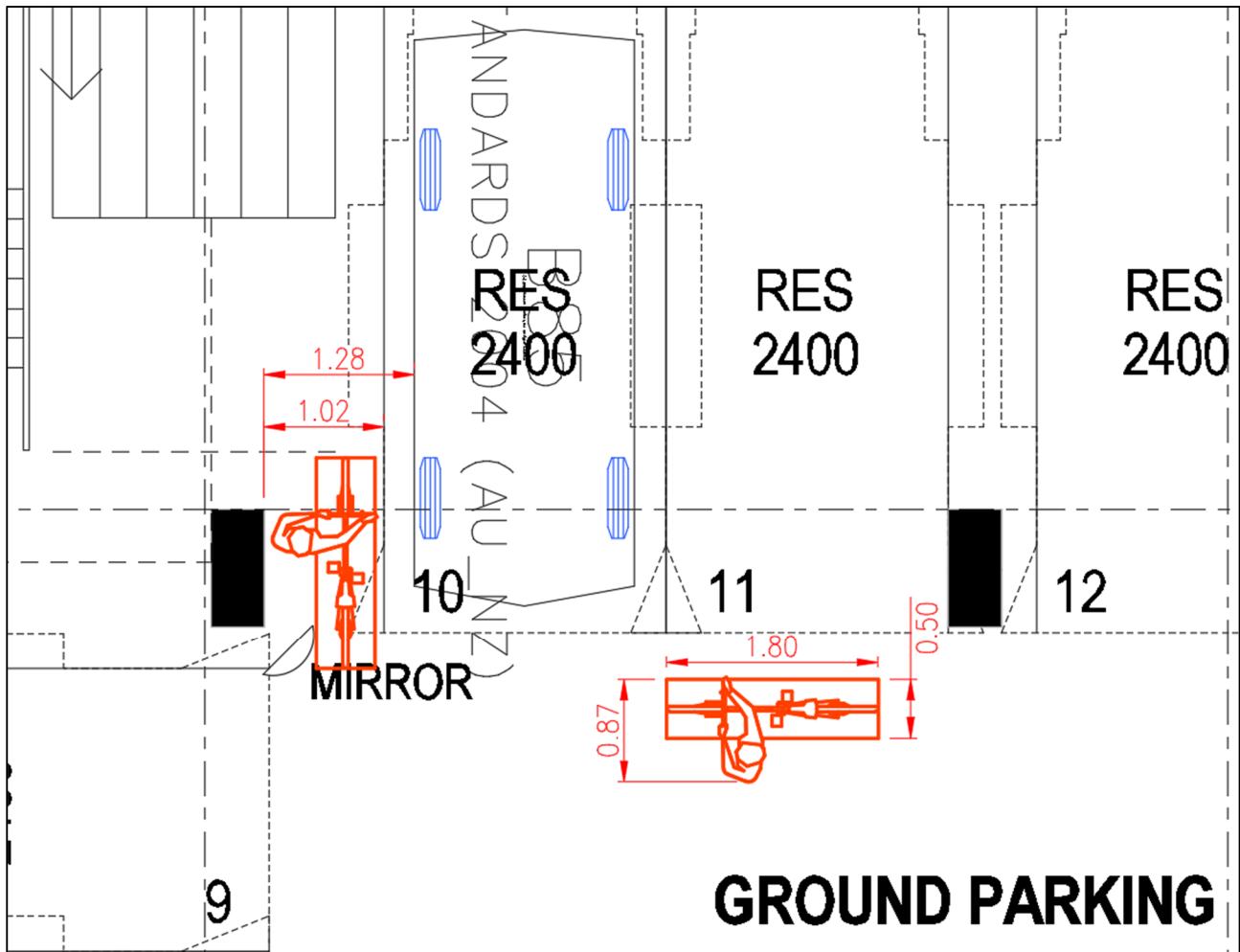


Figure 2 Bicycle Parking Access - Ground Floor

BCC IR Item 9: Carparking Design

9. Provide amended plans with a pedestrian sightline splay, 2m x 2m, as per fig C of TAPS PSP, to the exit driveway.

L+R Response

As seen on the architectural plans enclosed within this letter and Figure 3 below. the Ground Floor layout already provides allowance for a 2.5m x 2.0m pedestrian sight triangle on the exit side of the crossover, generally in accordance with AS2890.1. We note this represents a more conservative envelope than the 2m x 2m sightline splay requested by Council and an industry accepted design outcome. Any landscaping in this triangle will be limited to low level only, up to a maximum height of 0.5m, and can be conditioned accordingly.

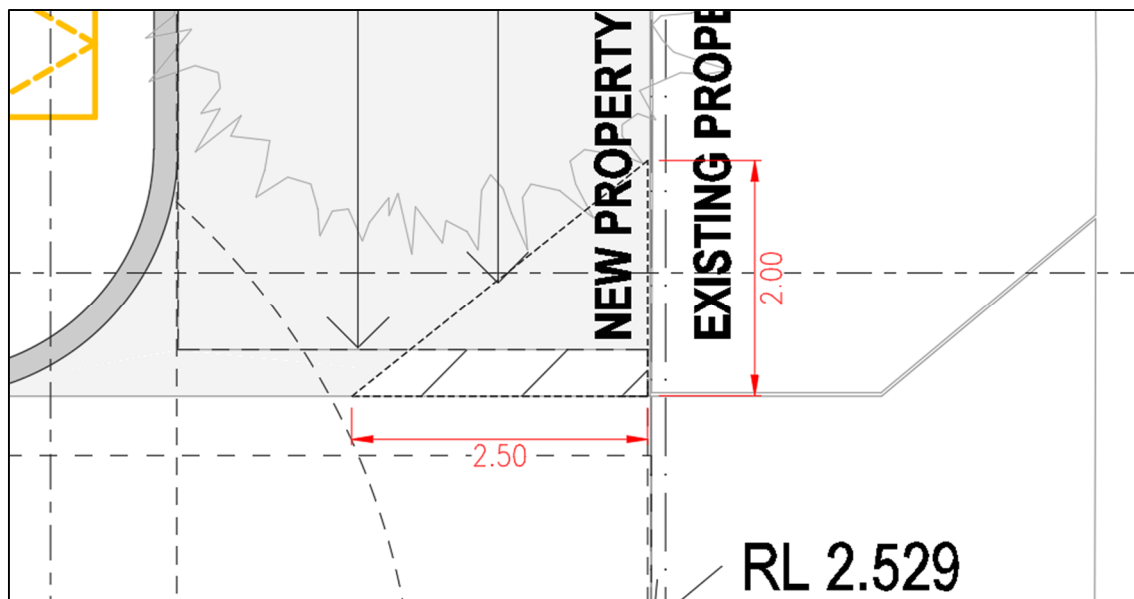


Figure 3 AS2890.1 Pedestrian Sight Triangle

BCC IR Item 14: Bicycle Parking Provision

14. The proposed basement bike parking envelope widths do not appear to meet the minimum requirement of 500mm. The submitted TIA report advises that all resident bicycle parking spaces have been provided in the form of dynamic multi-tiered bicycle stackers. Further information is required for typical system utilised for the multi-tiered stackers.

- a. Provide details on the bicycle stackers to be utilised for the residential bicycle parking areas. For example, do the rack systems reduce widths by alternating heights of bicycles to comply with the relevant standards? Alternatively, the removal of some carparks to provide additional bicycle parking space could suffice, where appropriate.

L+R Response

A detailed specification sheet for dynamic multi-tiered bicycle parking facilities has been enclosed within this letter. In accordance with AS2890.3, dynamic bicycle parking devices (BPD's) can provide functional bicycle parking with a reduced effective bicycle spacing envelope width of 400mm where handlebars of adjacent parked bicycles are not in alignment and where cyclists can still create space to access and lock their bicycle.

The architectural plans provide spatial allowance for 1860mm x 400mm bicycle parking envelopes with a minimum access aisle width of 2000mm and minimum height clearance of 2700mm, consistent with the *Cora Bike Rack* specifications and generally in accordance with the requirements of AS2890.3. As such, no changes to the bicycle parking arrangements or removal of vehicle parking spaces are required.

BCC IR Item 15: Motorcycle Parking

15. No motorcycle spaces have been provided. In car parks with more than 50 spaces, 2% of the number of spaces required to comply with the requirements of TAPS planning scheme policy Table 13 and 14 are provided as marked and signed spaces for motorcycles, each measuring 2.5m by 1.35m, located immediately adjacent to major pedestrian access points.

a. Provide the recommended number of motorcycle parking spaces

L+R Response

Additional motorcycle parking spaces are not proposed for the development. We note that the residential car parking spaces will be exclusively allocated to individual apartments as an exclusive use (EU) area as part of the off the plan (OTP) contracts. Residents will have full control on how they utilise their EU area for parking, whether this is for a car or motorcycle. The TAPS PSP requirement for motorcycle parking to be provided at a rate of 2% of the number of car parking spaces, is more applicable for a public carpark in our view.

Notwithstanding the above, the proposed development requires a maximum of 90 residential car parking spaces to satisfy Council's acceptable outcome under the TAPS PSP. If the motorcycle parking ratio was applied to this requirement, a maximum of one (1) (1.8) motorcycle parking space would be required for the development. Therefore, the development does not require motorcycle parking to comply with the TAPS PSP.

Even if the motorcycle parking ratio was applied as a minimum requirement, the development would require two (2) (1.8) motorcycle spaces. Given the proposed development provides a surplus of 50 car parking spaces above Council's maximum provision, the development will provide ample private parking opportunity for residents to park a car or motorcycle in their exclusive use parking spaces. A car parking space provides an envelope far greater than Council's minimum motorcycle space and therefore no further dedicated motorcycle parking is required or warranted to cater for residential motorcycle parking demand, in our view.

We do not believe that any traffic and transport engineering matters have been identified that should preclude approval of the proposed development.

11 September 2026
Our File Ref: B26189TL001_REVA
Contact: Finn McKee

Yours faithfully,
For and on behalf of
Lambert & Rehbein (SEQ) PTY LTD



F.S. McKee BE(Civil)(Hons), MIEAust
SENIOR ENGINEER – TRAFFIC & TRANSPORT



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Enc: Updated Architectural Plans
Swept Path Assessment
Cora Bike Rack Specifications



DEVELOPMENT APPLICATION

17 - 21 MAUD ST, NEWSTEAD

DEVELOPMENT SUMMARY

SITE INFORMATION	
LOT	LOT 67 on RP9348 LOT 68 on RP9348 LOT 69 on RP9348
LOCATION	NEWSTEAD, BRISBANE
COUNCIL	BRISBANE CITY COUNCIL
SITE AREA - PRE LAND DEDICATION:	1520 m ²
SITE AREA - POST LAND DEDICATION:	1516 m ²
TOTAL GFA:	11,956 m ²
SITE COVER	
GROUND:	1300 m ² (86%)
LEVEL 01:	1312 m ² (86%)
TYPICAL LEVEL:	937 m ² (62%)
ROOF:	202 m ² (13%)
COMMUNAL AREA (RECREATION LEVEL):	287 m ² (18%)
LANDSCAPE	
DEEP PLANTING:	152 m ² (10% - min)
TOWER PLANTING (TYPICAL LEVEL):	9.5 m ²
APARTMENTS	
2 BED + MPR:	15
3 BED:	15
3 BED + MPR:	30
PENTHOUSE - 4 BED+MPR:	4
TOTAL:	64
CARS PROVIDED	
VISITOR:	4
RESIDENTIAL:	140
TOTAL:	144
BICYCLES PROVIDED	
VISITOR:	6
RESIDENTIAL:	64

DA DRAWING LIST

NO.	TITLE	REV.
0 SERIES - COVER SHEET		
0.0	COVER SHEET	J
1 SERIES - GENERAL AND SITE INFO		
1.00	PROPOSED SITE PLAN - PRE-LAND DEDICATION	A
1.01	PROPOSED SITE PLAN - POST LAND DEDICATION	J
1.02	SURVEY	G
2 SERIES - PLANS		
2.02	BASEMENT 3	N
2.03	BASEMENT 2	N
2.04	BASEMENT 1	P
2.05	GROUND	N
2.06	LEVEL 01	L
2.08	LEVEL 03 (TYPICAL L02-15)	F
2.22	PENTHOUSE (L16-17)	J
2.24	ROOF TERRACE	M
2.25	ROOF	L
2.26	ROOF TERRACE DIAGRAM	H
3 SERIES - ELEVATIONS		
3.01	NORTH & SOUTH ELEVATION	H
3.02	EAST & WEST ELEVATION	H
4 SERIES - SECTIONS		
4.01	SECTION 1 & 2	K
4.02	SECTION 3 & 4	F

DA DRAWING LIST

NO.	TITLE	REV.
5 SERIES - DETAILS		
5.01	INTERFACE SECTION 1	H
5.02	INTERFACE SECTION 2	K
5.03	INTERFACE SECTION 3	G
5.04	INTERFACE SECTION 4	G
5.05	INTERFACE SECTION 5	G
5.06	INTERFACE SECTION 6	G
5.07	INTERFACE SECTION 7	G
5.08	INTERFACE SECTION 8	G
5.09	INTERFACE SECTION 9	E
5.10	INTERFACE SECTION 10	E
5.11	INTERFACE SECTION 11	E
7 SERIES - SHADOW DIAGRAMS		
7.01	SUMMER SHADOW DIAGRAMS	D
7.02	WINTER SHADOW DIAGRAMS	D
8 SERIES - AREA DIAGRAMS		
8.01	AREA DIAGRAMS - SITE COVER	E
8.02	AREA DIAGRAMS - GFA	E



IR RESPONSE - DRAFT

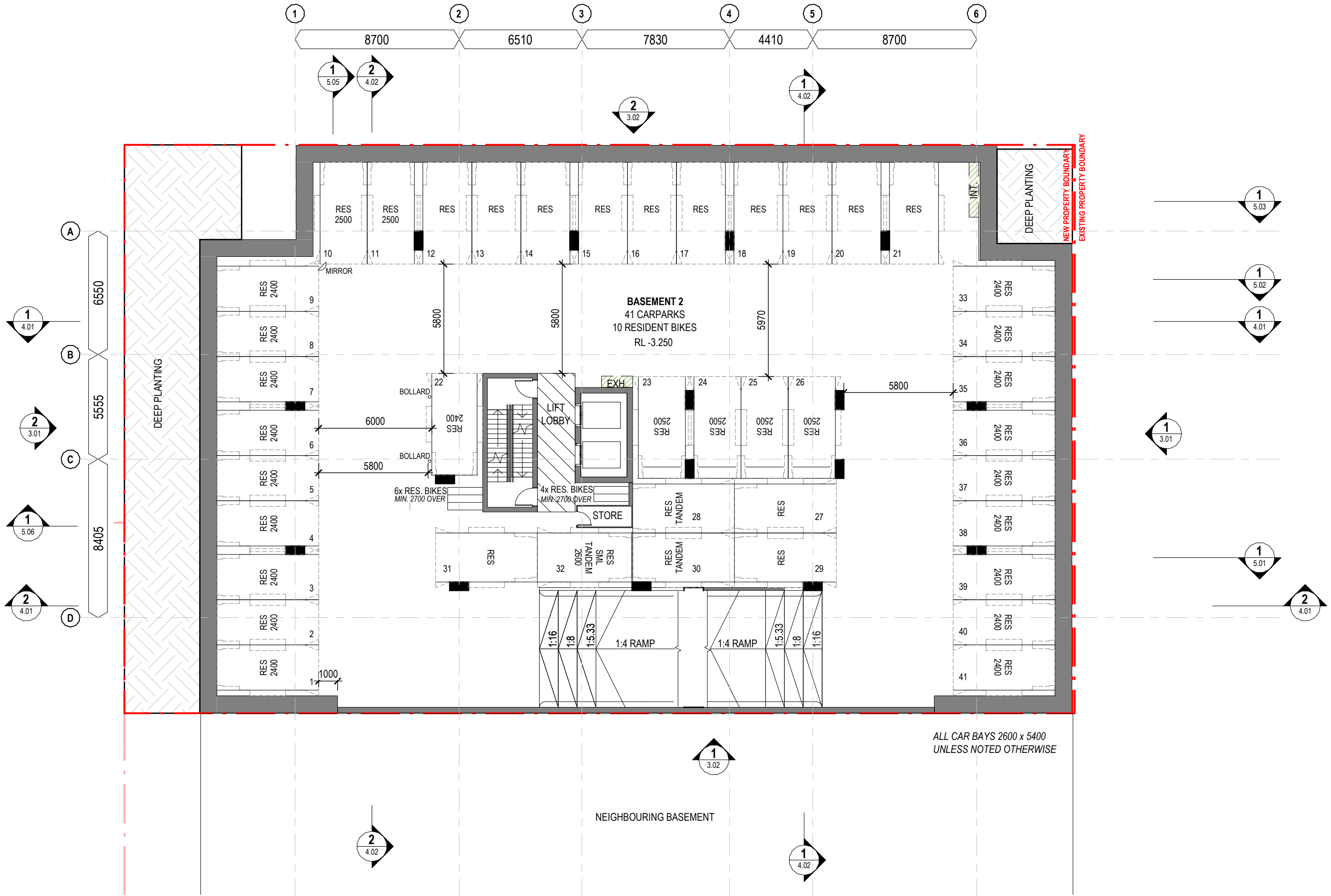
COVER SHEET



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PROJECT NO: 26020	PHASE: SD	DRAWING NUMBER: AR 2.02	REVISION: N
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IR RESPONSE - DRAFT







CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

STAGGERED HEIGHT LAYOUT GUIDE

DYNAMIC UPPER TIERS / DYNAMIC LOWER TIERS

There are numerous configuration possibilities for double tier systems. **Options shown are compliant with AS2890.3 (2015)**

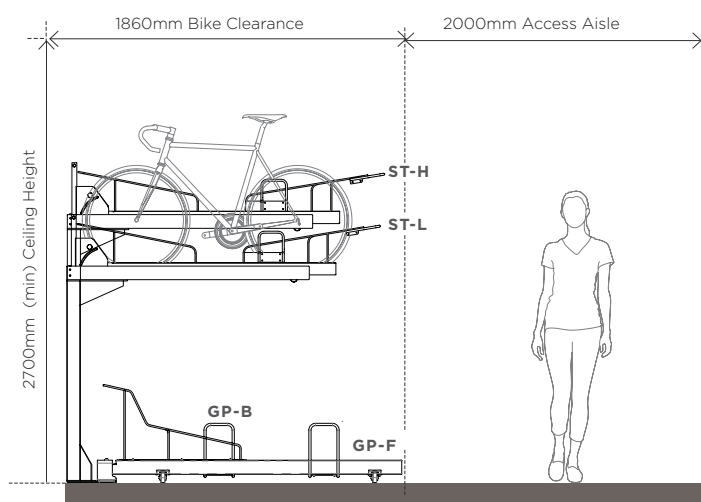


DYNAMIC UPPER/ DYNAMIC LOWER

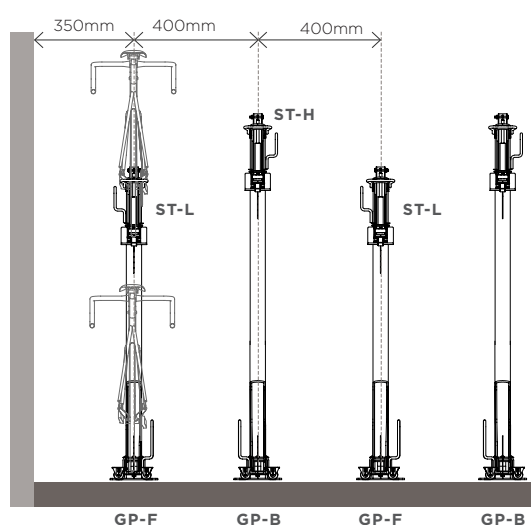
To comply with AS2890.3 (2015), minimum spacing between rack centres is:

- ▶ ST Upper Tiers: 400mm if adjacent racks are offset in height by 300mm;
- ▶ GP Lower Tiers: 400mm if adjacent racks provide head to tail parking

PERSPECTIVE VIEW WITH GP LOWER TIERS



SIDE VIEW WITH GP LOWER TIERS



FRONT VIEW WITH GP LOWER TIERS

Refer to Installation Instructions sheet for specific installation and assembly guidelines. Racks should **NOT** be installed based on this sheet alone.