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APPLICATION REF
A007074136

DELIVERING FOR QUEENSLAND | Queensland Government

Department of
State Development,
Infrastructure and Planning

SARA reference: 2608-54031 SRA
Applicant reference: 251112
Council reference: A007074136

4 November 2026

SCAS Leaf 4 Pty Ltd
c/- Town Planning Alliance PTY LTD
PO Box 7657
EAST BRISBANE QLD 4169
eda@tpalliance.com.au

Attention: Tom Kedda / Harrison Cain

Dear Tom / Harrison,

SARA advice notice - 101 - 111 Mount Gravatt Capalaba Road & 30 - 34 Mascar Street, Upper Mount Gravatt

(Advice notice given under Chapter 1, Part 7, Section 35 of the Development Assessment Rules)

Following consideration of your response to SARA's information request, the following matters are brought to your attention and/or require further information for SARA's assessment relating to State code 1: Development in a State-controlled Road environment (State code 1) of the State Development Assessment Provisions (SDAP):

1. Traffic impact assessment

SARA has reviewed the Traffic Engineering Response Letter prepared by Q Traffic, dated 1 October 2026, submitted in response to SARA's information request. The response does not adequately demonstrate that the proposed development will not significantly worsen the operating performance or safety of the state-controlled road network. In particular:

- The Traffic Engineering Response Letter does not adequately justify the (low) trip rates adopted or identify the development's impact assessment area based on any quantitative data on existing traffic volumes. In particular:
    - The submitted Traffic Report, dated 22 July 2026, adopts average trip rates rather than more appropriate 85th percentile values
    - the DTMR data for high rise residential uses reflect the high public transport mode share of such uses given that such uses are typically located close to public transport, this data source is considered relevant to the proposal
    - the 85th percentile trip rate for high rise residential uses in the DTMR's dataset is 0.29 vehicles per hour (vph) / bedroom, which suggests a peak hour trip generation for the

development closer to 112vph. This more than double the trip generation adopted in the submitted Traffic Report

- the Traffic Engineering Response Letter suggests that the proposal's trip generation would be reduced in line with the development's limited car parking provision has not considered the role of ride share platforms in supplementing private vehicle travel in cars owned by residents.

- The Traffic Engineering Response Letter indicates the Mount Gravatt Capalaba Road / Tryon Street intersection is expected to be used by development traffic travelling to/from Logan Road (north), Kessels Road (west) and Mount Gravatt Shopping Centre. It has been estimated that the proposed development could increase the demand for right turns from Mount Gravatt Capalaba Road into Tryon Street by approximately 30-35vph.

- There is evidence of vehicle queues forming in the westbound lanes on Mount Gravatt Capalaba Road, extending past the priority controlled intersection with Tryon Street, suggesting there is limited scope to accommodate additional right turns at this intersection, but the response has not taken this into account.

- The Mount Gravatt Capalaba Road and Tryon Street intersection has recorded three medical-treatment crashes in the past five years. The response has not considered this crash history for the safe operation of the intersection.

Response requested:

Please provide a revised Traffic Impact Assessment, that incorporates the following:

(i) 85th percentile trip generation rates from DTMR's traffic generation dataset, expected to be in the order of 0.29vph/bedroom

(ii) up-to-date weekday peak-hour traffic counts for the Mount Gravatt Capalaba Road / Logan Road, Mount Gravatt Capalaba Road / Tryon Street and Mount Gravatt Capalaba Road / Newnham Road intersections

(iii) confirmation that the development's impact assessment area does not extend to other intersections than those listed above, and if necessary, obtain up-to-date weekday peak hour traffic counts for these other affected intersections

(iv) SIDRA modelling for all intersections on the state-controlled road network within the identified impact assessment area

(v) a net delay assessment prepared in accordance with DTMR's Guide to Traffic Impact Assessment (GTIA).

(vi) a road safety assessment prepared in accordance with DTMR's GTIA, with particular attention to the Mount Gravatt Capalaba Road / Tryon Street intersection.

How to respond

Please note that, unlike an information request, the issuing of advice by SARA does not pause assessment timeframes under the Development Assessment Rules (DA Rules). To ensure there is sufficient time to address these matters and for SARA to consider any additional information you provide, you may wish to consider extending the timeframes for this project. To do so, please notify SARA as soon as you can. This can be done via MyDAS2 or through written correspondence.

If you decide not to respond, your application will be assessed and decided based on the information provided to date. You are requested to upload your response using the 'manage documents' function in MyDAS2.

If you require further information or have any questions about the above, please contact Soraya Torrens, A/Principal Planner, on 07 3452 7695 or via email DARTsupport@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Anthony Sapuppo
Principal Planner, Development Advisory and Referral Team

cc Brisbane City Council, dalodgement@brisbane.qld.gov.au