

Technical Memorandum

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| Title | Thompson Street, Bowen Hills Response to EDQ Further Issues Letter | | |
| Client | Gansons Pty Ltd, Ganboys Pty Ltd & Ganbros Pty Ltd | Project No | QTT19083 |
| Date | 4 February 2021 | Status | Final |
| Author | Harj Singh | Discipline | Traffic and Transport |
| Reviewer | Andy Johnston (RPEQ no. 24764) | Office | Brisbane |

1.1 Introduction

Cardno Qld Pty Ltd (Cardno) has been engaged by Gansons Pty Ltd, Ganboys Pty Ltd & Ganbros Pty Ltd to provide traffic engineering advice in relation to the proposed business park development located at 12-18 Thompson Street, Bowen Hills.

The following has been prepared to response to traffic and transport related items raised by EDQ with respect to the tower 1 component and the overall site area.

1.2 Background

Cardno attended a pre-lodgement meeting with Economic Development Queensland (EDQ) including notes provided by Brisbane City Council (BCC) which involved discussions on the masterplan development and Tower 1. In response to this Cardno prepared a technical memorandum (Tech Memo dated 20 April 2020). A Further Issues letter was issued on 7 September 2020 which Cardno responded to with a Technical Memorandum dated 1 October 2020.

EDQ have now issued a second Further Issues letter, dated 22 December 2020 which identified a number of additional issues to be addressed. A response to the traffic and transport items identified in the letter is provided below.

1.3 Issues Relating to Stage 1 of the proposed development

Item 9 EDQ Comment

The submitted Traffic Technical Memo neither determines the service bay requirements, nor details the amount of service bays provided in the proposal other to mention that that is the client's requirement which is an unacceptable justification.

Based on the architectural plans, it is noted there are 3 van and 1 MRV/ambulance bay provided. According to BCC TAPS Table 2, an additional 3 VAN, 2 SRV and 1 MRV bays are required.

Provide justification, including any supporting management strategies certified by a RPEQ, to support the number and distribution of service bays provided.

Cardno Response

Table 3.3.1 of the BCC TAPS Policy indicates the servicing bay requirements for office type uses based on the GFA of the proposed development. The servicing requirement for office type uses is outlined in Table 1-1 below:

Table 1-1 Design vehicle for servicing

| GFA | Yield (GFA) | VAN | SRV | MRV | LRV |
|---------------------------|---------------------|-----|-----|-----|-----|
| 8,000-9,000m ² | 9,662m ² | 4 | 2 | 1 | - |

The proposed development proposes:

- > 4 x VAN bays
- > 1 x MRV bay

It is anticipated that on-site servicing will be coordinated by the on-site manager such that the various land uses' servicing does not coincide.

While it is understood that there is a shortfall in SRV parking, however these vehicles will be able to use the dedicated MRV parking area. This loading bay allows for the servicing of both the MRV and SRV. On-site management will coordinate the arrival of SRV and MRV type vehicles to ensure no overlap.

Deliveries and couriers will be able to use the designated VAN parking spaces. These are the more difficult to coordinates services and the higher trip generators. As the site provides the recommended amount of VAN parking this is expected to mitigate any waiting of service bays.

SRV and MRV type vehicles are expected to be furniture delivery and document destruction type services which can be coordinated and limited to set times for delivery. Furthermore, these types of deliveries are expected to be infrequent. Should an SRV turn up unannounced then there is no reason it could not utilise the port cochere given the limited delivery loads carried by such vehicles.

It is proposed that the ambulance bay also utilises the MRV bay, however it should be noted that in an emergency situation the ambulance would park either in the port cochere area or the MRV bay. It is important to note that this is an emergency vehicle and would have right to park where needed.

Based on the above the proposed servicing arrangements are considered acceptable and are expected to cater for the demands associated with the proposed development. This is not unusual and examples of developments providing less service vehicle parking than the BCC codes are frequent, Cardno can provide examples from BCC PD online if needed.

1.4 Issues Relating to Masterplan development

Item 1a EDQ Comment - Transport, Access, Parking & Servicing

Vehicular access to/from Abbotsford Road is not supported. While the applicant argues that storing vehicles in the left turn lane mitigates the risk of queued traffic on Abbotsford Road, this ignores the fact that such queuing would result in vehicles needing to commence deceleration within the adjacent through lane. Provision of the left turning lane as shown also reduces the available width for the proposed separated active transport facilities, potentially prejudicing the ability to provide a buffer between the cycle track and pedestrians.

Remove all references to either ingress/egress access from Abbotsford Road from all plans and replace with an investigation area only.

Cardno Comment

Cardno acknowledge the comments regarding Abbotford Road and the plans have been updated to show that ingress/egress access from Abbotsford Road is an investigation area only for Stages 3 and 4.

Item 1b EDQ Comment - Transport, Access, Parking & Servicing

On site car parking numbers are to be in accordance with City Plan 2014 - Transport, Access, Parking and Servicing PSP (TAPS), Tables 13 – Maximum of 1/100. The oversupply car parking bays within Tower 1 for future patrons of other buildings should be clearly identified. The overall master planned car parking numbers needs to demonstrate compliance with the provisions within TAPS.

As such, provide an amended traffic report to demonstrate allocation of parking for all towers proposed.

Cardno Response

A summary of Council's acceptable solution for development car parking in accordance with the PDA development scheme and conformance to the BCC Transport Access, Parking, Servicing Planning Scheme Policy (TAPS), is provided in Table 1-2. As the development is located in the development frame area, TAPS

provides a maximum car parking rate. The masterplan will provide overall car parking for the site in line with that outlined in the PDA Development Scheme (TAPS City Frame Rate = max of 1 per 100sq.m).

Table 1-2 Masterplan Yield

| Tower | Yield | Parking Allocation |
|--------------|----------------------------|--------------------|
| Tower 1 | 10,516m ² | 105 spaces |
| Tower 2 | 10,880m ² | 109 spaces |
| Tower 3 | 7,481m ² | 75 spaces |
| Tower 4 | 10,020m ² | 100 spaces |
| Total | 38,897m² | 389 spaces |

Table 1-2 indicates that the development masterplan is able to provide a maximum of 389 spaces in accordance with the TAPS City Frame Rate. The parking for the development masterplan area is proposed to be frontloaded with additional parking provided in Tower 1 (123 spaces) which will then be evened out by the provision for lower parking provisions for the rest of the towers to even it out. There are two key reasons for this strategy:

1. Existing Connectivity: The existing active transport corridors to the public transport links and the density around the site are not at the level as in other areas of the PDA and city frame, this may necessitate temporary need for a slight increase in parking requirements.
2. Construction Staging Flexibility: The existing tenancies have existing car parking requirements that will need to be retained while these tenancies are still occupied. By having additional parking spaces in Tower one this can allow for the existing at grade car parking to be developed without demolition of these tenancies.

Item 1c EDQ Comment - Transport, Access, Parking & Servicing

On site car parking numbers are to be in accordance with City Plan 2014 - Transport, Access, Parking and Pedestrian and cyclist access to the site should include consideration of the routes provided to end of trip facilities. The proposed Plan of Development (PoD) also indicates a pedestrian link to Abbotsford Road between towers 3 and 4, however it would also be desirable to have a link between towers 2 and 3.

Provide an amended traffic report demonstrating pedestrian and cyclist access to the site.

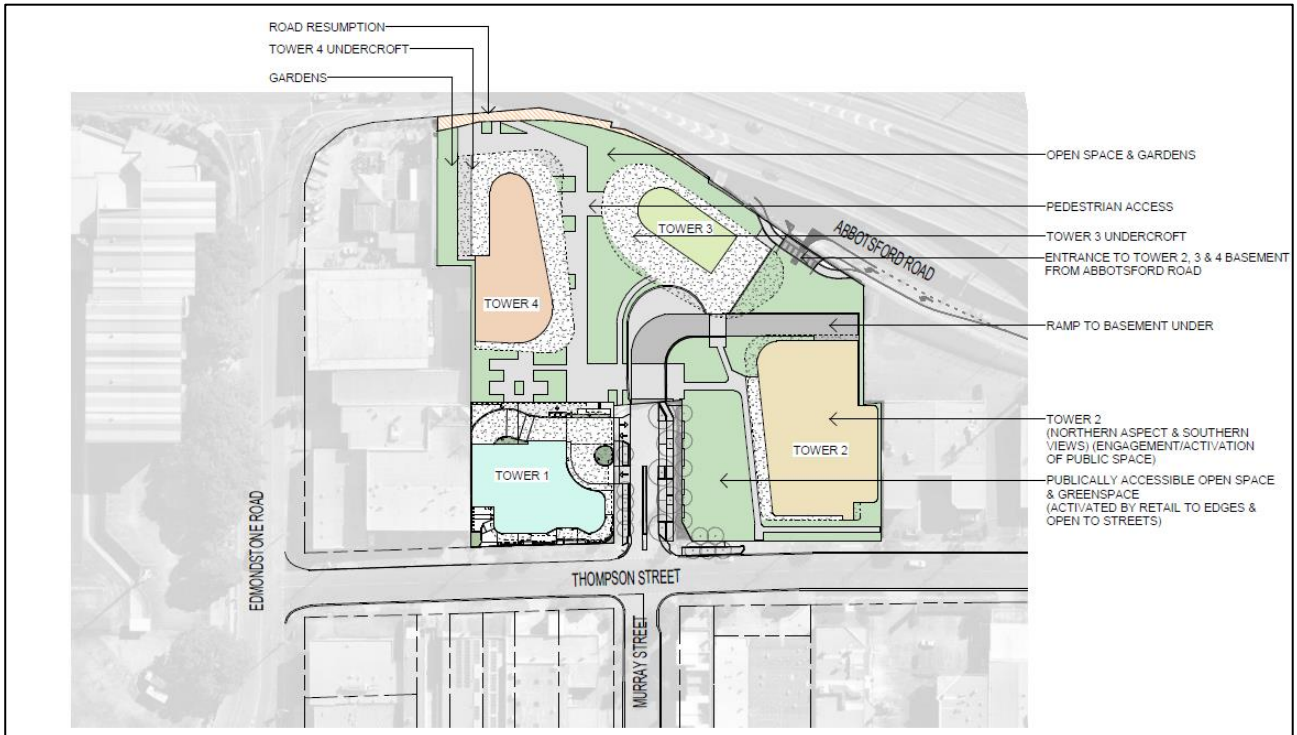
Cardno Response

The updated masterplan has been amended to take account of the various comments by EDQ. As part of this pedestrian connectivity between towers 2 and 3 have been provided.

With regard pedestrian and cycle access to the site, active transport connections have been provided from the door of each tower to existing pedestrian facilities on Murray Street and Thompson Street. Further to this the future stages of the masterplan are envisaged to connect into the proposed Abbotsford Road Cycle facilities that are planned by EDQ.

These active transport facilities are outlined in Figure 1-1 below

Figure 1-1 Active Transport Facilities



4 EDQ Comment – Refuse Management

Provide an overall site master planned refuse management strategy, including any staging proposed for refuse management in accordance with BCC requirements, certified by a suitably qualified person that outlines how waste management will be implemented for the overall site including staging considerations. The refuse management strategy needs to demonstrate access from Murray Street only as access from Abbotsford road is not supported.

Cardno Comment

Cardno has reproduced the Refuse Management Plan prepared in the previous Further Issues Response. This management plan was prepared with the assumption that all service vehicle access would be via Murray Street and no access from Abbotsford Road was envisaged.

It is understood that the masterplan site will be developed in the following order:

- > Tower 1
- > Tower 2 and private road
- > Tower 3
- > Tower 4

While the refuse servicing details for future stages will not be known until the building designs are developed, the high level refuse management strategy is proposed in Table 1-3:

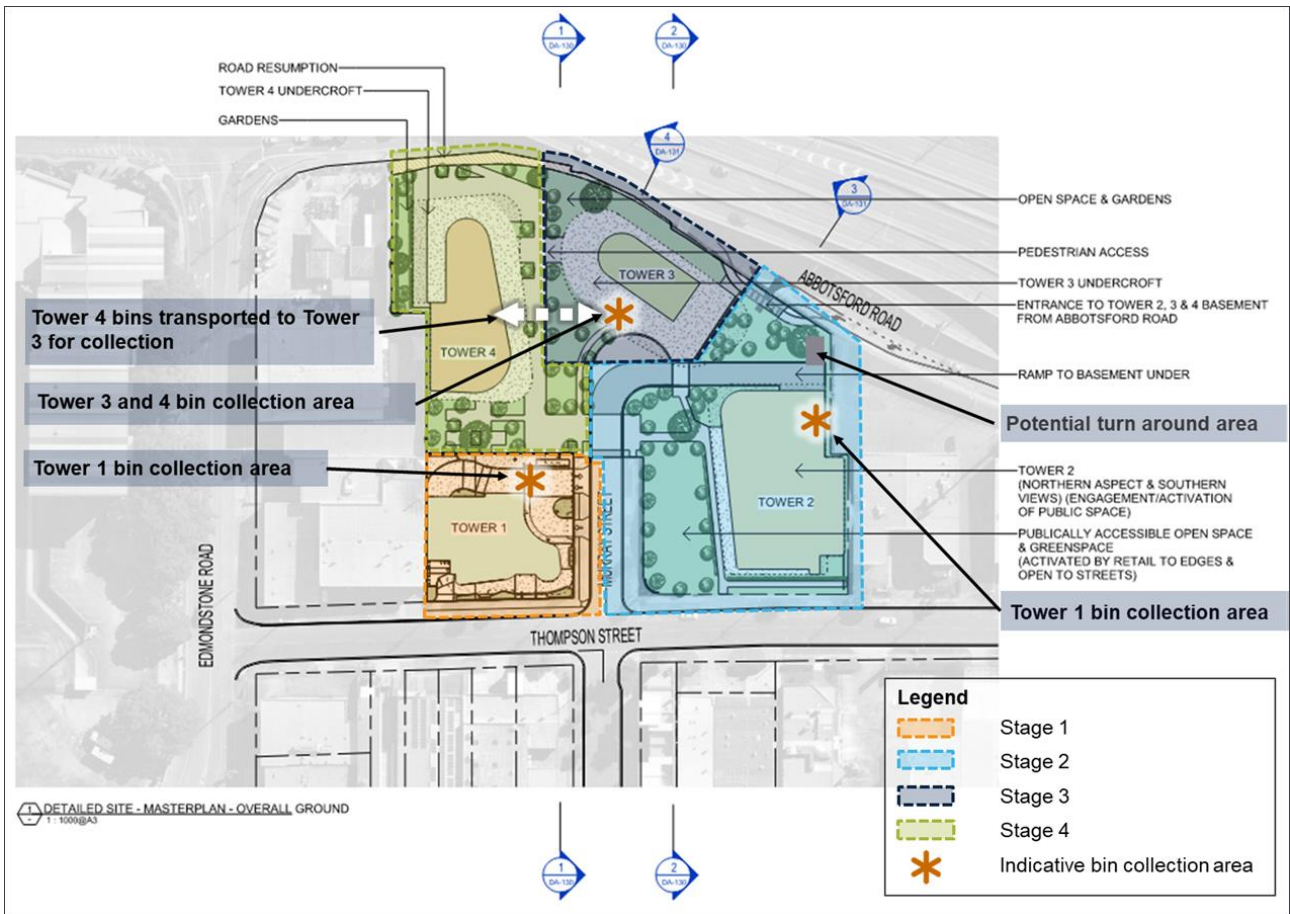
Table 1-3 Refuse collection strategy

| Stage / Tower | Bin storage | Bin collection area | RCV access | Notes |
|---------------|--|--|--|---|
| Tower 1 | Ground level services room | Ground level adjacent to ramp and Tower 1 access | Via Murray Street, turnaround on-site at Tower 1 | |
| Tower 2 | Within building footprint (to be determined) | Ground level adjacent to Tower 2 access | Via Murray Street to the private road | Turning area to be provided at the end of the private road or within the building footprint |

| | | | | |
|---------|---|---|--|--|
| Tower 3 | Within building footprint (to be determined, likely within basement parking area) | Adjacent to the private road turning area | Via Murray Street to the private road turning area | Transportation of bins between storage location and presentation area to be undertaken by site manager |
| Tower 4 | Within building footprint (to be determined, likely within basement parking area) | Adjacent to the private road turning area (with Tower 3 bins) | Via Murray Street to the private road turning area | Transportation of bins between storage location and presentation area to be undertaken by site manager |

This strategy is broadly illustrated on the figure 1-2 below.

Figure 1-2 Refuse Strategy



With the private road being delivered as part of Stage 2, access for Stages 3 and 4 will already be constructed. It will be the responsibility of the site manager to transport the bins for Towers 3 and 4 to and from the storage areas to the collection area on collection days. This may require use of a ride-on transport vehicle with trailer for the bins.

The frequency of refuse collection has not been determined at this stage, however it is acknowledged that collection may need to occur more frequently than once per week. Should the collection area for Towers 3 and 4 not be large enough to accommodate bins from both towers, collection days may need to be staggered for each tower.