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Apollo Property Group

**48 Eagleview Place, Eagle
Farm**

Traffic Impact Assessment

wsp

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2021/1289
Date: 27/09/2022



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48 Eagleview Place, Eagle Farm
Traffic Impact Assessment

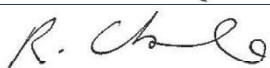
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Rev	Date	Details
A	11/04/2022	Draft
B	19/04/2022	Final

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WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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Table of contents

1	Report Overview	1
1.1	Project Description.....	1
1.2	Methodology	1
1.3	Assumptions	1
2	Existing Situation	2
2.1	Road Network	2
2.2	Public Transport	3
2.3	Active Transport	3
2.4	Internal Vehicle Movement	3
2.5	Parking.....	4
3	Impact Assessment.....	5
3.1	Proposed Development	5
3.2	Road Network	6
3.3	Public Transport	7
3.4	Active Transport	8
3.5	Internal Vehicle Movement	8
3.6	Parking.....	8
4	Conclusions	9
5	Limitations	10
5.1	Permitted Purpose.....	10
5.2	Qualifications and Assumptions	10
5.3	Use and Reliance	10
5.4	Disclaimer	11

List of figures

Figure 1.1	Proposed site plan.....	1
Figure 2.1	Eagleview Place / Fison Avenue West intersection	2
Figure 2.2	Site location.....	3
Figure 2.3	Existing site layout.....	4
Figure 2.4	On-site and on-street parking	4
Figure 3.1	Proposed site features.....	5
Figure 3.2	AM peak hour trip distribution.....	7
Figure 3.3	PM peak hour trip distribution.....	7

1 Report Overview

1.1 Project Description

WSP has been commissioned by Apollo Property Group to prepare a Traffic Impact Assessment (TIA) to support a Development Application for the expansion of the warehouse at 48 Eagleview Place, Eagle Farm. The proposed development site plan is shown in Figure 1.1. The building expansion is associated with the Unit 1 warehouse.

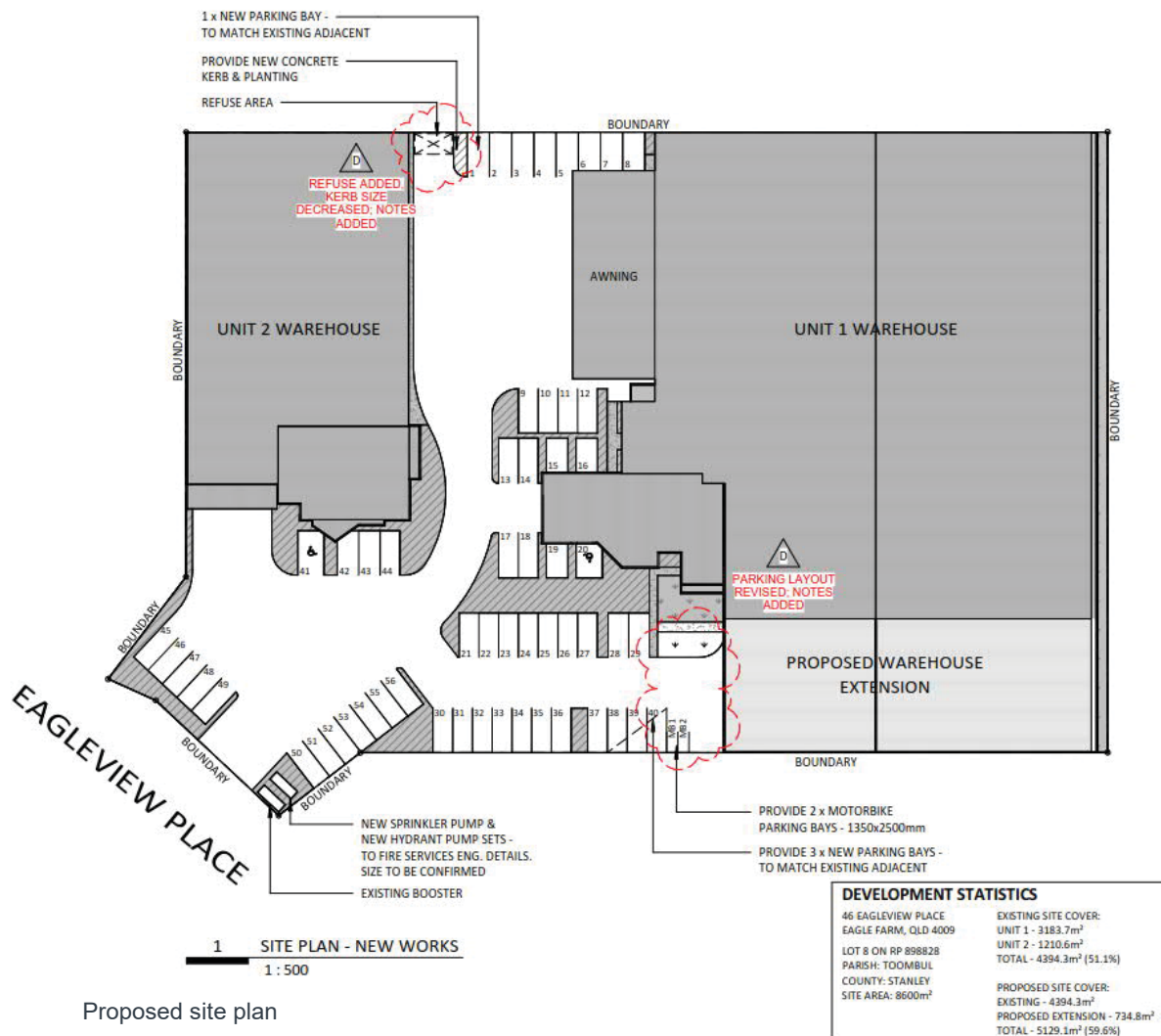


Figure 1.1 Proposed site plan

1.2 Methodology

This Traffic Impact Assessment has been prepared in accordance with the requirements of the Brisbane City Council (BCC) Transport, Access, Parking and Servicing (TAPS) code and Planning Scheme Policy.

1.3 Assumptions

- The warehouse extension will not change the current site activity
- The proposed roller door is not for use by vehicles to access the warehouse.

2 Existing Situation

2.1 Road Network

The development site is located at 48 Eagleview Place, Eagle Farm. Eagleview Place is a BCC controlled road, and is a cul-de-sac accessed via Fison Avenue West, as shown in Figure 2.1.

Fison Avenue West is separated into two carriageways (eastbound and westbound), with vehicles exiting Eagleview Place restricted to a left turn only (Give Way control).

The Fison Avenue West / Southern Cross Way exit / Eagleview Place intersection features:

- Signalised control of the Fison Avenue West eastbound movement
- Signalised control of the Southern Cross Way exit (right turn onto Fison Avenue West), including a pedestrian crossing
- Give Way control for all other movements.



Figure 2.1 Eagleview Place / Fison Avenue West intersection

The location of the development site within the wider road network is shown in Figure 2.2. The site is located in close proximity to Southern Cross Way, Kingsford Smith Drive and the Gateway Motorway.



Figure 2.2 Site location

2.2 Public Transport

There are no bus routes operating on Eagleview Place.

Bus route 598 operates along Fison Avenue, with a bus stop approximately 200m north of the Eagleview Place intersection. Route 598 is the Great Circle Line (anti-clockwise loop) and operates with a 30-minute frequency through the weekday.

Bus services also operate along Kingsford Smith Drive.

2.3 Active Transport

Footpaths are provided on both sides of Eagleview Place. Isolated sections of footpath are provided on Fison Avenue West.

Sections of on-road cycle lanes are provided the Fison Avenue West approaches to Fison Avenue West / Eagleview Place intersection.

End of trip facilities (showers) for active transport users are provided in Unit 1 and Unit 2.

2.4 Internal Vehicle Movement

The current site accommodates two separate tenancies (located in Unit 1 and Unit 2), with the following uses:

- Unit 1: storage and distribution of clothes and accessories
- Unit 2: storage and distribution of food and drinks (non-alcoholic).

Vehicular access to the existing site includes courier vans, small trucks and infrequent use of a semi-trailer (Unit 2 only). Refuse vehicles also access the site, with the location of the refuse bins shown in Figure 2.3.

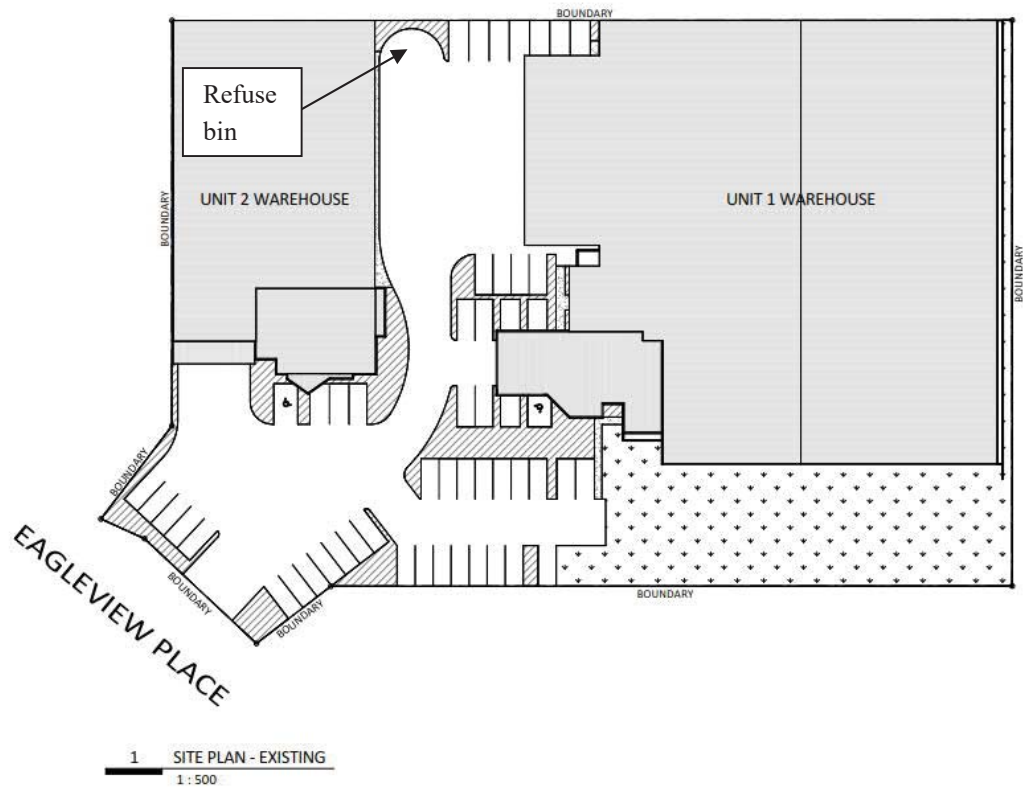


Figure 2.3 Existing site layout

2.5 Parking

A total of 52 parking spaces are provided on site, which includes two Person With Disabilities (PWD) spaces.

Parking is also permitted on-street along Eagleview Place, as shown in Figure 2.4.



Figure 2.4 On-site and on-street parking

3 Impact Assessment

3.1 Proposed Development

As shown in Figure 3.1, the proposed expansion will extend the Unit 1 building to the site boundary, utilising the existing grassed area. To meet the BCC TAPS policy requirements, additional parking spaces are provided on-site.

To support building ventilation as well as worker access/egress from the Unit 1 building, a roller door is to be included adjacent to the carpark (as shown in Figure 3.1). This roller door is not intended for vehicular access, with the existing access doors still to be utilised for day-to-day activities.

The size of the extended warehouse area is 734.8m², which will bring the overall site building area to 5,129.1m² across the two units.

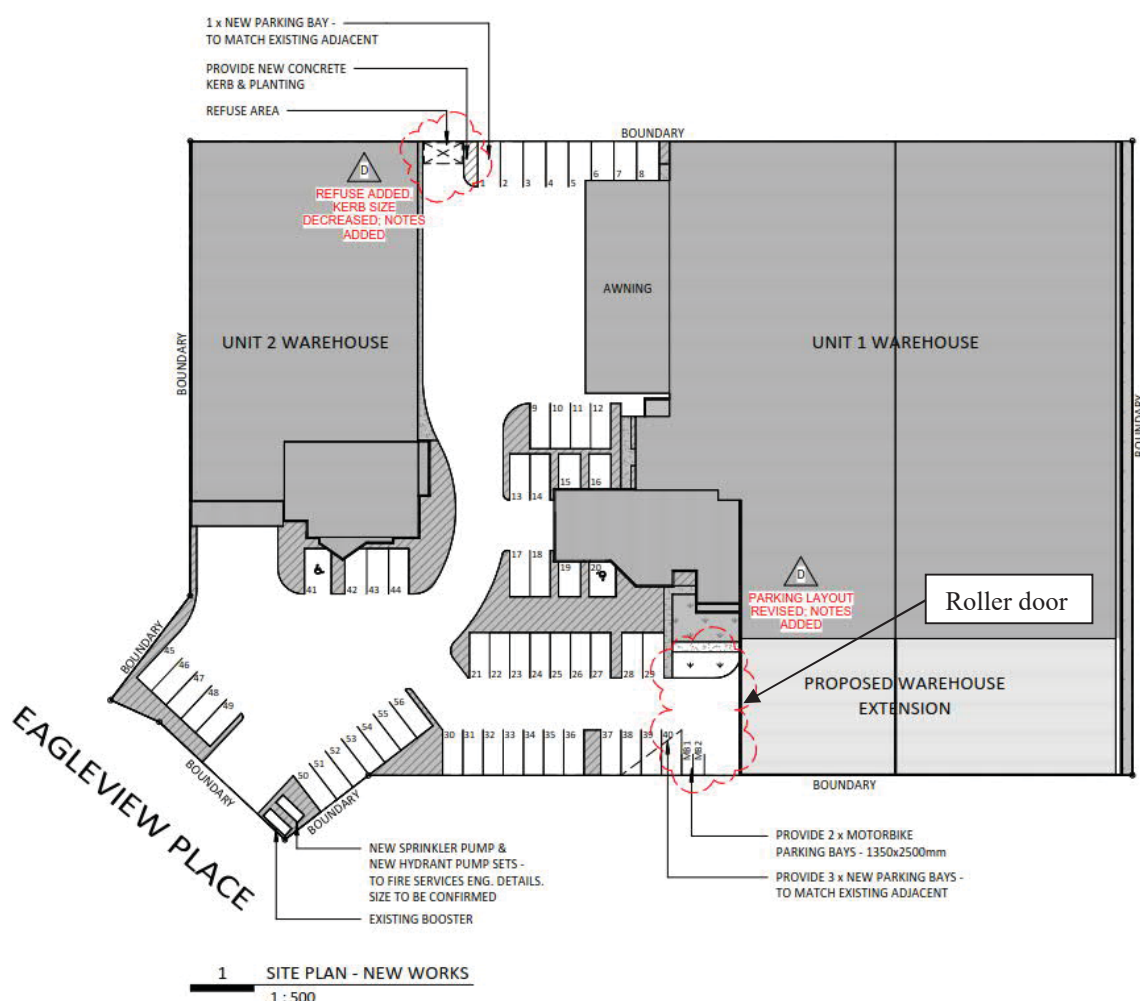


Figure 3.1 Proposed site features

3.2 Road Network

The number of additional vehicle trips generated by the warehouse expansion has been calculated using the guidance from the *RTA Guide to Traffic Generating Developments (2002)* and the *Roads & Maritime Services (RMS) Technical Guidance TDT 2013/04a*.

The RTA guide notes the following vehicle trip generation for a warehouse:

- Daily vehicle trips: 4 per 100m² Gross Floor Area (GFA)
- Morning peak hour vehicle trips: 0.5 per 100m² GFA.

The RMS guidance note identifies rates for Business Parks and Industrial Estates, being:

- Daily total vehicle trips (Sydney average): 4.60 per 100m² GFA
- AM peak (1 hour) vehicle trips: 0.52 per 100m² GFA
- PM peak (1 hour) vehicle trips: 0.56 per 100m² GFA.

Using the higher rates for a more conservative estimate, the additional 734.8m² of warehouse area is likely to generate:

- 37 daily total vehicle trips
- 5 AM peak (1 hour) vehicle trips
- 5 PM peak (1 hour) vehicle trips.

Typically, there is a higher inbound demand in the AM peak hour, and a higher outbound demand in the PM peak hour, influenced by staff arrival and departure. The assumed distribution of each of the 5 AM and PM peak hour generated trips associated with the warehouse expansion, at the Fison Avenue West / Southern Cross Way exit / Eagleview Place intersection, is shown in Figure 3.2 and Figure 3.3.

The addition of the 5 vehicle trips in the AM and PM peak hour to the Fison Avenue West / Southern Cross Way exit / Eagleview Place intersection will result in minimal change to the operation of the intersection as a maximum of three vehicles per hour (one every 20 minutes) for any single movement can be absorbed within the local industrial road network. The addition of the 5 vehicle trips will also have negligible impact on the peak hour operation of the wider road network with Kingsford Smith Drive, Southern Cross Way and Gateway Motorway being significant traffic-carrying routes.

There will be no change in the access routes used for the site, as the general day to day activities of the Unit 1 warehouse will remain the same.

No mitigation measures will be required to manage the traffic related impacts associated with the warehouse expansion, as the impacts are minimal.

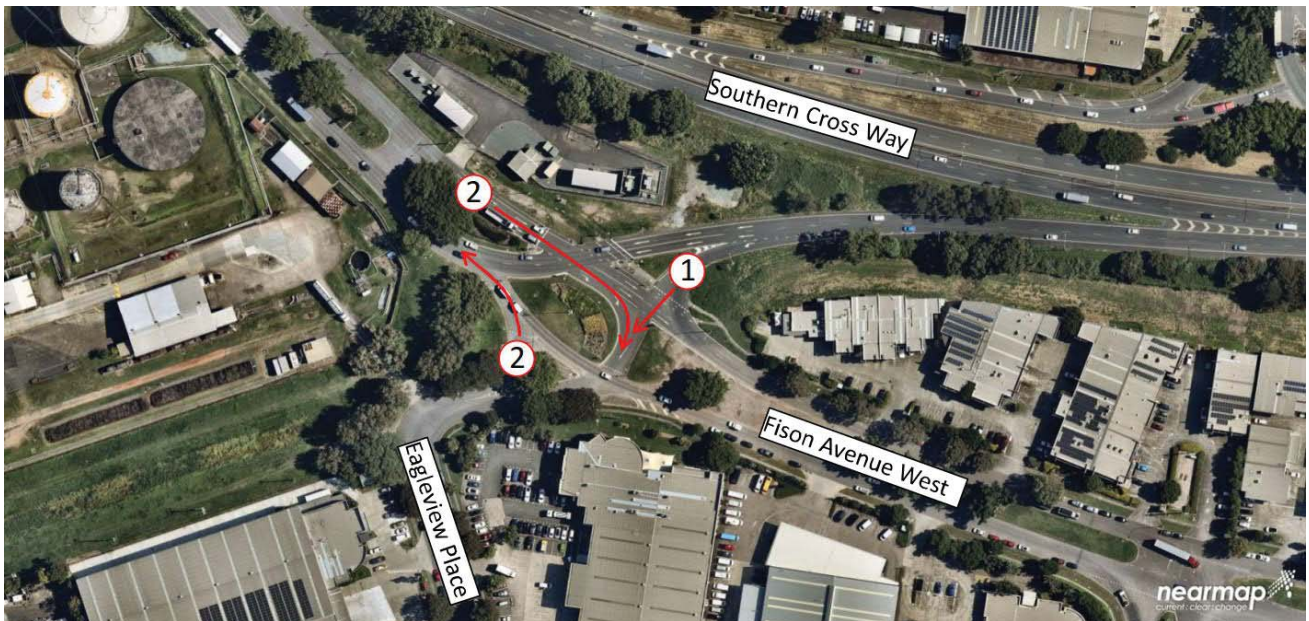


Figure 3.2 AM peak hour trip distribution

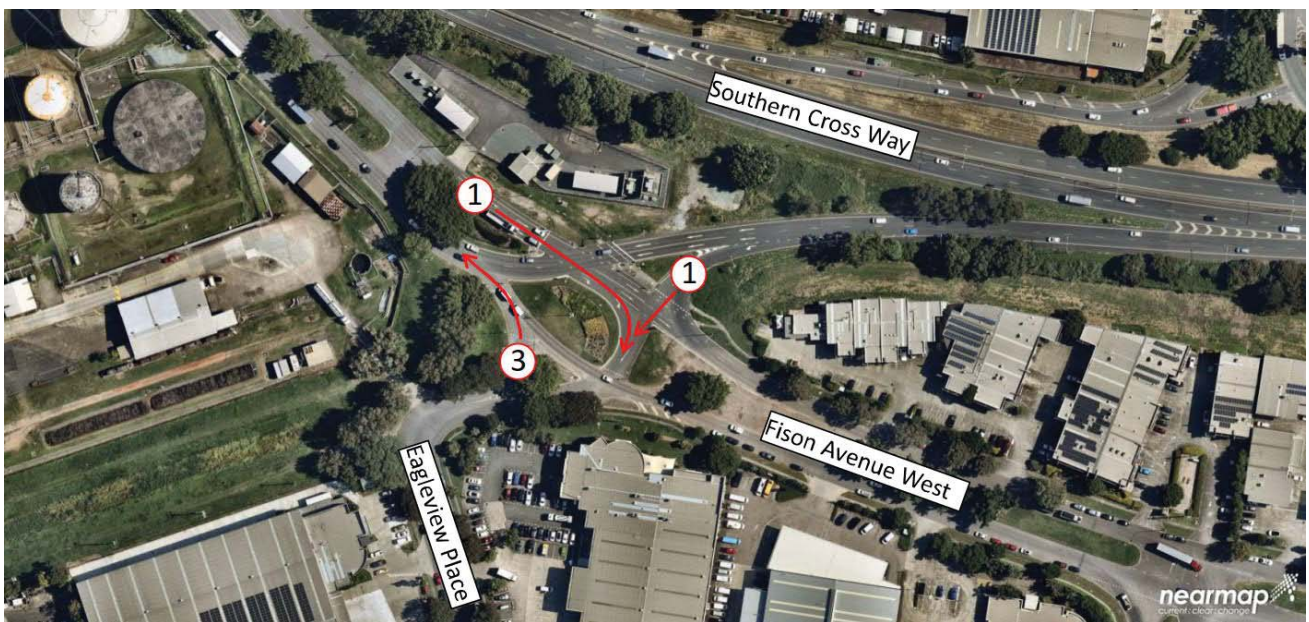


Figure 3.3 PM peak hour trip distribution

3.3 Public Transport

The development will not result in any changes to the existing public transport network or infrastructure nor the demand for these.

3.4 Active Transport

The development will not result in any changes to the existing active transport network or infrastructure nor the demand for these.

There will be no changes to internal pedestrian movement and circulation as a result of the development.

The additional parking spaces are located in areas of existing parking supply, therefore the internal pedestrian routes to access the buildings will remain unchanged.

3.5 Internal Vehicle Movement

Access to the site from Eagleview Place remains unchanged, with the existing driveway supporting access to the building extension.

There is no change to the refuse bin location, therefore refuse collection will remain unchanged.

The additional parking spaces are located in areas of existing parking supply, therefore there are no changes to general vehicle access and movement within the site.

The Unit 1 building expansion provides additional GFA for storage, and does not change the way the Unit 1 building is accessed by courier vans and small trucks.

3.6 Parking

Table 14 of the BCC TAPS planning scheme policy states the Parking Standard for a Warehouse is:

- 2 spaces per tenancy or lot, plus 1 space per 100m² GFA.

Based on the current use (two tenancies) and size (4,394.3m²), the required parking supply is 48 spaces.

The addition of 734.8m² of warehouse area would require an additional eight parking spaces on site, bringing the total number required to 56 spaces.

As the current provision on-site is 52 spaces, additional spaces were needed. The location of these additional spaces is shown in Figure 3.1.

The BCC TAPS planning scheme policy states the requirements for parking spaces for vehicle occupants with a disability is:

- 1 space per 50 ordinary parking spaces and a minimum provision of 1 space is required.

The current on-site provision is two spaces, and therefore is sufficient.

The BCC TAPS planning scheme policy also states that in car parks with more than 50 spaces, 2% of the number of required spaces are to be marked and signed for motorcycles. For a total site supply of 56 spaces, this requires two to be marked for motorcycle use. These have been provided as additional bays, which brings the total parking supply on-site to 58 bays. The location of these is shown in Figure 3.1.

4 Conclusions

This TIA has reviewed the potential impact associated with the expansion of the Unit 1 warehouse at 48 Eagleview Place, Eagle Farm. The report has identified:

- The building expansion will require an additional four parking spaces to be provided on site to meet the BCC TAPS policy requirements. These have been provided and are shown in the site plans.
- Two parking spaces are to be marked and signed for motorcycle use. These have been provided as additional to the car parking requirements and are shown in the site plans.
- The additional warehouse GFA will generate approximately 5 vehicles trips in each of the AM and PM peak hours. The addition of these vehicle trips to the Fison Avenue West / Southern Cross Way exit / Eagleview Place intersection, as well as the wider road network, will result in minimal change or impact to intersection and road network operation.
- There are no changes to vehicle access to the site as a result of the building expansion.
- There are no changes to vehicle circulation through the site as a result of the building expansion.
- There are no changes to refuse collection within the site as a result of the building expansion.
- There are no impacts to the public transport network or demand as a result of this project
- There are no impacts to the active transport network or demand as a result of this project.

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