

Title Fison Avenue, Eagle Farm
Plan of Development (POD) Transport Statement

Client	King Fiso155 Pty Ltd & KOM Industrial 5 Pty Ltd & Link Brose No1 Pty Ltd	Project No	T0921038
Date	22/11/2021	Status	Final
Author	Robert Bakon	Discipline	Traffic and Transport
Reviewer	Andy Johnston (RPEQ 24764)	Office	Brisbane

1 Introduction

Cardno Qld Pty Ltd (Cardno) has been engaged by King Fiso155 Pty Ltd & KOM Industrial 5 Pty Ltd & Link Brose No1 Pty Ltd to provide traffic engineering advice in relation to the proposed 'Eagle Farm Precinct' industrial & office development on Fison Avenue in Eagle Farm.

The purpose of this report is to assess the traffic and transport components of the proposed Plan of Development (POD) against the requirements of the Northshore Hamilton Priority Development Area (PDA) Development Scheme and demonstrate suitable conformance against Brisbane City Council (Council's) Planning Scheme (to the extent relevant given the PDA). Therefore, the report addresses the following:

- > Internal traffic arrangements including car park design compliance, parking provision, access driveway design and servicing provision
- > Active and public transport connections
- > External traffic impacts related to the nature & quantum of the proposed development

1.1 Site Location

The POD is located over the properties on 155 -161 Fison Avenue W, 110 Links Avenue S and 364 Curtin Avenue W, Eagle Farm. These properties currently exist within the Northshore Hamilton Priority Development Area Development Scheme. The site is bound by industrial uses to the north, east and west. Figure 1-1 shows the site location.

Figure 1-1 Site Location



Source: Metromap

The site is currently accessed at multiple locations:

- > Three (3) left in/left out only access driveways onto Fison Avenue W
- > One (1) all-movements access driveway onto Links Avenue S
- > One (1) all-movements access driveway onto Curtin Avenue W

1.2 Local Road Network

The site has frontage along three roads, including Fison Avenue W, Links Avenue S and Curtin Avenue W. The local road network is shown on Figure 1-2, with key characteristics summarised in Table 1-1.

Figure 1-2 Local Road Network



Source: Metromap, Brisbane City Council Road Hierarchy Map

Table 1-1 Local Road Network

Road	Classification	Posted Speed	Typical Form
Southern Cross Way	Motorway	80km/h	Four-Six lane, two way, median divided
Kingsford Smith Drive	Arterial Road	80km/h	Six lane, two way, median divided
Fison Avenue W	District Road	50-60km/h	Four-Two lane, two way, divided
Links Avenue S	District Road	50km/h	Two lane, two way, undivided
Curtin Avenue W	Neighborhood Road	50km/h	Two lane, two way, undivided

1.3 Active Transport Facilities

There are some footpaths located around the local roads surrounding the site. Additionally, under the Council's bicycle network overlay Fison Ave is identified as a local cycle route and Curtin Ave is noted as a secondary cycle route. This provides immediate access surrounding cycle network from both frontages, and connects the subject site to Kingsford Smith Drive, Gateway Motorway and the rest of the PDA, supporting cycle connectivity within the immediate area and the surrounding local network.

Figure 1-3 illustrates the active transport network surrounding the development site.

Figure 1-3 Surrounding Active Transport Facilities



Source: Metromap

As shown on Figure 1-3, there are partial connections to pedestrian footpath surrounding the subject site. Furthermore, there are direct and cohesive connections within the development to the local cycle network, promoting active transport.

Overall, the site is generally supported by the existing active transport provision.

1.4 Public Transport Facilities

The surrounding public transport facilities are shown on Figure 1-4.

Figure 1-4 Surrounding Public Transport Facilities



Source: Metromap, TransLink

1.4.2 Bus Services

There are five (5) bus stops within the 800m walkable catchment of the development. Table 1-2 summarises the bus services for the bus stops nearest to the development.

Table 1-2 Bus Network Services

Route	Destinations	Weekday Peak Frequency	Weekday Off-Peak Frequency
302	Pinkenba to City	20 minutes	N/A
303	Pinkenba/Myrtle town to Doomben	30 minutes	N/A
304	Northshore Hamilton ferry terminal to Doomben station (loop)	30 minutes	30 minutes

Source: TransLink

1.4.3 Ferry Services

The Northshore Hamilton ferry terminal is approximately 900m from the development. Table 1-3 summarises the available ferry services nearest to the development.

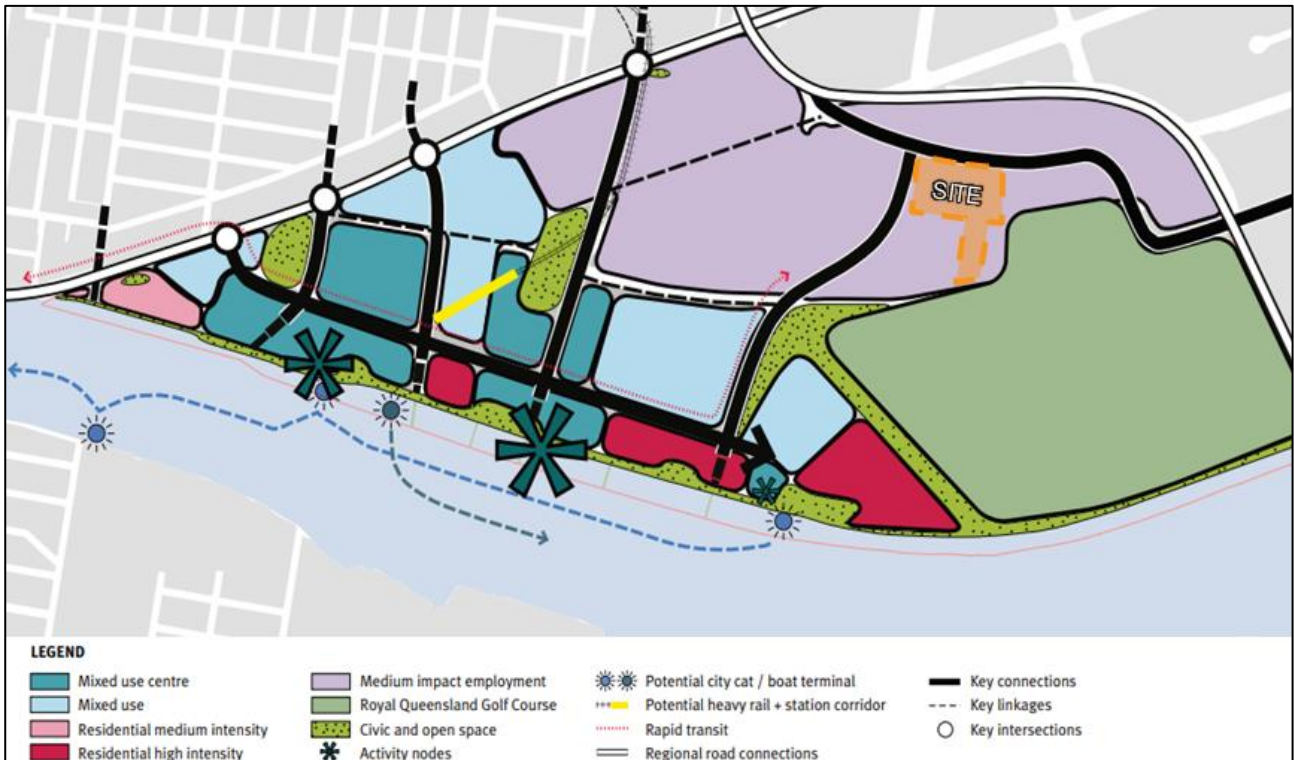
Table 1-3 Ferry Network Services

Route	Destinations	Weekday Peak Frequency	Weekday Off-Peak Frequency
UQSL	Northshore Hamilton to UQ St Lucia	15 minutes	30 minutes

1.5 Existing Planning Context

The proposed POD falls within the Northshore Hamilton Priority Development Area (PDA) Development Scheme. Figure 2-1 below details the PDA and where the POD is situated within it.

Figure 1-5 PDA Overview



Source: Northshore Hamilton PDA

The PDA has assumed industrial land uses on the subject site. King Fiso155 Pty Ltd & KOM Industrial 5 Pty Ltd & Link Brose No1 Pty Ltd have provided a plot ratio for the site area to calculate indicative industrial GFAs for traffic generation purposes. These are as follows:

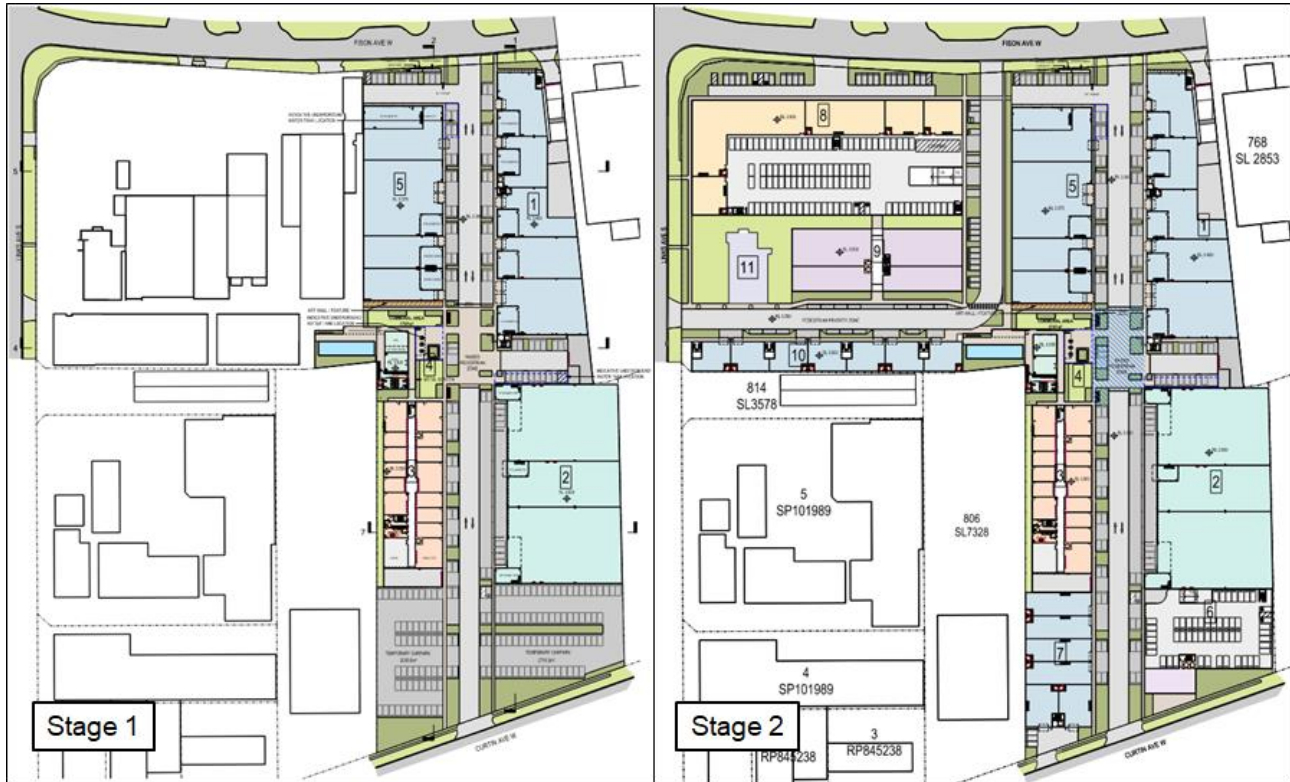
- > Interim 2031 scenario: ~30,000m² of land impacts, with 12,000m² GFA of industrial land accordingly
- > Ultimate: ~50,000m² of land impacts, with 25,000m² GFA of industrial land accordingly

2 Proposed Development

2.1 Overall Development

The POD is envisaged to occur over two (2) stages of development. Figure 2-1 provides an overview of each stage whilst Table 2-1 details the proposed indicative development yields for each stage. A copy of the development plans is included on **Appendix A**.

Figure 2-1 POD Overview



2.2 Specific developments

Stage one will develop the primary N/S corridor within the POD and will include:

- > A green pedestrian centre area
- > Raised pedestrian zone
- > Indoor wellness centre
- > Multi-storey car parking
- > Multiple industrial/commercial developments

Stage two will development the western aspect of the development and will include:

- > A food and drinks area
- > Multi-storey car parking
- > Various office and business park developments
- > Showroom development

2.2.1 Maximum GFA

It is important to note that the above land breakdowns have potential to change for future applications, based on future demands. Changes to the above land uses will be kept within specific limits, which are detailed below in Table 2-2.

Table 2-1 Gross Floor Area restrictions

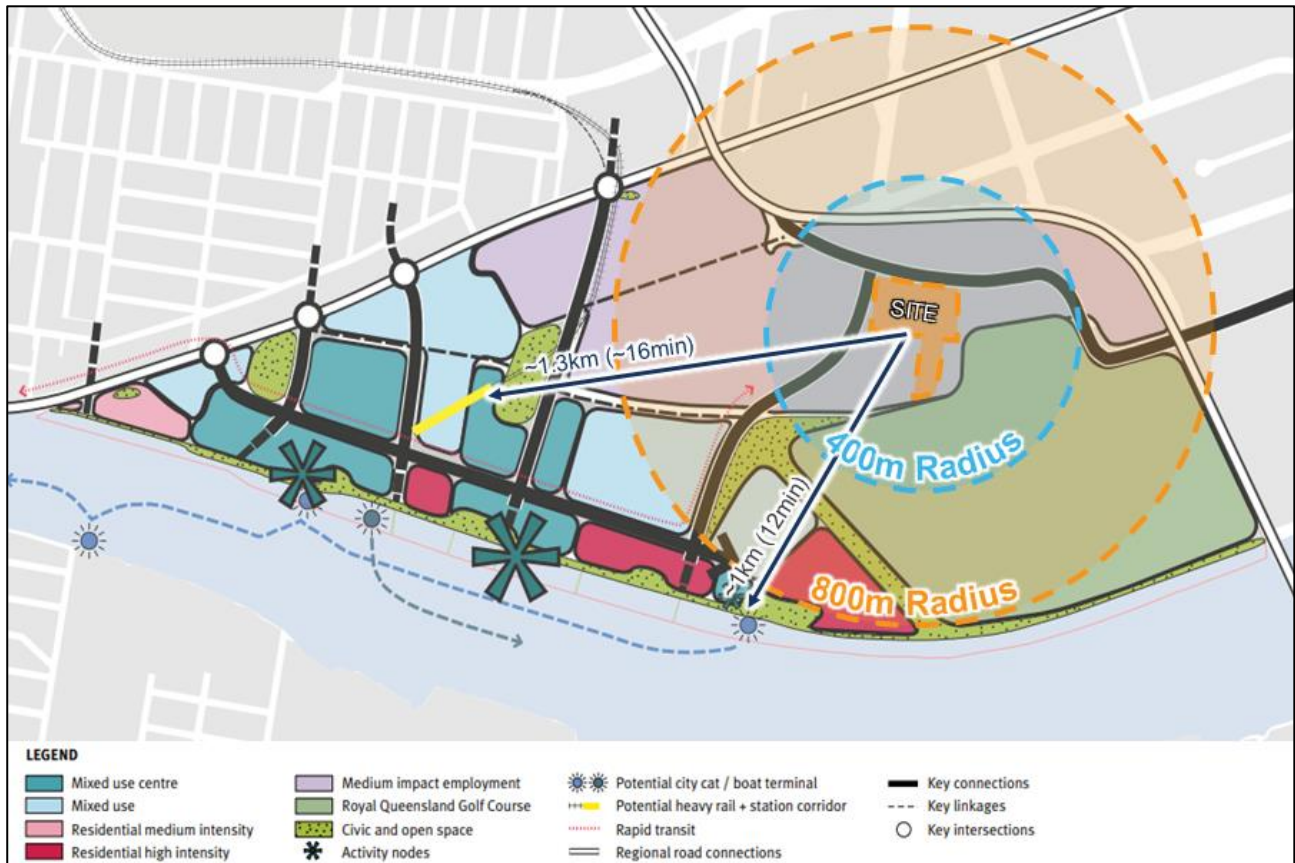
Land Use	Maximum GFA
Industrial	Unrestricted up to total gross floor area
Office	
Showroom	Maximum 4,000m ²
Food and Beverage / Retail	Maximum 2,500m ²
Total gross floor area	60,000m²

3 Active Transport Provision

3.1 Overview

The PDA seeks to promote active and public transport trips within the local area. Figure 3-1 below details how the subject site integrates with the proposed public transport initiatives within the PDA.

Figure 3-1 Walking Distance Comparison



Source: Northshore Hamilton PDA

As shown, there are suitable public transport within 12-16 minutes of the subject site. These expected travel times are readily reduced via bicycle and/or modes of active transport, of which is promoted with the POD.

3.2 POD Active Transport Facilities

3.2.1 Overview

Given the available active and public transport opportunities nearby, the proposed development will include several initiatives to promote active transport both to and within the development, such as:

1. A centre wellness hub, designed to provide amenities to visitors to the centre and facilitate active transport to and from the proposed development.
2. A raised shared pedestrian zone area within the middle of the development, prioritising pedestrian movements, connecting the proposed activity hub with other areas of the development
3. Three (3) pedestrian movement generating developments to promote pedestrian trips to other areas of the development
4. Suitable bicycle provision, including surplus storage and amenities
5. Separated and safe pedestrian footpaths throughout the development.

An overview of the indicative POD layout and the above initiatives is shown below in Figure 3-2.

Figure 3-2 Indicative POD Active Transport Provision



Source: RPS Group

The noted active transport facilities are discussed further below.

3.2.2 Footpath Provision

A detailed pedestrian footpath layout is proposed within the POD to promote active transport and is detailed further in Figure 3-3.

Figure 3-3 Proposed POD Active Transport Pathways



Source: RPS Group

All footpaths are separated from the primary corridors to reduce pedestrian / motorist conflicts and increase pedestrian safety where possible.

3.2.3 Central shared-zone

The development also provides a shared pedestrian zone area that directly connects to the proposed activity hub within the centre of the development and to the rest of the development and provides additional connections for pedestrians. Figure 3-4 below details this zone.

Figure 3-4 Proposed POD Raised Shared Zone



Source: RPS Group

As shown above, pedestrian movements are prioritised within the centre area, with motorists required to give way to pedestrians within this area. Motorists are made aware priority via the raised area and signage, which both physically reduces the speed of drivers entering the zone and draws attention to the change in priority.

The centre zone also provides significant green corridor space within the proposed development, and thus makes the development more amenable and conducive to active transport opportunities.

3.2.4 Active Transport Attractors

As previously noted, there are three (3) primary generators of active transport on site, consisting of the green space amenity zone, indoor recreation and food and drink development. Walkable catchment areas have been generated for each of these developments to indicate how they interact with the POD and are shown below in Figure 3-5.

Figure 3-5 Proposed POD Active Transport Pathways



Source: RPS Group

The majority of the POD is within 200m (2.5-minute walk) of an active transport generator. As such, there is significant attraction to the site for active transport and attraction to other businesses within the POD.

3.2.5 Motorist / Vehicular Separation

In addition to the separated footpath network the POD has been designed to guide motorists to the parking areas both efficiently and away from high pedestrian movement areas. This is detailed below in Figure 3-6.

Figure 3-6 Primary parking areas and vehicle movements



Source: RPS Group

The primary vehicle movements do not conflict with any primary pedestrian circulation pathways. As such, the POD promotes active transport safety by mitigating vehicle conflicts and segregating the two movement modes where possible.

Additionally, there is no aspect of the POD that is not within a 1.5min walk of a multi-story parking area. This further promotes active transport within the POD and encourages interconnectivity between different land uses via proximity.

The POD has been designed to ensure that service vehicles also have minimal conflicts with primary pedestrian routes. This is detailed further below in Figure 4-2.

Figure 3-7 Primary Service Vehicle Routes



Source: RPS Group

As such, service vehicles will be suitably accommodated within the POD and provide minimal impacts to pedestrian movements where possible.

It is important to note that all roads within the POD will be private roads. As such, the potential of through movements in the POD will be highly reduced, improving pedestrian safety. Furthermore, no connectivity to surrounding sites will be provided to further reduce the possibility of vehicle / pedestrian conflicts where possible.

As such, the development seeks to improve the existing active pedestrian network where possible, provide safe and efficient pedestrian connections and promote active transport throughout the development.

4 Internal Design Consideration

4.1 Overview

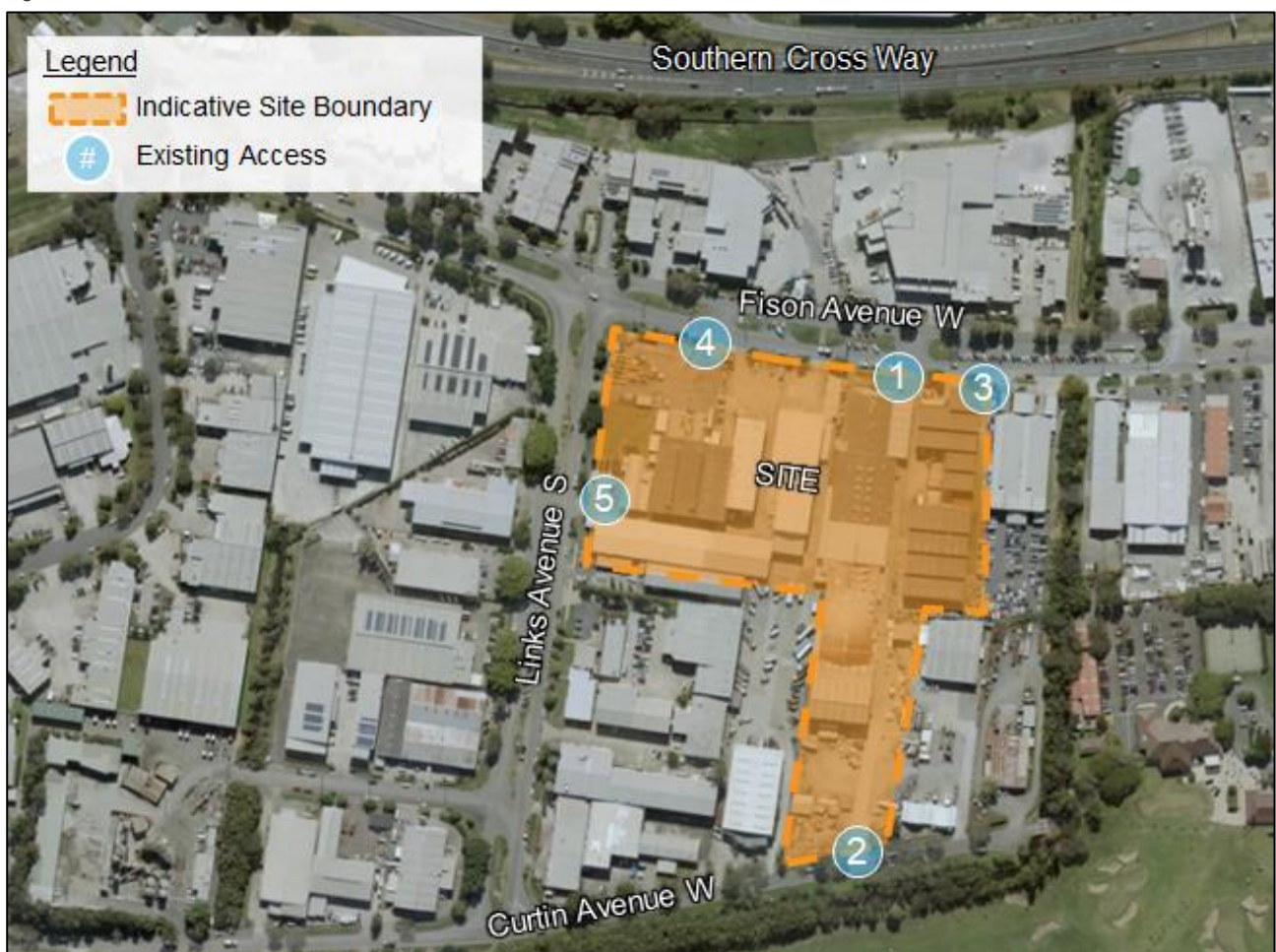
The proposed development and all subsequent Compliance Applications will be suitably reviewed to ensure compliance with the relevant standard and guidelines, including:

- > Brisbane City Council's (Council) 'Traffic, Access, Parking and Servicing' (TAPS) Planning Policy
- > Australian Standards: Parking Facilities Part 1 – Off-street Car Parking (AS2890.1) 2004
- > Northshore Hamilton Priority Development Area Development Scheme (PDA)

4.2 Access

The proposed access driveways for the proposed development are shown below in Figure 4-1.

Figure 4-1 POD Access Points



The above access driveways are all currently existing and will be suitably upgraded to ensure compliance with the above noted relevant standard and guidelines. This review will ensure compliance regarding driveway configuration, location, separation distances and sight distances among others.

4.3 Parking

4.3.1 Car Parking Provision

Section 3.8 of the PDA dictates the parking provision for developments within the PDA. This includes the proposed POD and the corresponding parking rates have been outlined below in Table 4-1.

Table 4-1 PDA Parking Rates

Land Use	Interim period (prior to the provision of first fixed public transport service)	Long term
Commercial (Includes Industrial, Office and Business Park land uses)	1 space per 50m² GFA 50% to be provided on site 50% to be provided in a shared centrally located and parking facility	1 space per 100m ²
Retail (Includes Indoor Recreation, Warehouse, Amenities and Showroom land uses)	1 space per 50m² GFA 50% to be provided on site 50% to be provided in a shared centrally located and parking facility	1 space per 100m ²

Note that the application rate for the industrial uses is the city plan rate (1 per 100m²). The industrial use has been included under the commercial category as the rate is generally consistent, nothing that the interim rate (applicable to stage 1) is more conservative.

Given the above rates, the car parking required for the proposed POD is outlined in Table 4-2.

Table 4-2 PDA Car Parking Provision

Scenario	Land Use	Yield	Parking Rate	Parking Requirement	Parking Provision
Stage 1	Commercial	12,211m ²	1 space per 50m ² , 50% provided on site	On Site: 122 spaces Total: 245 spaces	300 permanent spaces + 126 temporary spaces
	Retail	5,367.9m ²	1 space per 50m ² , 50% provided on site	On Site: 54 spaces Total: 179 spaces	
	Total	17,578.9m²		On site: 176 spaces Total: 424 spaces	
Stage 2	Commercial	49,662.2m ²	1 space per 100m ²	497 spaces	698 permanent spaces + 15 motorbike spaces
	Retail	8,806.6m ²	1 space per 100m ²	88 spaces	
	Total	59,988.8m²		585 spaces	

Any development within the POD will endeavour to comply with the above outlined car parking rates.

4.3.2 Bicycle Parking Provision

The bicycle parking requirement for the PDA is noted to be 1 space per 200m² NLA for workers and 1 space per 1,000m² NLA for visitors. As such, any development within the POD will ensure to comply with the bicycle parking rates. Furthermore, Table 4-3 below details the required end of trip facilities for development within the POD in relation to the number of provided bicycle parking spaces.

Table 4-3 End of Trip Facilities

Locker Provision	Shower Provision
Two (2) lockers per space	4 showers (2 men and 2 women) + 1 shower per 10 spaces

4.4 Layout Compliance Review

4.4.1 Car Park Design

All development with the POD will be assessed under Council's TAPS Planning Scheme and AS2890.1.

4.4.2 Queuing Provision

The required queuing provision will be assessed under Table 10 of Council's TAPS Policy.

4.5 Servicing

4.5.1 Design Vehicle

The general design vehicle for industrial land uses as per council's TAPS Policy is an Articulated Vehicle (AV). As such, the following design considerations will be applied for all developments within the POD:

- > Internal circulation aisles will be at least 6.5m wide
- > Each tenancy will provide a suitable internal loading bay for the required service vehicle
- > All internal loading bays will have garage doors of suitable width to allow of service vehicle movements
- > All vertical clearances will comply with AS2890.3 requirements, and be a minimum of 4.5m for all areas traversed by an AV

Given the above provision, it is noted that service vehicles will be able to access the site in a compliant way.

5 External Impacts

5.1 Overview

The proposed POD assesses the traffic impacts at the following subject intersections:

- > Kingsford Smith Drive / Southern Cross Way On-ramp / Fison Avenue
- > Fison Avenue West / Eagleview Place / Southern Cross Way Off-ramp
- > Fison Avenue West / Links Avenue South

SATURN traffic modelling was undertaken as part of the previous Road Network Masterplan assessment to establish baseline traffic volumes. The SATURN modelling includes the original PDA traffic generation as part of the background traffic volumes. As such, the PDA traffic generation will be removed from the corresponding development scenarios and replaced with the corresponding increase in development traffic.

5.2 Traffic Generation

Traffic Generation has been previously undertaken for the POD as per Cardno's previously applied and approved methodology. This has been included for ease of reference in **Appendix B**.

5.3 Assessment Scenarios

It has been assumed that stage 1 of the proposed precinct will be completed by 2031. Stage 2 is the ultimate arrangement and as such does not have a specific design year at this time. As such, the following assessment scenarios have been prepared for this precinct:

- > 2031 BG + corresponding PDA volumes
- > 2031 BG + Stage 1 Precinct Volumes – corresponding stage 1 PDA volumes
- > Ultimate BG + corresponding PDA volumes
- > Ultimate BG + Stage 1 & 2 Precinct Volumes – corresponding stage 1 & 2 PDA volumes

Note: BG = Background traffic

A network flow diagram for the above design scenarios has been prepared and is included in **Appendix C**.

5.4 SIDRA Analysis

SIDRA Analysis has been previously undertaken for the POD and has been included in **Appendix D**. Overall the POD has negligible impacts compared to the approved PDA traffic impacts for the site and as such no upgrades to the subject intersections are required resulting from the POD.

6 Summary

Cardno was commissioned by King Fiso155 Pty Ltd & KOM Industrial 5 Pty Ltd & Link Brose No1 Pty Ltd to provide traffic and transport engineering related advice in support of a Plan of Development for a proposed business park development located on Fison Avenue in Eaglefarm.

In summary, the key conclusions from the assessment are as follows:

- > The POD proposes an industrial and office business park over two stages, with stage 1 expected for 2031 and stage 2 the ultimate design yield of which does not have a fixed delivery time at this stage.
- > The POD proposes several initiatives to promote active transport within the development and ensure interconnectivity between proposed land uses
- > The proposed parking provision will suitably meet the requirements outlined in the Hamilton Northshore PDA development scheme.
- > All proposed bicycle parking with the POD will suitably meet the requirements outlined in the Hamilton Northshore PDA development scheme.
- > The proposed car parking and servicing area designs will comply with BCC TAPS.
- > Traffic generation impacts resulting from the POD are not expected to impact the currently predicted intersection operations for the 2031 and ultimate design scenarios. Additionally, the proposed development will generally have negligible impacts on the surrounding road network and does not necessitate any intersection upgrades.

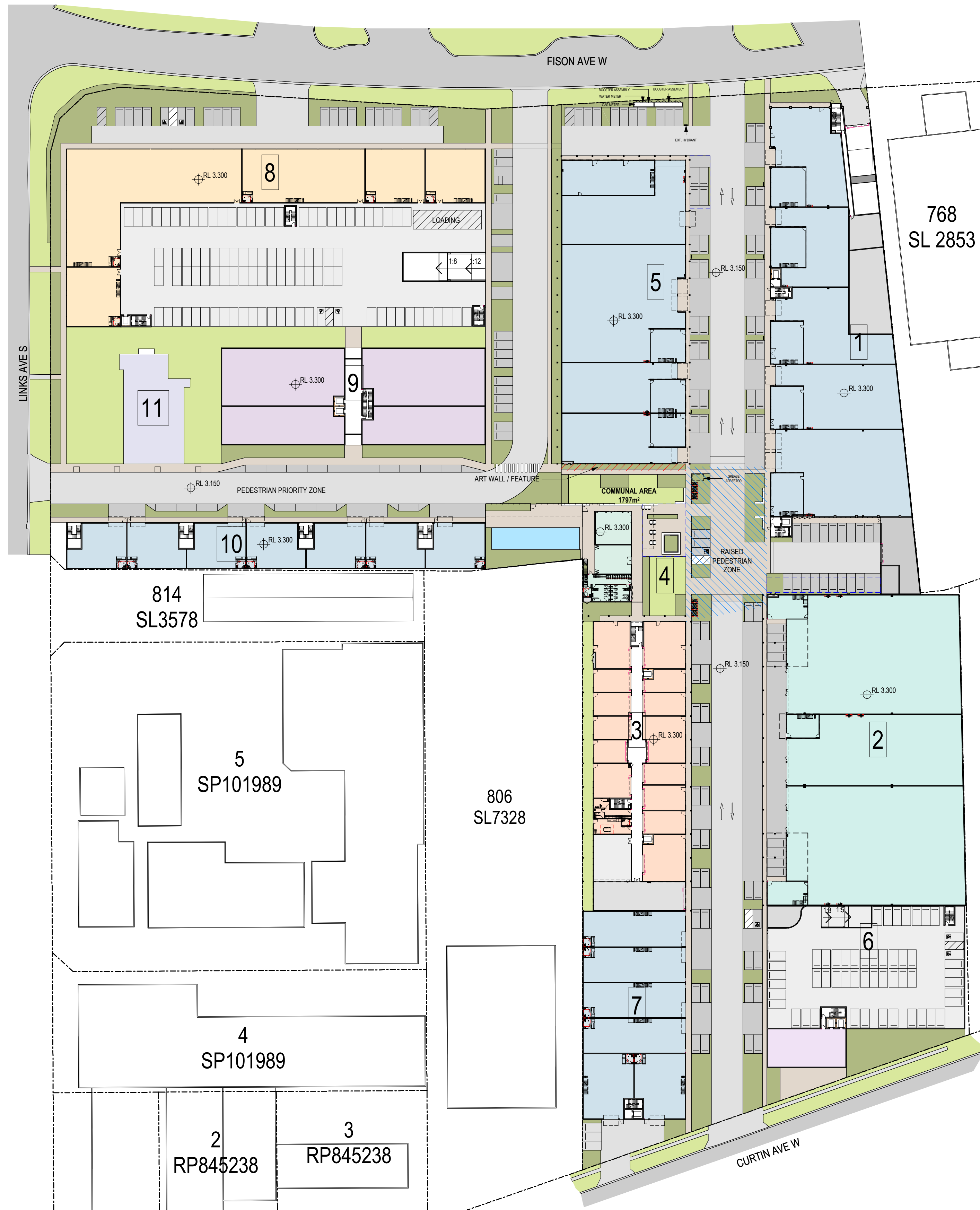
Overall, Cardno believes the traffic and transport characteristics associated with the proposed development are not anticipated to have a significant impact on the surrounding road network and will suitably comply with all relevant standards and guidelines.

Fison Avenue, Eagle Farm

APPENDIX

A

DEVELOPMENT PLANS



PRELIMINARY

Revisions	P1	20.10.21	For Coordination
	P2	25.10.21	For Coordination
	P3	28.10.21	Draft DA
	P4	17.11.21	Final Coordination

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Project Eagle Farm Precinct

Drawing Site Plan - Ground Floor

Project No 221044 Date 17.11.21

Author JH

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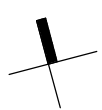
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Author JH

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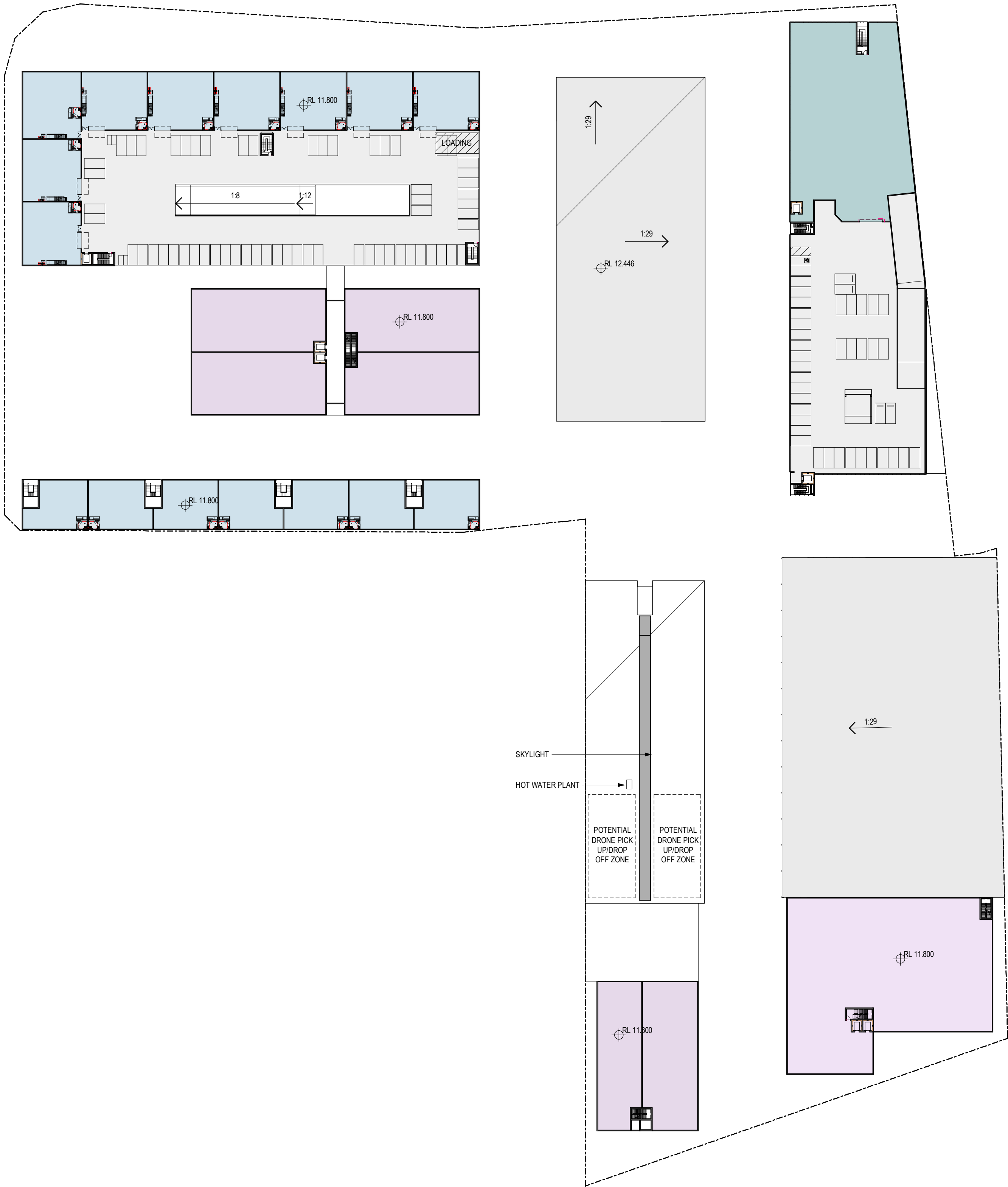
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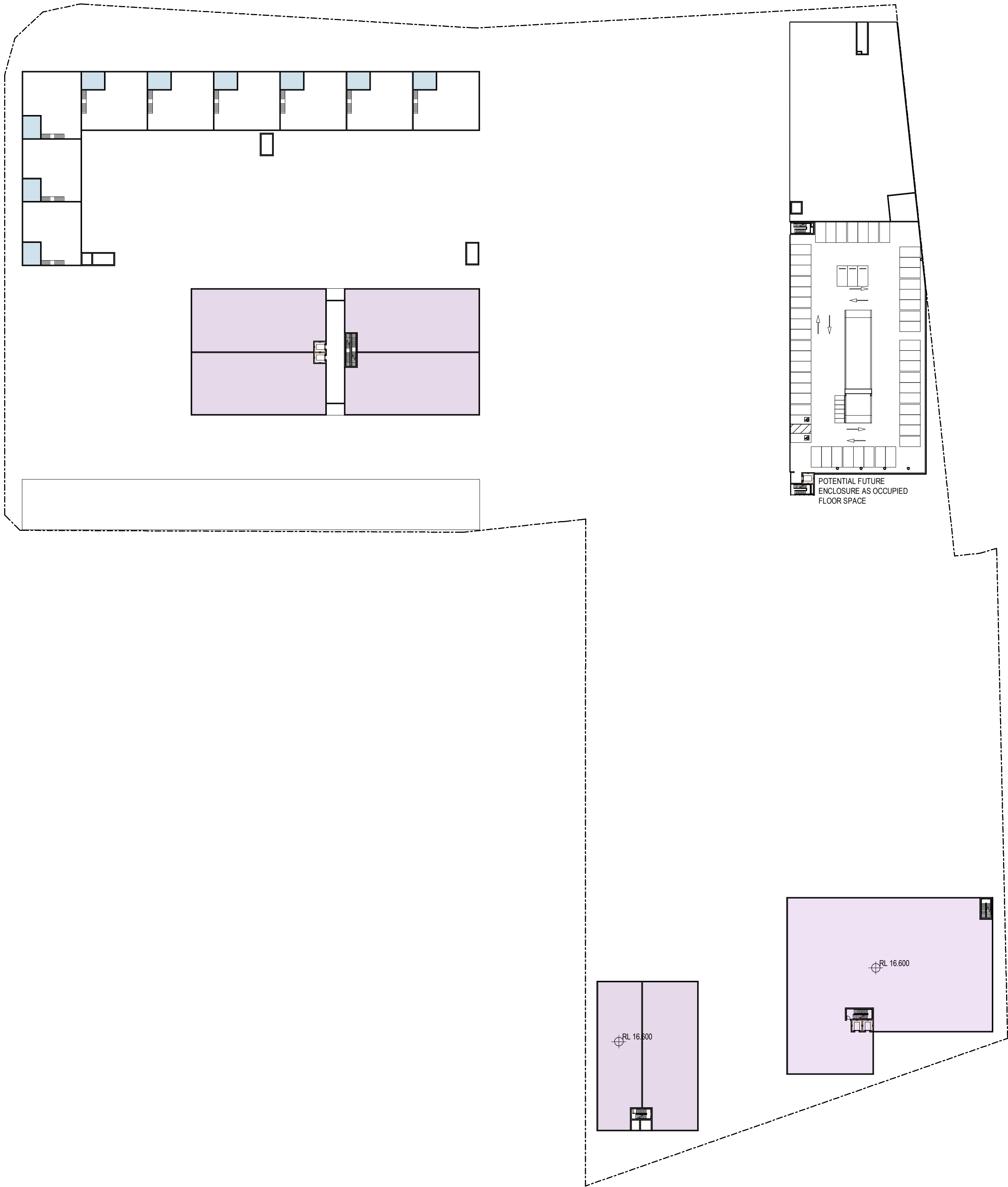
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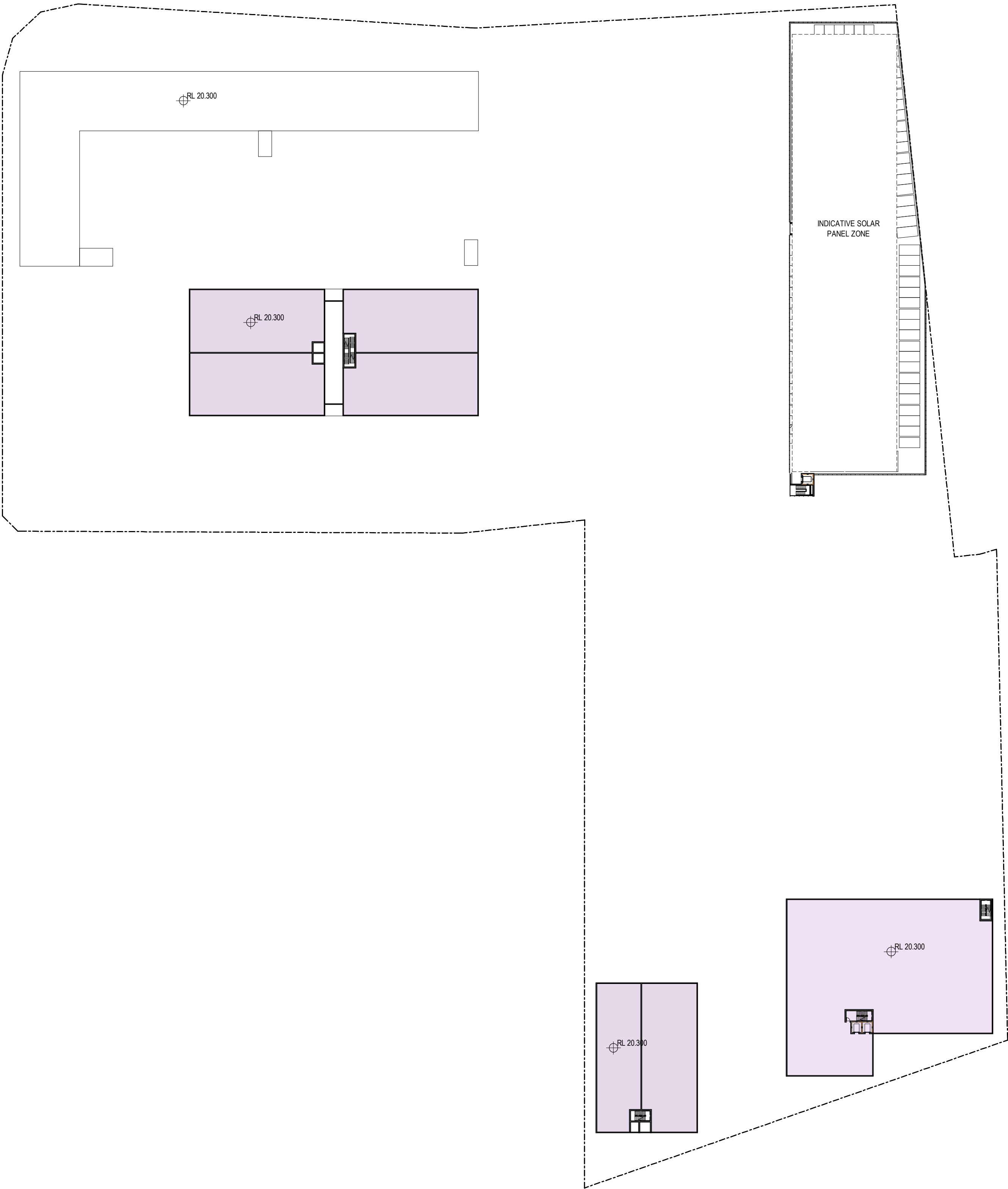
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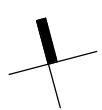
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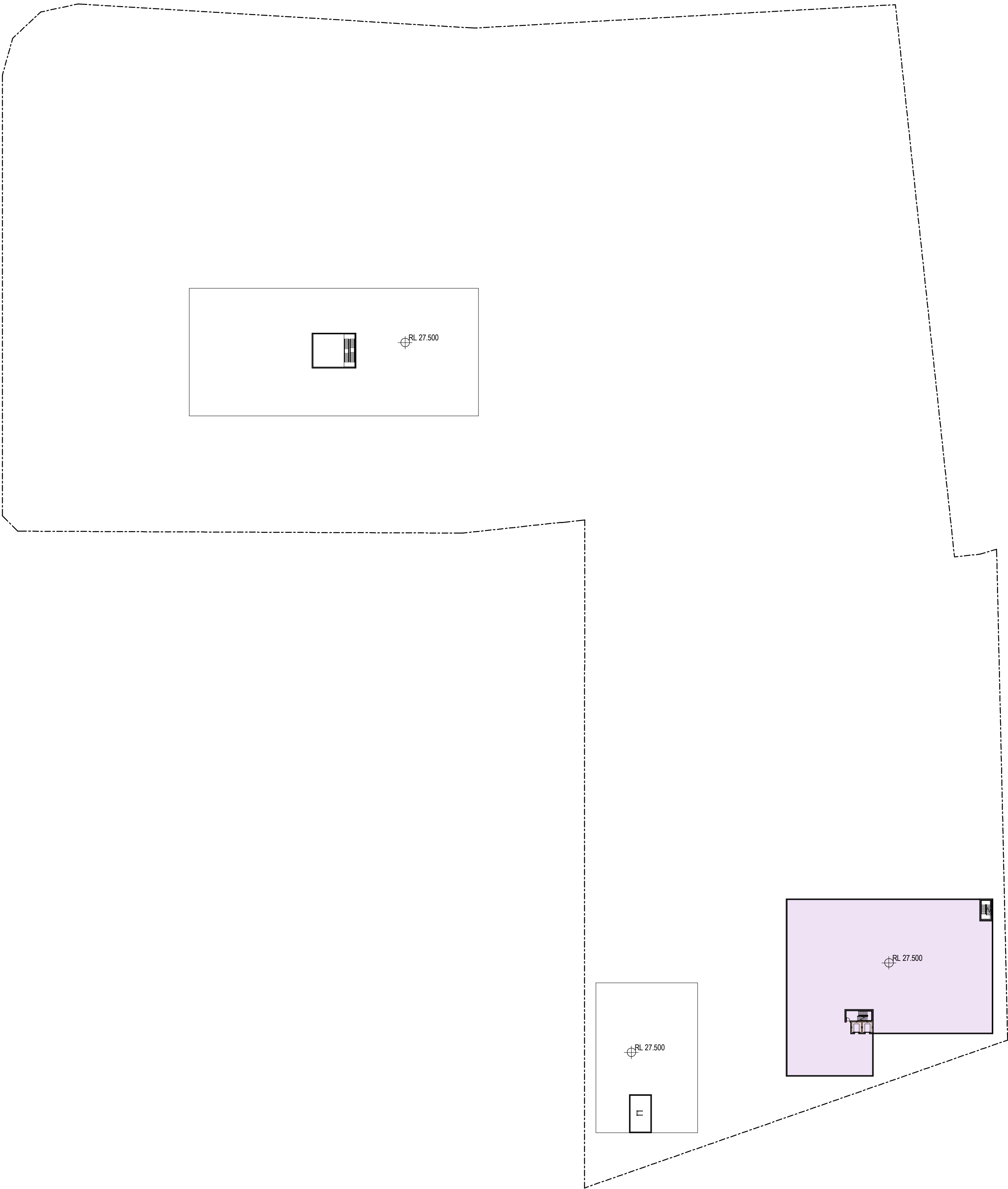
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Project Eagle Farm Precinct

Drawing Site Plan - Level 5

Project No 221044 Date 17.11.21

Author JH

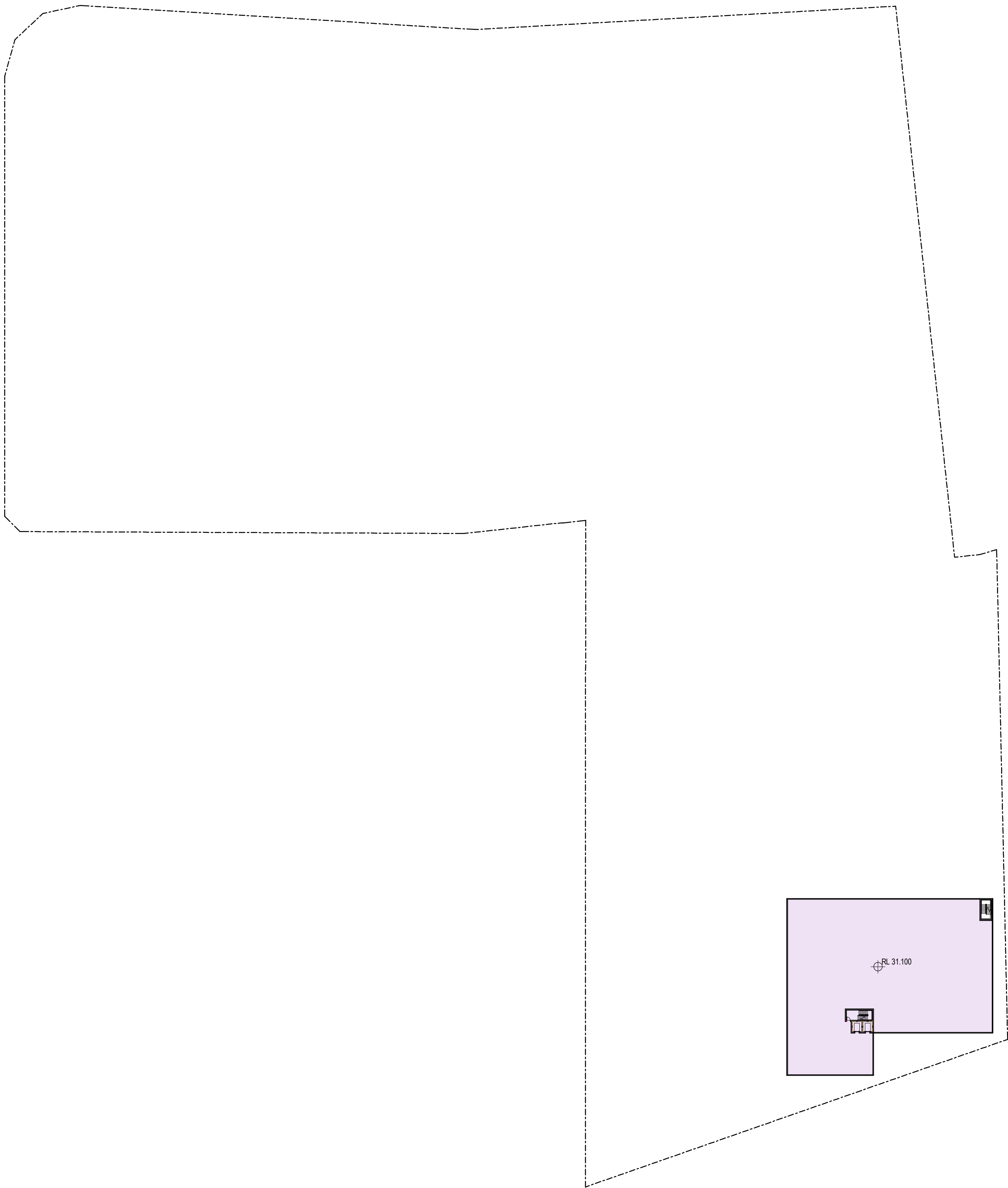
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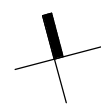
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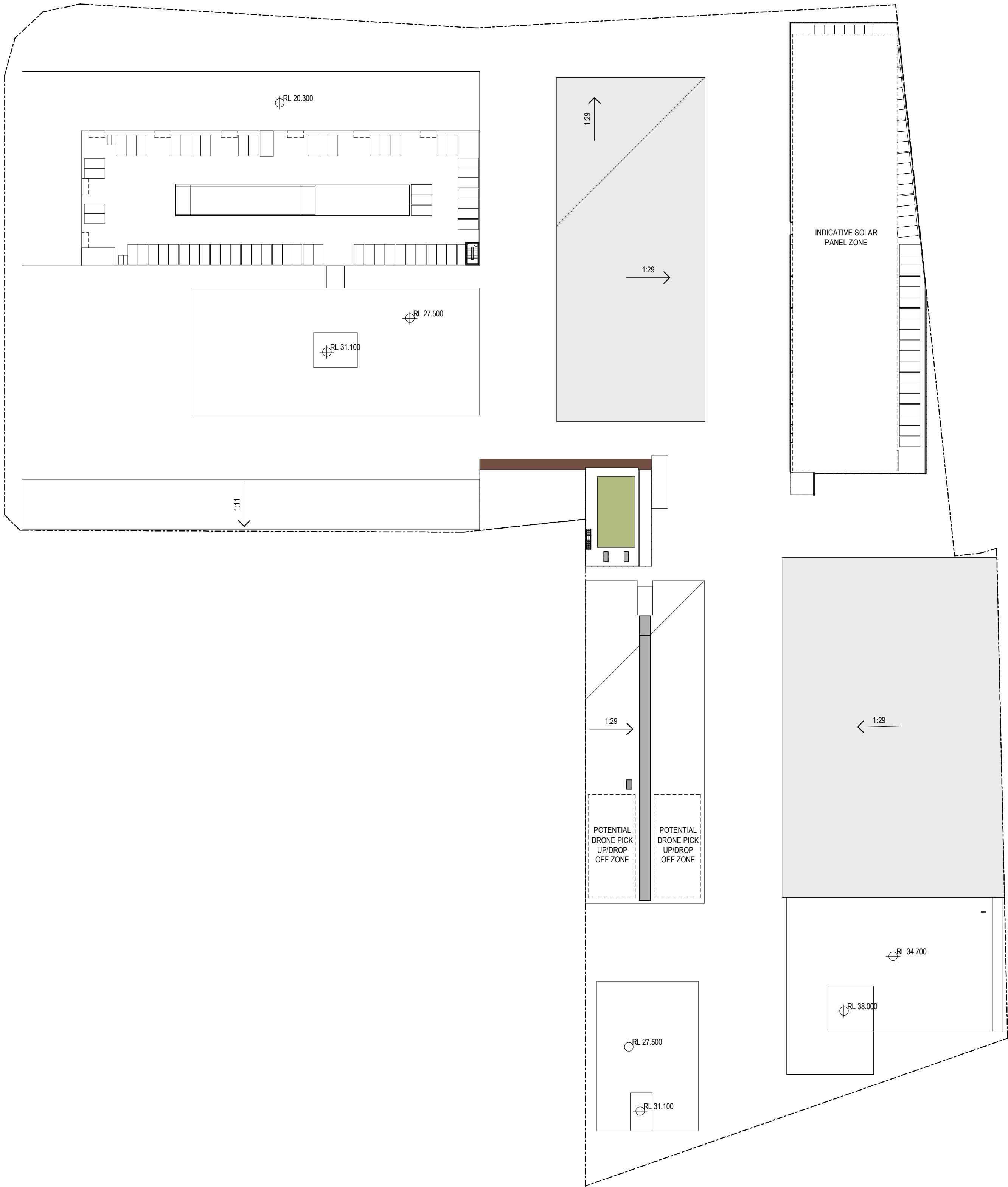
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PRELIMINARY

Revisions	P1	15.10.21	For Coordination
	P2	20.10.21	For Coordination
	P3	25.10.21	For Coordination
	P4	28.10.21	Draft DA
	P5	17.11.21	Final Coordination

JH
JH
JH
GT
JH

17/11/2021 9:18:17 AM



Project Eagle Farm Precinct

110 Links Ave, 155 & 161 Fison Ave, Eagle Farm

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Drawing Site Plan - Roof Plan

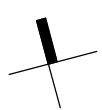
Project No 221044

Date 17.11.21

Author JH

Scale: @ A1 1 : 750

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Fison Avenue, Eagle Farm

APPENDIX

B

TRAFFIC GENERATION

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APPENDIX

C

NETWORK FLOW DIAGRAMS

Fison Avenue, Eagle Farm

APPENDIX

D

SIDRA RESULTS