

7 July 2009

Our Ref: 24882rep2

Your Ref:

Intercept
GPO Box 1001
Brisbane Qld 4001

PLANS AND DOCUMENTS
referred to in the ULDA
APPROVAL dated 10 / 5 / 11

Attention: Michael Reid

RE: Hercules Street, Hamilton – Proposed Mixed Development

Traffic Engineering Review

Dear Michael,

1. Introduction

TTM have been engaged to prepare a report reviewing the traffic engineering aspects of the above mentioned development.

The scope of the review includes:

- Access design and location,
- Car park layout,
- Service vehicle provisions,
- Parking Supply.

2. Proposed Development

The proposed development schedule is contained in Table 2.1

Table 2.1 Development Schedule

Use	Area / Qty
<i>Residential</i>	<i>138 units</i>
<i>Commercial (serviced apartments)</i>	<i>88 units</i>
<i>Retail</i>	<i>1,094m² GFA</i>

TTM Consulting (Qld) Pty Ltd

A Subsidiary of TTM Consulting Pty Ltd
ABN 65 010 868 621
Brisbane Gold Coast
Maroochydore Sydney Melbourne

P O Box 1120
579 Coronation Drive
TOOWONG BC 4066

t (07) 3327 9500
f (07) 3327 9501
e ttmbris@ttmgroup.com.au
www.ttmgroup.com.au

3. Access Design and Location

A single access driveway is proposed to service the subject development. The driveway is located on the future road proposed as part of the Portside Wharf Masterplan. The driveway is located adjacent to the eastern boundary of the site, which is approximately 40m from the intersection with Harbour Road.

The location of the driveway provides adequate separation from the intersection as it exceeds the minimum requirement in AS2890.1, which specifies 6.0m from the intersection as the tangent point of the kerb.

The proposed driveway is 7.0m wide which is considered consistent with the requirements for the capacity of the car park and the design service vehicle.

4. Car Park Layout

The dimensions of the key elements of the car park are summarised as follows:

- Parking bays – 5.4m x 2.7m
- Parking aisles – 6.2m
- Ramp widths – 5.5m plus 300mm kerbs
- Ramp grade – maximum 1 in 8

These dimensions all comply with the minimum dimensions specified in AS2890.1. It is noted that the turn paths on the car park ramps will need to be reviewed during the detailed design phase to ensure adequate clearance and sight distance can be achieved.

5. Service Vehicle Requirements

The development plan provides a dedicated bay for an MRV, which could be utilised for deliveries to the commercial uses as well as furniture delivery to the residential component.

The proposed parking bay is adequate for an MRV / RCV (rear loading) to manoeuvre within the site to allow entry and egress in a forward motion.

To accommodate the smaller delivery vehicles, particularly couriers for the office component, 2 Van bays have also been provided.

6. Parking Supply

The parking supply is proposed as shown in Table 6.1.

Table 6.1 Parking Provision

<i>Use</i>	<i>Area / Qty</i>	<i>Rate</i>	<i>Spaces</i>
<i>Residential</i>	<i>138 units</i>	<i>1 space / unit</i>	<i>138 spaces</i>
<i>Serviced apartments</i>	<i>88 units</i>	<i>1 space / unit</i>	<i>88 spaces</i>
<i>Retail</i>	<i>1,094m² GFA</i>	<i>1 space per 30m</i>	<i>37 spaces</i>
<i>Visitors</i>			<i>14 spaces</i>
Total			277 spaces

Due to the mix of uses within the development, the proposed parking supply is considered adequate to satisfy the parking rates specified in the ULDA Development Criteria. It is typical for a development of this nature, that residential visitors share parking spaces with the non-residential component of the development as the residential visitor demands occur outside of standard business hours.

7. Conclusion

It is concluded that the proposed development satisfies the key design criteria for the traffic aspects of the proposal. The parking supply is also considered adequate to satisfy the demands whilst minimising the volume of commuter travel demands

If you have any queries contact Brian Camilleri on 3327 9500.

Yours faithfully,



Brian Camilleri
Director

1

2