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Urbis Ltd
ABN 50 105 256 228

22 August 2024

Wren Street Health Investments Pty Ltd
C/- Urbis Pty Ltd
L32, 300 George Street
Brisbane City QLD 4000

Dear Michael,

WREN STREET, BOWEN HILLS - RFI RESPONSE

Urbis have been engaged to provide a traffic engineering response to Item 11 - 20 of Economic Development Queensland (EDQ's) Further Information Request dated 31st May, 2024. The request relates to Stage 2 of a mixed use development located at 15- 21 Wren Street, Bowen Hills.

EDQ's application reference for the proposed development is DEV2024/1479.

The original report was prepared by TTM Consulting (Ref: 23BRT01947). In preparing this response, Urbis have undertaken a review of the proposed plans. Based on this review, and items raised within the Information Request, changes have been made to the development layout. These changes include:

- Number of built to rent dwellings has increased to 242
- Revised car parking layout within Stage 2
- Updated allocation of spaces based on Stage 1 (existing and operational) and Stage 2 (proposed) demands.
- Reduction in public parking spaces, as compared to current approval

A summary of the proposed yields is provided in **Table 1**.

Table 1 Proposed Yields

Land Use	Yield
Build to Rent	242 dwellings
Medical (Stage 1)	3,584m^2 GFA
Medical (Stage 2)	4,937m^2 GFA
Public Car Park	151 spaces

The specific traffic engineering items that Urbis are responding to are as follows:

Traffic:

It is acknowledged the development relies on some of the existing traffic arrangements approved as part of the earlier development approval. However, due to this proposal including a material change of use, resulting in an intensification of activities on site, the following information is required to ensure the traffic and transport outcomes remains safe and efficient for residents, visitors and building

occupants. Furthermore, the Development Scheme has been amended since the original approval with significant changes to the assessment criteria being applied.

11. CAR PARKING

- The proposal includes a parking rate for residential uses, which does not meet the minimum parking rates of 0.75 spaces per dwelling for residents and 0.15 spaces for visitors per dwelling. Further details is required to ensure the currently proposed residential parking can be supported, given the site is located within the City Frame of the Brisbane City Plan 2014's Transport, access, parking and servicing (TAPS) code and the proposed non-residential uses on site exceed the maximum rate.

- Provide further information and details of the Build-to-Rent strategies suggested in the Traffic Impact Assessment to justify the non-compliant residential parking spaces.

- Provide amended plans clearly delineating the parking spaces allocated to each use/activity (i.e. resident, visitor, car share spaces, health care services and parking station).

URBIS RESPONSE

Within the development, the car parking arrangements consider the conditioned parking supply for the existing Stage 1 medical tenancy and public car park as well as the proposed land uses.

The proposed car parking provisions are summarised in **Table 2**. The allocation of spaces is shown on the revised development plans included in **Attachment 1.**

Table 2 Proposed Car Parking Allocation

Land Use	Proposed Parking Supply	Comment
Build to Rent	121 resident spaces 36 visitor spaces 6 share car spaces	Performance outcome – see below.
Medical (Stage 1)	37 spaces	Provided as per existing approval.
Medical (Stage 2)	33 spaces	Complies with maximum rate of 1 space per 100m^2 GFA
Public Car Park	151 spaces	Reduction from current approval

The provision of 37 spaces for the existing tenancy is as per the current approval.

The proposed parking supply for the Built to Rent (BTR) use is based on the practical demands. That is, the residential demand BTR will be less than a standard dwelling.

The remaining spaces are to be allocated to the public car park.

Further information regarding the proposed parking arrangements is provided under the respective headings.

RESIDENTIAL DEMANDS (BTR)

Whilst reference is made to standard residential dwellings, both Schedule 3 of the Bowen Hills PDA Development Scheme and the BCC TAPS Policy are silent with regard to a BTR use. As such, the parking supply is to be based on a first principles assessment of resident demands.

The first principles assessment of the parking aligns with PO12 of the TAPS Code, which notes:

PO12

Development in the City core and City frame provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.

The proposed car parking rate for the BTR component is detailed in **Table 3**.

Table 3 Proposed Parking Supply Rate

Land Use		Proposed Parking Supply Rate
Build to Rent	Resident	0.5 spaces per dwelling (excluding motorcycle bays)
	Visitor	0.15 spaces per dwelling

The reduced parking rate considers the following:

- Recent policy amendments, with an expansion of the City Core and City Frame to reflect well connected areas.
- Practical operation of a BTR Scheme
- Proximity to public transport
- Alternate parking surrounding the site.

Further justification regarding the proposed rates is provided below the table under the respective headings.

Policy Amendments

Recently, BCC have acknowledged that the provision of car parking spaces in new developments adds to the cost of new housing, and that car parking requirements differ across the city. In light of this, BCC have proposed a city wide amendment – Inner-City Affordability.

The proposed amendment expands the area where existing City Plan standards that allow lower numbers of on-site car parking spaces in new developments, are applied – i.e. the City Core and City Frame areas.

The development site is currently located in the City Frame. This allows a maximum rate for non-residential uses, and reduced parking rates for residential (i.e. multiple dwelling and short-term accommodation uses).

Under the proposed amendment, the site would move to the City Core. Within the City Core, maximum parking rates are applicable for both residential and non-residential uses. The change of zoning from City Frame to City Core reflects the sites proximity to alternate modes of transport, including both rail and bus.

The proposed parking rates noted in **Table 3** aligns with the maximum rates for a residential development within the City Core.

First Principles Assessment – BTR

To assess the practical parking requirements for BTR development, the following needs to be considered:

- Operation of a BTR scheme
- How the development aligns with the currently defined uses within the City Plan
- Proximity to public and active transport

Each of the above is detailed further below.

Operation of BTR Developments

BTR developments typically have the physical build characteristics of a multiple dwelling use operational characteristics of rooming accommodation. The household size of a BTR dwelling is generally less than a standard MUD. Survey data indicates that the average occupancy for a MUD is 2.6 persons per dwelling as compared to a BTR dwelling which is 1.45 persons per dwelling. This indicates a lower population associated with this style of residential development. 2

As at 2020-2021, 33% of the population is housed within the rental market. This statistic is significantly higher within Brisbane city, and among younger Australians. Approximately 70% of persons aged 25 – 34 rent their home. Of this, 40% of all renters are considered 'long term' renter – i.e. renting for at least 10 years (PwC).

The demand for affordable permanent rental accommodation is growing significantly in the Brisbane market. In this current climate, there is a shortage of suitable supply for people such as essential workers, young professionals and the like (typically aged less than 35yrs old). As such, this results in inadequate and unsuitable accommodation with respect to quality, cost, living arrangement, location, tenure and maintenance.

The market for the BTR project is specifically targeted at a demographic that are sensitive to affordability and sustainability. That is, residents that generally do not want to pay for a parking space and / or are attracted to using alternative modes of transport from either a cost saving or sustainability perspective.

Residents also have limitations imposed on their living arrangements under an agreed operational management plan, typically annexed to the resident's lease, in relation to number of occupants, number of visitors, use of a car space being optional only.

<u>Management</u>

The applicant will have ongoing control over both the leasing of the apartments and the allocation of parking spaces. This provides opportunity to more effectively manage parking demands, particularly given the target market.

A key aspect of this management of the apartments and the car park, is that parking spaces are de-coupled from the apartments and leased to tenants on an as needs basis. Applicants will be advised that a maximum number of spaces are provided and will be required to apply for a space at an additional cost. It is noted that some applicants may also be offered a unit with no option for a car park.

De-coupling the spaces from the apartment ensures that all spaces are effectively utilised, unlike traditional residential developments with allocated parking. It is not uncommon in residential developments with allocated parking that a proportion of the residents do not own cars yet have an allocated parking space, which sit vacant.

This arrangement aligns with the intended target market which is aimed primarily at students and essential workers aged between 20-40. Students generally cannot afford the costs to buy a car and additional expenses such as insurance, fuel and parking (ie at university), and are more inclined to utilise car share such as uber, if public transport is not available.

Practical Parking Demands

Comparatively, a review of BTR schemes approved by EDQ within the Bowen Hills PDA area have a varying resident and visitor car parking rate. These are noted in **Table 4.**

Table 4 Approved Parking Rates – BTR Bowen Hills

Site	Approved Parking Rates	Approval Date
19 Campbell Street	Resident – 0.63 spaces per dwelling Visitor – 0.1 spaces per dwelling	2022
15 Anderson Street	Resident – 0.52 spaces per dwelling Visitor – 0.086 spaces per dwelling	2024
Exhibition Quarter (Building 1)	0.5 spaces per dwelling*	2022

* The Exhibition Quarter site is located within the RNA precinct and has a maximum parking supply rate of 1.5 spaces per dwelling. A overall parking supply of 225 spaces for 443 dwellings has been approved.

Both the Campbell Street and Anderston Street developments are located within the Bowen Hills PDA with similar access to public and active transport facilities.

It is also relevant to note that the above rates are consistent with BTR rates within New South Wales and Victoria. The key elements for the New South Wales BTR scheme are based on single ownership, single operator and located in existing low-medium density zones (importantly not limited to high rise) with a car park ratio of 0.5 spaces per unit.

Victoria has a car ratio for BTR of between 0.2-0.5 spaces per unit and found that even despite the lower car park rates, developments operate with a third of spaces being occupied by residents.

Comparison of Defined Uses

The City Plan does not currently define a BTR development, and as such, does not have a specific use code. The key differences with a BTR development compared with a standard multiple dwelling are:

- De-coupled parking arrangements
- Tailored management approach
- Sites are typically in close proximity to public / active transport and activity nodes

Based on the above, the parking demands for a BTR development vary significantly from a multiple dwelling development. As such, application of the standard multiple dwelling rate is not considered suitable. In this instance, the parking demand characteristics align with a rooming accommodation use.

Urbis have undertaken assessed the site against the rooming accommodation rates. As the site is located within the City Frame, the rates noted within Table 13 of the TAPS Policy have been applied.

Table 5 Parking Supply Requirement – Rooming Accommodation

Land Use	BCC Requirement	Extent	Requirement
Rooming Accommodation	0.4 spaces per room	242 dwellings	97 spaces

The development proposes a combination of resident and visitor spaces. This acknowledges that unlike rooming accommodation, residents are likely to have visitors from time to time.

The provision of 121 resident (0.5 spaces per dwelling) and 37 visitor spaces (0.15 spaces per dwelling) exceeds the rooming accommodation rate, noting that an additional supply is provided for visitors.

Proximity to Public and Active Transport

As noted above, the site is currently located within the City Frame but will form part of the City Core if the proposed amendment is adopted. The rezoning of the site aligns with Council's intent to reduce car parking for sites that are well located with regard to public transport.

The site is located near several public transport facilities. The site is located within 400m walk of the pedestrian entrance to the (future) Exhibition train station and RBWH Busway stop. Additionally, on-street bus stops are located along O'Connell Terrace and Sneyd Street.

An 'active transport route' runs along the north-east boundary, as shown within the Bowen Hills PDA.

In terms of on-site operation, the ongoing management and control of on-site parking allows for the encouragement of public transport use. By providing reduced on-site parking, private vehicle usage is discouraged, aligning with the outcomes of PO13.

Alternative Parking

A key characteristic of the strategy to reduce the resident parking supply for a BTR project is to ensure that there is limited ability for the residents to create overflow parking on the streets surrounding the site. If there are no viable 24 hour on-street parking opportunities convenient to the site, this essentially restricts potential car ownership beyond the on-site supply.

The site is located within the Brisbane Central Traffic Area. Within this area, parking is limited to 2 hours between 7am and 6pm weekdays and 7am to Midday Saturdays, unless otherwise signed.

As the site is located within the Brisbane Central Traffic Area, there is no opportunity for middle to long term parking on any public street within 500m of the site. This effectively restricts car ownership to potential tenants who either have no car or can lease a space on the site. There is no practical alternative to park on the street in the medium or long term as would be required by residents.

Summary

Based on the above assessment, a reduction in residential car parking aligns with not only the operational demands of the site, but the current policy direction of BCC. The BTR model allows for more affordable housing, and when located within a well serviced area such as Bowen Hills, can support a reduction in car parking across the site.

For the non-residential uses, car parking is provided in accordance with the current approvals and maximum car parking rates noted within the scheme.

The remainder of spaces will be allocated as public car parking. This is consistent with the current approval for the site.

12. TRAFFIC GENERATION

The submitted Traffic Impact Statement suggests the traffic generated will be less in comparison to the type and scale of land uses previously approved by EDQ. Further information is required to justify this statement.

URBIS RESPONSE

There is a current approval for the site which included medical, a public car park and short term accommodation. This approval is summarised in **Table 6.**

Table 6 Estimated Generation – Approved Scheme

Stage	Land Use	GFA / No.	No. of spaces
Stage 1	Medical (Hospital)	4,068	37 Spaces
	Commercial	-	189 Spaces
Stage 2	Short Term accommodation	239 rooms	70 parking spaces

The proposed scheme is summarised in **Table 7** below.

Table 7 Proposed Scheme

Land Use	GFA / No.	No. of spaces
Medical (Stage 1)	3,584	37 Spaces
Commercial car park	-	151 Spaces
Medical (Hospital / Consulting)	4,937m^2	33 spaces
Build to Rent (BTR)	212 Units	121 parking spaces

As shown, the development results provides additional medical consulting GFA and the conversion of the short term accommodation to BTR. This will have an impact on the generation of the site.

The initial report (prepared by TTM Consulting) has detailed the expected generation of the approved scheme vs. the proposed scheme. This assessment is reproduced below, with additional information provided.

Table 8 Estimated Generation – Approved Scheme

Land Use	No.	Peak Hour Generation Rate		Estimated Peak Hour Generation	
		AM	PM	AM	PM
Medical (Hospital) – Stage 1	39 spaces	0.45vph per space		18	18
Commercial Parking Facility	189 spaces	0.49vph per space	0.47vph per space	92	89
Short term accommodation	239 rooms / 70 parking spaces	0.2vph per room (set down) 0.17 vph per space (parking area)		48 12	48 12
Total Generation				170vph	167vph

Table 9 Estimated Generation – Proposed Scheme

Land Use	No.	Peak Hour Generation Rate		Estimated Peak Hour Generation	
		AM	PM	AM	PM
Medical (Hospital) – Stage 1+2	70 spaces	0.45vph per space		31	31
Commercial Parking Facility	151 spaces	0.49vph per space	0.47vph per space	74	71
Build to Rent	157 parking spaces	0.2vph per space		32	32
Total Generation				137vph	134vph

The DTMR RPDM and RTA GTGD recommends, for planning purposes, adopting a peak hour traffic generation rate of between 0.2 to 0.3 trips per unit dwelling for high density residential developments.

Recent approvals by EDQ for BTR developments located within Bowen Hills have adopted a rate of 0.2vph. This is consistent with the lower end of a multiple dwelling development. Application of the multiple dwelling rate to the BTR scheme is considered conservative given the difference in car ownership and parking supply rate.

Overall, as shown in **Table 9** the overall generation is lower in both the AM and PM peaks. As such, no further assessment is required.

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13. BICYCLE END OF TRIP FACILITIES (EOTF)

The development includes bicycle parking in the basement level, however, the EOTF are located within the carparking areas on Levels 5, 6 & 7. Provide amended plans to ensure bicycle parking and EOTF are conveniently located for occupants.

URBIS RESPONSE

The bicycle spaces located on the upper levels are allocated to tenants of the BTR component. The provision of bicycle parking within the secure parking area is consistent with residential uses such as a standard multiple dwelling development.

All bicycle parking associated with the medical tenancy and visitors will be located within the lower ground level.

14. QUEUING

In accordance with section 3.2.2 of the Traffic Impact Assessment it is requested that the queuing probability factor is reduced to less than 5%. This can be achieved by relocating the boom-gate further into the property to create the provision of one more vehicle queuing space to be accommodated at the front of the gate.

URBIS RESPONSE

The boom-gate is existing and operational within Stage 1 of the development. The TTM report has demonstrated that the queueing will be below 5%.

Urbis has undertaken an assessment of the queuing based on Poisson's distribution. The Poisson Distribution assesses the random arrival of vehicles. Assuming an average arrival rate of 109vph (80% of traffic generated by the site in the AM), within 30 seconds, the probability of more than 2 vehicles entering the site simultaneously (or say within a 20 second period) is less than 5%.

Based on the above, no changes are proposed to the scheme.

15. CAR PARKING LEVEL GRADIENTS

There appears to be an inconsistency between the approved car parking levels for Stage 1 and the newly proposed car parking levels following a comparison of the previously approved and proposed floor levels. Provide additional information and plans confirming the access between the carparking areas is provided at grade or demonstrate the gradients remains compliant.

URBIS RESPONSE

There is no grade change between the existing car park and proposed car park. The 'proposed' car park will tie into the 'existing' car park without ramping.

URBIS

16. PARKING SPACES DIMENSIONS

- The proposed development fails to indicate compliant dimensions for all car parking spaces. Provide amended plans demonstrating the dimensions for all car parking spaces, with standard spaces including a minimum width of 2.5m for resident spaces in accordance with AS2890.1 (Be advised, 2.5m is still below the TAPS PSP requirement of 2.6m).

- In addition, demonstrate how residents will be notified of car parking spaces which are allocated to small cars only on levels 8, 9 and 10.

URBIS RESPONSE

Typical car parking dimensions are now provided on the plans.

Table 18 of the BCC TAPS Policy indicates that resident and visitor parking spaces be provided with a minimum width of 2.6m.

The development plans propose to provide 2.4m wide resident parking spaces. Although less than that detailed in the BCC TAPS Policy, they satisfy the minimum width requirements for Class 1A car parks (with a minimum space width of 2.4m) as outlined in the AS2890.1.

It is also noted that the proposed parking aisles in the basement area (shown as 6.2m wide) - 0.4m wider than the minimum 5.8m aisle widths allowed under AS2890.1 - which will allow for most vehicles to enter and exit the parking spaces without the need to perform three-point turns.

Within a BTR development, residents nominate to have a parking space. Therefore, should a resident require a parking space, they can nominate if they require a small car or standard space. This is no different to a standard Build to Sell (BTS) scheme, where a resident is allocated a parking space (small or standard) as part of their contract, and notified accordingly.

The visitor spaces are to be located within the existing car parking area. The typical parking bay width is 2.6m. This complies with the requirements of the BCC TAPS Policy.

17. SERVICING

- The proposed driveway crossovers for the ambulance and service bays are located within proximity of one another, which is inconsistent with TAPS planning scheme policy (PSP), which prescribes a minimum distance of 15m between driveways and the number of driveways is required to be limited to ensure safety impacts from the vehicle access is mitigated.

- The development does not allow for service vehicles and the ambulance to enter and exit the bays in forward gear. In addition, the provided number of service bays are not considered to meet the minimum requirements under the TAPS PSP for all uses across the site. The ground floor plan is required to be amended to ensure the servicing arrangements as previously approved can be accommodated on-site, within the basement level as shown on the approved stage 1 plans.

- Provide amended plans to appropriately demonstrate all details of the access and manoeuvring arrangements for service vehicles, including the driveway crossover (type, dimensions and gradients), circulation and manoeuvring areas, sightlines and all service vehicle bays in accordance with the TAPS PSP to ensure servicing can be accommodated and carried out safely, efficiently and conveniently on site.

URBIS RESPONSE

Crossover Separation

Although Wren Street is nominated as a major road (a combination of suburban and district), the function of the road is akin to that of a minor road (i.e. neighbourhood collector). That is, the primary function of the street providing access to the properties accessed via Wren Street.

It is also noted that the carriageway width is constrained and is not conducive to high vehicle speeds or the through movement of vehicles from Campbell Street through to O'Connell Terrace. The northern portion of Wren Street functions as two way, with a pavement width of 5.5m. The southern portion of Wren Street is one-way, with a 5.5m pavement width.

The allowance for an ambulance bay is to ensure that if needed, a patient can be transferred quickly from the site to the hospital. Unlike a hospital, ambulance bays for medical centres are largely ancillary, with a low demand. As such, the primary service bay will be the MRV / SRV bay, within the existing Stage 1 building. The reduced separation between the crossovers is considered acceptable given the expected demand of each bay, and the existing constraints of Wren Street.

Proposed Servicing Arrangements

The basement level of Stage 1 is to be converted to a MRI bunker and will no longer form part of the servicing arrangements for the site. As such, the proposed loading bay utilises an existing access to Stage 1 instead of providing an additional crossover for service vehicles. A separate ambulance bay and associated access is provided within Stage 2.

Again, the expected demands for the ambulance bay are low - i.e. during emergencies only. As such, the location of the crossovers is considered suitable.

In total, three access crossovers are provided to the site. This includes one car access, a service vehicle access and an ambulance access. The separation of service vehicles from both ambulance and general car access is considered suitable given the proposed land uses.

Although defined as a major road, it is not reasonable that service vehicles be expected to turnaround on-site. The requirement for forward in/ forward out access on a major road is due to the typical high volume and speed of vehicles along the frontage. As detailed above, Wren Street does not operate as a major road. Vehicle speeds are limited to 50kph, with the narrow carriageway and topography encouraging lower speeds.

As such, the reverse movement of vehicles from Wren Street into the site is considered suitable. It should also be noted that the reverse movement is consistent with the approved Stage 1 application.

Access Design

Urbis have prepared a plan showing the dimensioned crossover for both the ambulance and service bay. The service bay access is as per the existing approval, with no changes proposed as part of this application.

The BCC TAPS Policy does not outline requirements for an ambulance bay. As such, the design is based on the requirements specified within the Australian College for Emergency Medicine – Emergency Department Design Guidelines. Within the guideline, a minimum bay dimensions of 6m x 4m is required. This is provided on-site.

Per the TTM report, the height within the loading area is 4.5m, which is suitable for a standard ambulance.

Due to the gradient of Wren Street, a crossfall of 1:10 is proposed for the width of the driveway. To minimise the gradients within the service area, the driveway then twists at a 1:21 gradient. Within the bay, a 1:50 gradient is proposed along the length of the bay.

As Stage 1 is constructed, reduced sight lines are provided on the southern side of the crossover. This is due to the existing wall of the building. It is recommended that a secondary warning system (i.e. flashing light and/ or warning sound) be installed and used when ambulances are existing the site.

18. SWEPT PATHS

The proposed swept paths contained within the Traffic Impact Assessment show a number of conflicts between car and service vehicle manoeuvring templates and structures in the road network and internal car parking levels.

Provide amended plans demonstrating the following:

a. The alignment of swept paths for the RCV achieves a minimum separation of at least 300mm from kerb and channel on Wren Street

b. As Wren Street turns into a one-way street ensure manoeuvring for service vehicles and the ambulance on the swept path are in the right direction.

c. Swept paths shown for ingress and egress to car parking bays appear to conflict with structures/walls. Demonstrate that residents can conveniently access the small car parking bays.

d. Swept paths are required to demonstrate sufficient areas are provided for terminated aisles in each car parking level for vehicles to turnaround where there are no spaces available.

URBIS RESPONSE

Service Vehicle Swept Paths

Fronting the loading bay, Wren Street is two way. The paths prepared by TTM show the truck approaching from the north and exiting back to the north. This movement can occur.

The swept paths prepared by TTM showed that the body of the vehicle is contained within the carriageway at all times. The 0.5m clearance does overhang the carriageway and kerb, but does not conflict with infrastructure within the street. This overhang is due to the reduced verge along Wren Street. A wider crossover could be provided to improve the movement, however this would result in an increased crossover width, which is not considered suitable at this location.

Urbis has prepared updated swept paths showing based on the revised development plans. There are included as **Attachment 2.**

19. BIKEWAY

- The submitted drawings have not demonstrated a minimum overhead clearance of 2.5m can be maintained above the bikeway (as per the Austroads 'Guide to Road Design'. Part 6A: Paths for Walk and Cycling, figures 5.7 and 5.9). The minimum clearance is to be demonstrated both to the structure itself, and also any fixtures on the underside of the structure (e.g. lights, services).

- The bikeway is to be lit to the appropriate standard where the structure is built over the top for safety and CPTED reasons.

- The proposal plans appear to show encroachment from the column and building walls into the bikeway easement that is not supported.

- To ensure there is no confusion for bikeway users, it is recommended that signage be provided to make it clear the bikeway is publicly accessible as there are limited indicators currently. Any signage is to be provided in accordance with the Infrastructure design PSP of the Brisbane City Plan 2014.

URBIS RESPONSE

The first building overhang occurs at RL13.6 (i.e. Level 1). This ensures that a minimum height clearance of 2.5m is achieved at all times.

Columns / structure is required to ensure that the building above the bikeway can be supported. A detailed structural review has been undertaken as part of the development application to minimise the extent of structure required. As shown on the plans (Ground Floor Plan – Lobby), the structure is located outside of the bikeway.

Refer to the landscaping package for information regarding lighting and signage within the bikeway.

20. LOADING ZONE

The proposed partially indented passenger loading zone on Campbell Street prejudices the future upgrade of the corridor and is not supported in its current form. The support for such a facility is conditional upon:

a. Fully indenting the zone from the existing kerb alignment

b. Provision of a standard format (not volumetric) land dedication that achieves a verge width of no less than existing, as measured from the relocated kerb face.

BSD-3162 states that the desirable width of the indented loading zone is 3.2m, however a reduced width may be supported (to a value that satisfies Table 3.1 of AS2890.5:2020), noting that:

a. The zone is not intended for large commercial vehicles,

b. Accessible parking is not recommended on roadways where traffic volumes exceed 200vph (per section 4.5.1 of AS2890.5:2020); and

c. On-site drop-off/pick-up bays are proposed for the day hospital land use component.

URBIS RESPONSE

The plans have been updated, with the indented loading zone within the verge now removed.

Instead, a on-street loading bay is proposed, which aligns with the current kerb line. Additional islands are proposed at either end of the loading bay to ensure that vehicles are sheltered.

Urbis confirms that:

- The bay is not for the use of commercial vehicles. All loading associated with the site occurs within the proposed loading bays.
- No dedicated PWD access is proposed. The development provides PWD spaces on-site for residents and visitors.
- The on-site drop off / pick up bays are to be retained as part of this application.

The introduction of the on-street loading bay does not impact the function of Cambell Street. The introduction of a traffic island between the western end of the bay and Wren Street will not restrict vehicles turning from Cambell Street into Wren Street.

Yours sincerely,

Jadyn Benzie
Associate Director
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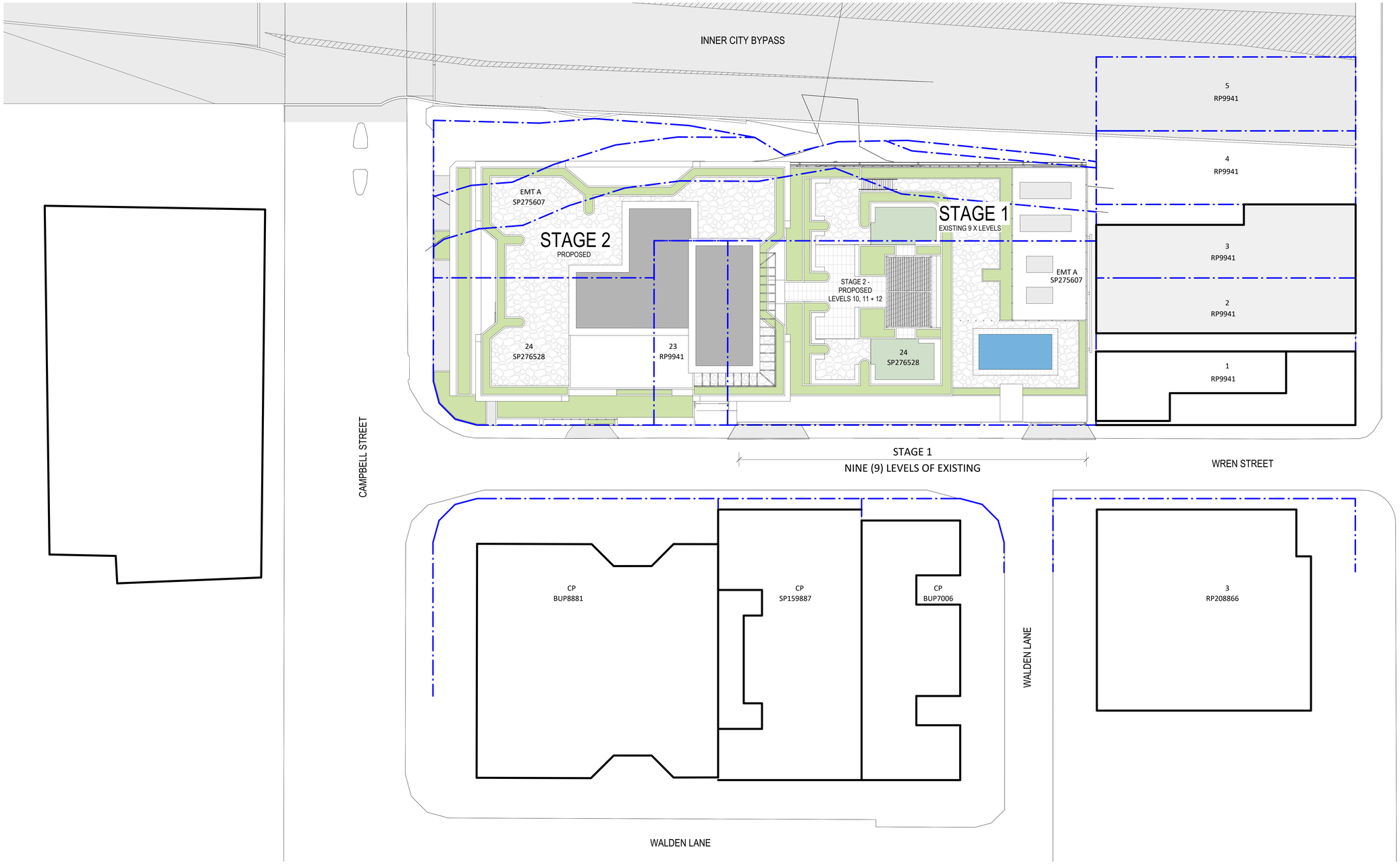
URBIS

ATTACHMENT 1 REVISED PLANS

AREA

SITE AREA - 3,572m^2

BUILDING FOOTPRINT - 3,000m^2 84%



DEVELOPMENT APPLICATION

Wren Street Stage 2

7-15 Wren Street, Bowen Hills, QLD

AustralAsian Property Group Pte Ltd

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SITE PLAN

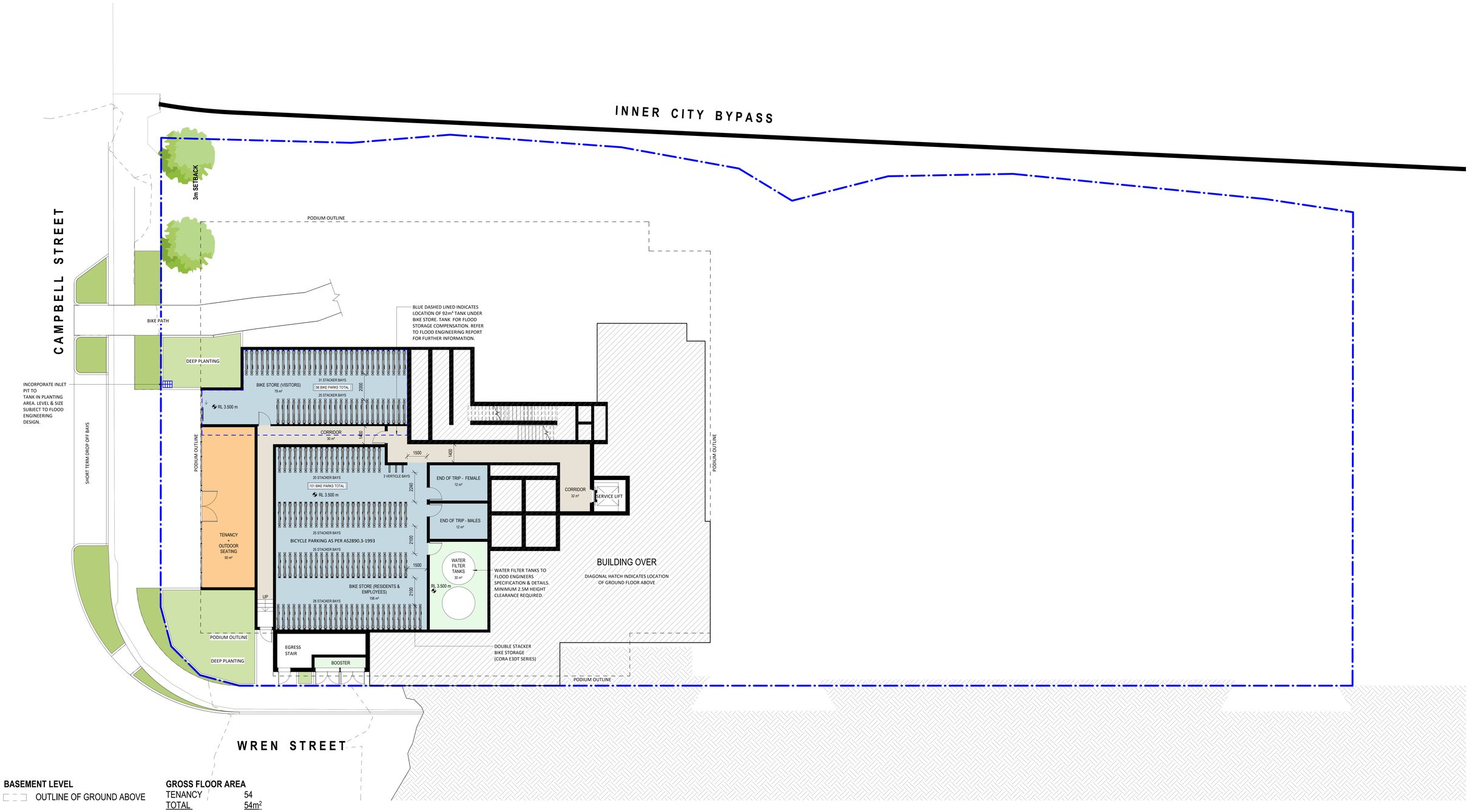
1 : 200 @ A0

11-11-2024

TA # 22.0169.17

DA01.02

rev. 3



BASEMENT LEVEL

- OUTLINE OF GROUND ABOVE
- PROPOSED TENANCY
- BIKE STORE
- BACK OF HOUSE

GROSS FLOOR AREA

TENANCY	54
TOTAL	54m²

BIKE BAYS

VISITORS	56
RESIDENTIAL / EMPLOYEES	101
TOTAL	156

0 1 2 3 5 10m

DEVELOPMENT APPLICATION

Wren Street Stage 2

7-15 Wren Street, Bowen Hills, QLD

AustralAsian Property Group Pte Ltd

ABN 76 105 314 654
Dimensions take precedence over scaling. Do not measure off drawings as print sizes may vary

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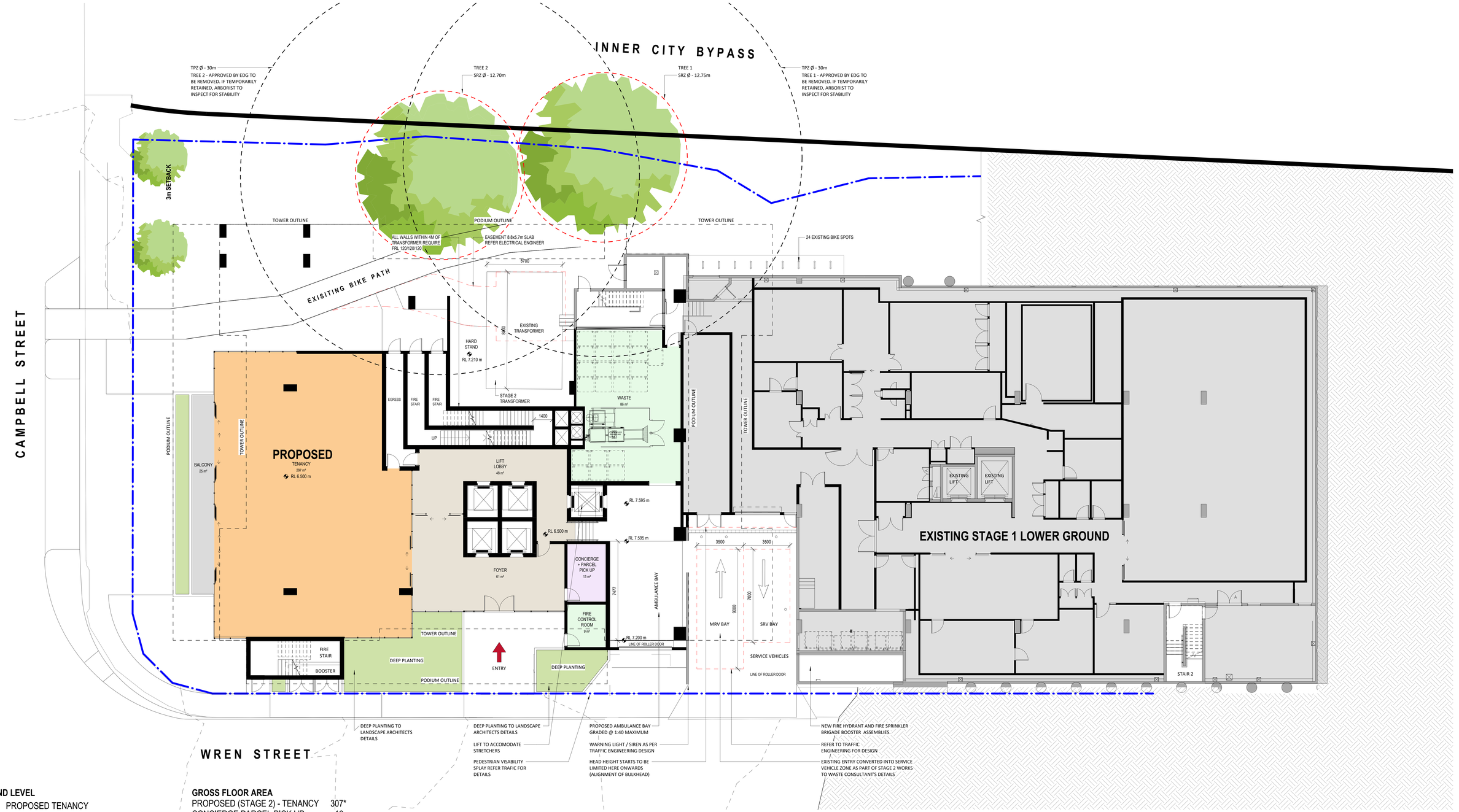
LOWER GROUND FLOOR PLAN

As indicated @ A0	11-11-2024
TA # 22.0169.17	**DA02.01**
	rev. 3



GROUND LEVEL

- PROPOSED TENANCY
- LOBBY / CORRIDOR
- BACK OF HOUSE
- EXISTING INDICATIVE STRUCTURAL ROOT ZONE (INNER RED DASH) AND TREE PROTECTION ZONE (OUTER BLACK DASH). REFER LANDSCAPE DRAWINGS

GROSS FLOOR AREA

PROPOSED (STAGE 2) - TENANCY	307*
CONCIERGE PARCEL PICK UP	16
TOTAL	323m²

*EXCLUDES LOBBY AND CIRCULATION

0 1 2 3 5 10m

DEVELOPMENT APPLICATION

Wren Street Stage 2
7-15 Wren Street, Bowen Hills, QLD

AustralAsian Property Group Pte Ltd

Telephone +61 7 3840 9999
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Qld 4006 Australia
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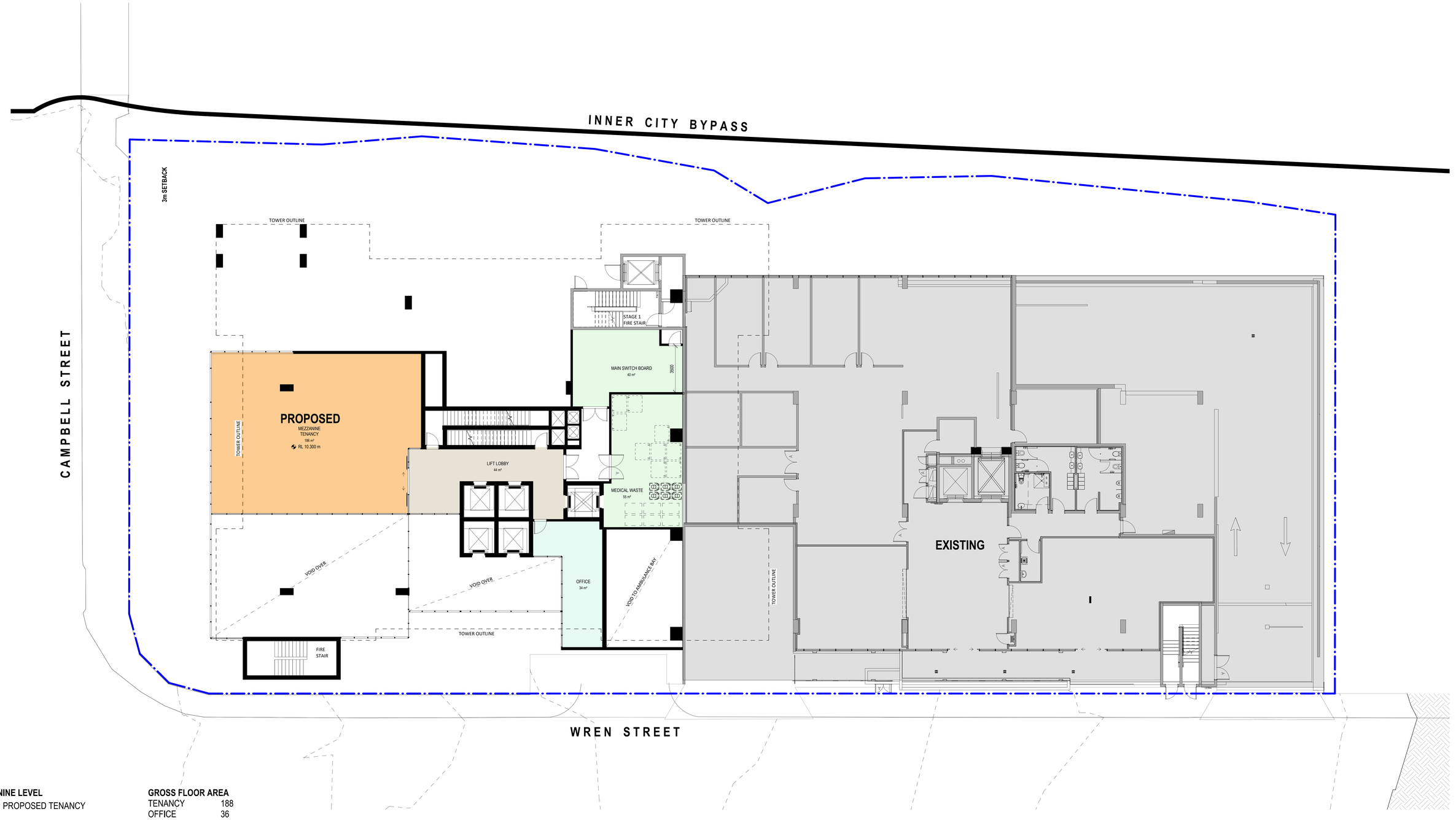
GROUND FLOOR PLAN - LOBBY

As indicated @ A0 | 11-11-2024

TA # 22.0169.17 | **DA02.02** | **rev. 4**



MEZZANINE LEVEL

- PROPOSED TENANCY
- BIKE STORE
- BACK OF HOUSE
- LOBBY / CORRIDOr

GROSS FLOOR AREA

TENANCY	188
OFFICE	36
LIFT LOBBY	61
TOTAL	285m²

DEVELOPMENT APPLICATION

0 1 2 3 5 10m

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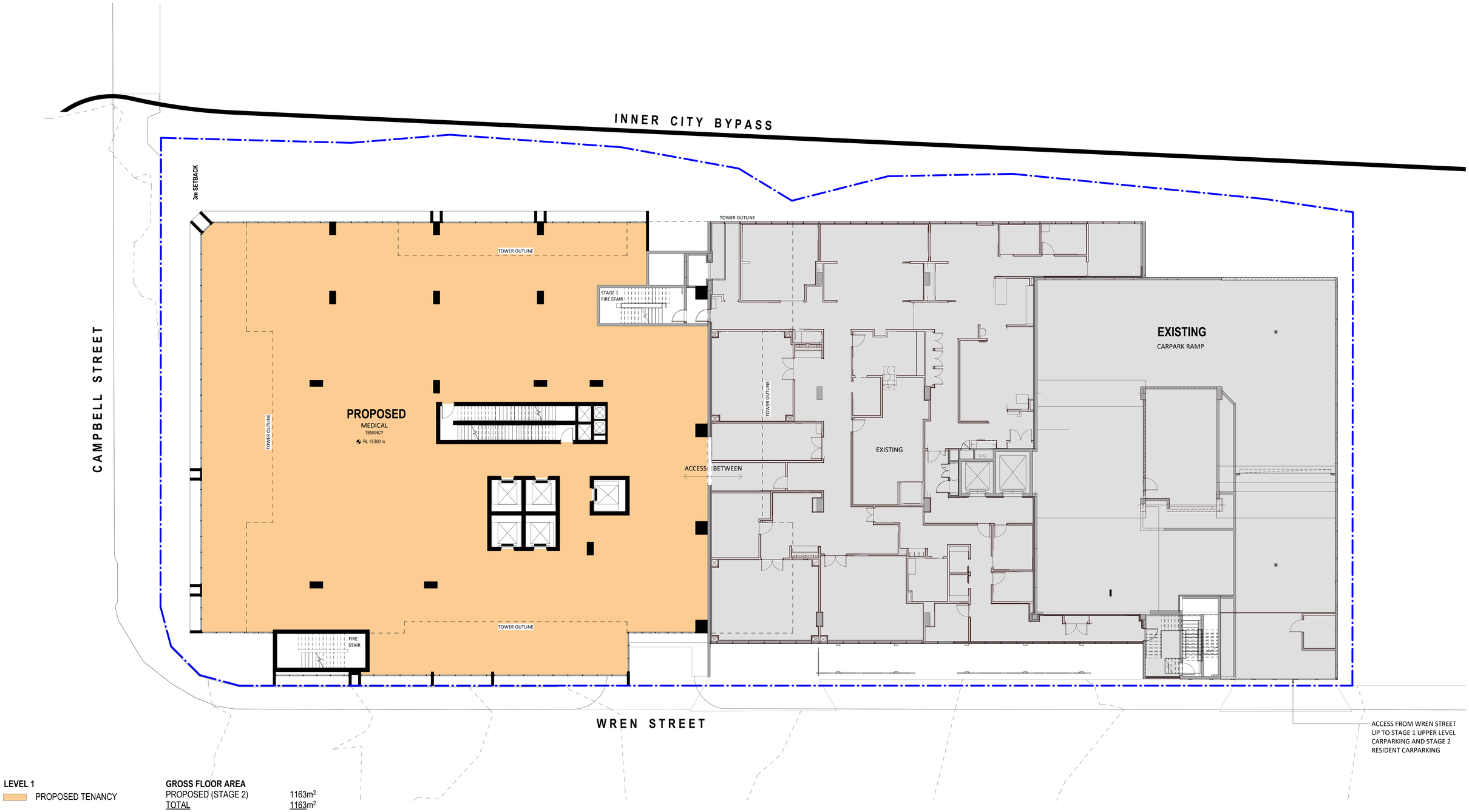
TA # 22.0169.17

MEZZANINE LEVEL

As indicated @ A0 — 11-11-2024

DA02.03 — **rev. 3**



LEVEL 1

PROPOSED TENANCY

GROSS FLOOR AREA

PROPOSED (STAGE 2)	1163m^2
TOTAL	1163m^2

DEVELOPMENT APPLICATION

0 1 2 3 5 10m

Wren Street Stage 2

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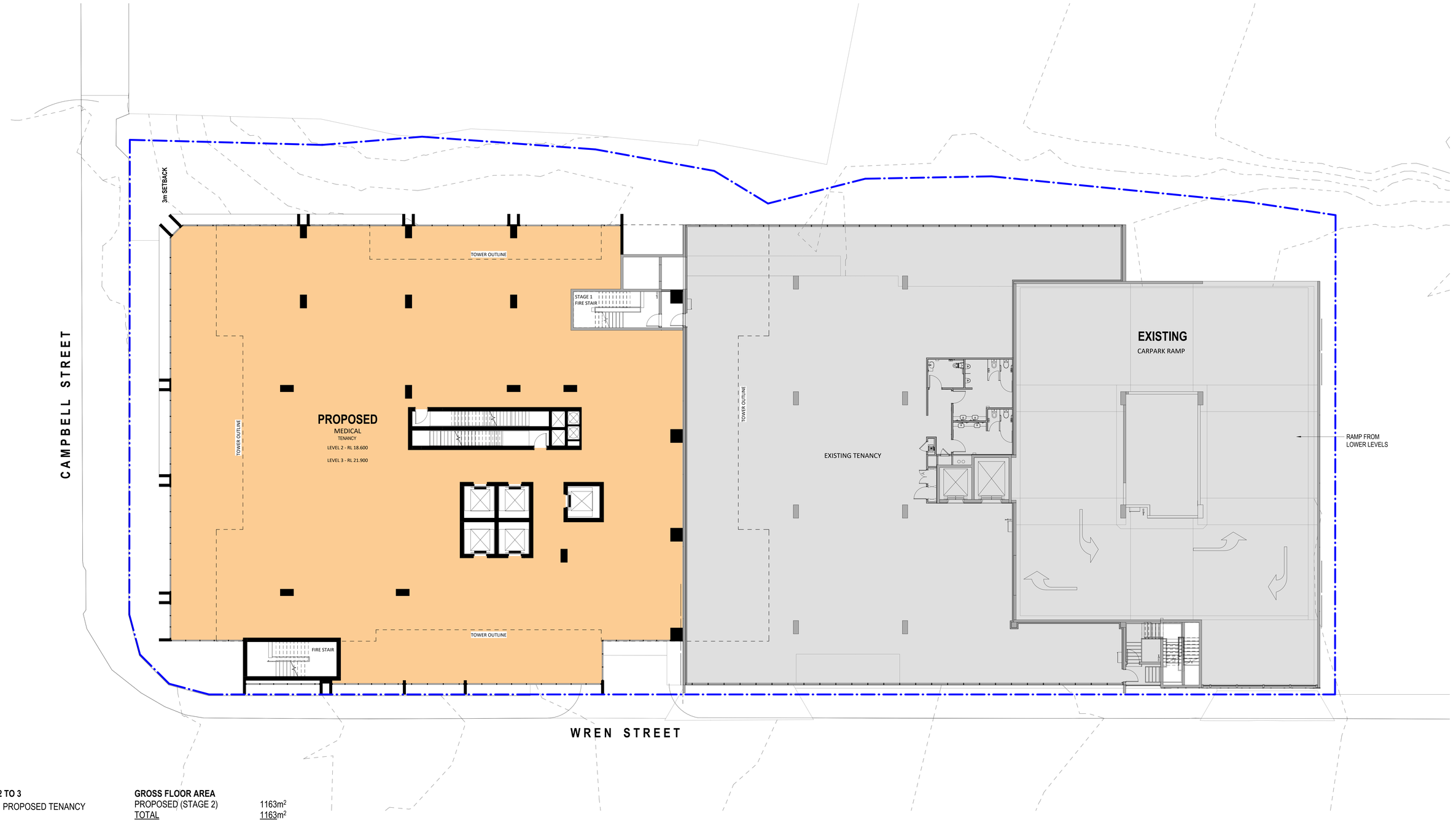
LEVEL 1 PLAN - MEDICAL TENANCY

As indicated @ A0 | 11-11-2024

TA # 22.0169.17 | **DA02.04** | **rev. 4**



LEVEL 2 TO 3

PROPOSED TENANCY

GROSS FLOOR AREA

PROPOSED (STAGE 2)	1163m^2
TOTAL	1163m^2

DEVELOPMENT APPLICATION

0 1 2 3 5 10m

Wren Street Stage 2

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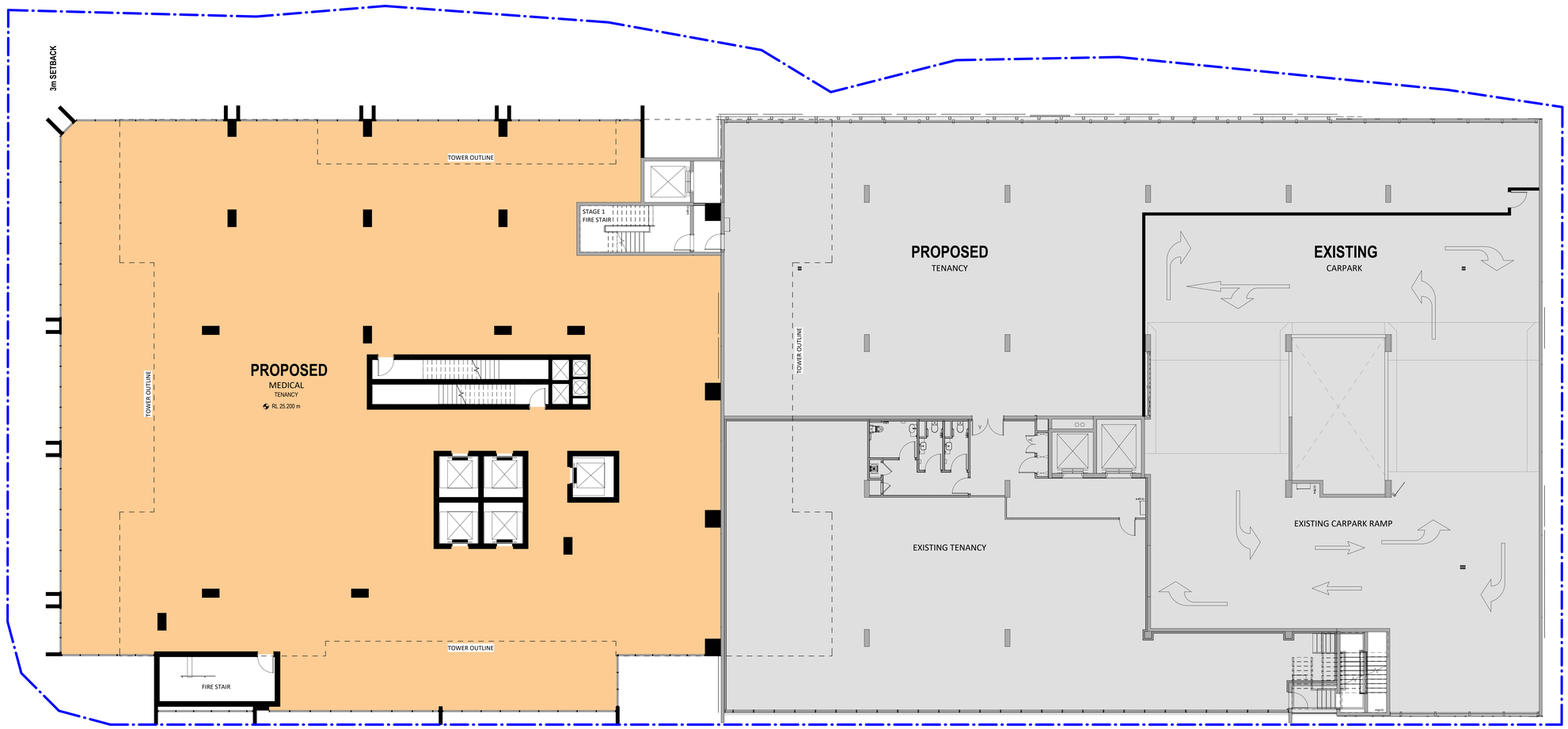
TA # 22.0169.17

LEVEL 2 TO 3 PLAN - MEDICAL TENANCY

As indicated @ A0 11-11-2024

DA02.05 **rev. 4**



LEVEL 4

PROPOSED TENANCY

GROSS FLOOR AREA

PROPOSED (STAGE 2)	1163m^2
TOTAL	1163m^2

DEVELOPMENT APPLICATION

0 1 2 3 5 10m

Wren Street Stage 2

7-15 Wren Street, Bowen Hills, QLD

AustralAsian Property Group Pte Ltd

ABN 76 105 314 654
Dimensions take precedence over scaling. Do not measure off drawings as print sizes may vary

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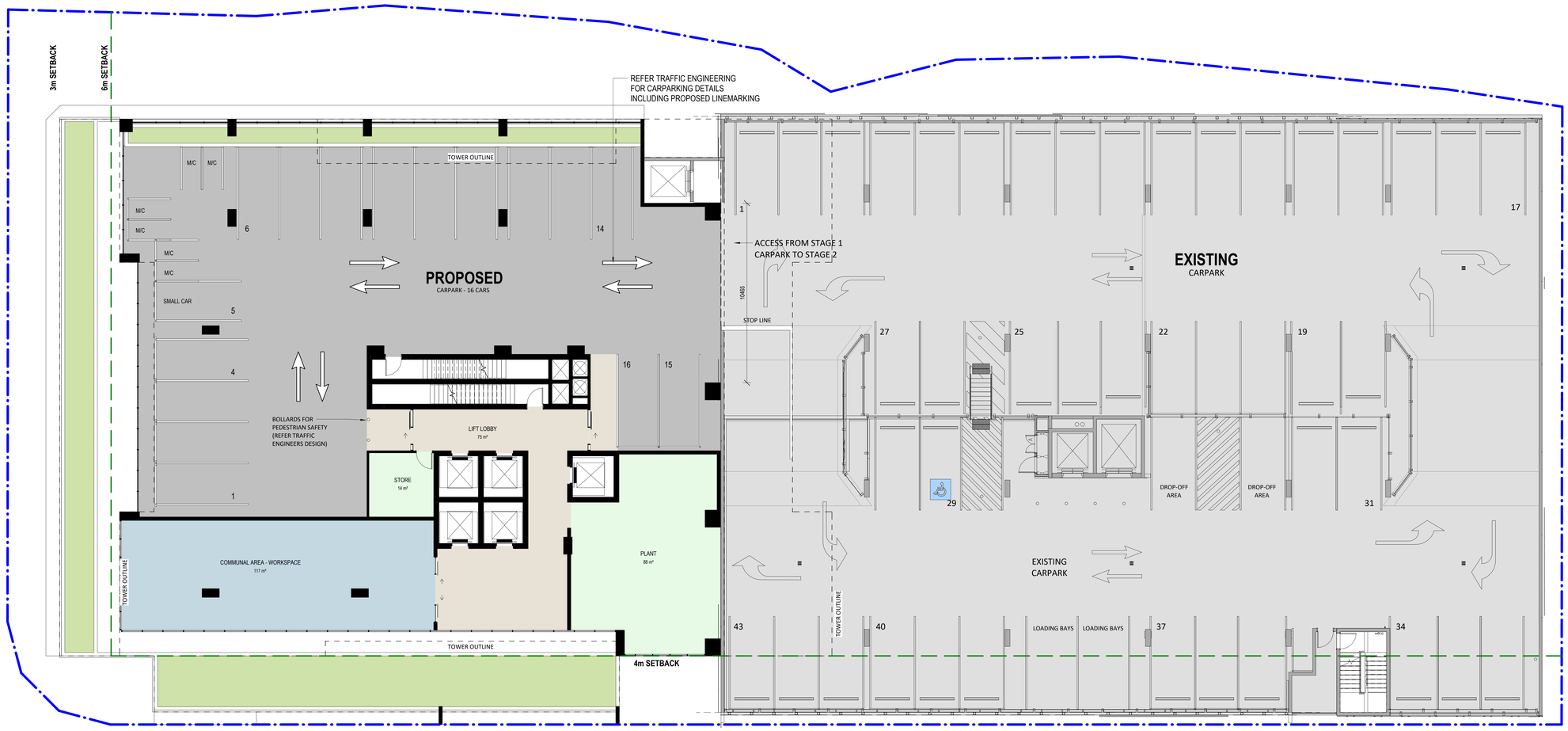
LEVEL 4 PLAN - MEDICAL TENANCY

As indicated @ A0 | 11-11-2024

TA # 22.0169.17 | **DA02.06** | **rev. 4**



LEVEL 5

- PARKING
- COMMUNAL
- BACK OF HOUSE
- LOBBY / CORRIDOR

GROSS FLOOR AREA

PROPOSED LIFT LOBBY 75m²

PARKING

PROPOSED (STAGE 2) 16 BAYS
6 MOTOR BIKES

DEVELOPMENT APPLICATION

0 1 2 3 5 10m

Wren Street Stage 2

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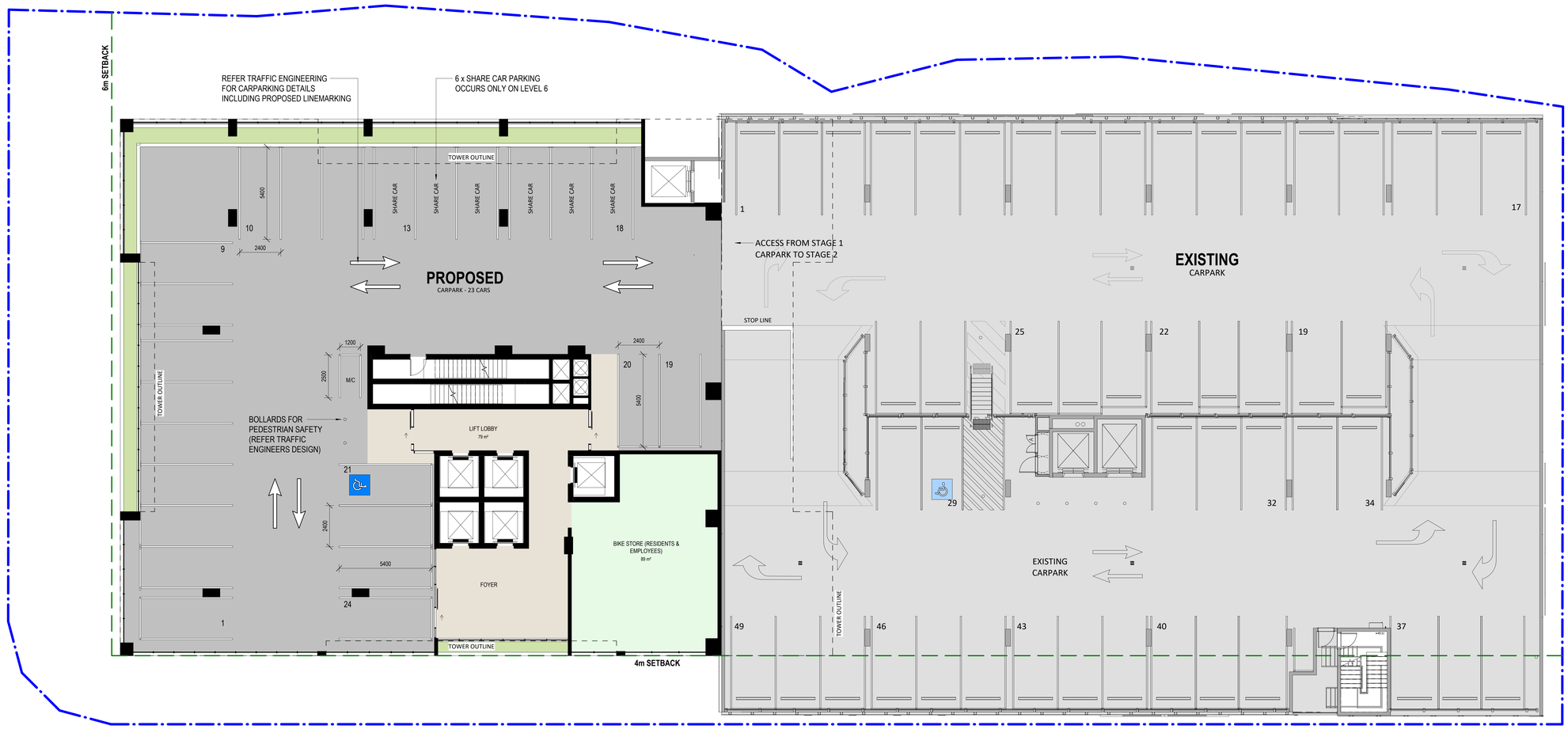
LEVEL 5 PLAN - PARKING

As indicated @ A0 27-11-2024

DA02.07 **rev. 6**



LEVEL 6 TO 7

- PARKING
- LOBBY / CORRIDOR
- BACK OF HOUSE

PARKING

PROPOSED (STAGE 2) 24 BAYS

DEVELOPMENT APPLICATION

0 1 2 3 5 10m

Wren Street Stage 2

7-15 Wren Street, Bowen Hills, QLD

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LEVEL 6 TO 7 PLAN - PARKING

As indicated @ A0 27-11-2024

DA02.08 **rev. 6**

LEVEL 10

	STUDIOS	1
	1 BEDROOM	3
	2 BEDROOM	1
	PARKING	
	LOBBY / CORRIDOR	
	TOTAL	5

GROSS FLOOR AREA

STAGE 2 UNITS	314
STAGE 2 LIFT LOBBY	62
TOTAL	376m²

PARKING

STAGE 1*	34 cars
STAGE 2	13 cars
TOTAL	47 Cars

NOTE:
*PROPOSED (NEW) ADDITIONAL FLOOR BUILT OVER STAGE 1

0 1 2 3 5 10m

DEVELOPMENT APPLICATION

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TA # 22.0169.17

LEVEL 10 PLAN - UNITS, CARPARKS & STAGE 1 ROOF

As indicated @ A0 27-11-2024

DA02.10 **rev. 7**

CAR PARK ALLOCATIONS

	COMMERCIAL CARPARK	43
	MEDICAL TENANCY (STAGE 1 & 2)	16
	TOTAL	59

DEVELOPMENT APPLICATION

Wren Street Stage 2
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TA # 22.0169.17

CARPARK ALLOCATIONS - LEVEL 5

1 : 100 @ A0 | 26-11-2024

DA02.15 | **rev. 5**

CAR PARK ALLOCATIONS

	COMMERCIAL CARPARK	43
	MEDICAL TENANCY (STAGE 1 & 2)	16
	TOTAL	59

DEVELOPMENT APPLICATION

Wren Street Stage 2
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CARPARK ALLOCATIONS - LEVEL 5

1 : 100 @ A0 | 27-11-2024

DA02.15 | **rev. 6**

CAR PARK ALLOCATIONS

	BTR RESIDENT PARKS	6
	COMMERCIAL CARPARK	49
	MEDICAL TENANCY (STAGE 1 & 2)	18
	TOTAL	73

DEVELOPMENT APPLICATION

Wren Street Stage 2
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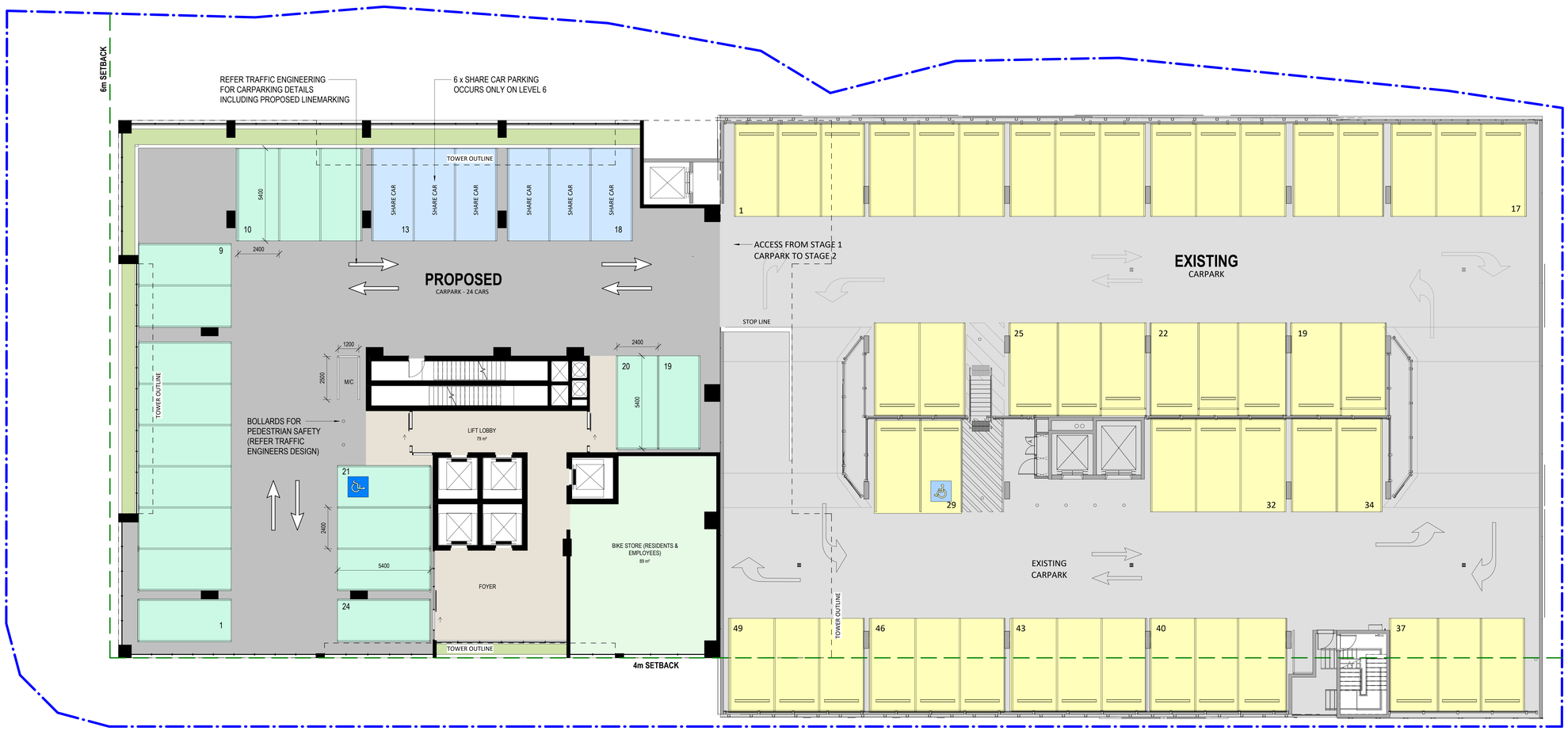
CARPARK ALLOCATIONS - LEVEL 6

1 : 100 @ A0 | 26-11-2024

DA02.16 | **rev. 5**



CAR PARK ALLOCATIONS

	BTR RESIDENT PARKS	6
	COMMERCIAL CARPARK	49
	MEDICAL TENANCY (STAGE 1 & 2)	18
	TOTAL	73

DEVELOPMENT APPLICATION

Wren Street Stage 2
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CARPARK ALLOCATIONS - LEVEL 6

1 : 100 @ A0 | 27-11-2024

DA02.16 | **rev. 6**

CAR PARK ALLOCATIONS

	BTR RESIDENT PARKS	12
	MEDICAL TENANCY (STAGE 1 & 2)	15
	COMMERCIAL CARPARK	46
	TOTAL	73

DEVELOPMENT APPLICATION

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TA # 22.0169.17

CARPARK ALLOCATIONS - LEVEL 7

1 : 100 @ A0 | 26-11-2024

DA02.17 | **rev. 5**

CAR PARK ALLOCATIONS

	BTR RESIDENT PARKS	12
	MEDICAL TENANCY (STAGE 1 & 2)	15
	COMMERCIAL CARPARK	46
	TOTAL	73

DEVELOPMENT APPLICATION

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CARPARK ALLOCATIONS - LEVEL 7

1 : 100 @ A0 | 27-11-2024

DA02.17 | **rev. 6**

CAR PARK ALLOCATIONS

	COMMERCIAL CARPARK	13
	MEDICAL TENANCY (STAGE 1 & 2)	13
	BTR VISITOR	36
	TOTAL	62

DEVELOPMENT APPLICATION

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TA # 22.0169.17

CARPARK ALLOCATIONS - LEVEL 8

1 : 100 @ A0 | 26-11-2024

DA02.18 | **rev. 5**

CAR PARK ALLOCATIONS

	BTR RESIDENT PARKS	62
	TOTAL	62

DEVELOPMENT APPLICATION

Wren Street Stage 2
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AustralAsian Property Group Pte Ltd

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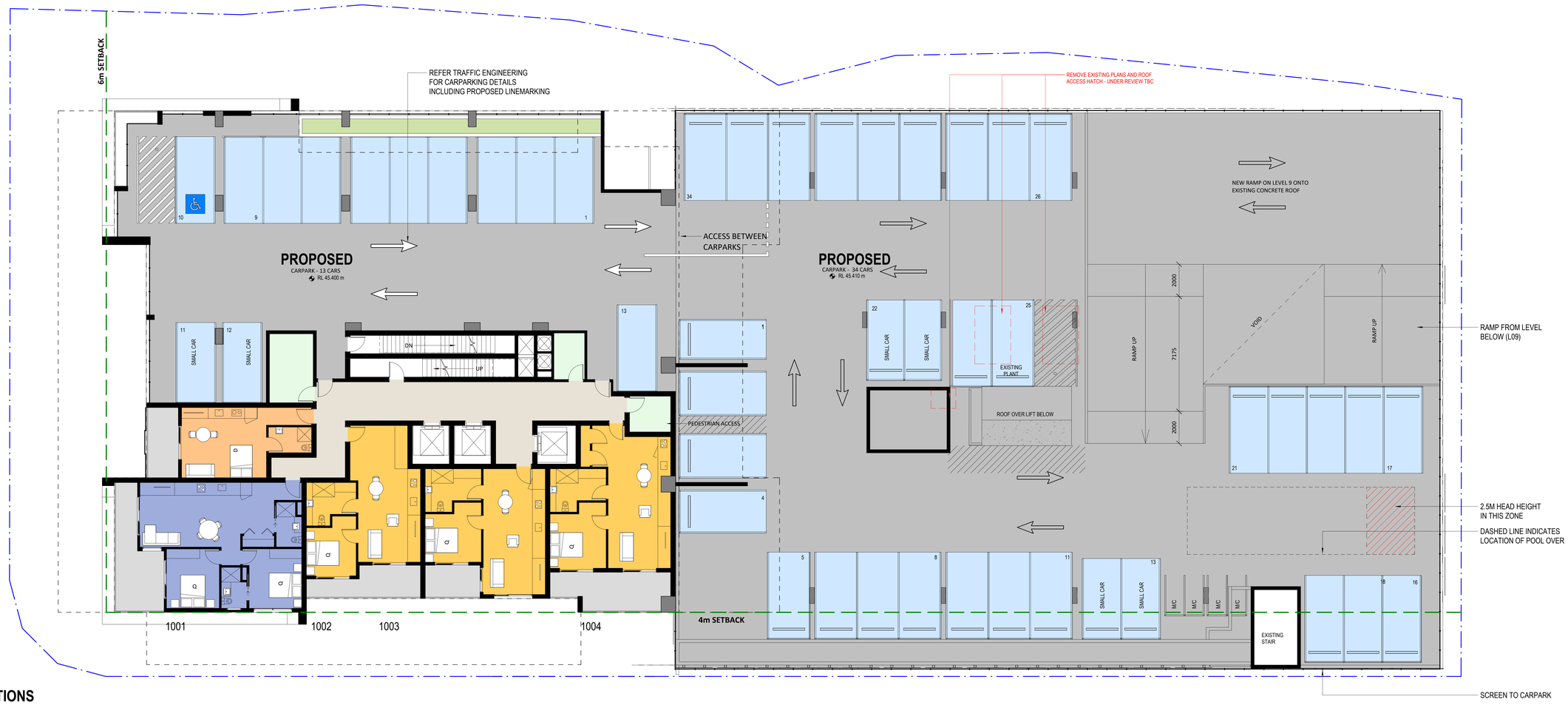
TA # 22.0169.17

CARPARK ALLOCATIONS - LEVEL 9

1 : 100 @ A0 | 26-11-2024

DA02.19 | **rev. 5**



CAR PARK ALLOCATIONS

	BTR RESIDENT PARKS	47
	TOTAL	47

DEVELOPMENT APPLICATION

Wren Street Stage 2
7-15 Wren Street, Bowen Hills, QLD

AustralAsian Property Group Pte Ltd

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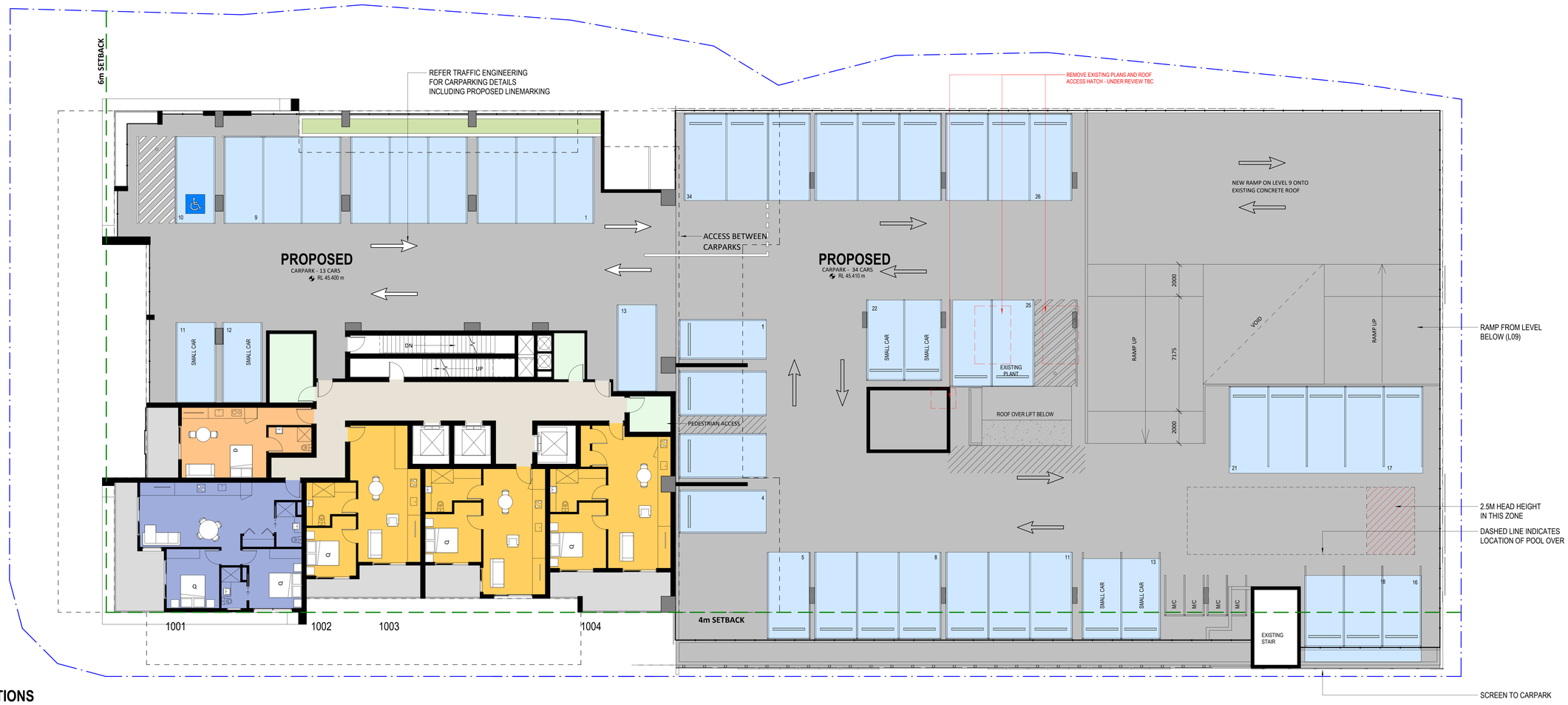
CARPARK ALLOCATIONS - LEVEL 10

1 : 100 @ A0 | 11-11-2024

TA # 22.0169.17 | **DA02.20** | **rev. 3**



CAR PARK ALLOCATIONS

	BTR RESIDENT PARKS	47
	TOTAL	47

DEVELOPMENT APPLICATION

Wren Street Stage 2
7-15 Wren Street, Bowen Hills, QLD

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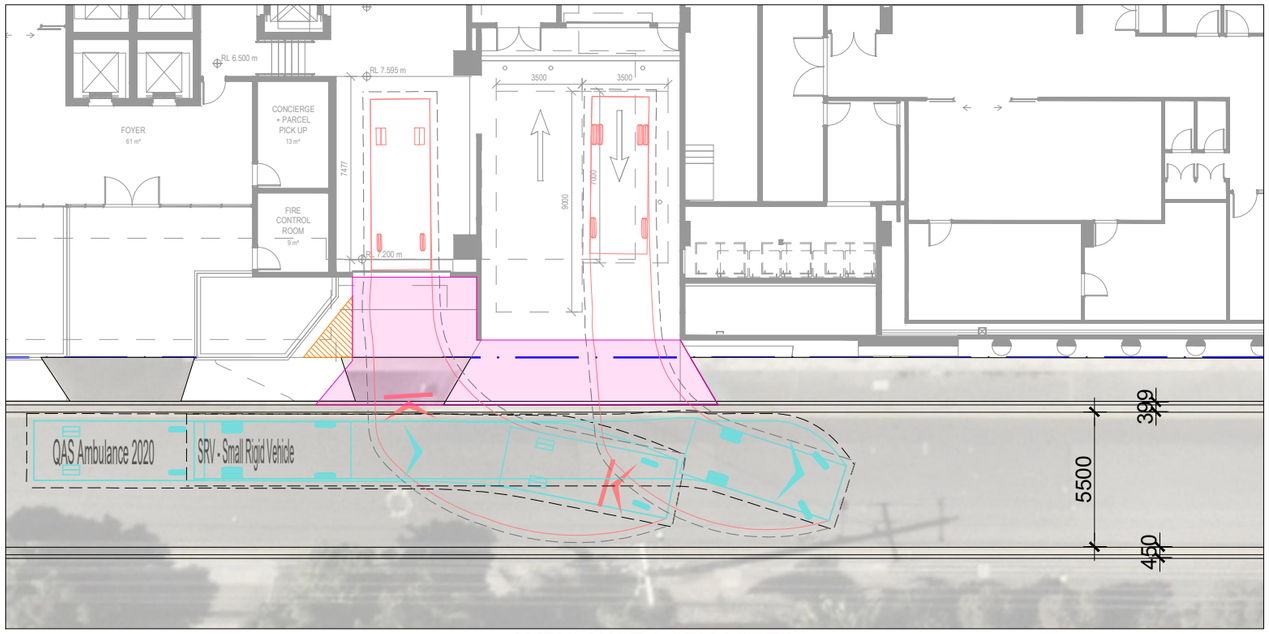
CARPARK ALLOCATIONS - LEVEL 10

1 : 100 @ A0 | 27-11-2024

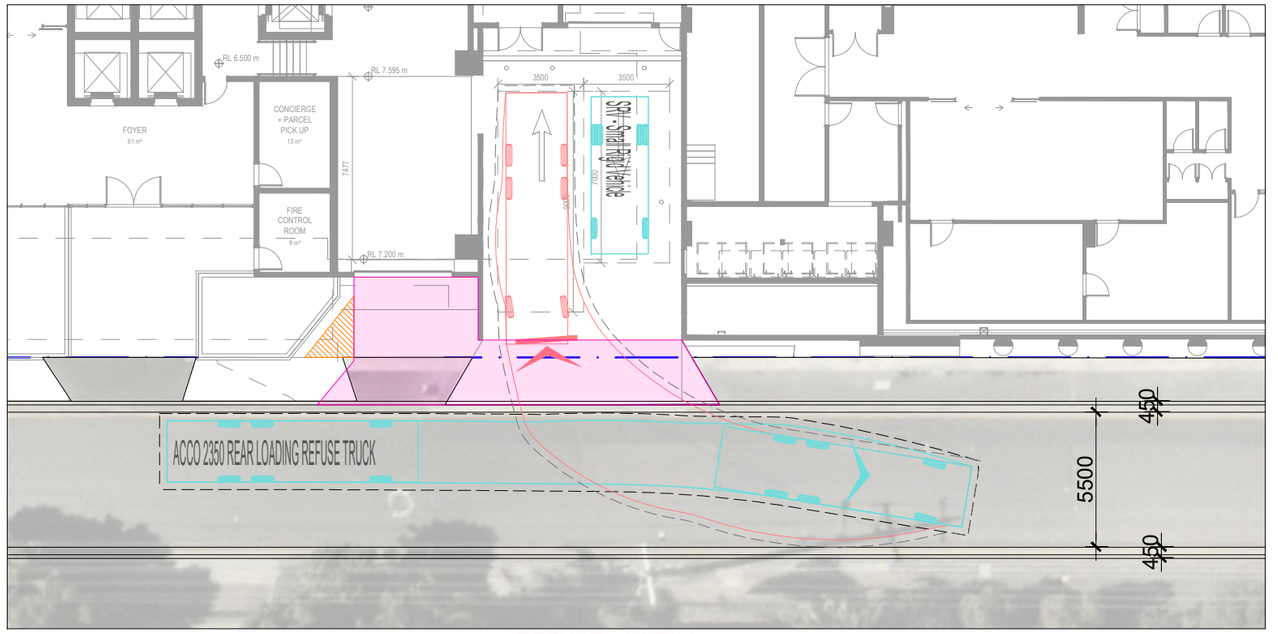
TA # 22.0169.17 | **DA02.20** | **rev. 4**

URBIS

ATTACHMENT 2 URBIS SWEPT PATHS



AMBULANCE & SRV ACCESS



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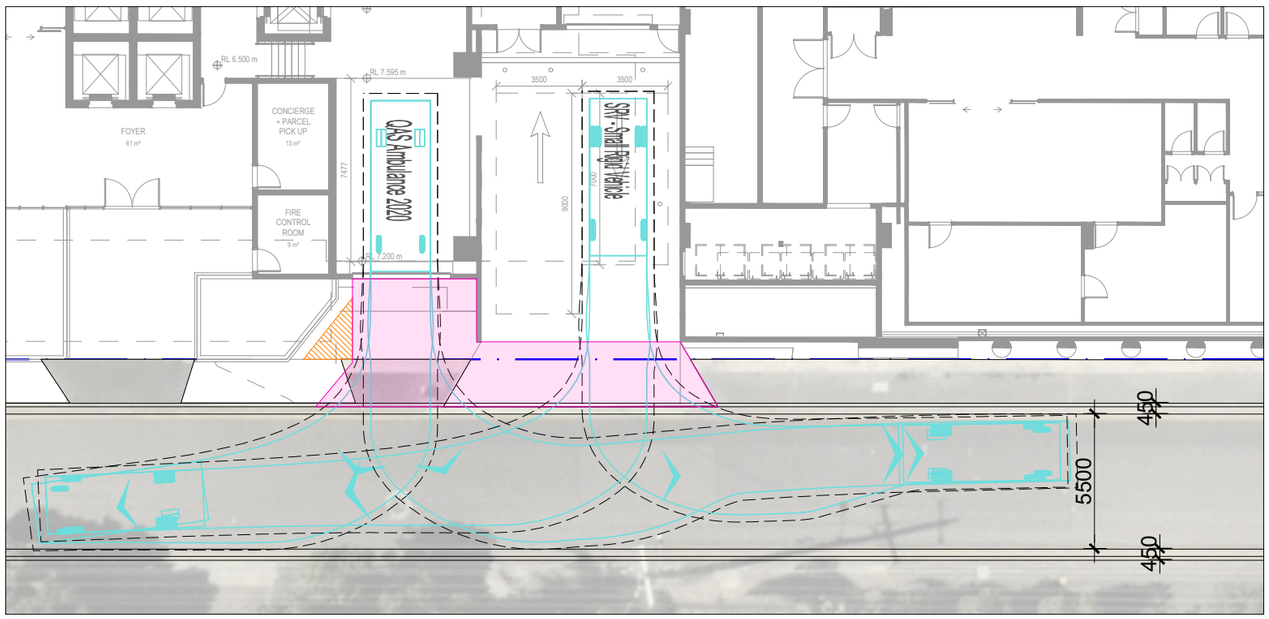
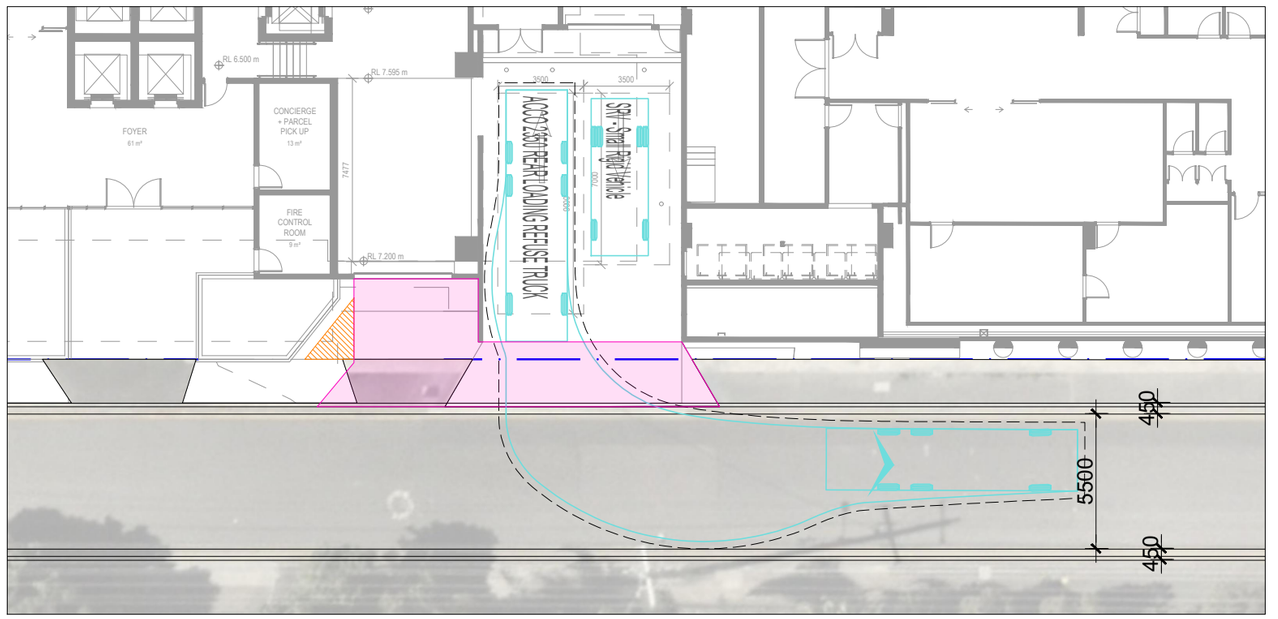


AMBULANCE & SRV EGRESS



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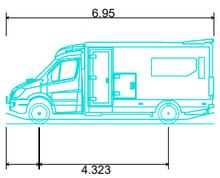
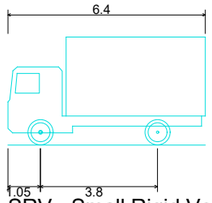


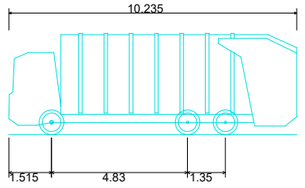
QAS Ambulance

Overall Length	6.950m
Overall Width	2.425m
Overall Body Height	2.830m
Min Body Ground Clearance	0.150m
Track Width	1.959m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.895m



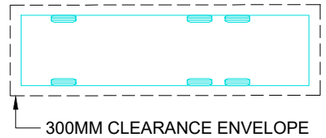
SRV - Small Rigid Vehicle

Overall Length	6.400m
Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.100m



ACCO 2350 REAR LOADING REFUSE TRUCK

Overall Length	10.235m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.757m



PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
26/11/2024

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

7-15 WREN STREET, BOWEN HILLS

GROUND LEVEL ACCESS & EGRESS

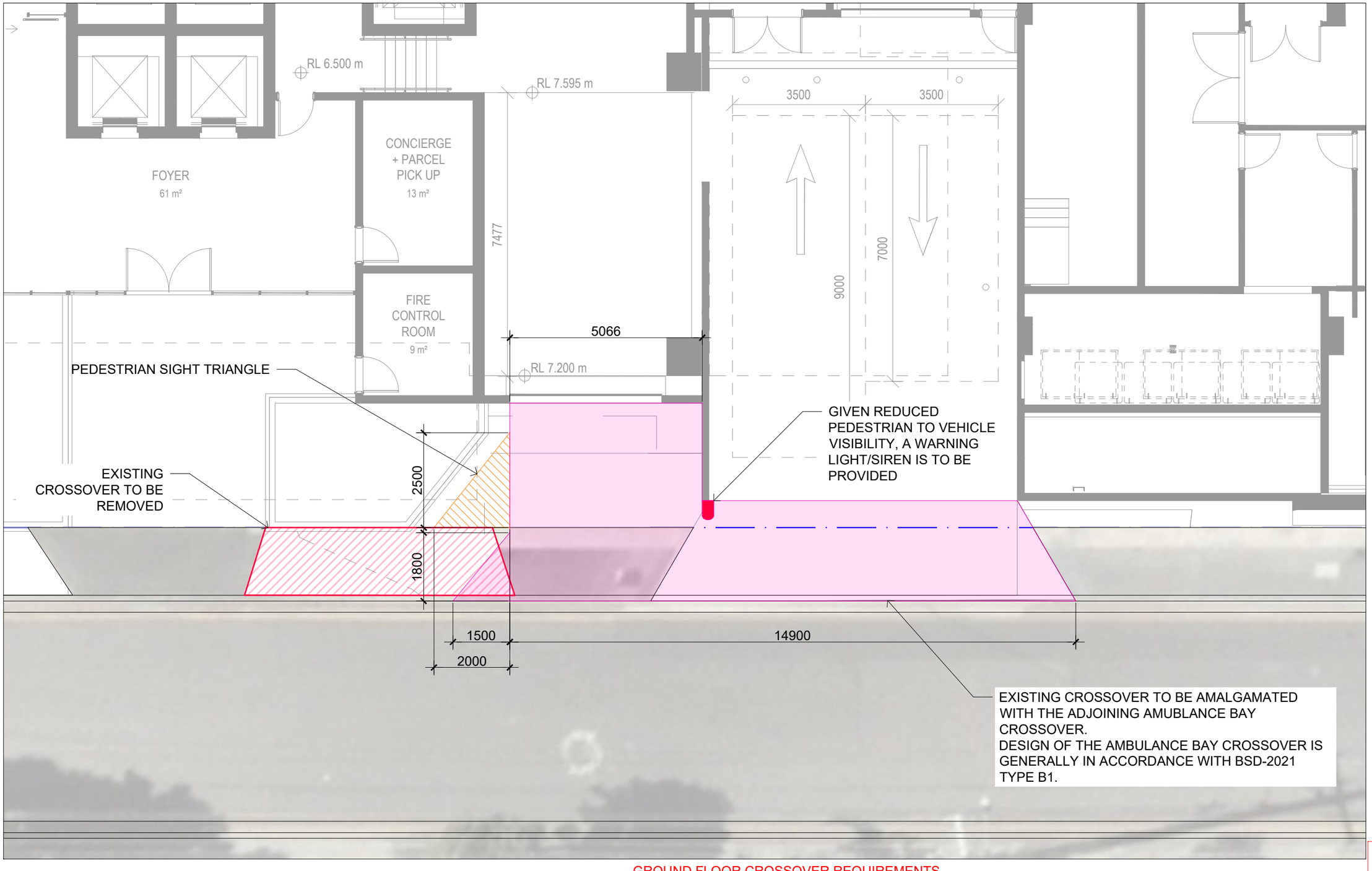
Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
A	IR ISSUE	LF	JB	26/11/2024

CLIENT
AUSTRALASIAN PROPERTY GROUP PTY LTD
.

1:250 @ A3
0 1 2 5m

PROJECT NO. P0055090
DATE 26/11/2024
DRAWING NO. 1
REVISION A



GROUND FLOOR CROSSOVER REQUIREMENTS

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27/11/2024

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URBIS

7-15 WREN STREET, BOWEN HILLS

GROUND LEVEL ACCESS & EGRESS MARKUP

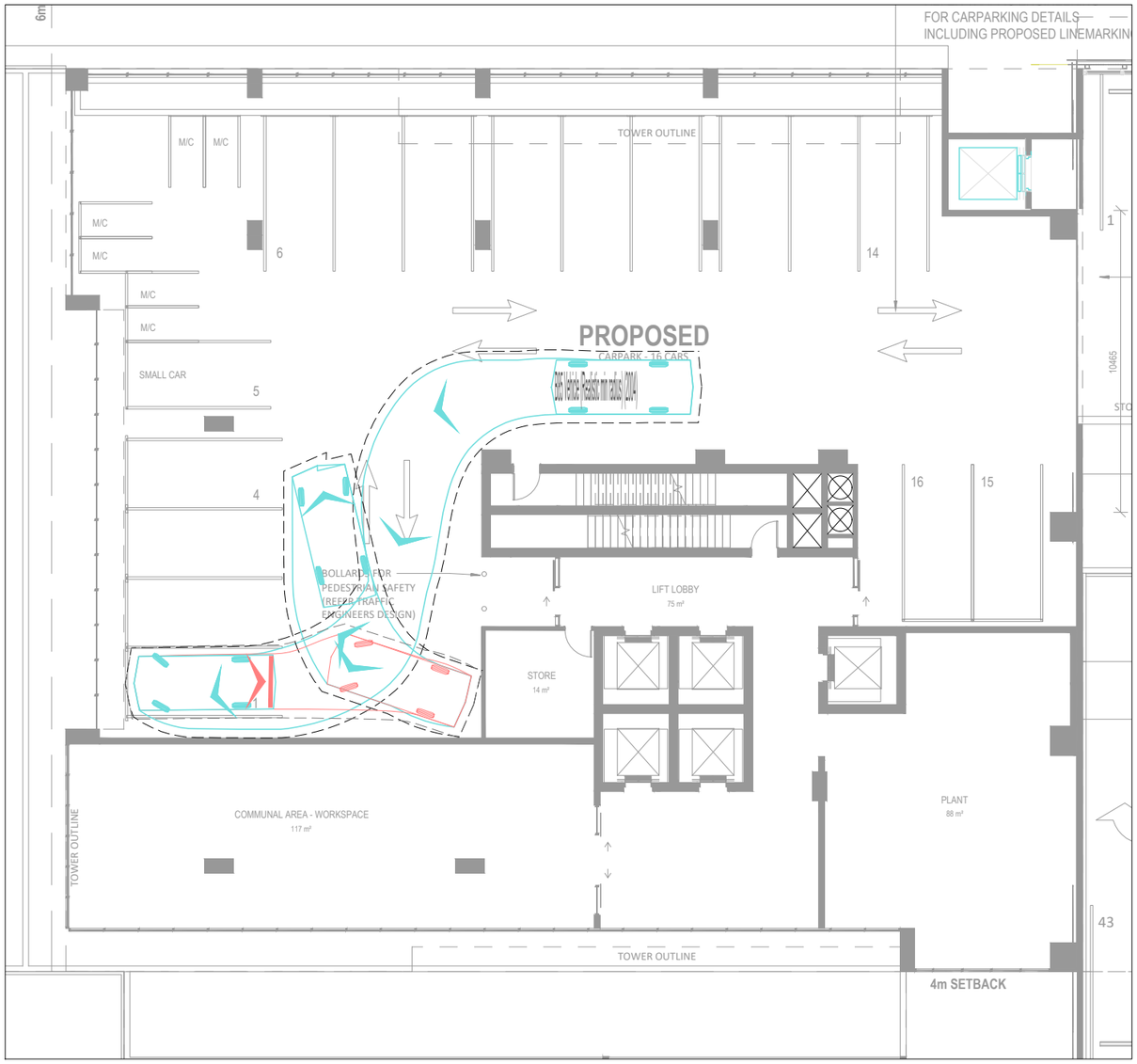
Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
A	IR ISSUE	LF	JB	27/11/2024

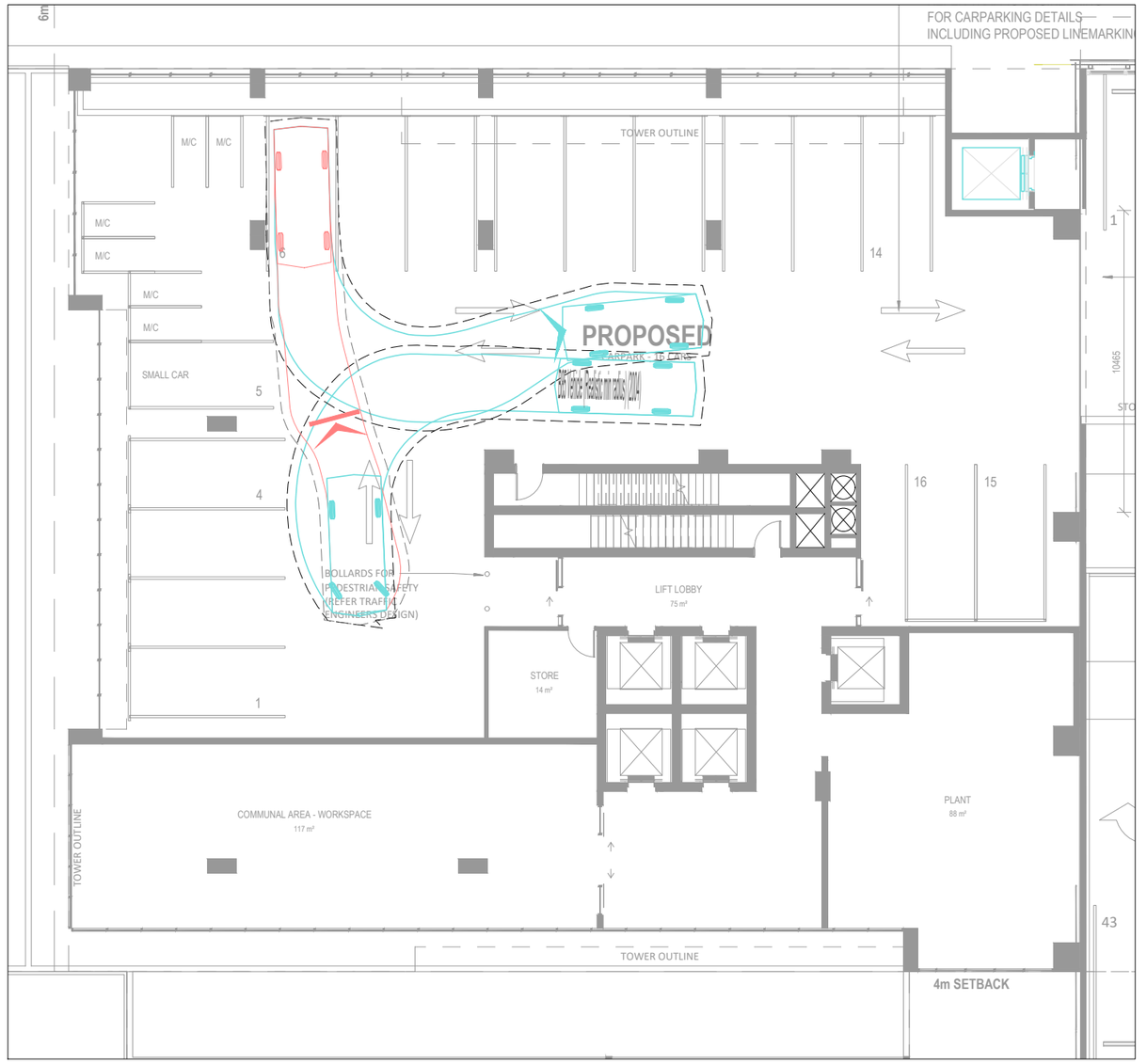
CLIENT
AUSTRALASIAN PROPERTY GROUP PTY LTD
.

1:250 @ A3
0 1 2 5m

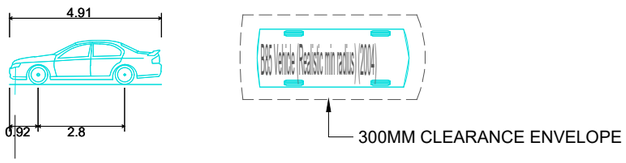
PROJECT NO. P0055090
DATE 27/11/2024
DRAWING NO. 4
REVISION A



LEVEL 5 END OF AISLE BAY ACCESS & EGRESS



LEVEL 5 BAY 6 ACCESS & EGRESS



B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

PRELIMINARY ADVICE ONLY
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26/11/2024

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URBIS

7-15 WREN STREET, BOWEN HILLS

LEVEL 5 ACCESS & EGRESS

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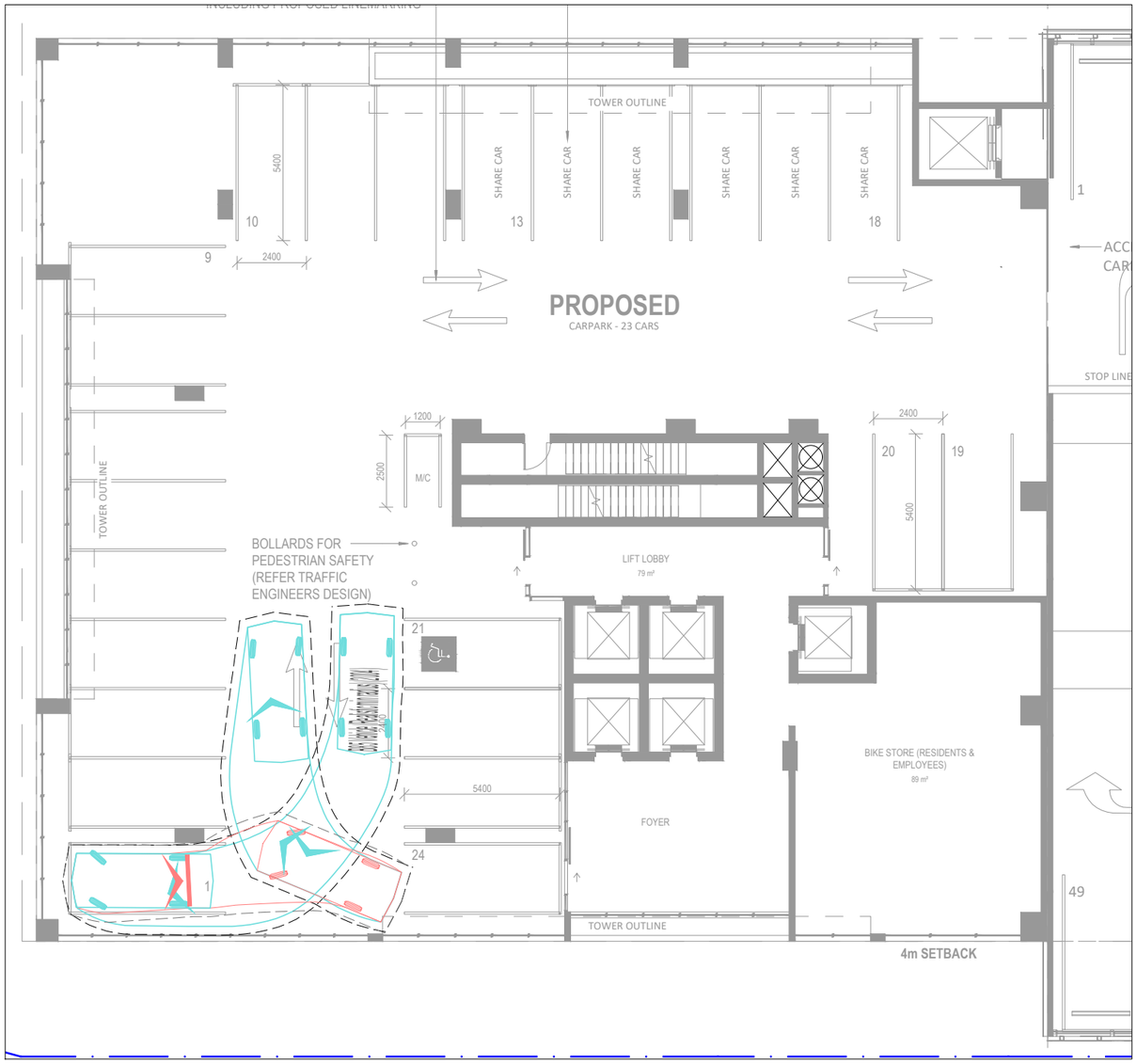
REV	DESCRIPTION	DWN	CHK	DATE
A	IR ISSUE	LF	JB	26/11/2024

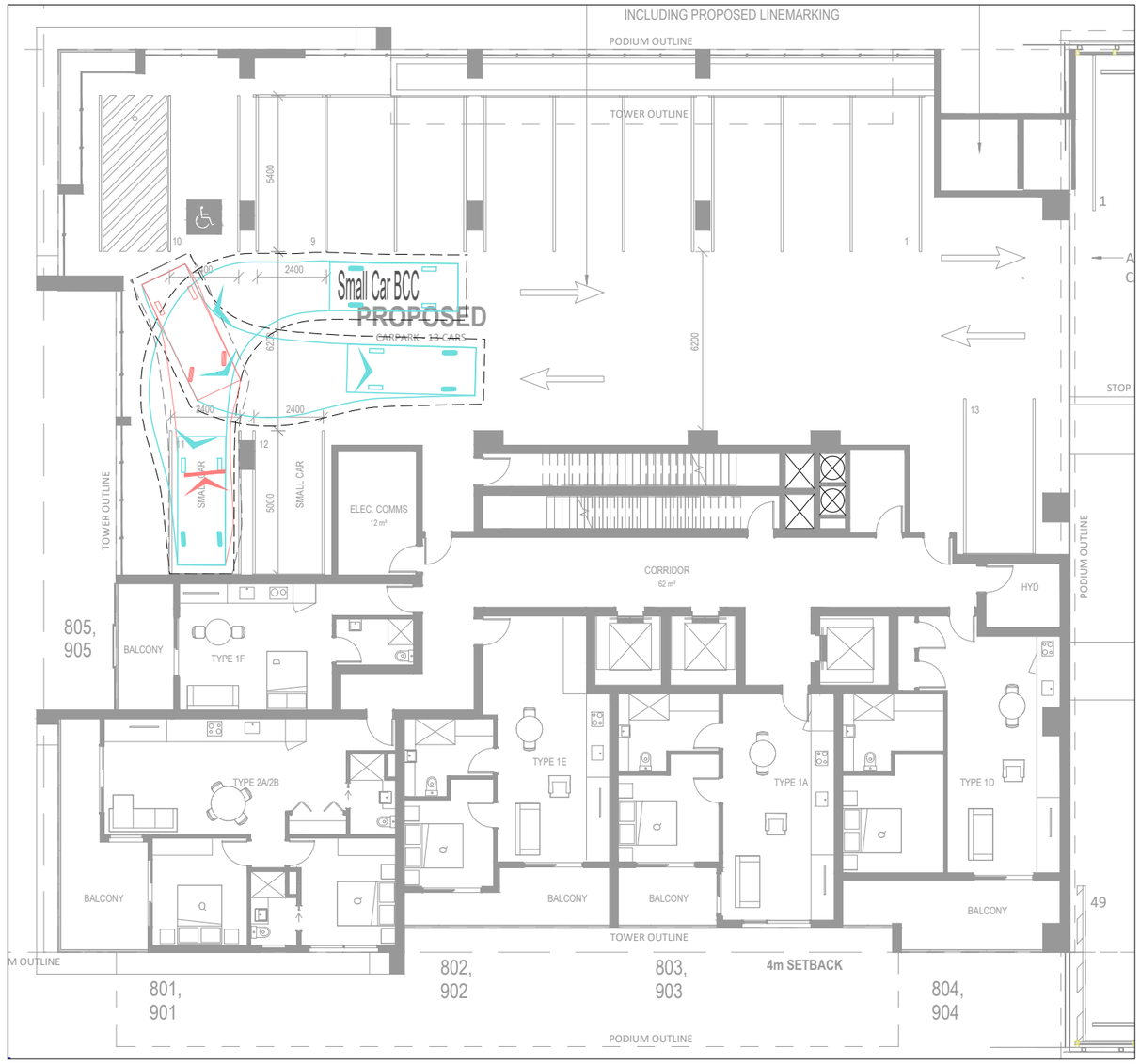
CLIENT
AUSTRALASIAN PROPERTY GROUP PTY LTD
.

1:200 @ A3
0 1 2 3 4 5m

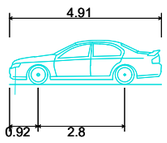
PROJECT NO. P0055090
DATE 26/11/2024
DRAWING NO. 2
REVISION A

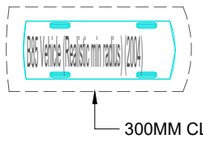


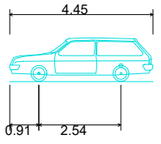
LEVEL 6 END OF AISLE BAY ACCESS & EGRESS



LEVEL 8 & 10
SMALL CAR ACCESS & EGRESS







B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

Small Car BCC	
Overall Length	4.450m
Overall Width	1.660m
Overall Body Height	1.354m
Min Body Ground Clearance	0.195m
Track Width	1.400m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	5.600m

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
26/11/2024

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

7-15 WREN STREET, BOWEN HILLS

LEVEL 6 TO 10 ACCESS & EGRESS

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
A	IR ISSUE	LF	JB	26/11/2024

CLIENT
AUSTRALASIAN PROPERTY GROUP PTY LTD
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1:200 @ A3
0 1 2 3 4 5m

PROJECT NO. P0055090
DATE 26/11/2024
DRAWING NO. 3
REVISION A