

Technical Memorandum

Wren Street – Further Information Response

Date	02.02.2025	Project Number	P0055090
Client	AustralAsian Property Group	Prepared By	Jadyn Benzie
Project	Wren Street – Traffic	Reviewed By	Jadyn Benzie RPEQ 24616

Urbis have been engaged to provide a traffic engineering response to Items 8 - 10 of Economic Development Queensland (EDQ's) second Further Information Request dated 3rd March, 2025. 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.

In response to both discussions with EDQ and the IR request, the following changes have been made to the scheme:

- Updated car parking allocation across all podium levels

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

8. Car Parking and Traffic Generation

Submit amended plans and reports that ensure consistency between the number of parking spaces shown on the plans for each use and the number of spaces referred to in the Traffic Report. Table 7 of the Traffic Report, which demonstrates the traffic generation for the site lists the incorrect number of units (212 instead of the proposed 242 units). Provide an amended report which includes the accurate details of the proposal in Table 7.

Additionally, the proposed car parking is still lower than the required rate. Provide further detail on the operational aspects of the Build to Rent car parking spaces, including potential car share arrangements and how these will supplement the parking supply across the site.

Further, the queuing distance into the site is insufficient and a minimum of 18m is to be provided to accommodate at least 3 cars. Submit amended plans to show the boom gate relocated within the site to allow an 18m queuing distance.


URBIS RESPONSE

A) CAR PARKING SUPPLY

A summary of the proposed car parking supply is provided in Table 1.

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: **DEV2024/1479**
Date: **18 June 2025**



Queensland
Government

Table 1 Proposed Car Parking Allocation

Land Use	Yield	Proposed Parking Supply	Comment
Build to Rent	242 dwellings	122 resident spaces 36 visitor spaces 6 share car spaces	Performance outcome – see below.
Medical (Stage 1)	3,584m ²	37 spaces	Provided as per existing approval.
Medical (Stage 2)	4,937m ²	33 spaces	Complies with maximum rate of 1 space per 100m ² GFA
Public Car Park	-	142 spaces	Reduction from current approval

The Bowen Hills PDA does not recognise Build to Rent (BTR) as a specific land use. Based on discussions with EDQ, it is understood that a parking supply rate in accordance with a standard residential development is being sought.

Urbis do not consider this a suitable approach to the parking supply requirement for this site. This is largely due to the operation of a BTR scheme as compared to that of a standard multiple dwelling development.

The BTR component of the site is to provide parking at:

- Residents – 0.5 spaces per unit
- Visitor – 0.15 spaces per unit

The proposed parking rate and supply for the BTR component considers:

- Operation of BTR developments
- Proximity to public transport
- Recent local Council policy amendments, with an expansion of the City Core and City Frame to reflect well connected areas. In the time since the original submission, amendments have been made to Figure a of the TAPS Code, with the site is now being located within the City Core. The assessment has been updated to reflect this.
- Alternate parking surrounding the site.

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

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.

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.

De-Coupled Parking

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 is that car parking is de-coupled from the unit. That is, residents elect whether they are wanting a parking space as part of their rental agreement. On application, residents are advised that a maximum number of spaces are provided and will be required to apply for a space at an additional cost.

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.

Comparison of Defined Uses

The City Plan and Bowen Hills PDA do 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 Core, the rates noted within Table 13 of the TAPS Policy have been applied.

Table 2 Parking Supply Requirement – Rooming Accommodation

Land Use	BCC Requirement	Extent	Requirement
Rooming Accommodation	Max 0.25 spaces per room	242 dwellings	61 spaces (maximum)

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 122 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 located within the redefined City Core. Previously located within the City Frame, 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.

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 such, there is no opportunity for middle to long term parking on any public street within 500m of the site.

B) CAR SHARE OPERATIONS

The development is to provide a total of 6 car share spaces, located on Level 6. These spaces will be publicly accessible, with an agreement to be sought with an operator such as 'Go-Get'. The inclusion of these publicly accessible spaces provides a benefit to the wider community, whereby residents and employees of adjacent uses can use the car share spaces in lieu of owning their own vehicle.

C) QUEUEING

The boom gate is currently located approximately 12m from the property boundary. Beyond the boom gate is a sliding security gate, which remains open during operational hours. No changes are proposed to the existing boom gate or security line location. This is due to the following:

- The peak queueing demand occurs in the AM peak where inbound demand for both the medical facility and the commercial car park occur.
- The additional medical tenancy is likely to result in an additional 13vph (in+out) during peaks. This is one vehicle every 4 – 5 minutes.
- Trips associated with the medical centre are likely to be tidal, with staff entering in the AM peak and exiting during the PM peak. Any visitor demands will be 50% inbound / 50% outbound, and occur across the day.
- The trips associated with the BTR component are also tidal, with the majority of vehicles outbound in the AM peak and inbound in the PM peak. This tidal demand is the opposite of the medical facility and commercial car park, and will therefore not warrant additional queueing provisions in the critical peak.
- The approved scheme was estimated to generate approximately 170vph (in+out). The proposed scheme results in a reduced trip generation – approximately 140vph (in+out).

Based on the above, changes to the existing and operational security provisions is not considered warranted.

9. Servicing and Road Network

Submit a Servicing Management Plan to demonstrate that on-site servicing can be carried out safely, efficiently and conveniently within the site. The Servicing Management Plan should also confirm that service vehicle (i.e. SRV) that protrudes over the carriageway and kerb will not conflict with the useability of the street and footpath.

In addition to this, demonstrate on plans and in the Servicing Management Plan that the bulk bins can be transferred from the storage location to the servicing location at all times (even when the ambulance bay is occupied).

Amended plans also need to remove the kerb buildouts on Campbell Street as they prejudice the future upgrade of the corridor.

URBIS RESPONSE

A) SERVICE MANAGEMENT PLAN

Urbis have prepared a preliminary service management plan. This plan considers the operational requirements for the existing building (i.e. medical centre) and the proposed scheme (medical and BTR). The service management plan is included as **Attachment 3**.

Urbis can also confirm that no service vehicle protrudes over the footpath during servicing. Referring to Urbis Drawing P0055090 –01, the RCV can stand wholly within the site. Suitable clearances are provided around both the ambulance and the RCV for bin movement.

An additional drawing showing the aisle width around the ambulance is included in Attachment X. This shows that there is suitable width of a bin to be moved from the bin store should an ambulance be standing on-site.

B) KERB BUILDOUTS

The kerb buildouts along Campbell Street are to be retained as part of this application.

These will be sacrificial works that will be removed as part of any future upgrade to Campbell Street. The retention of the kerb build out allows for the clear differentiation of the on-street bay from the lane. Further, the kerb and fencing at the base of existing bike path directs riders to the existing crossing point.

10. Bikeway

Submit amended plans to show how the development can be delivered without encroachment into the volumetric area burdened by the bikeway easement, including demonstrating that the minimum overhead clearance of 2.5m is able to be achieved above the bikeway.

Plans need to show how the development can be provided without encroaching into the easement area as well as the minimum RL for the building and existing RLs for the bikeway. Height clearance is to be demonstrated with a dimensioned and scaled cross section overlaid with the volumetric easement of AA. Lighting and signage for the bikeway should also be provided.

URBIS RESPONSE

The development plans have been updated to show the available height clearances across along the bike path. Refer to Thomson Adsett drawing DA03.06 for sections various sections of the bike path.

No changes are proposed to the bikeway as part of this application. There is existing lighting along the length of the path. Additional directional signage can be conditioned.

			Proposed (stage 2)						Existing (stage 1)			
			GFA	Communal Areas		Studio Apartment	1 Bed Apartment	2 Bed Apartment	3 Bed Apartment	Car Parking	GFA	Car Parking
				BTR Internal GFA	BTR External Area							
	Level 30	Tenancy Area & BTR Common Area	249		755							
30	Level 29	BTR Apartments	968			2	4	5	1			
29	Level 28	BTR Apartments	968			2	4	5	1			
28	Level 27	BTR Apartments	968			2	4	5	1			
27	Level 26	BTR Apartments	968			2	4	5	1			
26	Level 25	BTR Apartments	968			2	4	5	1			
25	Level 24	BTR Apartments	968			2	4	5	1			
24	Level 23	BTR Apartments	968			2	4	5	1			
23	Level 22	BTR Apartments	968			2	4	5	1			
22	Level 21	BTR Apartments	968			2	4	5	1			
21	Level 20	BTR Apartments	968			2	4	5	1			
20	Level 19	BTR Apartments	968			2	4	5	1			
19	Level 18	BTR Apartments	968			2	4	5	1			
18	Level 17	BTR Apartments	968			2	4	5	1			
18	Level 16	BTR Apartments	968			2	4	5	1			
16	Level 15	BTR Apartments	968			2	4	5	1			
15	Level 14	BTR Apartments	968			2	4	5	1			
14	Level 13	BTR Apartments	968			2	4	5	1			
13	Level 12	BTR Apartments	975		613	3	3	5	1			
12	Level 11	BTR Apartments	1064			2	2	6	1			
		<i>BTR Common Amenities</i>		408	538							
11	Level 10	BTR Apartment & Car Parking	376			1	3	1	0	47		
10	Level 9	BTR Apartment & Car Parking	376			1	3	1	0	13		49
9	Level 8	BTR Apartment & Car Parking	376			1	3	1	0	13		49
8	Level 7	Car Parking	0							24		49
7	Level 6	Car Parking	0							24		49
6	Level 5	Car Parking	0									
6		BTR Common Amenities	75	118	250					16		43
5	Level 4	Medical Suite	1163								983	
4	Level 3	Medical Suite	1163								840	
3	Level 2	Medical Suite	1163								917	
2	Level 1	Day Surgery	1163								844	
	Mezzanine	Tenancy	272									
1	Ground	Foyer / Concierge & Tenancy	331								342	
LG	Lower Ground	Café / Bike Parking	54									
Total			25256	526	2156	42	82	99	19	137	3926	239
GFA Total (Stage 1 + Stage 2) 29182						Studio Apartment	1 Bed Apartment	2 Bed Apartment	3 Bed Apartment	Car Parking	GFA	Car Parking
						17%	34%	41%	8%			
						Total number of BTR Apartments				242		
						Total number of Carparks (Stage 1 + Stage 2)				376		

DEVELOPMENT APPLICATION

Wren Street Stage 2

7-15 Wren Street, Bowen Hills, QLD

AustralAsian Property Group Pte Ltd

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TA # 22.0169.17

DEVELOPMENT SUMMARY

@ A0

DA01.01

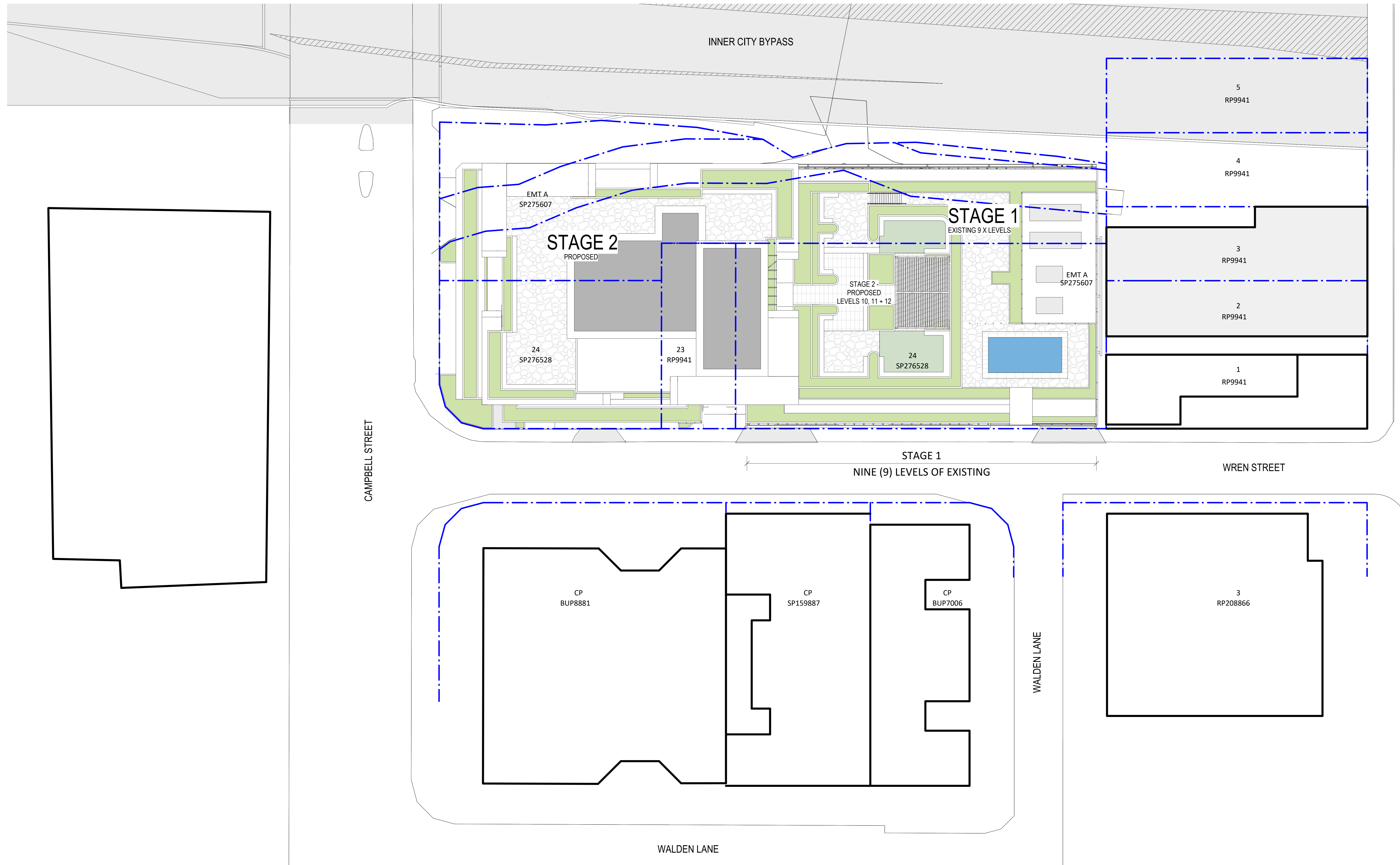
26-03-2025

rev. 7

AREA

SITE AREA - 3,572m²

BUILDING FOOTPRINT - 3,000m² 84%



DEVELOPMENT APPLICATION

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SITE PLAN

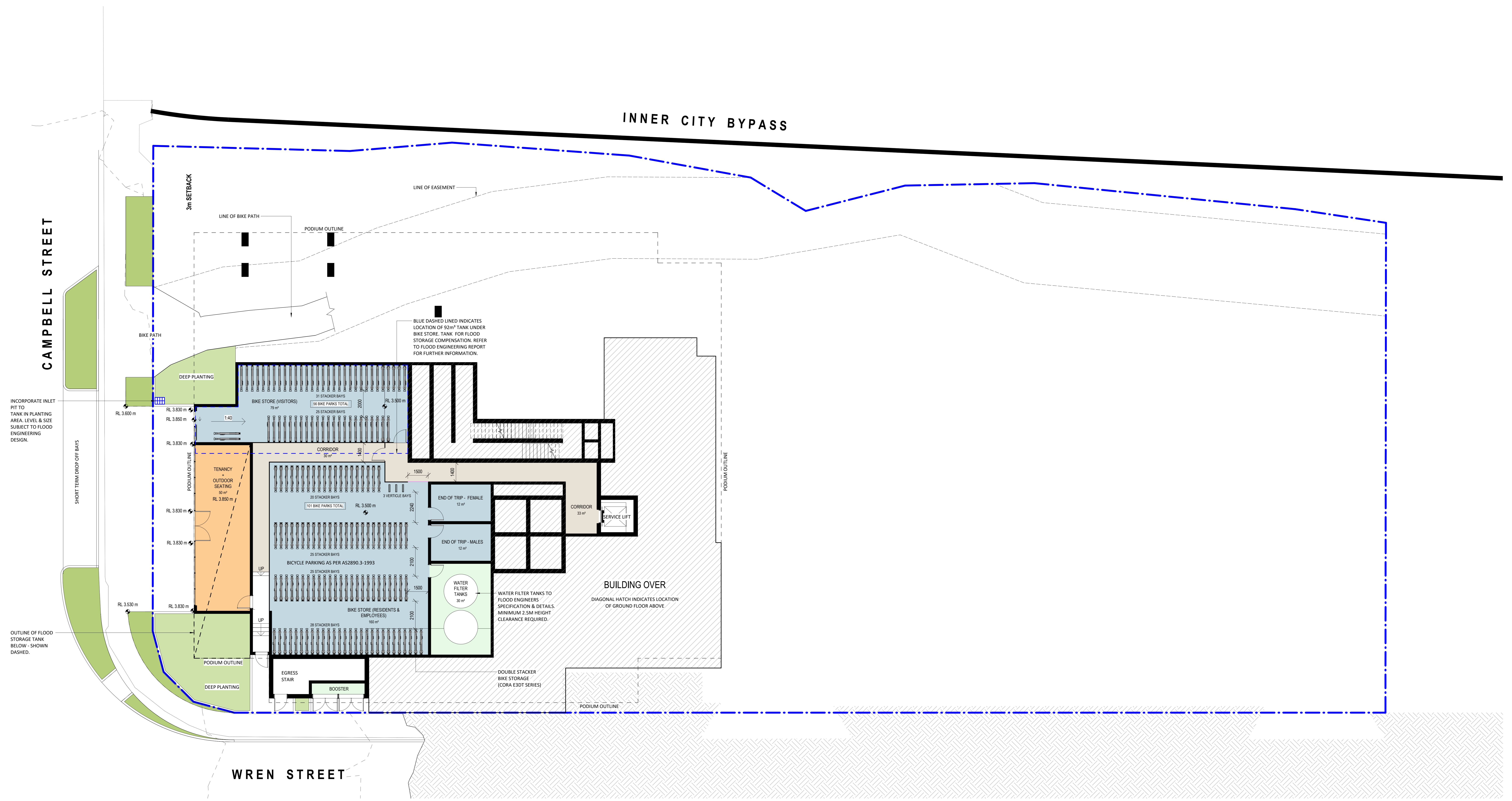
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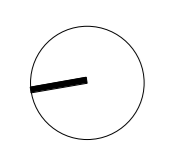
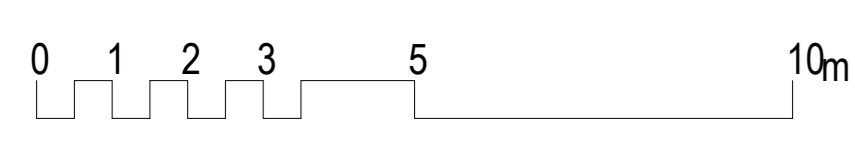
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BASEMENT LEVEL
 - - - OUTLINE OF GROUND ABOVE
 ■ PROPOSED TENANCY
 ■ BIKE STORE
 ■ BACK OF HOUSE

GROSS FLOOR AREA
 TENANCY 54
 TOTAL 54m²

BIKE BAYS
 VISITORS 56
 RESIDENTIAL / EMPLOYEES 101
 TOTAL 156



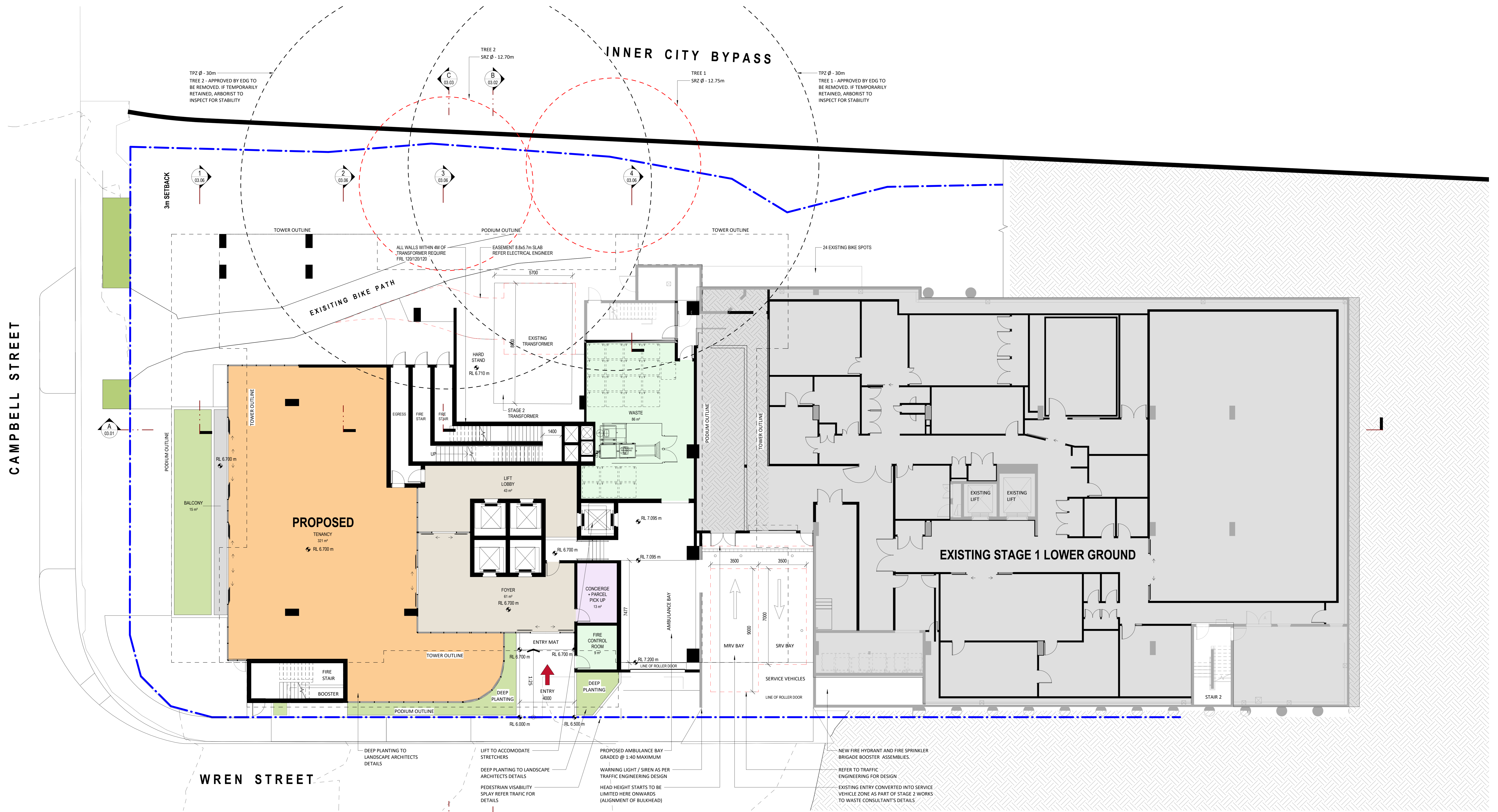
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LOWER GROUND FLOOR PLAN
 As indicated @ A0 26-03-2025
 DA02.01 rev. 7

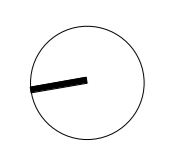
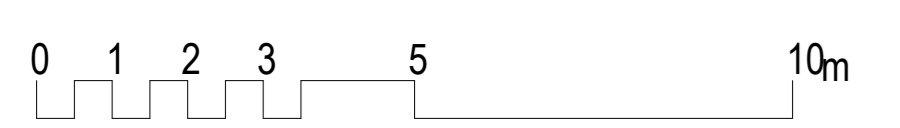


- GROUND LEVEL**
- PROPOSED TENANCY
 - LOBBY / CORRIDOR
 - BACK OF HOUSE
- EXISTING INDICATIVE STRUCTURAL ROOT ZONE (INNER RED DASH) AND TREE PROTECTION ZONE (OUTER BLACK DASH). REFER LANDSCAPE DRAWINGS

GROSS FLOOR AREA

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

*EXCLUDES LOBBY AND CIRCULATION



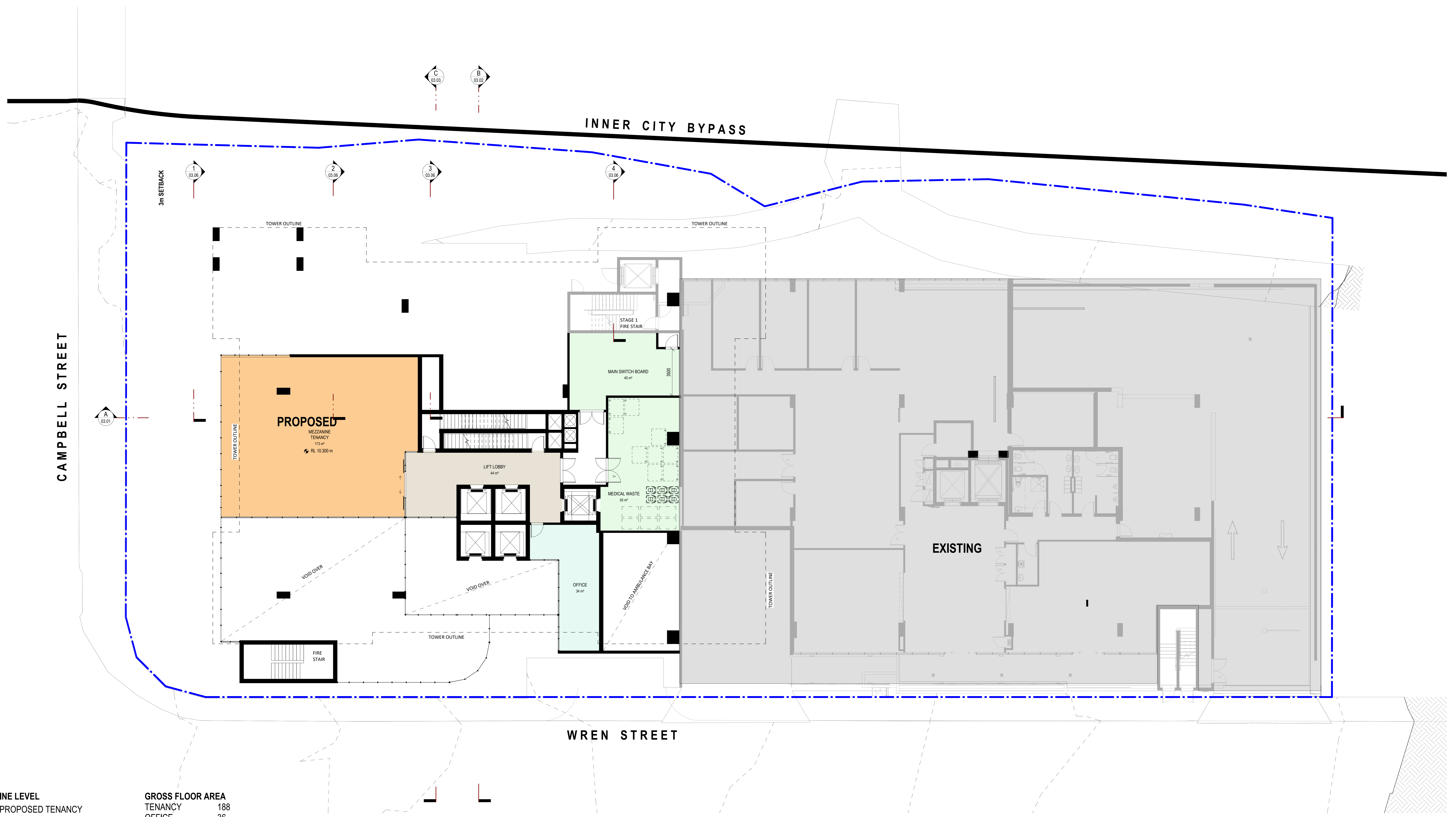
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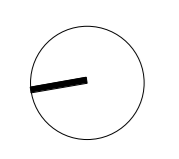
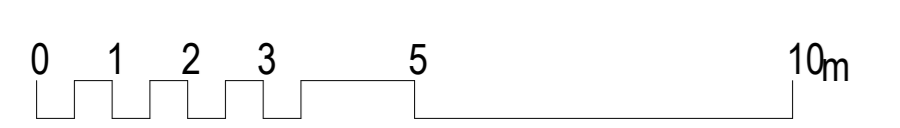
GROUND FLOOR PLAN - LOBBY
 As indicated @ A0
 26-03-2025
 DA02.02
 rev. 6



- MEZZANINE LEVEL**
- PROPOSED TENANCY
 - BIKE STORE
 - BACK OF HOUSE
 - LOBBY / CORRIDOR

GROSS FLOOR AREA

TENANCY	188
OFFICE	36
LIFT LOBBY	61
TOTAL	285m²



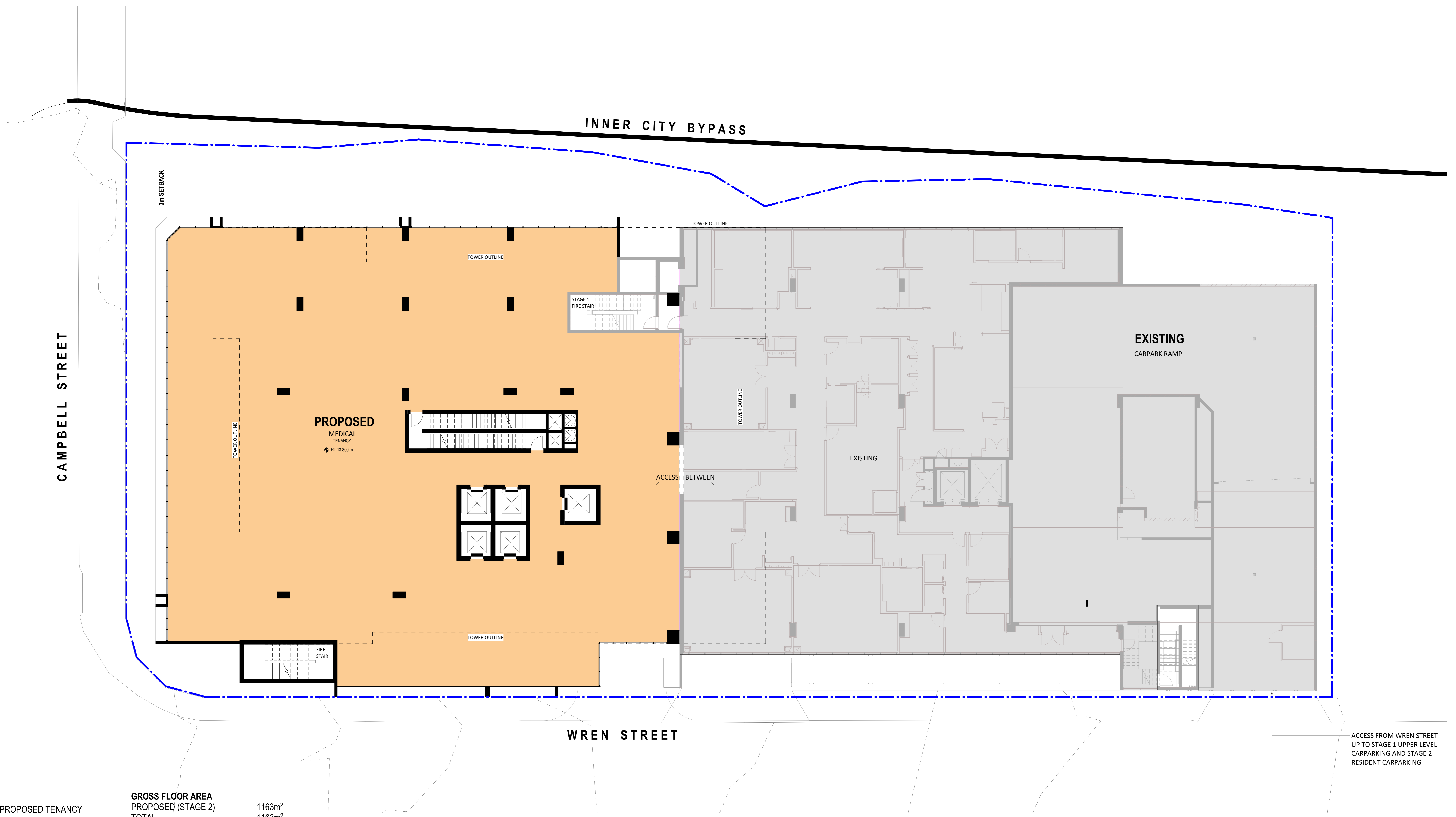
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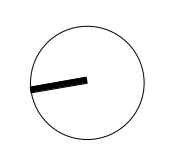
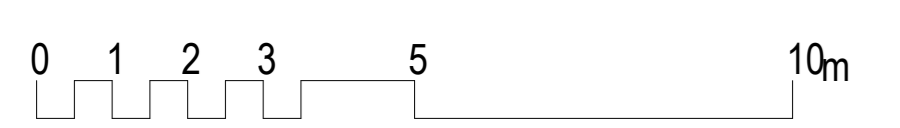
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MEZZANINE LEVEL
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 25-03-2025
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LEVEL 1
 PROPOSED TENANCY

GROSS FLOOR AREA	
PROPOSED (STAGE 2)	1163m ²
TOTAL	1163m ²



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LEVEL 1 PLAN - MEDICAL TENANCY

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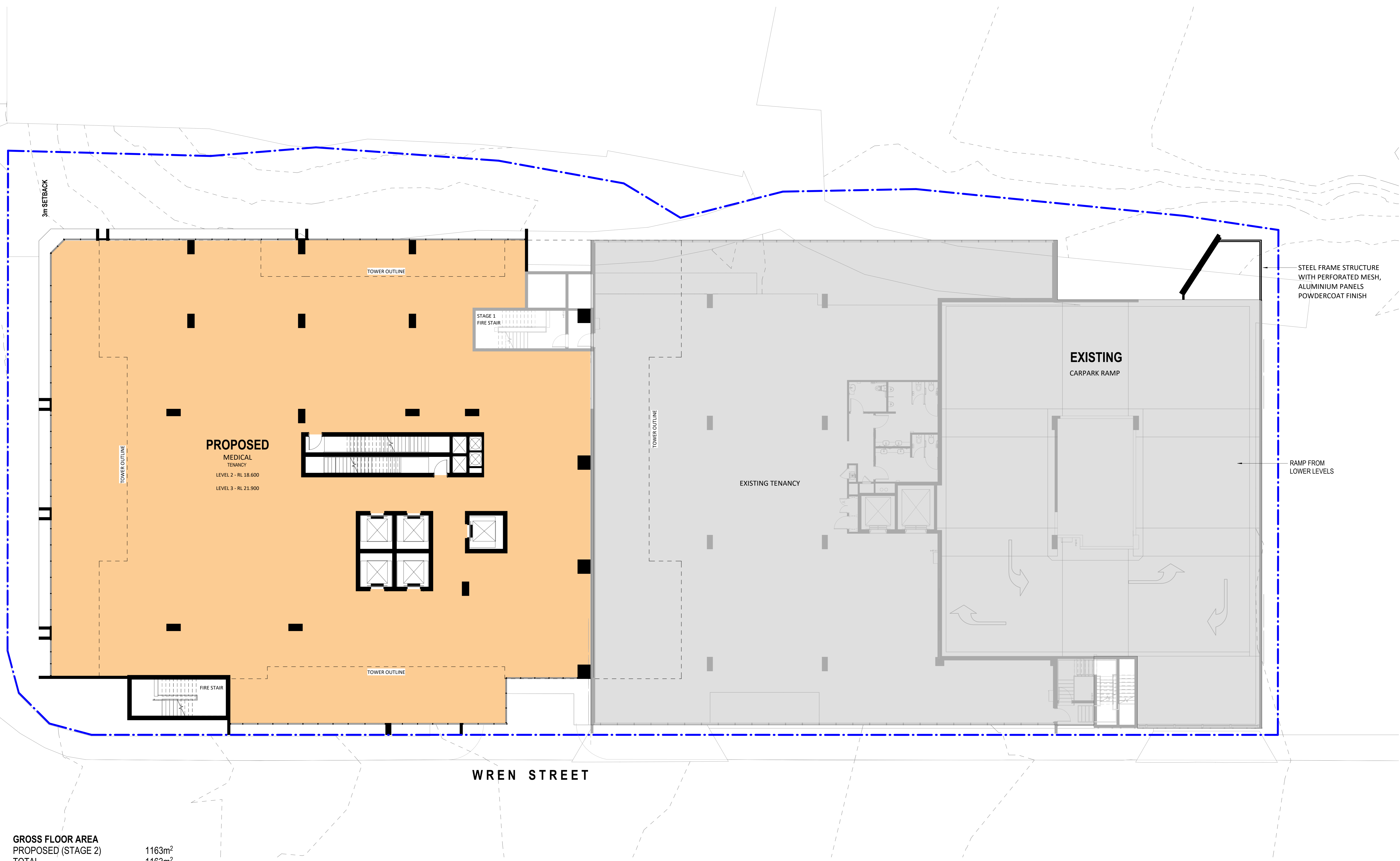
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CAMPBELL STREET

WREN STREET

3m SETBACK

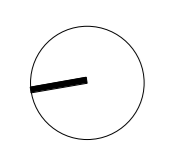
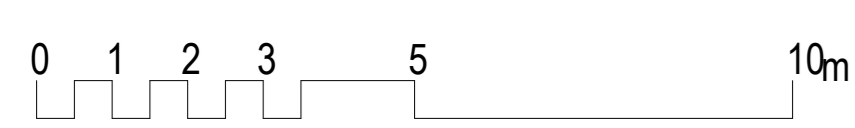


STEEL FRAME STRUCTURE WITH PERFORATED MESH, ALUMINIUM PANELS POWDERCOAT FINISH

RAMP FROM LOWER LEVELS

LEVEL 2 TO 3
 PROPOSED TENANCY

GROSS FLOOR AREA
 PROPOSED (STAGE 2) 1163m²
 TOTAL 1163m²



Wren Street Stage 2

7-15 Wren Street, Bowen Hills, QLD

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DEVELOPMENT APPLICATION

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LEVEL 2 TO 3 PLAN - MEDICAL
TENANCY

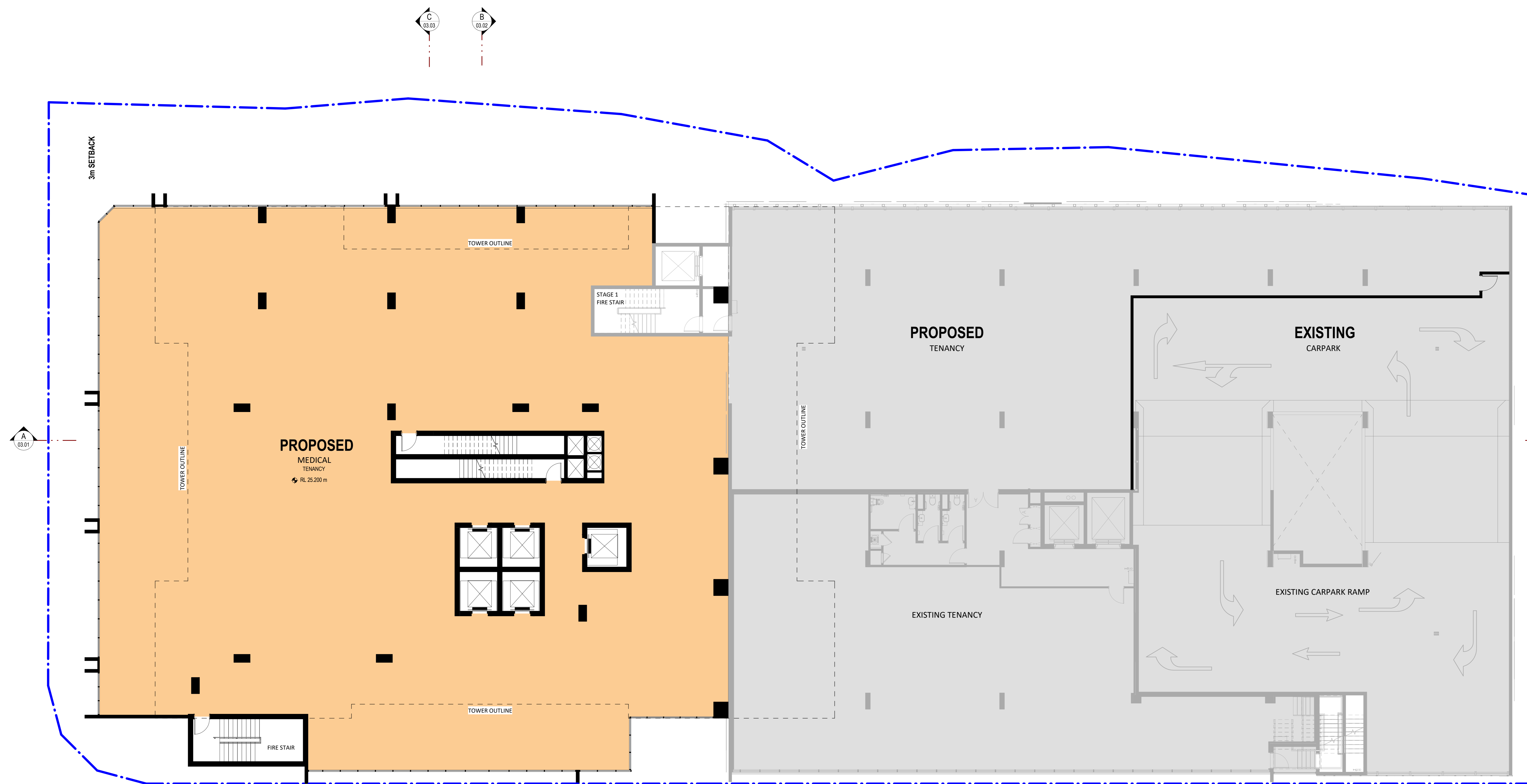
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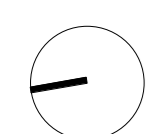
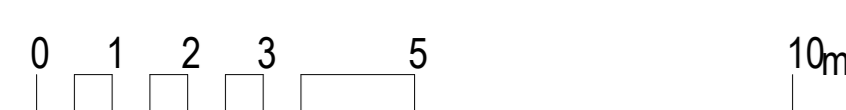
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rev. 6



LEVEL 4
 PROPOSED TENANCY

GROSS FLOOR AREA	
PROPOSED (STAGE 2)	1163m ²
TOTAL	1163m ²



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DEVELOPMENT APPLICATION

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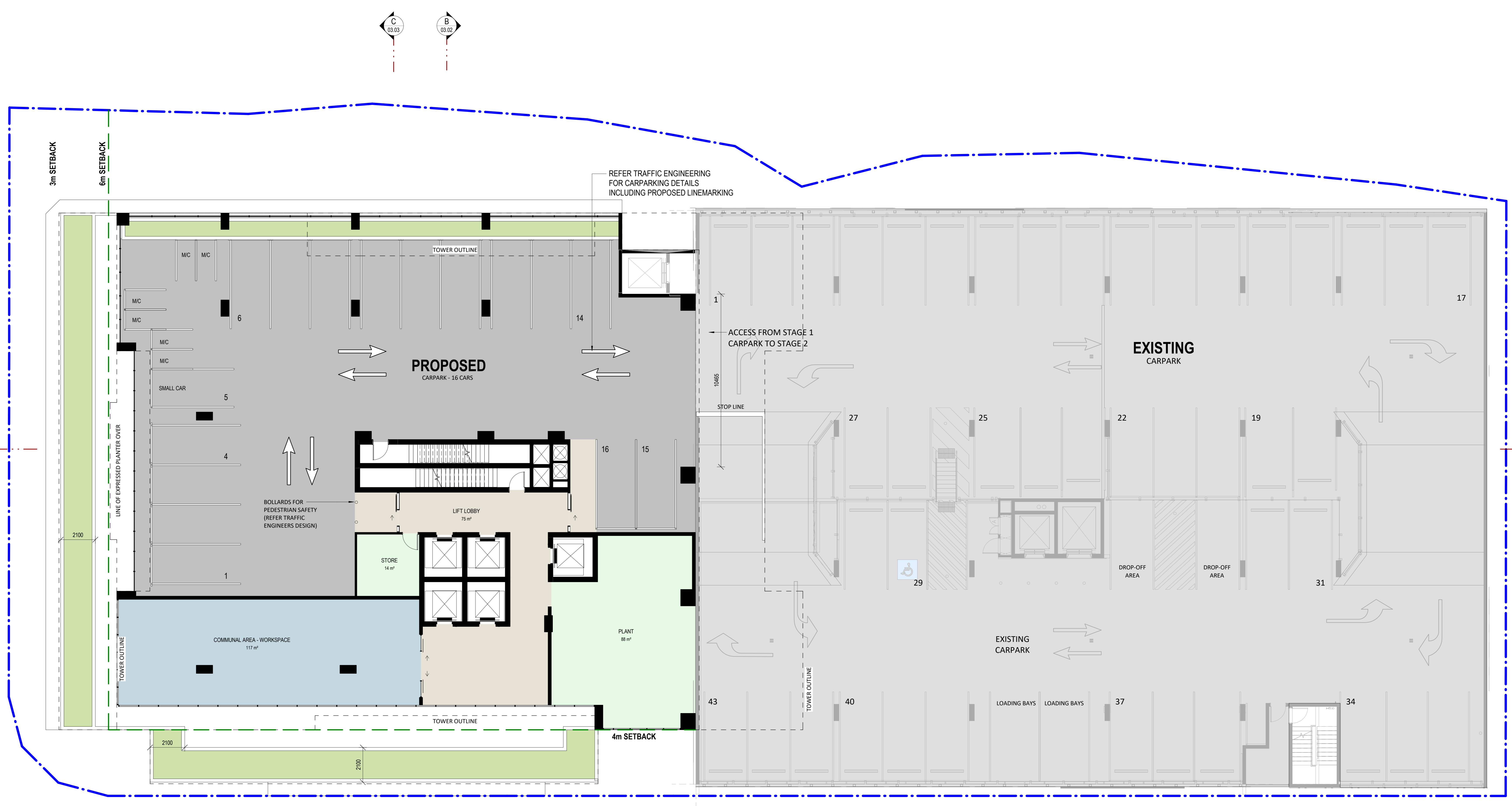
LEVEL 4 PLAN - MEDICAL TENANCY

As indicated @ A0

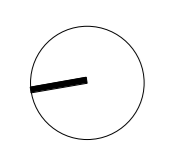
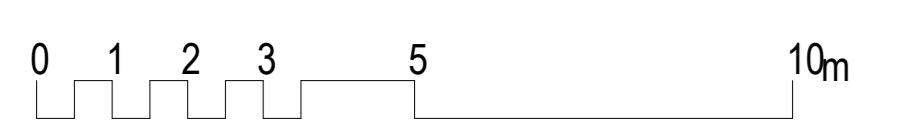
25-03-2025

DA02.06

rev. 5



LEVEL 5	GROSS FLOOR AREA	
PARKING	PROPOSED LIFT LOBBY	75m ²
COMMUNAL	PARKING	
BACK OF HOUSE	PROPOSED (STAGE 2)	16 BAYS 6 MOTOR BIKES
LOBBY / CORRIDOR		



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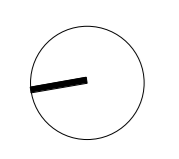
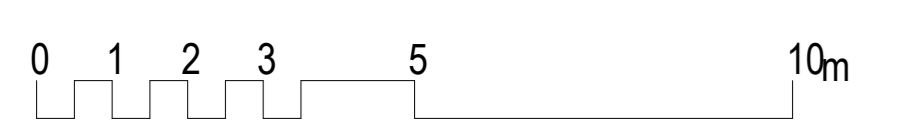
DEVELOPMENT APPLICATION



LEVEL 5 PLAN - PARKING
 As indicated @ A0 25-03-2025
 TA # 22.0169.17 DA02.07 rev. 7



- LEVEL 6 TO 7**
 - PARKING
 - LOBBY / CORRIDOR
 - BACK OF HOUSE
- PARKING**
 PROPOSED (STAGE 2) 24 BAYS



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LEVEL 6 TO 7 PLAN - PARKING

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DA02.08

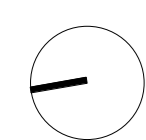
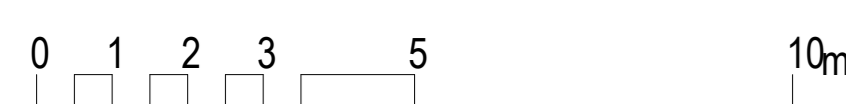
rev. 7



LEVEL 8 TO 9	
STUDIOS	1
1 BEDROOM	3
2 BEDROOM	1
LOBBY / CORRIDOR	
TOTAL	5

GROSS FLOOR AREA	
STAGE 2 UNITS	314
STAGE 2 LIFT LOBBY	62
TOTAL	376m²

PARKING	
STAGE 2	13 BAYS



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LEVEL 8 to 9 PLAN - UNITS & CARPARKS

As indicated @ A0

DA02.09

25-03-2025

rev. 7



LEVEL 10

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

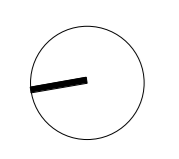
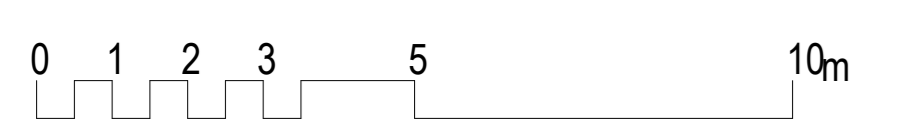
GROSS FLOOR AREA

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



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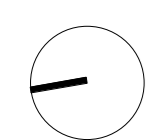
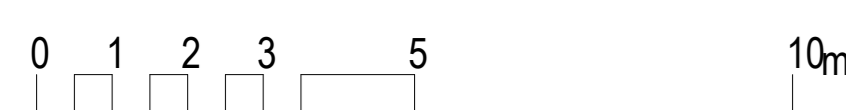
	LEVEL 10 PLAN - UNITS, CARPARKS & STAGE 1 ROOF As indicated @ A0 TA # 22.0169.17	25-03-2025 DA02.10 rev. 8
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LEVEL 11	
STUDIOS	2
1 BEDROOM	2
2 BEDROOM	6
3 BEDROOM	1
COMMUNAL	
LOBBY / CORRIDOR	
TOTAL	11

GROSS FLOOR AREA	
STAGE 2 UNITS	898
STAGE 2 LIFT LOBBY	166
TOTAL	1064m²

PARKING	
STAGE 2	13 BAYS



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LEVEL 11 - UNITS & COMMUNAL AREAS

As indicated @ A0

26-03-2025

DA02.11

rev. 8

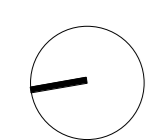
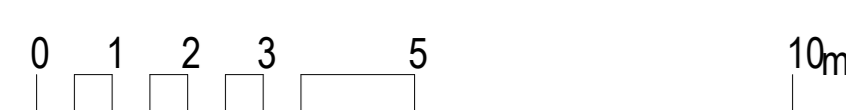


LEVEL 12

STUDIOS	3
1 BEDROOM	3
2 BEDROOM	5
3 BEDROOM	1
LOBBY / CORRIDOR	
TOTAL	12

GROSS FLOOR AREA

STAGE 2 UNITS	861
STAGE 2 LIFT LOBBY	114
TOTAL	975m²



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LEVEL 12 - UNITS & COMMUNAL AREAS

As indicated @ A0

25-03-2025

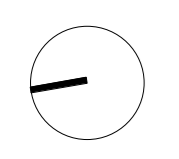
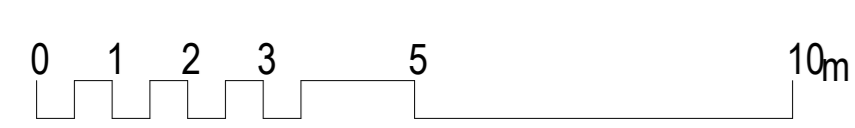
DA02.12

rev. 5



LEVEL 13 TO 29	
STUDIOS	2
1 BEDROOM	4
2 BEDROOM	5
3 BEDROOM	1
LOBBY / CORRIDOR	
TOTAL	12

GROSS FLOOR AREA	
STAGE 2 UNITS	875
STAGE 2 LIFT LOBBY	93
TOTAL	968m²



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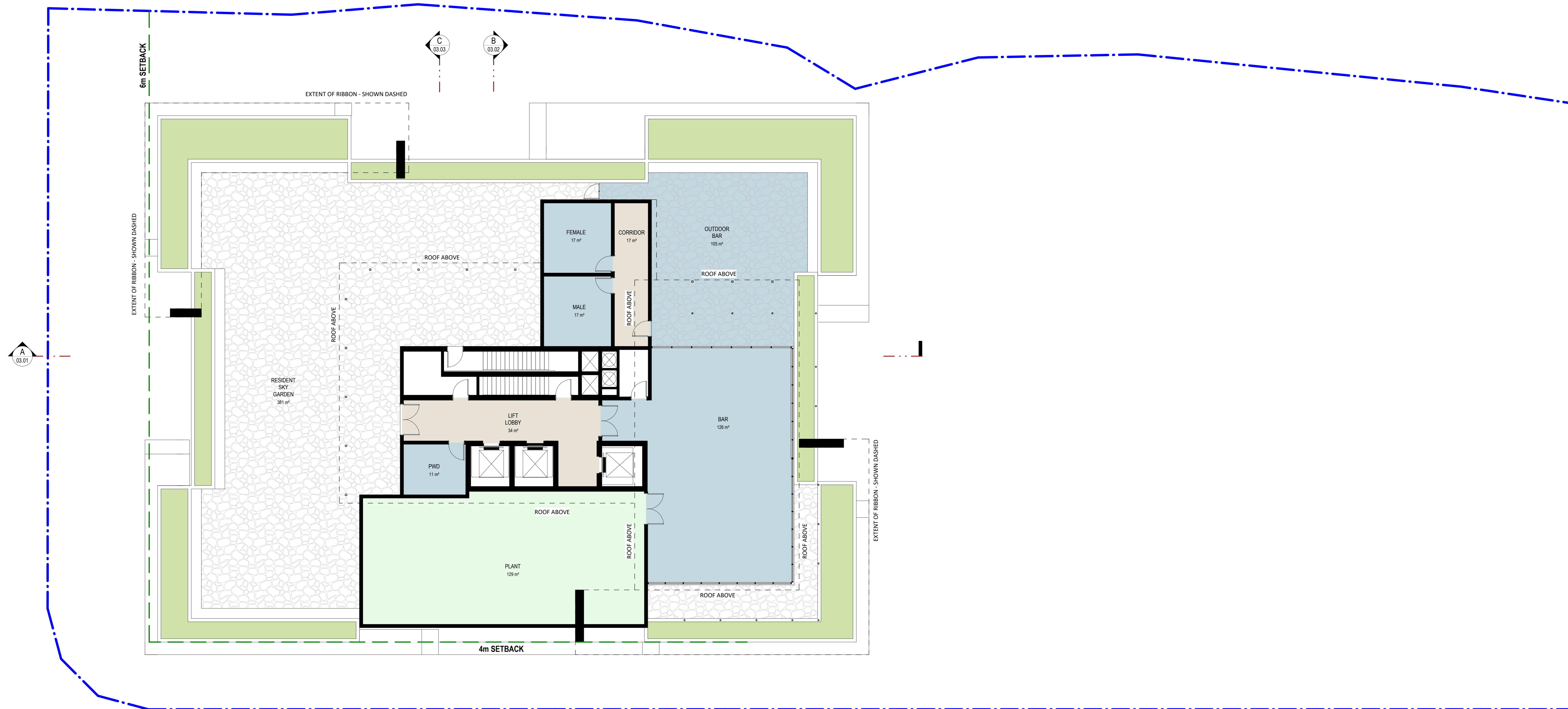
LEVEL 13 TO 29 PLAN - TYPICAL UNITS

As indicated @ A0

25-03-2025

DA02.13

rev. 5

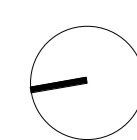
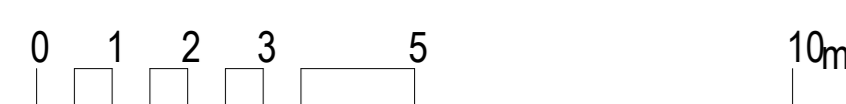


SKY GARDEN - LEVEL 30

- COMMUNAL
- LOBBY / CORRIDOR
- BACK OF HOUSE

GROSS FLOOR AREA

BAR	133
AMENITIES	53
LOBBY	63
TOTAL	249m²



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LEVEL 30 PLAN - SKY GARDEN

As indicated @ A0

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DA02.14

rev. 6



CAR PARK ALLOCATIONS

■	BTR RESIDENT PARKS	0
■	COMMERCIAL CARPARK	37
■	MEDICAL TENANCY (STAGE 1 & 2)	16
	SHARE CARS	6
	LOADING BAYS	2
	TOTAL	61

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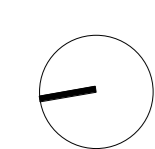
CARPARK ALLOCATIONS - LEVEL 5

1 : 100 @ A0

28-03-2025

DA02.15

rev. 9





CARPARK ALLOCATIONS

■	BTR RESIDENT PARKS	4
■	MEDICAL TENANCY (STAGE 1 & 2)	18
■	COMMERCIAL CARPARK	51
	TOTAL	73

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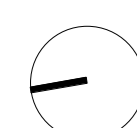
CARPARK ALLOCATIONS - LEVEL 6

1 : 100 @ A0

DA02.16

28-03-2025

rev. 8





CAR PARK ALLOCATIONS

■	BTR RESIDENT PARKS	9
■	MEDICAL TENANCY (STAGE 1 & 2)	23
■	COMMERCIAL CARPARK	41
	TOTAL	73

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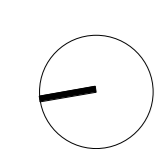
CARPARK ALLOCATIONS - LEVEL 7

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DA02.17

28-03-2025

rev. 8





CAR PARK ALLOCATIONS

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

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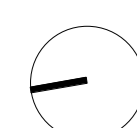
CARPARK ALLOCATIONS - LEVEL 8

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DA02.18

25-03-2025

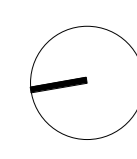
rev. 6





CARPARK ALLOCATIONS

 BTR RESIDENT PARKS	62
TOTAL	62



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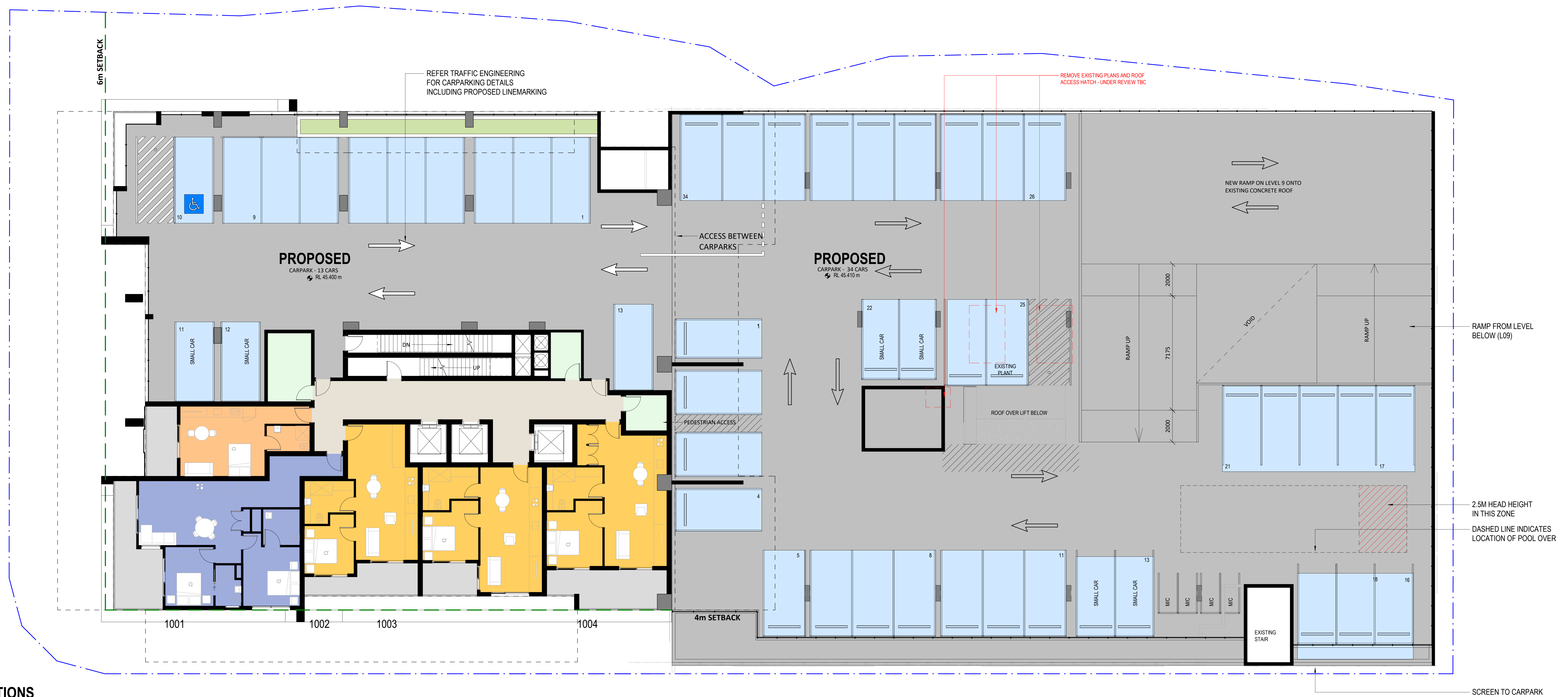
CARPARK ALLOCATIONS - LEVEL 9

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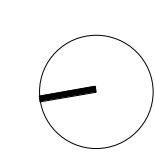
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CARPARK ALLOCATIONS

	BTR RESIDENT PARKS	47
TOTAL		47



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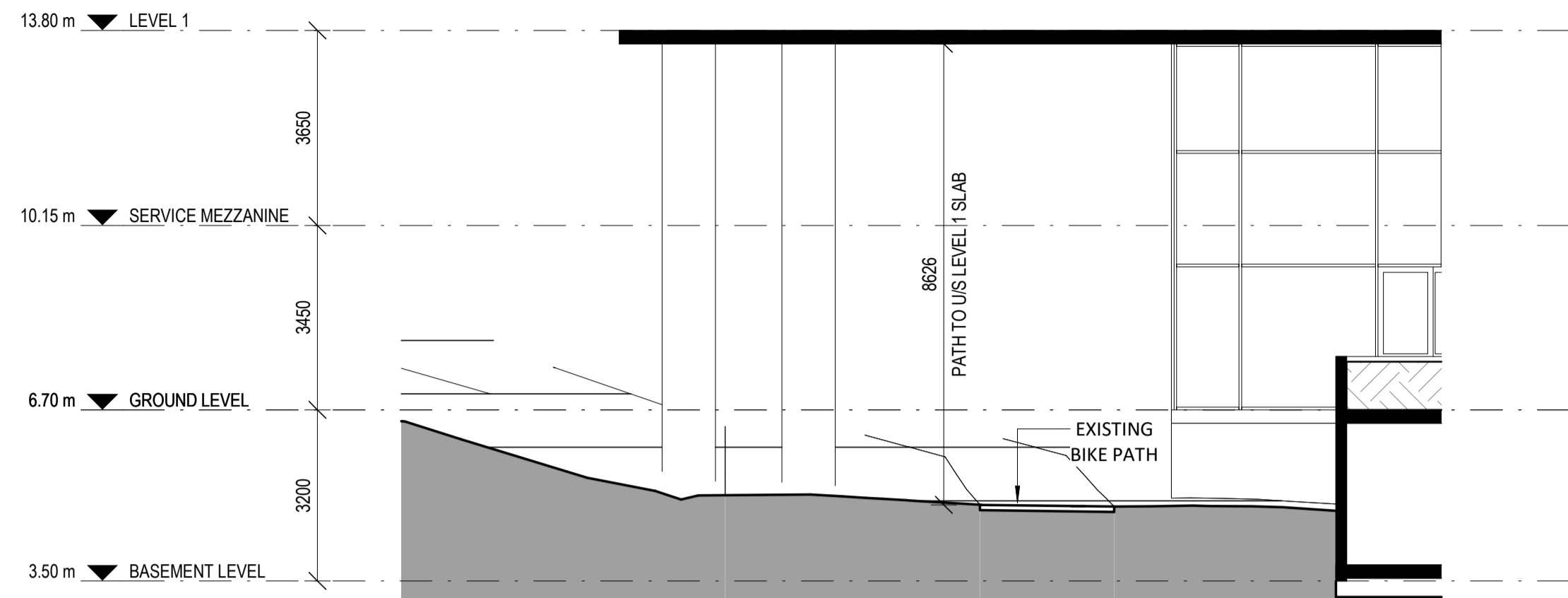
CARPARK ALLOCATIONS - LEVEL 10

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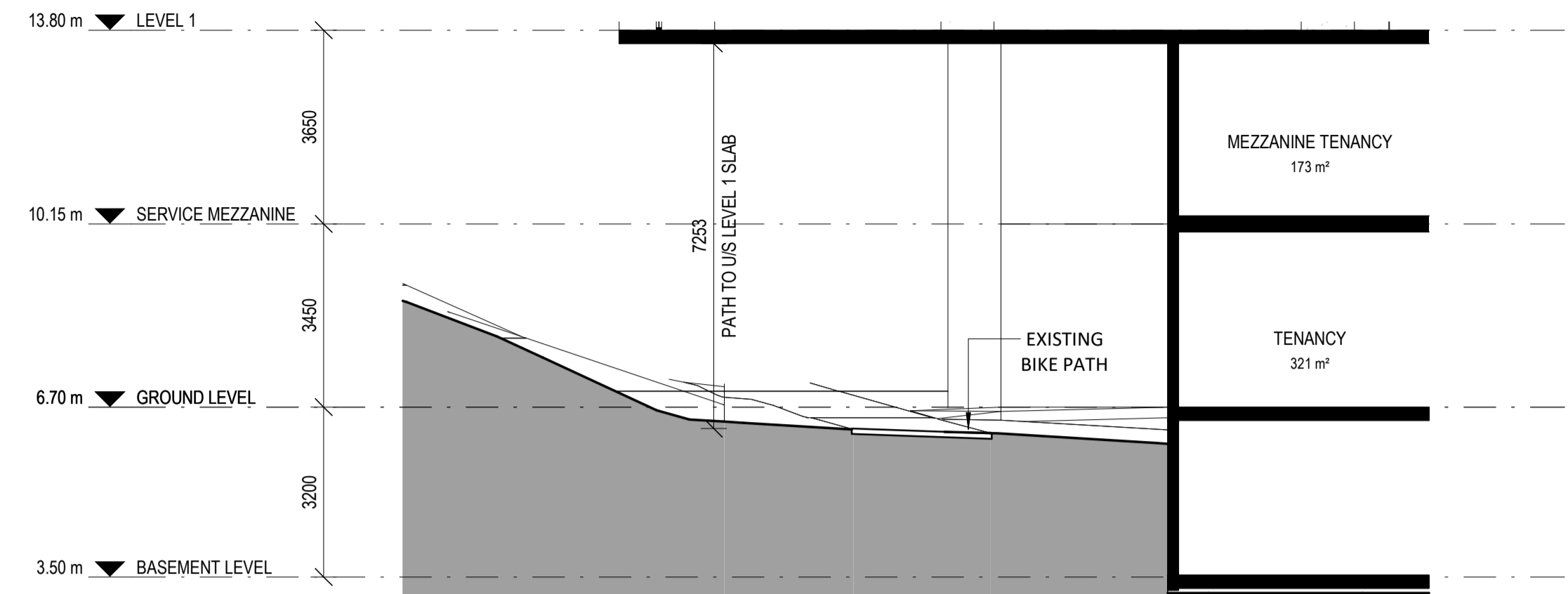
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rev. 5



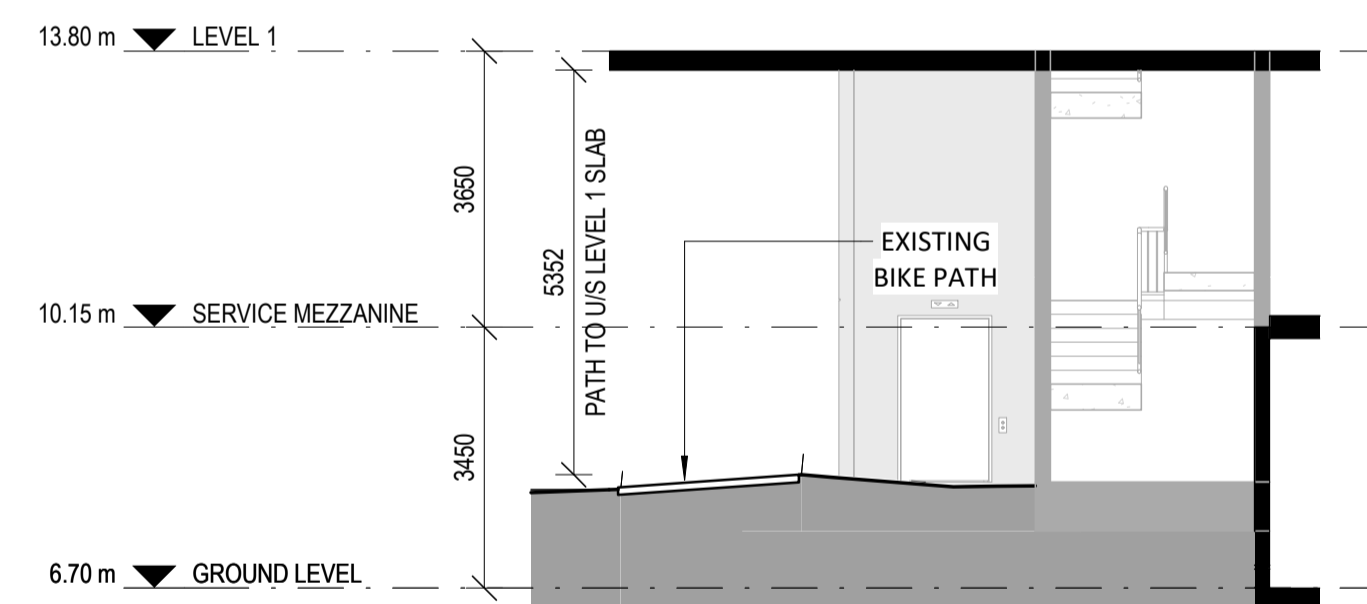
1 SECTION 1
02.02 1 : 100



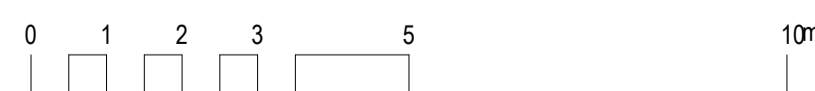
2 SECTION 2
02.02 1 : 100



3 SECTION 3
02.02 1 : 100



4 SECTION 4
02.02 1 : 100



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GROUND TO LEVEL 1 - SECTIONS

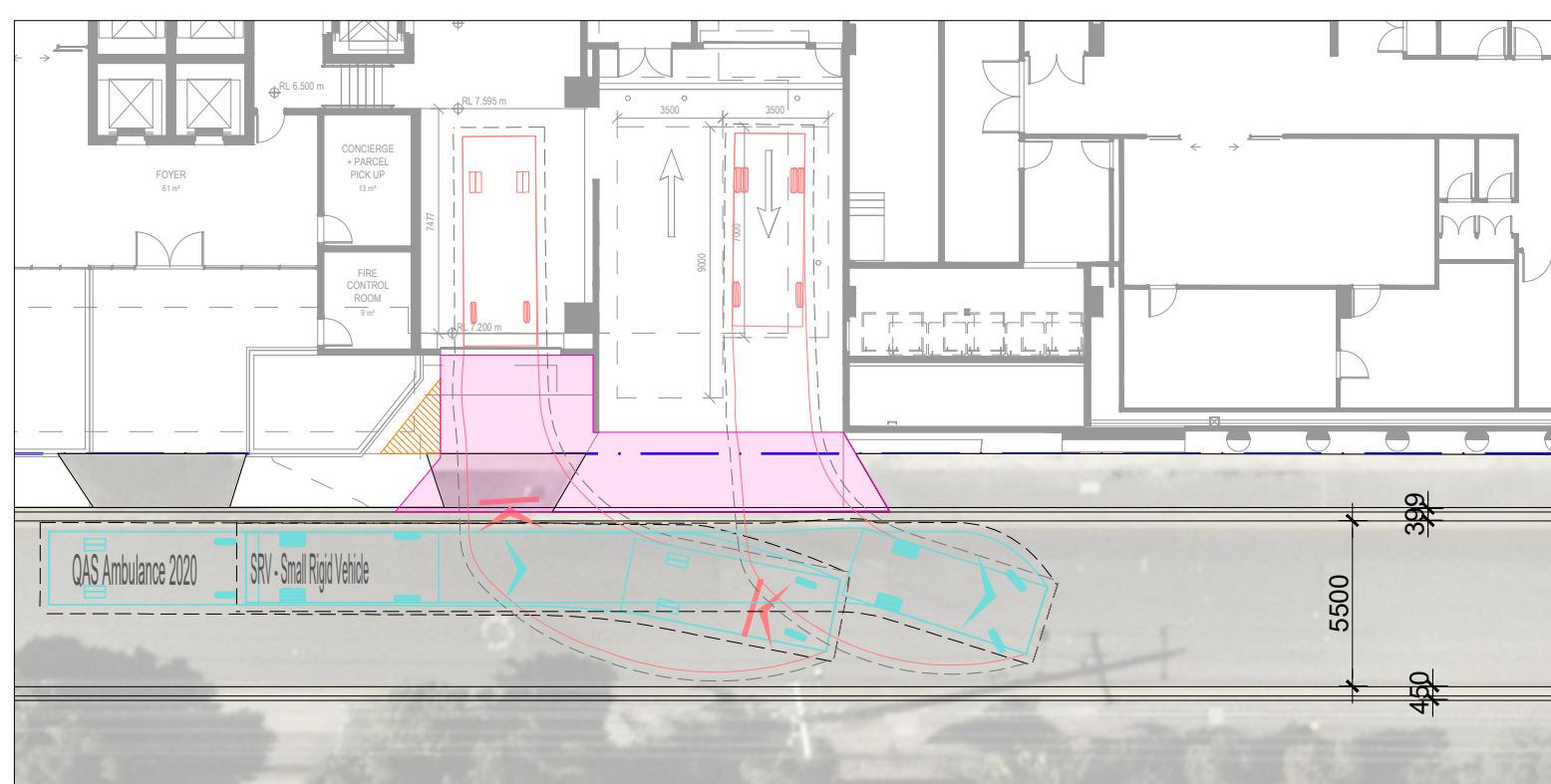
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26-03-2025

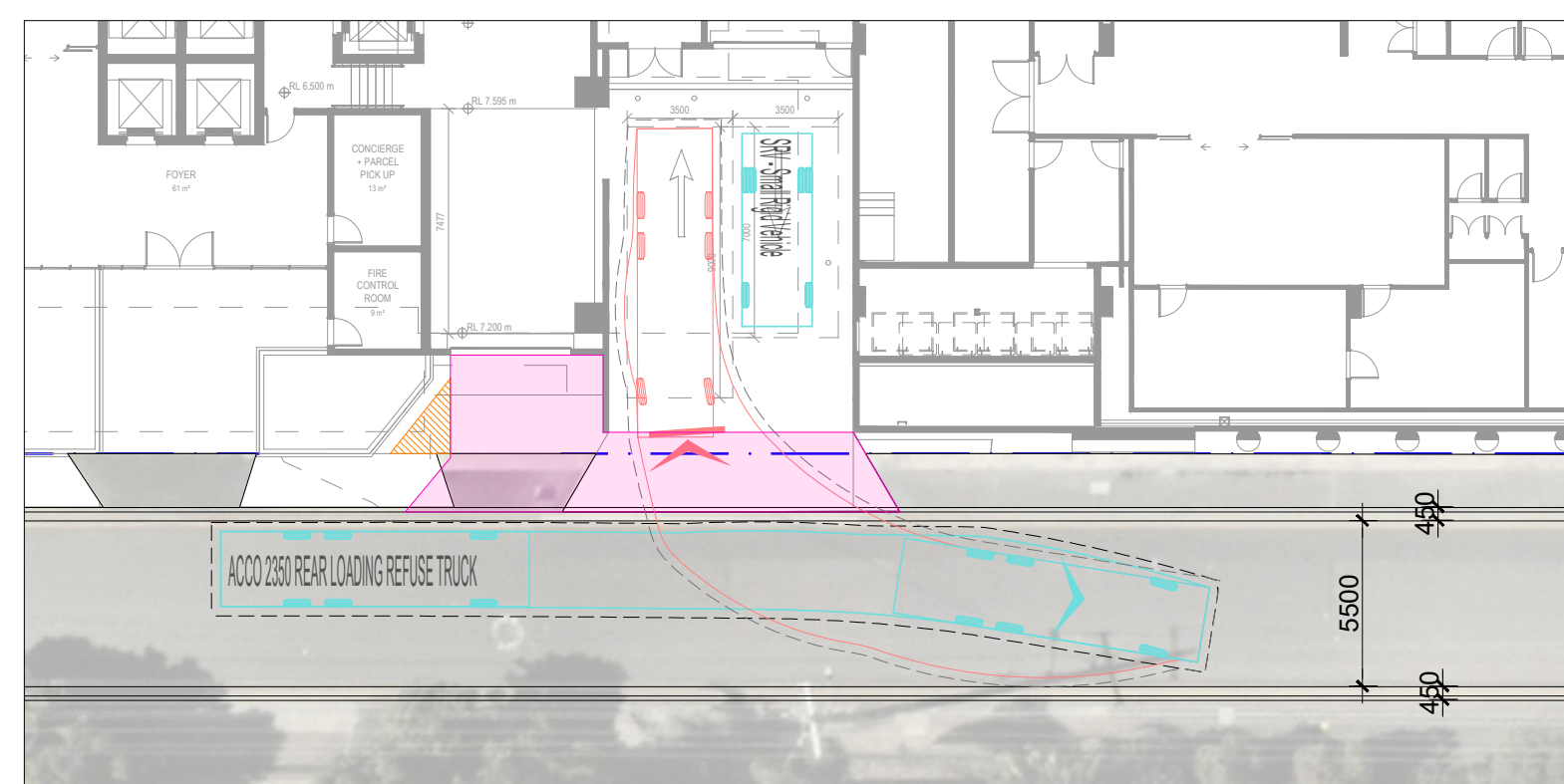
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DA03.06

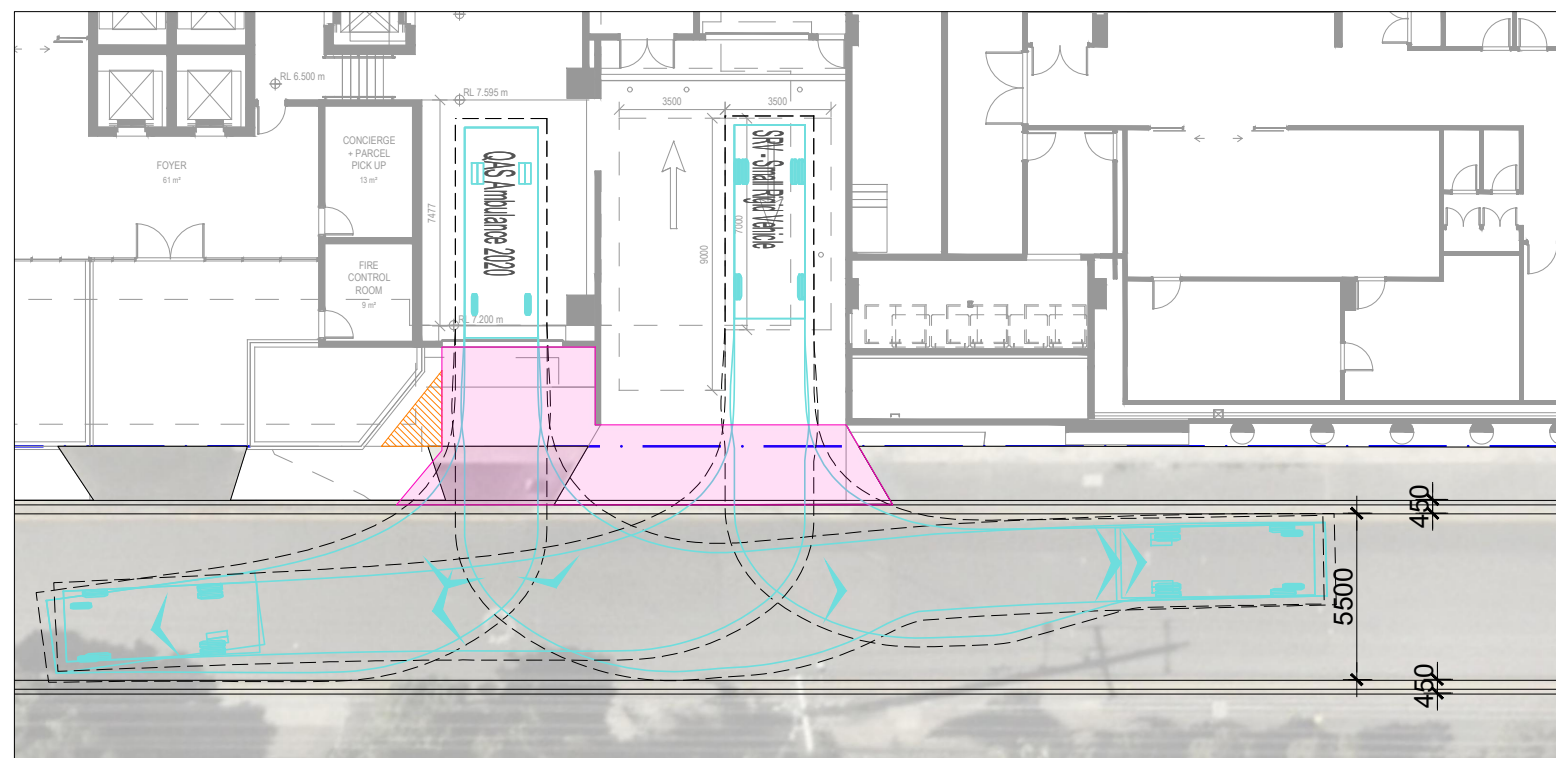
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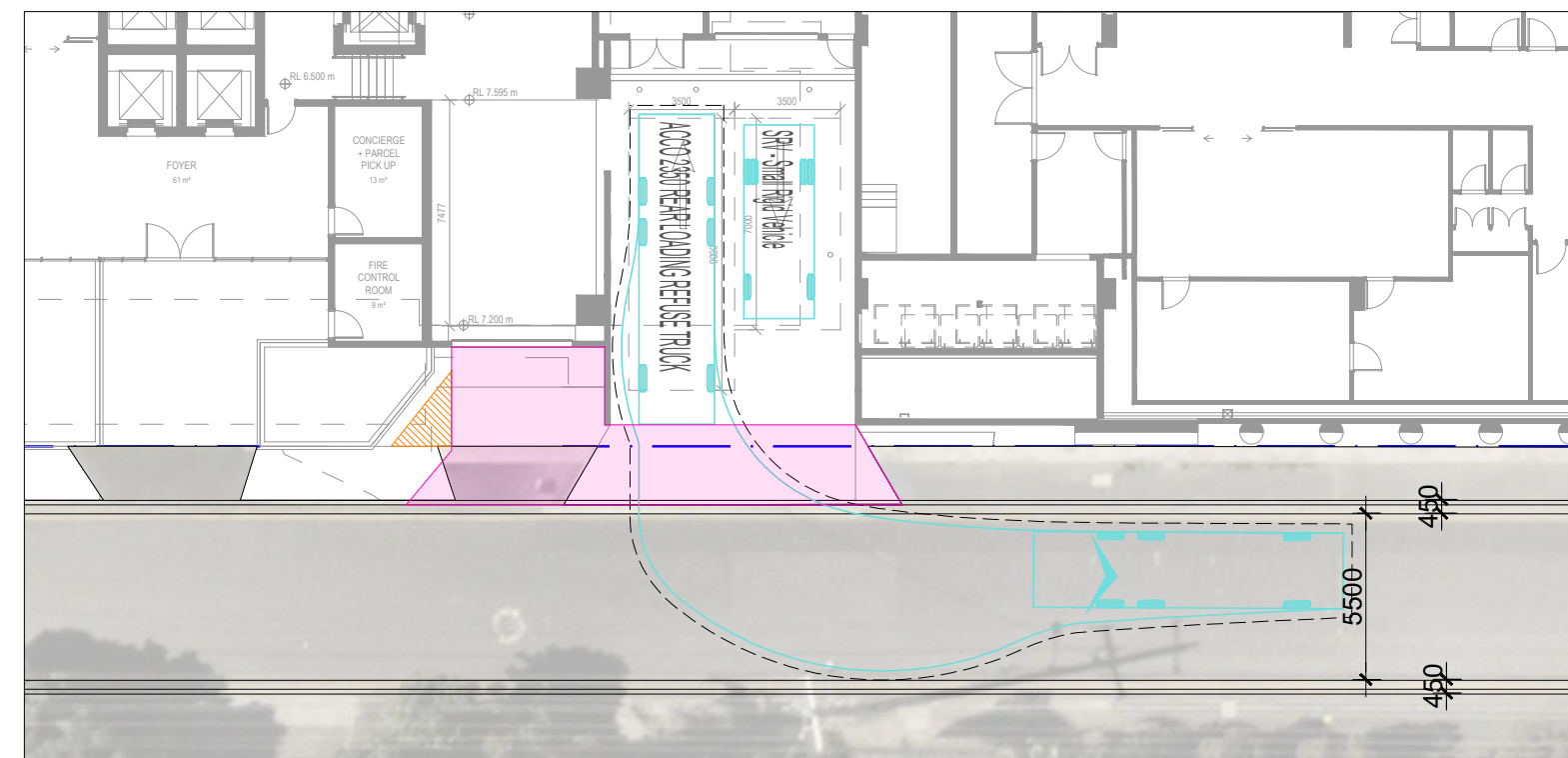
AMBULANCE & SRV ACCESS



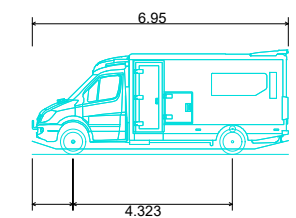
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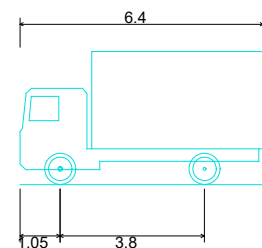
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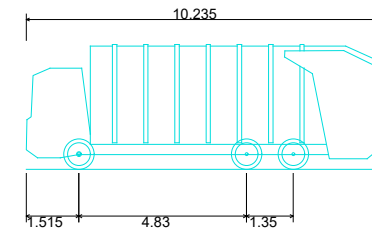
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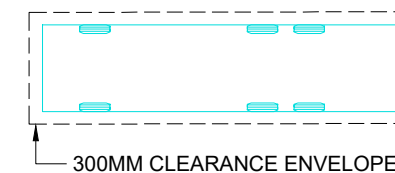
QAS Ambulance	
Overall Length	6.950m
Overall Width	2.425m
Overall Body Height	2.830m
Min Body Ground Clearance	0.150m
Track Width	1.959m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.895m



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



300MM CLEARANCE ENVELOPE

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**7-15 WREN STREET, BOWEN HILLS
GROUND LEVEL ACCESS & EGRESS**

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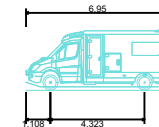
REV	DESCRIPTION	DWN	CHK	DATE
A	IR ISSUE	LF	JB	26/11/2024

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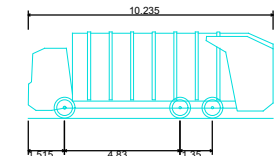
CLIENT
**AUSTRALASIAN PROPERTY
GROUP PTY LTD**

1:250 @ A3
0 1 2 5m

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



QAS Ambulance 2020
 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



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

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PROPOSED AMBULANCE BAY
 GRADED @ 1:40 MAXIMUM
 WARNING LIGHT / SIREN AS PER
 TRAFFIC ENGINEERING DESIGN
 HEAD HEIGHT STARTS TO BE
 LIMITED HERE ONWARDS
 (ALIGNMENT OF BULKHEAD)

NEW FIRE HYDRANT AND
 BRIGADE BOOSTER ASSE
 REFER TO TRAFFIC
 ENGINEERING FOR DESIGN
 EXISTING ENTRY CONVERTED
 VEHICLE ZONE AS PART OF
 TO WASTE CONSTRUCTION



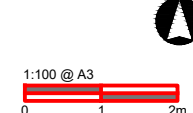
**WREN STREET
 AMBULANCE BAY REFUSE CLEARANCE**

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REV	DESCRIPTION	DWN	CHK	DATE
A	ORIGINAL ISSUE	J.Y.	J.B.	03/04/2025

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CLIENT
**AUSTRALASIAN
 PROPERTY GROUP**



PROJECT NO.	DATE
P0055090	03/04/2025
DRAWING NO.	REVISION
01	A

Service Management Plan

15 – 21 Wren Street, Bowen Hills

This is a preliminary Service Management Plan (SMP) for the mixed use development at 15 – 21 Wren Street, Bowen Hills.

The plan considers the existing service vehicle management associated with the Medical tenancies, as well as the additional demands associated with the future Build to Rent scheme.

Whilst it is expected that the SMP will be further developed through negotiations and discussions with the various tenants of the building, key aspects are detailed below under the respective headings.

Note – where necessary, this plan considers the operation of the primary loading dock and the dedicated ambulance bay.

Building Manager

- The building dock manager shall be present on-site at all times during normal business hours.
- Contact details for the building manager are found at the rear of this document.

Vehicle Size Restrictions

The loading dock and delivery times will consider the following:

Primary Loading Area

- The operational height clearance within the loading area 3.6m (min)
- Other than refuse collection vehicles (RCVs), access to the basement loading dock is only permitted for vehicles up to the size of an 8.8m medium rigid vehicle (MRV).

Ambulance Bay

- Area for exclusive use of Ambulance only
- The operational height clearance within the ambulance bay is 3.6m (min)

Delivery Times

The loading dock and delivery times will consider the following:

- Reflect any approval conditions associated with dock operations.
- Outside of normal business hours, deliveries will only be permitted if prior written approval is obtained at least 24 hours in advance, or on an ongoing basis if agreed with the building manager (i.e. refuse collection contractors).
- The building manager will reserve the right to temporarily close the loading dock, without warning, due to specific operational requirements or during times of peak demands/congestion. During these times, the dock manager has the power to turn away vehicles.
- To reduce the risk of delivery vehicles being denied access to the loading dock, it is recommended that tenants inform delivery contractors to schedule deliveries outside of the peak periods of operation.
- Emergency access to the ambulance bay will be exempt from the above.

Use of Loading Dock

Primary Loading Area

- Access by larger service vehicles (i.e. SRV, MRV and RCV) is restricted to outside the weekday AM and PM peak-hour periods on the adjacent road network.
- The building manager reserves the right to turn away any vehicles on arrival if no prior notice has been given.
- All vehicles are to report to the dock manager on arrival for instructions on which loading bay to park in.
- In general, all vehicles will be assigned a loading bay in order of arrival.
- Vehicles are only permitted to park within designated loading bays, unless otherwise instructed by building manager.
- All drivers are to provide the loading dock manager with an approximate duration of stay. Durations of stay will typically be restricted to 20 minutes, unless otherwise approved by the dock manager.
- All drivers are to follow instructions of the dock manager.
- No deliveries and/or removal of large quantities of furniture, etc. and no tenancy moves in and out of the development or delivery of fit-out materials are permitted during business hours, unless agreed to by building manager.
- Outside normal business hours, large deliveries are permitted only if prior written approval is obtained, upon a period of at least 24 hours written notice.
- Contractors are not permitted to work from their vehicles within the loading dock, unless agreed with the dock manager.

Ambulance Bay

- The bay will be for the exclusive use of ambulance only
- With no exception, no other delivery vehicles will be permitted within the ambulance bay.

Miscellaneous

- Storage of goods and/or materials within the loading dock is prohibited, unless agreed with the dock manager
- Delivery drivers are responsible for disposal of any rubbish and materials created whilst on-site.
- No rubbish is to be deposited within the bins located in the loading dock without approval from the dock manger.

Agreement with Above Conditions

- All users of the loading dock are expected to have read and agreed to the above information upon presenting themselves on site.
- If there is any uncertainty in relation to the meaning of or compliance with the above conditions, consult the dock manger.
- Failure to comply with the above terms may result in removal from site by the dock manager. Repeat non-conformance may also result in future access to the loading dock by individuals (or the companies they represent) being prohibited.

Dock Manager Details

Name:

Contact Number:

Email: