PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2024/1566

Date: 23/07/2025

Queensland Government

2 May 2025
Our Ref: 24GCT0144_LT03
Your Ref: dev2024/1566

RE: 9 Hercules Street, Hamilton – Traffic Engineering RFI Response

Colliers has been engaged to provide traffic engineering services for the above mentioned development. This letter is provided in response to EDQ's Further Issues Letter for the site, dated 30 January 2025. All items related to transport and response to each is provided below.

Item 11. Visitor bike parking

The proposed visitor bike parking located on the southern side of the development, on the ground floor, is hidden down an alleyway behind fire booster panels, a blank wall and a small window that is only overlooked by the Food and drink outlet and only those in the proposed booth seats and only during business hours.

Relocate the visitor bays or alternately demonstrate CPTED has been achieved for the users of the bike parking at all times during the day and night.

The plans have been amended to reposition the booster panel and open up the visibility of the visitor cycle parking area. Landscaping at the street frontage between the footpath and cycle parking will allow for the area to be visible from the street as well as the food and drink tenancy – as per the 3D perspective extract below.

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Item 12. Vehicle cross over

Section 8 of the submitted Traffic Report states that the sight distance at the vehicle crossover 'does not meet the desirable sight distance requirements in AS2890.1:2004 for a 50km/h speed zone, it does meet the absolute minimum of 28m.' In accordance with AS2890.1 Figure 3.2, the above statement is incorrect.

Amend the Traffic Report accordingly and provide additional commentary regarding sight distances.

The value of 28m was used in error. The text should read:

Although the available sight distance does not meet the desirable requirements specified in AS2890.1 for a 50km/h speed environment, it is compliant with the requirements for a 40 km/h speed limit, which is an appropriate expectation for this location given that vehicles are still accelerating from the left turn into Hercules Street and are unlikely to have reached 50 km/h at this point.

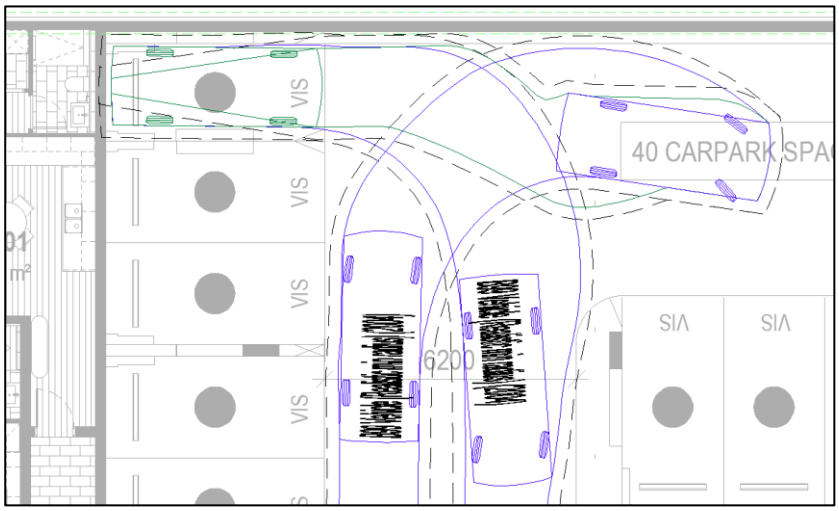
It is also important to note that the location of the driveway does not change from that which is already in place, with no known reported incidents having occurred in the last 5 years, and only one since the introduction of the cycle lane (which incidentally improved the sightline by 15m by repositioning the edge of the frontage road.

Item 13. Parking bays

Provide amended plans that address the following:

a) Level 1-3 podium level plan, parking bay 8 (2.4m wide) is stated as a visitor bay. The proposed 2.4m wide visitor bay does not comply with AS2890.1.

It is recognised that 2.4m wide visitor bays do not comply with AS2890.1 class 2 spaces however the bay is located in a position that allows for simplified access and egress, compared to mid-block spaces, and it maintains 300mm clearance to the adjacent wall.



As shown in the image above, the space is suitably accessible by B99 vehicles without encroaching or impacting on the adjacent space. The minor reduction still retains a standard sized space, which is preferred over reverting to a small car space.

The provisions of visitor bay 8, has been reviewed by the undersigned Registered Professional Engineer of Queensland and is deemed to be appropriate, fit for purpose and are not considered to impact on the safety or operation of the site or users.

b) Parking bays 27 and 38 are located adjacent to the ramp. The space between the ramps and parking bays typically has handrails/fence/obstruction. All parking bays adjacent to obstruction is to be setback minimum 300mm.

The space between the ramps and adjacent spaces includes a physical obstruction (non-structural wall/fence), this is show on the plans on the southern side of the columns. The columns are 300mm wide and therefore required clearances for door opening is maintained.

Item 14. Bicycle parking

The provision of 80 bicycle parking spaces is under the required minimum of 1 bicycle parking space per dwelling.

Provide amended plans illustrating compliance with the Scheme.

The development plans have been updated to improve cycle parking provisions. The plans now include for 172 resident spaces at a rate of 0.91 spaces per unit. This provision is based on all spaces being ground mounted (to provide the most accessible arrangement) and provided at 500mm x 1800mm.

It is deemed to be a suitable level of provision, given that the National Walking and Cycling Participation Survey (2021) reports that up to 63.8% of households in Queensland have at least one cycle in their household. The 2021 census also showed that 56.3% of people either reported owning a bicycle or have access to one. On this basis, a provision of cycle parking that accommodates 91% of the residential population of the development is deemed by the undersigned to be an acceptable provision.

Note: Additional capacity may be achieved by reducing spacing to 400mm (with 300mm height stagger) if 1 per unit is absolute.

Item 15. Refuse collection / Exit driveway

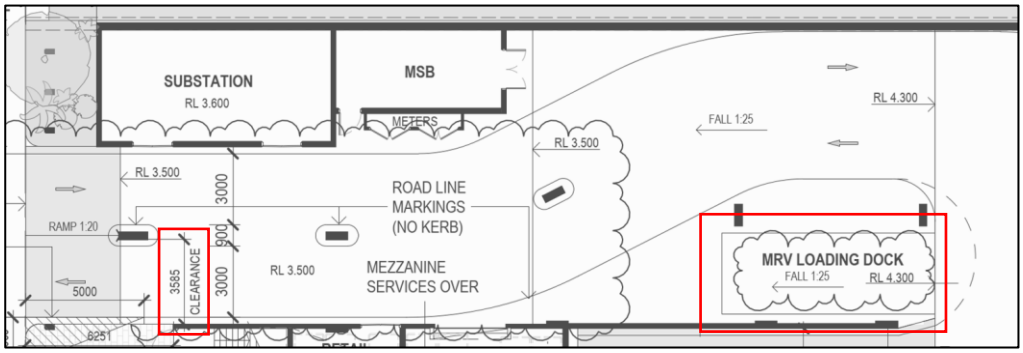
In accordance with the TAPS PSP, provide amended plans that illustrate the exit driveway width being a minimum 3.5m wide to accommodate the refuse collection vehicle.

The development plans have been annotated to show the site achieves 3.5m minimum width to accommodate refuse vehicle collection. Refer to the updated plans for details.

Item 16. MRV parking bay

Provide amended plans that illustrate the proposed MRV parking bay to be maximum 4% slope (1:25) in accordance with TAPS PSP.

The development plans have been annotated to show the maximum slope of the loading dock is 1:25 as per TAPS PSP requirements. Refer to the updated plans for details.



Item 17. MRV maneuvering

The onsite maneuvering of the MRV is not practical. Drivers would need to navigate between the two columns and would be a high-risk maneuver.

Provide an alternative MRV maneuvering arrangement or demonstrate there is 500mm clearance to the two columns.

It is acknowledged that the manoeuvre is not ideal however is an occasional occurrence and not can be facilitated by way of convex mirror on the boundary wall to provide sight from the bay to the residential ramps. There is also opportunity for a sensor over the bay to trigger and turn on amber light at the entrance to the ramps visible to exiting vehicles.

Swept path analysis for the MRV has been updated to include 500mm clearance around the vehicle for the access and driveway design. This is reduced to 300mm at the point of manoeuvring into and out of the service area. This is in accordance with 8.2.7b of TAPS PSP. Refer to Colliers drawing 24GCT0144-03C for details.

Yours sincerely,

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