

2 May 2025

Our Ref: 24BRT0528
MEDQ Ref: DEV2024/1590

Attention: Mark Clayton

Urbicus Pty Ltd
110 Kennedy Terrace
Paddington QLD 4068

Dear Mark,

**RE: Proposed Commercial Development, 8-18 Jamieson Street, Bowen Hills
Response to EDQ Further Issues (DEV2024/1590)**

I refer to the Further Issues (FI) letter received from Economic Development Queensland (EDQ), dated 27 March 2025, in relation to a proposed commercial development to be located at 8 - 18 Jamieson Street, Bowen Hills (subject site).

Following these discussions, we have prepared responses to the relevant transport engineering-related items, being EDQ FI Items 4, 5 and 7. In response to the EDQ FI Letter, the architectural plans have been revised by nettletontribe, included as **Attachment A** to this response letter.

EDQ FI Item 4a – Corner Truncation

Provide amended plans that identify all road dedications as standard format as per the adjoining development approval and increase corner truncations to achieve a 6m x 3 chord truncation.

Colliers Response to EDQ FI Item 4a – Corner Truncation

The proposed corner truncation (3m x 3 chord) is considered to provide adequate sight lines for pedestrians and vehicles, considering the adjacent road environment (low traffic volumes, low speed) and the dead-end arrangement of Jamieson Street, which means vehicles on Jamieson Street approaching Edgar Street will be travelling at a relatively low speed.

It is also recommended that a 'STOP' treatment (signage and linemarking) be applied to the Jamieson Street approach to the Edgar Street intersection. This will provide clear priority for movements through the intersection, and enhance safe operation.

EDQ FI Item 4b – Sight Lines

Provide amended plans that ensure the required sight lines are maintained at the property boundary as required by AS2890.1 and TAPS PSP. This needs to be demonstrated for both vehicle crossings and ensure pedestrian safety.

Colliers Response to EDQ FI Item 4b – Sight Lines

Appropriate pedestrian sight splays are provided for both the Edgar Street and Jamieson Street driveways / crossovers.

For the Jamieson Street access, the sight splay is only provided for the northern (exit) side of the driveway and not the southern (entry) side, which was noted by Colliers Development Application (DA) reporting as being permissible under Australian Standards (AS)2890.1:2004. While there is a small column within the northern (exit side) sight splay, the adjacent layout incorporates a gap between the column and adjacent wall to maximise intervisibility between vehicles and pedestrians.

For the Edgar Street access, sufficient sight splays are provided on both sides of the loading bay.

EDQ FI Item 4c – PWD Parking

Provide amended plans that relocate the car parking space for PWD to closest point possible to the building entrance.

Colliers Response to EDQ FI Item 4c – PWD Parking

The revised architectural plans, prepared by nettletontribe and included as **Attachment A** to this response, illustrate the proposed development's single Persons with a Disability (PWD) space in the closest possible location for pedestrian access to the building lobby – northern car parking row, closest to Jamieson Street.

EDQ FI Item 5 – Waste Management

Regarding waste management provide either:

- a. Consistent amended plans which show swept paths confirming no conflict with internal structure and external assets; OR*
- b. Written confirmation from a private contractor that a smaller vehicle can be used to service the site. Where a private contractor is appointed, submit amended plans illustrating revised swept paths for smaller vehicle.*

Colliers Response to EDQ FI Item 5 – Waste Management

Revised Colliers Drawings have been prepared based on the latest architectural plans. These are included as **Attachment B** to this response letter and illustrate the identified design service vehicles accessing the designated loading bay, without encroaching any adjacent structures / obstructions.

EDQ FI Item 7a – EV Charging

Provide details on how the development, in accordance with the Scheme, provides EV charging bays and associated infrastructure.

Colliers Response to EDQ FI Item 7a – EV Charging

The internal layout of the Ground Level car park, accessible via Jamieson Street, has been revised to address the PWD and electric vehicle (EV) bay items. As a result of moving the PWD and shared bays closer to the access, along with the staff bicycle parking, the last car space along the northern parking row has a vacant area with 1.25m width adjacent. This area can be utilised for installation of EV fast charging equipment.

EDQ FI Item 7b – Bicycle Parking and End-of-Trip Facilities

Provide details on how the development, in accordance with the Scheme, provides bicycle parking spaces for employees and visitors along with the necessary end of trip facilities, being lockers and showers. Visitor bike parking spaces are to be in locations accessible to the public.

Colliers Response to EDQ FI Item 7b – Bicycle Parking and End-of-Trip Facilities

While the proposed development's GFA has slightly decreased per the revised plans (3,295m² down to 3,254m²), this does not impact the previously calculated bicycle parking & end-of-trip facility requirements.

As identified by Colliers DA reporting, the following bicycle parking / change requirements were identified:

- Employees: one (1) employee bicycle space per 200m² GFA = 17 employee bicycle spaces.
- Visitor: one (1) visitor bicycle space per 500m² GFA = seven (7) visitor bicycle spaces.
- Shower cubicles: two (2) shower cubicles (male and female) + one (1) cubicle per ten (10) employee bicycle spaces = four (4) shower cubicles.
- Lockers: two (2) lockers per employee bicycle spaces = 34 lockers.

The revised architectural plans, prepared by nettletontribe and included as **Attachment A** to this response letter, identify the revised bicycle parking and end-of-trip facilities provisions. This includes:

- 17 employee bicycle spaces.
- Seven (7) visitor bicycle spaces.
- Three (3) shower cubicles – one (1) male, one (1) female, one (1) accessible uni-sex.
- 34 lockers.

All bicycle parking is provided on the Ground Level, while shower cubicles and lockers are provided on Level 2. While it is noted that three (3) shower cubicles are provided where Council's TAPS PSP Table which

identifies four (4) shower cubicles. The proposed three (3) shower cubicles meets (and exceeds) the Queensland Development Code requirement – two (2) change rooms / showers – and is considered adequate for the proposed development. The proposed provision one (1) male, one (1) female, one (1) accessible uni-sex changerooms / shower cubicles will cater for the expected demands.

It is noted that all bicycle parking is provided in accordance with the minimum dimension requirements as identified by AS2890.3:2015:

- Rack length – 1.8m (ground) and 1.5m (wall).
- Rack spacing – 0.5m.
- Manoeuvring / access paths – 1.5m.

Overall, the provision (supply numbers) of bicycle parking for both employees and visitors, as well as the change / shower facilities and lockers, are considered appropriate for the proposed development and are expected to adequately cater for demands.

Summary

This advice provides a response to the relevant transport-related items contained within EDQ's FI letter, dated 27 March 2025.

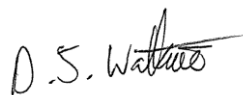
The revised architectural plans and provided responses are considered to adequately address the relevant transport-related FI items.

Yours sincerely,



Ryan Bellamy
Senior Consultant
Colliers International Engineering & Design
(TTMC) Pty Ltd

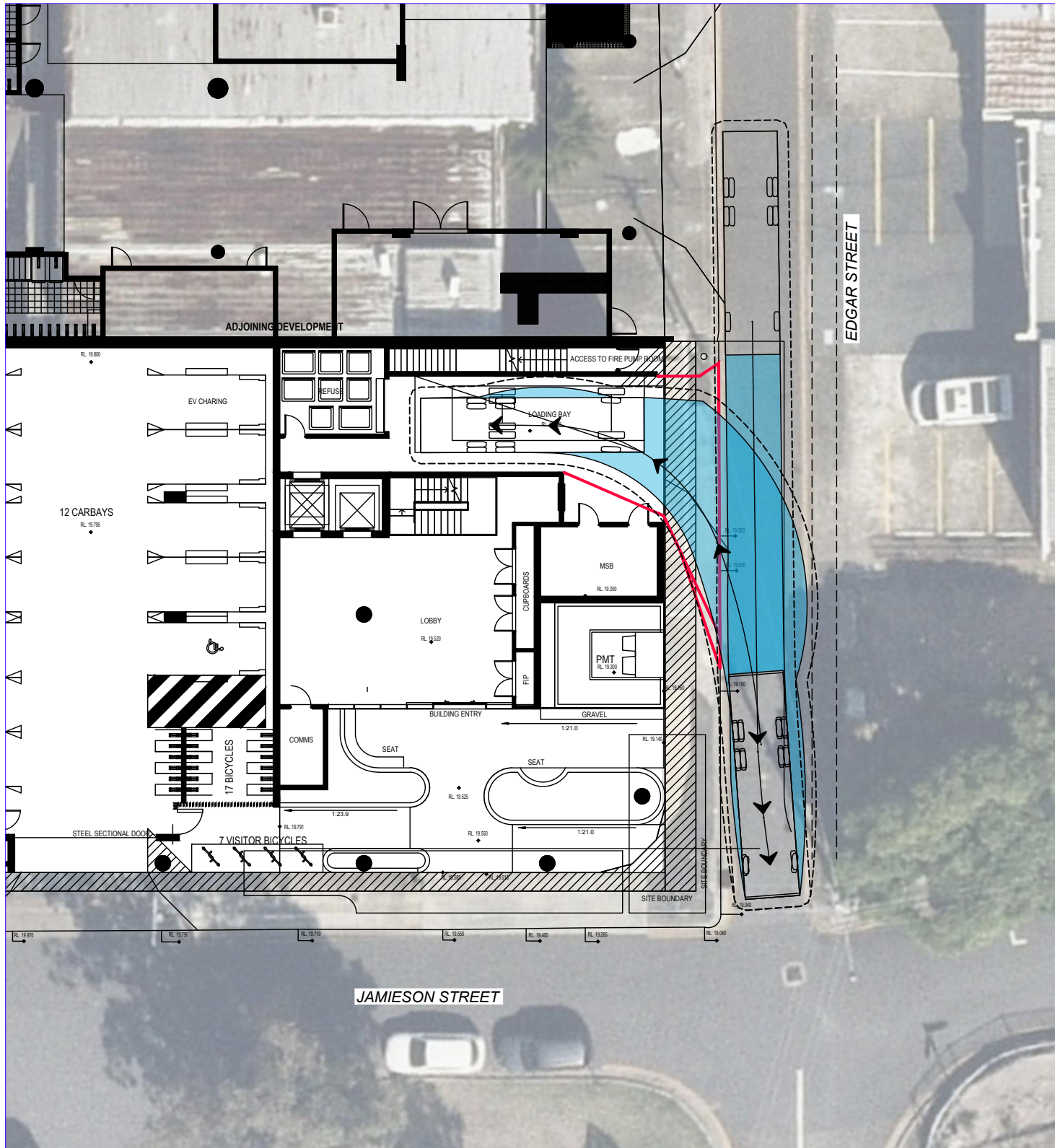
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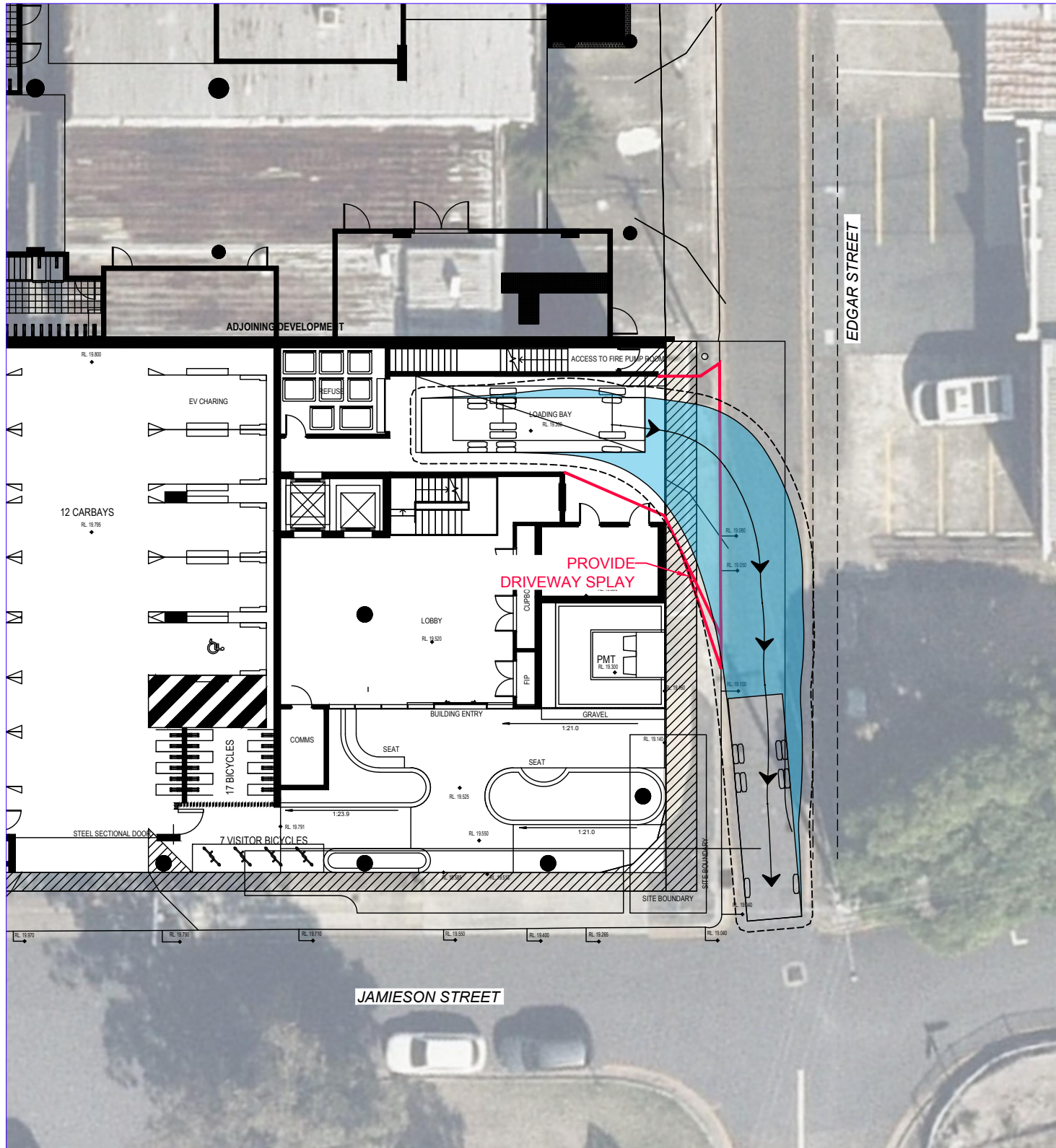
Darryl Watkins
Associate Director | RPEQ #23854
Colliers International Engineering & Design
(TTMC) Pty Ltd

Attachment A Revised Architectural Plans

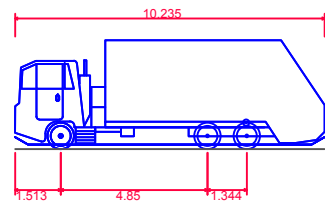
Attachment B Colliers Drawings



INGRESS MANOEUVRE



EGRESS MANOEUVRE

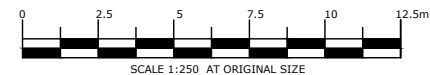


BCC Fleet 2020 (Rear Loader)

Overall Length	10.235m
Overall Width	2.500m
Overall Body Height	3.600m
Min Body Ground Clearance	0.260m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.757m
Design Speed Forward	5.00km/h
Clearance Envelope	0.500m

**PRELIMINARY
ADVICE ONLY**

29 April 2025



CLIENT
NEW URBAN VILLAGES



Colliers International Engineering
& Design (TTMC) Pty Ltd

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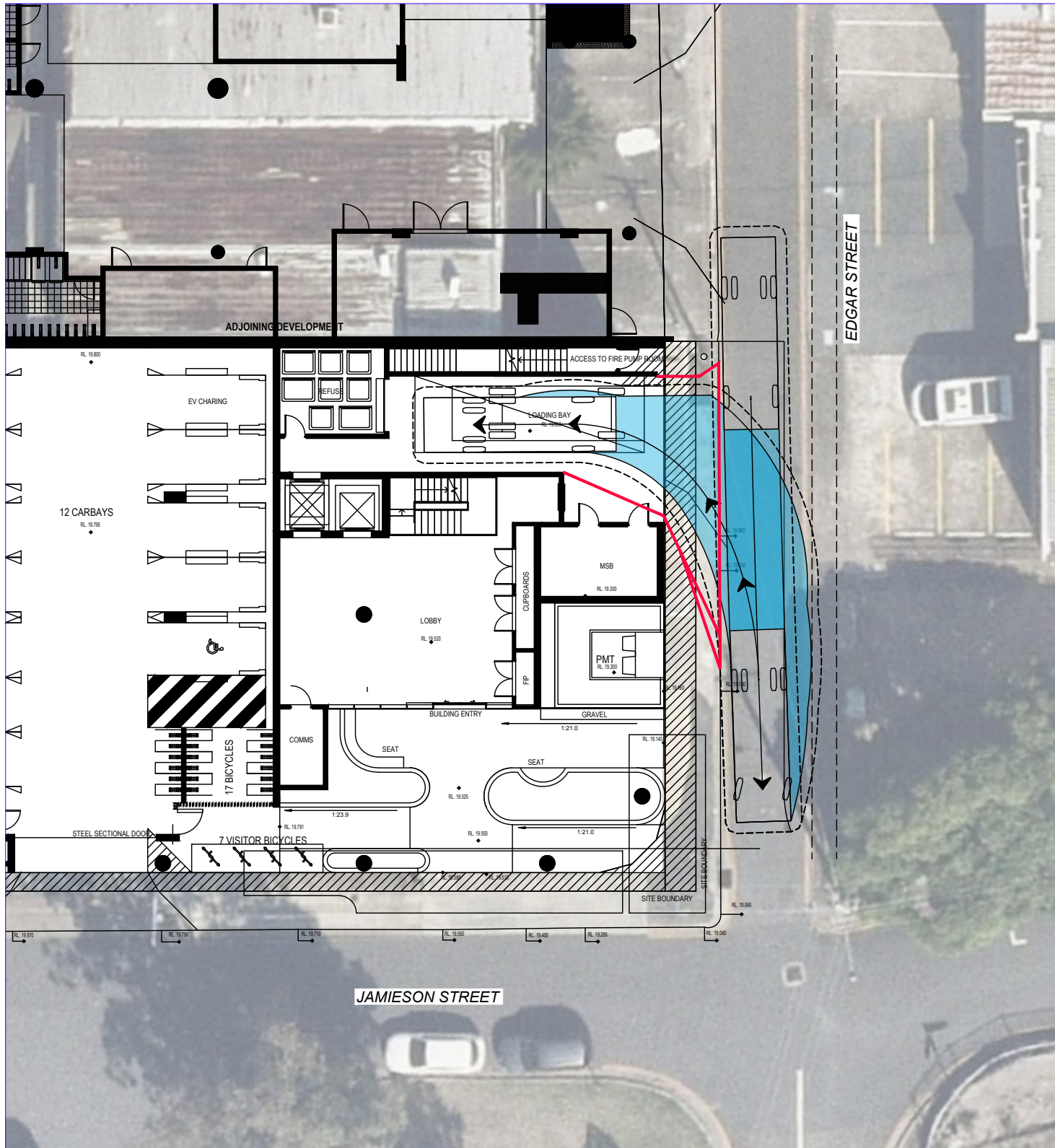
PROJECT
8-18 JAMIESON STREET, BOWEN HILLS

DRAWING TITLE
SWEPT PATH ANALYSIS
10.2m REAR LOADING REFUSE COLLECTION VEHICLE

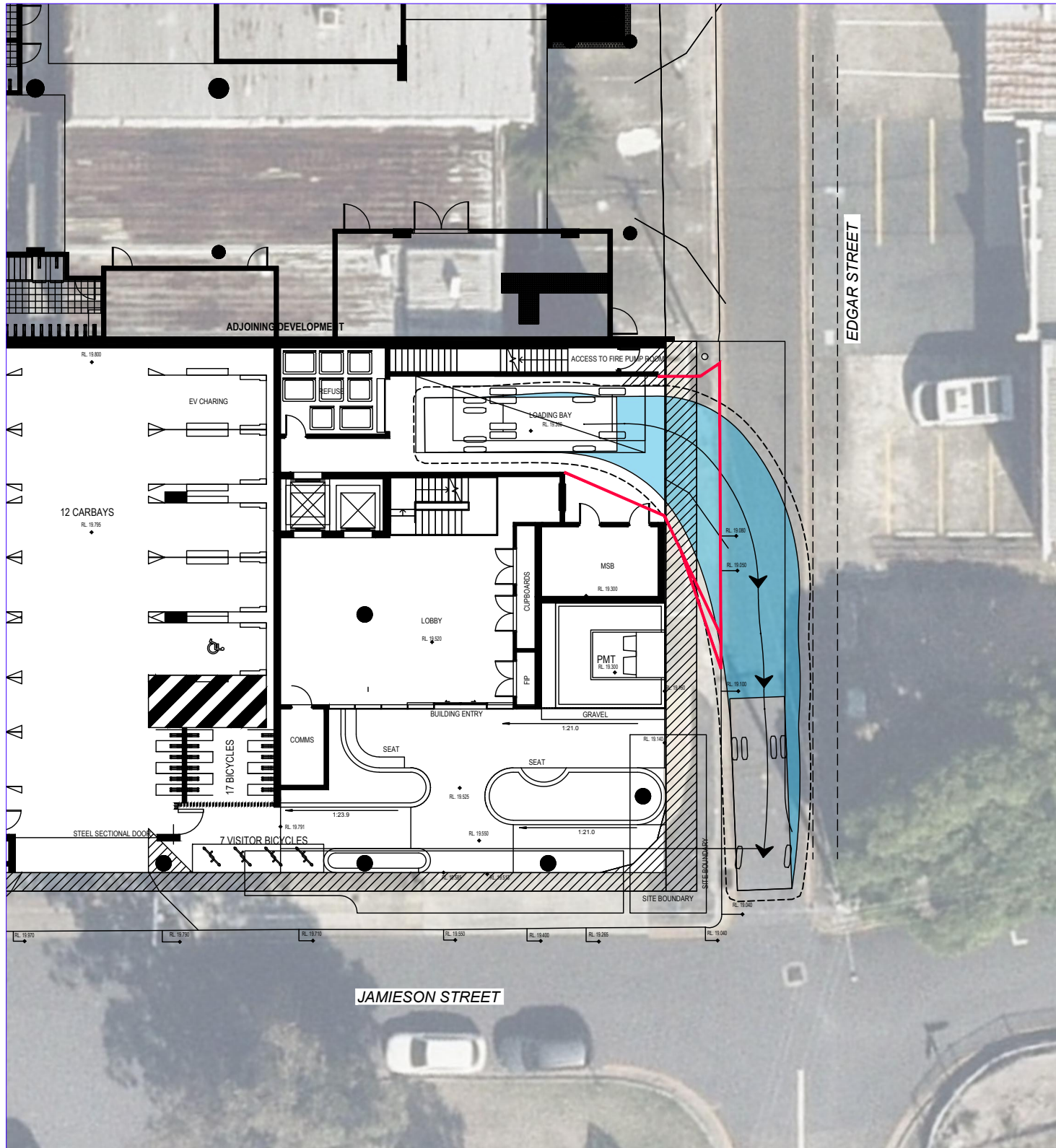
PROJECT NUMBER
24BRT0528 ORIGINAL SIZE
A3

DRAWING NUMBER
24BRT0528-01 REVISION
B

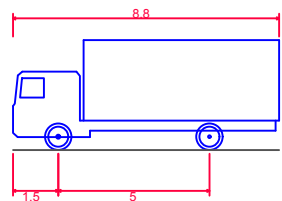
DATE
29 Apr 2025 SHEET
1 OF 1



INGRESS MANOEUVRE



EGRESS MANOEUVRE



MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 10.000m
Design Speed Forward 5.00km/h
Clearance Envelope 0.500m

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PROJECT
8-18 JAMIESON STREET, BOWEN HILLS

DRAWING TITLE
SWEPT PATH ANALYSIS
8.8m MEDIUM RIGID VEHICLE

PROJECT NUMBER
24BRT0528 ORIGINAL SIZE
A3

DRAWING NUMBER
24BRT0528-02 REVISION
B

DATE
29 Apr 2025 SHEET
1 OF 1

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
B	29-04-25	REVISED ARCHITECTURAL BASE	DSF	RNB	DW
A	16-12-24	ORIGINAL ISSUE	DSF	RNB	DW