



4 August 2025

Our Ref: 25BRT0398 LT01_1

EDQ Ref: DEV2020/1124/4

Attention: Angus Jarmer

Ganboys Pty Ltd, Ganbros Pty Ltd & Gansons Pty Ltd

c/- Property Manager

16 Thompson Street

Bowen Hills QLD 4006

Dear Angus,

RE: Mixed-Use Development – 12-18 Thompson Street, Bowen Hills
Traffic Engineering Assessment for an Amendment Application Submission

1. Introduction

Colliers International Engineering & Design (TTMC) Pty Ltd (Colliers) has been engaged by Ganboys Pty Ltd, Ganbros Pty Ltd & Gansons Pty Ltd to prepare a traffic engineering assessment for an Amendment Application submission related to an approved mixed-use development located at 12-18 Thompson Street, Bowen Hills. The previous approval for the site which is the subject of this Amendment Application was issued by Economic Development Queensland (EDQ) in July 2024 (DEV2020/1124/4, dated 18/07/2024).

The revised scheme proposes to increase the overall parking supply by 3 parking spaces, whilst the overall GFA will increase by 1,062.38m² GFA. Further to this, minor modifications have been made to the internal parking and cyclist arrangements to accommodate changes to the design driven by the need to:

- Decreased basement size/boundary alignment.
- Ground level retail/planting reconfiguration towards Thompson Street.
- Additional level to the building.
- Balconies and façade rationalisation.
- Plant level reconfigured.

Whilst the site is located within the Bowen Hills Priority Development Area (Bowen Hills PDA), it is noted that the Bowen Hills PDA Development Scheme defers to the *BCC Transport, Access, Parking and Servicing Planning Scheme Policy* (TAPS PSP) for certain traffic engineering design aspects.

As such, this letter assesses the parking, access, servicing, and pedestrian/cyclist arrangements of the revised scheme against that accepted by EDQ as part of the approved scheme and the requirements outlined in the Bowen Hills PDA Development Scheme, along with the BCC TAPS PSP where required.

The development plans for the revised scheme are included as **Attachment 1**.

2. Development Profile

A summary of the key characteristics of the revised scheme, compared to the approved scheme, is provided in Table 1.

Table 1: Comparison of Approved and Revised Scheme Characteristics

Characteristic	Approved Scheme	Revised Scheme	Difference
Development Yield			
Mixed Use Development	8,011m ² GFA	9,073.4m ² GFA	+1,062.4m ² GFA
Parking Supply			
Parking Spaces:	74 spaces (total)	77 spaces (total)	+3 spaces (total)
- Standard spaces - SCB spaces - PWD spaces - EV spaces	56 spaces 13 spaces 2 spaces 3 spaces	62 spaces 10 spaces 2 spaces 3 spaces	+6 spaces -3 spaces - No change - No change
Access Arrangements			
Murray Street	Modified Type C2 access with separated 5.9m wide entry/5.3m wide exit	Modified Type C2 access with separated 5.9m wide entry/5.3m wide exit	No change
Servicing Provisions			
Design Vehicle (max) Loading Arrangements	MRV/RCV Dedicated MRV/emergency vehicle bay, RCV loading via temporary standing in service vehicle area at egress (entry/exit via Murray Street) plus 4 van bays	MRV/RCV Dedicated MRV/emergency vehicle bay, RCV loading via temporary standing in service vehicle area at egress (entry/exit via Murray Street) plus 4 van bays	No change No change
Bicycle Parking			
Bicycle Parking:	32 bicycle spaces (total)	32 bicycle spaces (total)	
- Staff Bicycle Spaces - Visitor Bicycle Spaces	26 spaces 6 spaces	26 spaces 6 spaces	No change No change

SCB = Small Car Bay, EV = Electric Vehicle, MRV = Medium Rigid Vehicle, RCV = Refuse Collection Vehicle

Further commentary in relation to the traffic engineering provisions of the revised scheme is detailed in the following sections.

3. Car Parking Supply

The approved scheme provided a total parking supply of 74 parking spaces (including 2 PWD spaces, 13 SCB spaces and 3 EV spaces) for the mixed-use development previously accepted by EDQ with a total GFA of 8,011m². This equates to an approved parking provision of 1 space per 108.3m².

The revised scheme provides a total of 77 parking spaces (including 2 PWD spaces, 10 SCB spaces and 3 EV spaces) for the mixed-use development with a total proposed GFA of 9,073.4m², which equates to a parking rate of 1 space per 117.8m², which is broadly similar to that previously deemed acceptable by EDQ as part of the approved scheme.

Overall, Colliers considers the parking supply associated with the revised scheme to be generally consistent with the previous approval, and therefore fit-for-purpose.

4. Car Park Design & Layout

Whilst the layout of the parking areas has generally been maintained as per the approved scheme, some minor modifications have been included in order to accommodate the additional GFA, along with minor structural changes.

The design standards adopted for the parking areas generally align with that previously accepted by EDQ for the approved scheme. Table 2 provides a comparison of the design aspects of the car parking areas accepted by EDQ for the approved scheme and the revised scheme.

Table 2: Car Park Design Aspects – Approved v Revised Scheme Comparison

Design Aspect	TAPS PSP Requirement	Approved Provision	Proposed Provision	Change / Compliance
Parking Space Length:				
• Standard space	5.4m	5.4m	5.4m	No change – TAPS PSP Compliant
• SCB space	5.0m	5.0m	5.0m	No change – TAPS PSP Compliant
• PWD space	5.4m	5.4m	5.4m	No change – TAPS PSP Compliant
Parking Space Width:				
• Standard space	2.6m	2.6m	2.6m	No change – TAPS PSP Compliant
• SCB space	2.3m	2.3m	2.3m	No change – TAPS PSP Compliant
• PWD space	2.4m (plus 2.4m 'shared space')	2.4m (plus 2.4m 'shared space')	2.4m (plus 2.4m 'shared space')	No change – TAPS PSP Compliant
Parking Envelope Clearance - column adjacent to the space	Located between 0.8m and 1.8m of aisle	As per Figure 5.2 of AS2890.1	As per Figure 5.2 of AS2890.1	No change – AS2890.1 Compliant
Parking Envelope Clearance – space adjacent to wall	Space 0.3m clear of wall	Space 0.3m clear of wall	Space 0.3m clear of wall	No change – TAPS PSP Compliant
Parking Aisle Width	6.2m	5.85m-6.2m	5.85m-6.2m	No change – AS2890.1 Compliant
Parking Aisle Extension	2.0m beyond last bay or 8.0m aisle width	1.1m beyond last space	1.0m beyond last space	Changed – Still AS2890.1 Compliant

Design Aspect	TAPS PSP Requirement	Approved Provision	Proposed Provision	Change / Compliance
Maximum Gradient: - Parking aisle - Parking space - PWD space - Ramp	1:14 (7.1%) 1:14 (7.1%) 1:40 (2.5%) 1:6 (16.7%)	1:17 (5.9%) 1:17 (5.9%) Flat 1:6 (16.7%)	1:18 (5.6%) 1:18 (5.6%) Flat 1:6 (16.7%)	Improved – TAPS PSP Compliant Improved – TAPS PSP Compliant No change – TAPS PSP Compliant No change – TAPS PSP Compliant
Maximum Change in Grade	Per AS2890.1: 1:8 (12.5%) summit 1:6.67 (15.0%) sag	Per AS2890.1: 1:8 (12.5%) summit & sag	Per AS2890.1: 1:8 (12.5%) summit 1:10 (10%) sag	Improved – TAPS PSP Compliant
Height Clearance - General min. - Over PWD bay	2.3m 2.5m	2.3m 2.5m	2.3m 2.5m	No change – TAPS PSP Compliant No change – TAPS PSP Compliant

As seen in Table 2, the design of the parking areas and the design provisions adopted are generally consistent with that previously accepted by EDQ as part of the approved scheme.

On this basis, Colliers consider the parking layout for the revised scheme to be generally in accordance with the approved scheme, and therefore fit-for-purpose.

5. Access and Servicing Arrangements

The approved scheme access arrangements included a modified Type C2 driveway, with the entry and exit lanes separated by landscaping, forming a porte-cochere. This porte-cochere arrangement facilitated access for service vehicles up to the size of a Medium Rigid Vehicle (MRV)/Refuse Collection Vehicle (RCV), with MRV's parking in the dedicated MRV/emergency vehicle bay, provided at 3.5m wide x 9.0m long and located adjacent to the podium car park ramp.

The revised scheme generally maintains the approved arrangements, with a modified Type C2 driveway, with separated 5.9m wide entry/ 5.3m exit lanes, forming a porte-cochere around landscaping. It is noted that there have been some amendments to the layout of the landscaping dividing the entry and exit crossovers, with visitor bicycle parking also provided at this location. However, as per the approved swept path overlay on the revised development plans (included as **Attachment 1**), the proposed changes do not impact on service vehicle access to the development.

Overall, Colliers considers the revised access and servicing arrangements to be generally consistent with the approved arrangements, and therefore fit-for-purpose.

6. Bicycle Parking/End-of-Trip Facilities

The revised development will comprise of a mix of office, hospital and retail land uses, per the previous approval, with no more than 15 overnight beds provided for the hospital use and no more than 2,200m² GFA allocated for office use.

A summary of the bicycle parking and end-of-trip facility (EOTF) requirements for the worst-case hospital and office extent (up to 15 overnight beds and 2,200m² office GFA) is summarised below in Table 3.

Table 3: Bicycle Parking and EOTF Requirements

Land Use	TAPS PSP Provision	Extent	Requirement	Provision
Hospital (Employees)	1 bicycle space per 15 overnight beds	<15 overnight beds	1 bicycle space	26 bicycle spaces 44 lockers 5 showers (incl. 1 PWD shower)
Office (Employee):	1 bicycle space per 200m ² 2 lockers per 1 bicycle space 2 showers + 1 shower per 10 bicycle spaces	2,200m ² GFA	11 bicycle spaces 22 lockers 4 showers	
Hospital (Visitors)	1 bicycle space per 30 overnight beds	<15 overnight beds	1 bicycle space	
Office (Visitors):	1 bicycle space per 500m ²	2,200m ² GFA	5 bicycle spaces	6 bicycle spaces
Total			18 bicycle spaces 22 lockers 4 showers	32 bicycle spaces 44 lockers 5 showers

From Table 3, the revised development requires a minimum bicycle provision of 12 employee spaces, 6 visitor spaces, 22 lockers and 4 showers, which the development exceeds.

The bicycle parking areas are provided on the ground level, generally per the approved arrangements, and have been designed generally in accordance with the requirements outlined in AS2890.3. Whilst the doorway to the bicycle parking areas for employees at basement level is only 1.0m wide, this is considered sufficient to allow passage for pedestrian pushing a bicycle, with access to the bicycle parking area generally being 2.0m wide minimum.

Overall, the bicycle parking (and EOTF) provisions for the revised scheme generally satisfy the requirements outlined in BCC's TAPS PSP and so are considered fit for purpose.

7. Traffic Impact

Whilst it is acknowledged that the overall GFA of the site increases by 1,062.4m² and the parking increases by 3 spaces when compared to the 2024 approval, the impacts associated with this change to the development will be minimal, particularly in the context of the local road network.

It is also noted that, in comparison to the previous 2021 and 2023 approvals over the site, the proposed arrangements represent a decrease what was previously approved for the site.

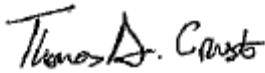
Overall, the net traffic impacts of the proposed development on the local road network are expected to be minimal.

8. Conclusions

Based on the assessment provided in this letter, the proposed minor changes do not introduce any new impact or increase the severity of a known impact from a traffic engineering perspective and the proposed minor changes maintain compliance with the relevant assessment benchmarks of the planning scheme. Consequently, Colliers see no traffic engineering reason why the relevant approvals should not be granted.

If you have any queries relating to the information provided herein, please contact Richard Watson or myself on (07) 3327 9500.

Yours sincerely,

Handwritten signature of Thomas Crust in black ink.

Thomas Crust
Senior Consultant – Transport
Colliers International Engineering &
Design (TTMC) Pty Ltd

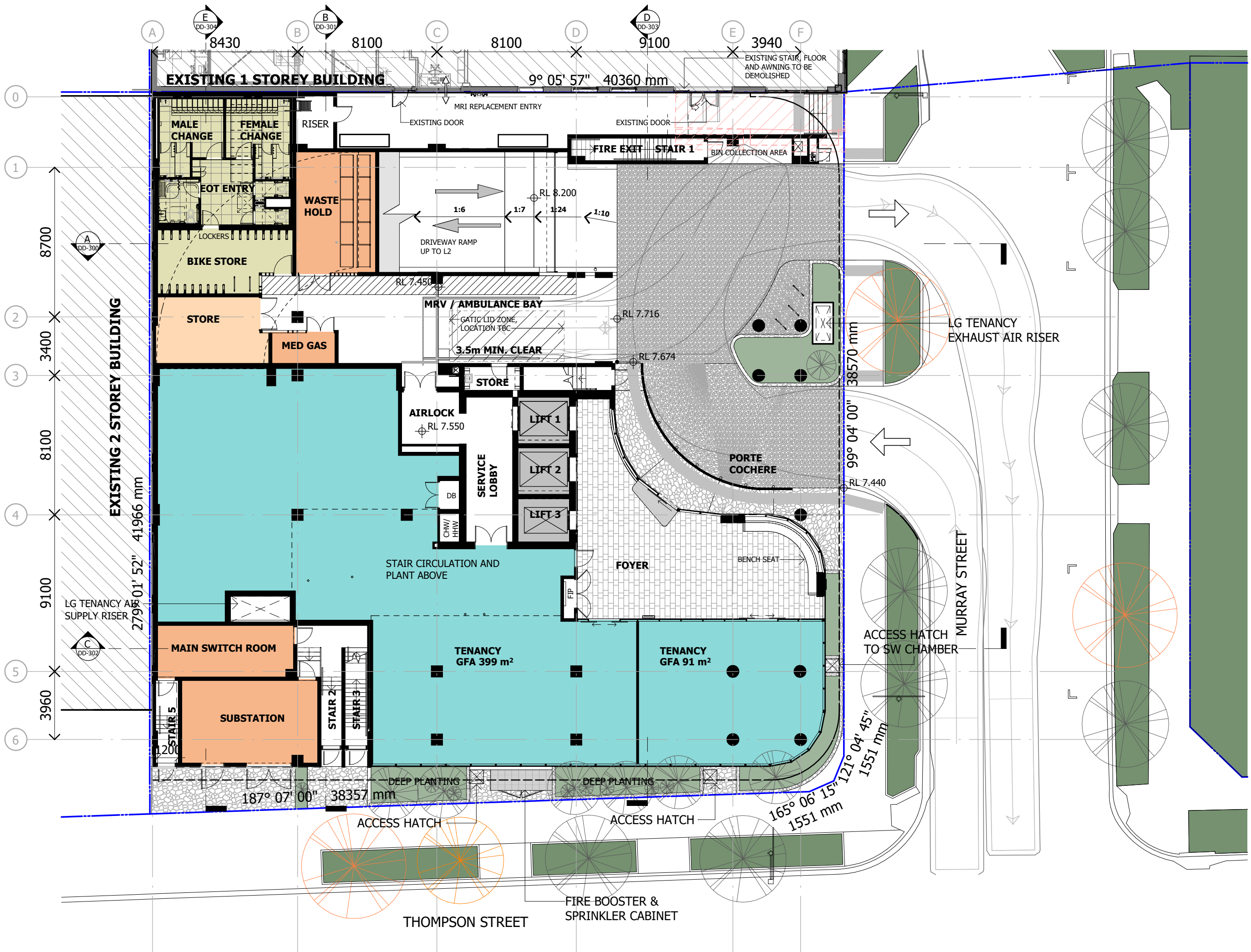
Reviewed,

Handwritten signature of Richard Watson in black ink.

Richard Watson (RPEQ – 27182)
Director
Colliers International Engineering &
Design (TTMC) Pty Ltd

Attachments:

- 1) Development Plans



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Nominated Architect Angus Rose NSW ARB 8341

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ALL STRUCTURAL COLUMNS TBC WITH STR ENG FOR SHAPE, DIMENSIONS AND LOCATION

LEGENDS

NEW STREET TREE

EXISTING RETAINED STREET TREE

SCHEMATIC DESIGN

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Architect/ Designer

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Client

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Project

HQ2 BOWEN HILLS HEALTH QUARTER

Location

12-16 THOMPSON ST, BOWEN HILLS

Project Number

22-0033

Drawing

GROUND FLOOR

Scale (A3)

1 : 200

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File Name: AutoDesk Docs/12-0033_Bowen Hills Medical Centre/22-0033-AR-BHMC-BUILDING-024.rvt



GROUND FLOOR
PARKING SPACE: MRV/AMBULANCE

LEVEL 1 - PODIUM CARPARK
PARKING SPACE: 90°/ CLASS 3/ C1
PARKING SPACE: 90°/ SMALL CAR
PARKING SPACE: ACCESSIBLE PARKING
PARKING SPACE: VAN, 90°

LEVEL 2 - PODIUM CARPARK
PARKING SPACE: 90°/ CLASS 3/ C1
PARKING SPACE: 90°/ SMALL CAR
PARKING SPACE: 90°/ OVERSIZED

TOTAL

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Nominated Architect Angus Rose NSW ARB 8341

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Drawing

LEVEL 1 - TYPICAL CARPARK

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