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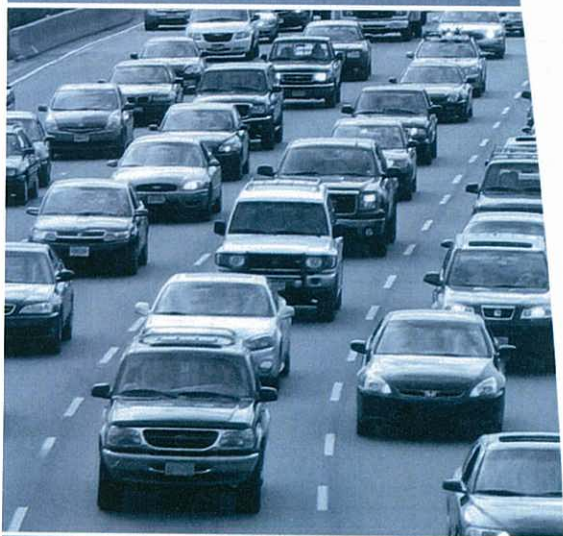
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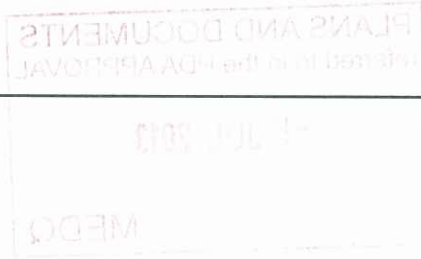
ttm

TRAFFIC • PARKING • ACOUSTICS

Proposed Residential Development
24 Brookes Street, Bowen Hills
Traffic Engineering Report



Blue Sky
Reference: 13BRT0219
31/05/2013



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1. Introduction

1.1. Background

TTM Consulting has been engaged by Blue Sky to prepare a traffic engineering report investigating a proposed residential development. It is understood that a Development Application will be lodged with Brisbane City Council and the Urban Land Development Authority.

1.2. Scope

This report investigates the transport aspects associated with the proposed development. The scope of the transport aspects investigated includes:

- Parking supply required to cater for development demand
- Parking layout to provide efficient and safe internal manoeuvring
- Identification of likely traffic volumes and traffic distribution from the future development
- Identification of likely traffic impact of development on the public road network
- Access configuration to provide efficient and safe manoeuvring between the site and the public road network
- Internal road layout to provide efficient and safe internal manoeuvring for service vehicles
- Suitability of access and internal facilities to provide for pedestrian and cyclist operation
- Access to suitable level of public transport

To assess the proposed transport arrangements, the development plans have been assessed against the following guidelines and planning documents:

- Brisbane City Council Planning Scheme, specifically:
 - Transport, Access, Parking and Servicing Code
 - Transport, Access, Parking and Servicing Planning Scheme Policy
 - Transport and Traffic Facilities Planning Scheme Policy
 - Bowen Hills Local Plan
 - Urban Land Development Authority Scheme
- Australian Standard 2890
- Queensland Complete Streets

1.3. Site Location

The site is located at 24 Brookes Street, Bowne Hills near the intersection of Gregory Tce, as shown in Figure 1.1. The property description is Lots 4 and 5 on RP9985.

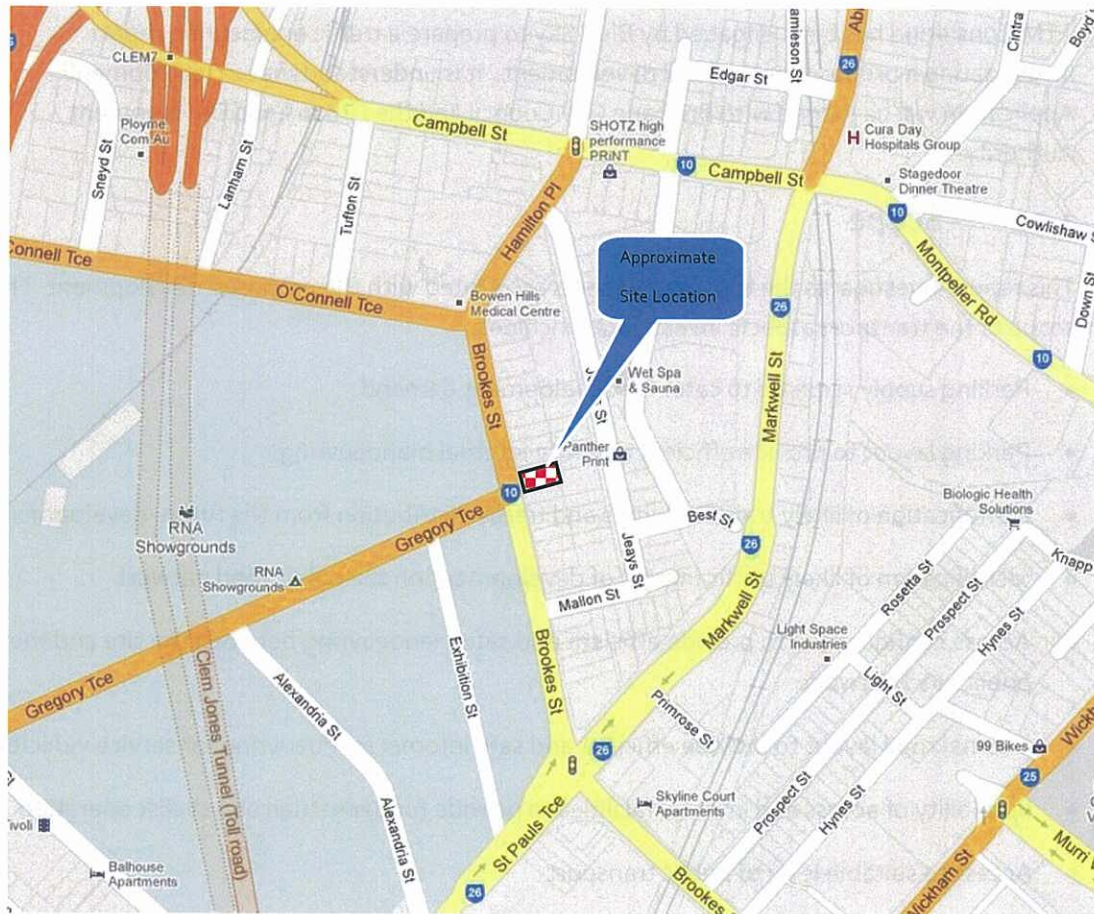


Figure 1.1: Site location

1.4. Current Site Use

The site has road frontages to Brookes Street and is currently occupied by Retail Uses. Currently parking for the retail uses is provided in front of the site. The current access driveway is of 6.6m type B1 crossover.

2. The Proposed Development

2.1. Development Profile

The proposed development includes the following components:

- Residential building containing 36 apartments, including:
 - 18 two bedroom units (smaller than 75m²)
 - 18 one bedroom units (smaller than 75m²)
- Ground floor retail use of 30m²
- a total of 14 parking spaces, and parking for scooters/ motorcycles is provided
- A single vehicular access driveways (6.00m wide Type A1) located on Brookes Street
- on-site servicing consisting of internal refuse collection

A copy of the development plans is included as Appendix A.



3. Existing Transport Infrastructure

3.1. The Road Network

All roads in the immediate vicinity of the site are administered by Brisbane City Council. The hierarchy and characteristics of roads in the immediate vicinity of the site are shown below in Table 3.1.

Table 3.1: Local Road Hierarchy

Road	Speed Limit	Lanes	Classification	Management
Brookes Street	60kph	4 (undivided)	Suburban Route	BCC
Gregory Tce	60kph	2 (undivided)	Suburban Route	BCC
St Pauls Tce	60kph	4 (divided)	Arterial	BCC
O'Connell Tce	60kph	2 (undivided)	Suburban Route	BCC

Brookes Street has a 20m wide carriageway at the site frontage. The intersection of Brookes Street and Gregory Tce is signalised.

3.2. Road Planning

The development site is located within the Bowen Hills Urban Development Area. As such, it is intended that the entire local plan area will be redeveloped over the coming 15 to 20 year time frame. The key aspects of this with respect to transport, is the development of Transit Oriented Uses, connected to Bowen Hill train station by an improved pedestrian and open space network.

This site is located within Precinct 2 (Mixed Transit Use Precinct) of the Brisbane City Council Bowen Hills Local Plan. This plan does identify a proposed bikeway/walkway corridor through the adjacent intersection. This path is to approach from the south along Brookes Street and turn into Gregory Tce to the west.

It is the intention of this precinct to provide uses that are focussed on the public transport hub.

3.3. Public Transport and Pedestrian Facilities

Bowen Hills train station is located approximately 500m to the north of the site. Services to all Brisbane train lines operate from this station, with service every 2 to 3 minutes (approximately) in peak periods and every 10 minutes in the off-peak.

Brisbane Transport and Hornibrook Bus Lines have a number of routes which utilise O'Connell Tce and St Pauls Tce, with the nearest on-street bus stops being located approximately 300m from the site. The very high frequency City Glider Route also operates along Wickham Tce, 500m south of the development

Formal pedestrian footpaths are located on both sides of all roads in the vicinity of the site and there are plans to upgrade these as part of the Bowen Hills Urban Development Area. The nearest formal pedestrian crossing of both Brookes Street and Gregory Tce is at the adjacent signalised intersection.

There are no dedicated cyclist facilities in the vicinity of the site at the current time.

4. Car Parking Arrangements

The proposed development has been designed to fit with the Transit Oriented principles of the local development area. As such, the proposal includes a reduced car park supply, with the intent that the reduced rates in the transit area will attract tenants with very low car ownership, having a positive impact on the local traffic environment.

4.1. Council Parking Supply Requirement

Council parking requirements for this type of development are:

- The parking provision for this site is provided by the Residential Design Code - Medium Density, this requires:
 - For 36 small units (up to 75m²), 1 space per unit = 36 spaces
 - Visitor Parking at 0.25 spaces per unit = 6 spaces
 - For 30m² of retail at 3 spaces per 50m² = 2 spaces
 - Total of 44 spaces
 - The ULDA requirement is 14 spaces (0.4 space per apartment including visitors) and a maximum rate for retail (therefore 0 spaces is acceptable)
- Parking spaces to measure no less than 5.4m x 2.6m
- Parking spaces located immediately adjacent to a wall should be 0.3m wider than standard.
- Minimum parking aisle width of 6.2m
- Parking to have a general maximum grade of 1:20
- To allow manoeuvring from end spaces in terminated aisles, they should incorporate extensions of 2m or have an effective aisle width of 8m.

4.2. Estimated Practical Parking Demands

The purpose of the local plan is to provide a vibrant mix of urban uses, with a focus on transit oriented travel. As such, there is a general intent that a very high proportion of trips will be catered for by modes other than private vehicle. The intent of this development is to provide a minimum parking supply, such that the target market for tenants will be those with very low car ownership.

NRAS scheme, which offers smaller low rental apartments, was approved as a part of the previous application for the development. However for this development application, the NRAS might not be included.

Considering the vicinity of the development, it is a very high mixed use area and there would hardly be any on street parking catered for the development use. Therefore the maximum number of potential tenants who wish to occupy the units at the development would be considered using other means of transport, rather than private car users.

The original approval for the parking at the development is 0.4 spaces per unit, discussions held with ULDA have indicated that this is an appropriate rate for the proposed development in this development area. No parking is to be provided for the non-residential use on the site.

In comparison, the existing use on the site consists of approximately 500m² of retail services. This would ordinarily require as many as 30 parking spaces under the planning scheme, however only 6 spaces are provided. As such, the proposed use will generate a notional shortfall of approximately 9 spaces, in comparison to the current shortfall of 25 spaces. As such, the proposed use, in combination with a transit oriented focus, will generate fewer shortfalls in the parking supply than the existing use on the site.

4.3. Proposed Parking Arrangements and Their Adequacy

The proposed parking arrangements have the following characteristics:

- The total proposed on-site parking supply for the development is 14 spaces – Council requirements are not satisfied but ULDA has identified this as appropriate.
- Parking spaces measure no less than 2.6m x 5.4m (measured to column faces) – Council requirements are satisfied.
- Parking aisles are a minimum of 6.2m wide – Council requirements are satisfied.
- Parking area generally flat – Council requirements are satisfied.
- To allow manoeuvring from end spaces in the terminated aisle an extension of 1800mm is provided – Council requirements are satisfied.

The proposed car park layout generally complies with Council Requirements. However the following issues are resolved with alternative solutions.

Parking Supply

Council requires up to 44 parking spaces on the site, with the Urban Development Scheme identifying at least a 14 space requirement. The development provides 14 parking spaces, which complies with the ULDA requirements. The proposed development site is located such that it is to have a transit orientated focus, with limited private car ownership a key indicator.

This proposal will require some parking, particularly for residential visitors, to be catered for on-street. However, the peak demand for this is generally evenings and weekends, at times when surrounding retail, commercial and industrial uses have minimal parking demand. As such, the on-street parking supply is available to cater for this.



5. Traffic Impact Assessment

Acceptable Solution A1 of the Brisbane Transport, Access, Parking and Servicing Code requires that an impact assessment is performed for any development that meets any of the following triggers:

- more than 500 low turnover (employee) parking spaces or 200 high turnover (customer or visitor) parking spaces
- access to any roads other than minor roads
- a driveway within 100m of a signalized intersection

While the proposed development triggers two of these factors, it is not considered necessary to undertake a traffic impact assessment for this site. This is primarily due to the replacement of an existing use on the site. The current operation of the site includes service retail (office equipment sales). As a retail use, the 500m² use of the site has the potential to generate in excess of 50 vehicles per hour. It is however noted that the use consists of significant warehousing and has restricted parking. As such, traffic generation for the current tenant is estimated at 10 to 15 vehicles per hour.

The proposed residential development of 36 units would generally be expected to generate traffic at a rate of 0.5 vehicles per unit per hour, a total of 18 vehicles in peak hours. However, with the restricted parking supply and the transit oriented nature of the development, a generation of 7 to 8 vehicles per hour is expected.

As the proposed use generates less traffic than the existing, it is likely that the proposal will have a minor positive impact on local traffic operation. As such, no detailed traffic assessment has been undertaken.

6. Site Access Arrangements

6.1. Council Requirements

With regard to site access, Council guidelines require the following:

- a low/medium turnover car park with a capacity between 1 and 25 vehicles and access from a major road to incorporate a 6m wide Type B1 driveway crossover.
- a driveway on a major road to be not less than:
 - 20m from a minor intersection
 - 30m from a major intersection
 - 15m from an adjacent driveway
 - 15m from a median break
 - Clear of queuing at signals
- Sight distance (for access to 16 parking spaces from a 60kph major road) to ideally be 110m, and a minimum of 70m.
- an exit queue capacity of 1 vehicle (i.e. 6m) is required for car parks with a capacity of 16 cars
- the first 6m of driveway inside the site boundary to be no steeper than 1in20

6.2. Proposed Access Arrangements & Their Adequacy

The proposal is to provide a 6m wide access driveway from Brookes Street. The access driveway is located as far north as practical, such that it will not conflict with the existing signal lantern which is located 10.3m from southern boundary.

The access driveway is provided with an angle to the Brooks Street, to not to obstruct the northern pedestrian crossing at the intersection. The access location provides good sight distances, clear to the next signalised intersection (over 130m) in each direction.

The proposed access arrangements generally complies with Council Requirements, however the following issues are resolved with alternative solutions.

Queue Provision

Council requires 1 car queuing is provided. The development proposal provides 3m queuing provision onsite. This is suitable for the proposed development as the low vehicle turnover of the site (less than 8 vehicles per hour) is unlikely to result in movements being in conflict, resulting in no impacts on the external road.

It is possible for a vehicle to stand on-site, while waiting for the security door to open, obstructing access to the visitor bay. However, it is proposed that the security door is for night

time use only. This will allow access to the basement for refuse trucks during business hours and limit the potential for queuing during peak traffic times.

7. Service Vehicle Arrangements

7.1. Council Requirements

For a residential development of this nature, Council requires that on-site refuse collection is catered for.

7.2. Estimated Service Vehicle Traffic Generation

To limit the refuse collection requirements for residents, the proposal includes three 1.1m³ bins (includes 2 general and a recycle) for collection. This can be catered for by collection of bins approximately three to four times a week. Commercial refuse will be significantly less in quantity. Therefore it is proposed that the same bins will be catered for the commercial use.

It is noted that the existing retail services use on the site would be expected to generate several service vehicle movements per day, with large vehicles, up to LRV's accessing the site several times per week. As such, the proposed development represents a significant reduction in service vehicle movements with respect to the existing operation.

Service vehicles for the commercial tenancy are expected to be infrequent and catered for by vans. These vehicles will be able to utilise the visitor parking bay and internal parking aisle (similar to the refuse truck) for very short term, infrequent deliveries.

7.3. Proposed Service Vehicle Arrangements & Their Adequacy

The refuse truck will be required to drive forward into the site and stand in the basement parking aisle during collection. The vehicle will then reverse backward from the site once collection is complete. This manoeuvre and collection will obstruct access to up to 5 residential bays. However, the 6.2m wide aisle will still provide free influx of traffic to the site, with the majority of spaces to the rear still accessible. The swept paths for the refuse collection vehicle and a service vehicle LRV are presented in Appendix B.

The level difference between the ground floor and level 1 is 3.9m. Allowing for a 400mm structure, this will provide 3.5m clearance, which is suitable for a rear load refuse collection vehicle. However, this will require that the security door is a full height facility. This may require that the security door is either a tilt up door or a sliding gate. A roller door is not suitable as it is likely to restrict service vehicle clearances.

This proposal has been reviewed by Council's City Waste Services and has been agreed to in principle. As the proposal represents a reduction in service vehicle activity from the current site operation, it is generally considered an appropriate outcome for the site.



8. Public Transport, Pedestrian and Bicycle Facilities

The pedestrian facilities in the vicinity of the site are expected to be enhanced over the coming years, significantly improving access to public transport nodes. The development provides the first part of this enhanced access by proposing upgraded footpath facilities, reduced traffic conflict and an activated street frontage.

The proposal currently includes a 6m wide access to minimise conflict with pedestrian movement. This is considered an appropriate solution for the site. However, should a wider access driveway be necessary, this will conflict with the existing signal infrastructure. This will require the realignment or removal of the pedestrian crossing facility on the northern side of this intersection.

The development layout provides adequate pedestrian entry from the Brookes Street frontage for both residents and those accessing the ground floor tenancy.

9. Conclusions & Recommendations

9.1. Impact on Surrounding Road Network

The redevelopment of the site from the existing use is expected to slightly reduce the traffic generation and therefore reduce the impact of the site on the surrounding road network. Therefore, no detailed assessment is considered necessary.

9.2. Development Access

The proposal is to provide a 6m wide access driveway from Brookes Street. The access driveway is provided with an angle to the Brooks Street, to not to obstruct the northern pedestrian crossing at the intersection. The access driveway is located as far north as practical, such that it will not conflict with the existing signal lantern which is located 10.3m from southern boundary.

The access location provides good sight distances, clear to the next signalised intersection (over 130m) in each direction. The proposed access arrangements generally complies with Council Requirements, however the following issues are resolved with alternative solutions.

9.3. Car Parking Arrangements

The proposed arrangements are considered appropriate for the low turnover, transit orientated nature of the development. The parking provision is also considered an improvement from the existing operation of the site where the existing use has a potential 25 space shortfall.

9.4. Service Vehicle Arrangements

The proposed use will also improve service vehicle access relative to current operation. All service vehicles, primarily consisting of refuse collection, will be required to reverse either to or from the site, unless able to utilise parking areas for turning. Vehicles will be limited to 3.5m height and to achieve this it is recommended that the security gate is open during business hours and is not a roller door, as this will limit height clearances.

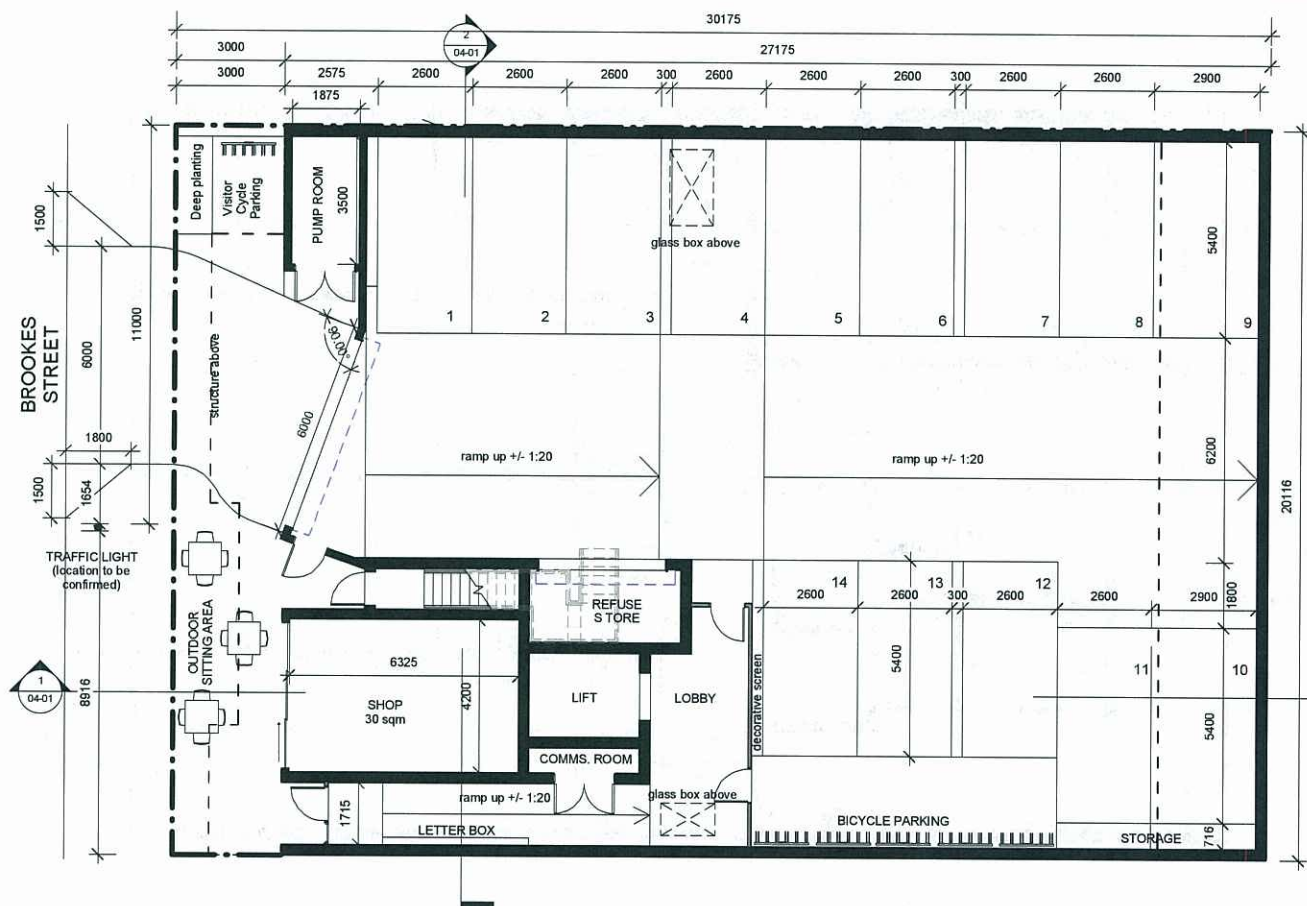
9.5. Public Transport and Bicycle / Pedestrian Facilities

The pedestrian facilities in the vicinity of the site are expected to be enhanced over the coming years, significantly improving access to public transport nodes. The development provides the first part of this enhanced access by proposing upgraded footpath facilities, reduced traffic conflict and an activated street frontage.

The development layout proposes adequate bicycle parking. The development provides adequate pedestrian entry from the Brookes Street frontage for both residents and those accessing the ground floor tenancy.



Appendix A Proposed Development Plans



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GROUND FLOOR PLAN			
Project No.	60313	Drawing No.	Issue
Date	16-04-2013	A-DA-02-01	P3
Drawn by	PO	Scale	1 : 100

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TYPE G
(2 BEDROOM)
-Internal = 64.2 sqm
-Balcony = 15 sqm

TYPE A
(1 BEDROOM+STUDY)
-Internal = 50.5 sqm
-Balcony = 13.4 sqm

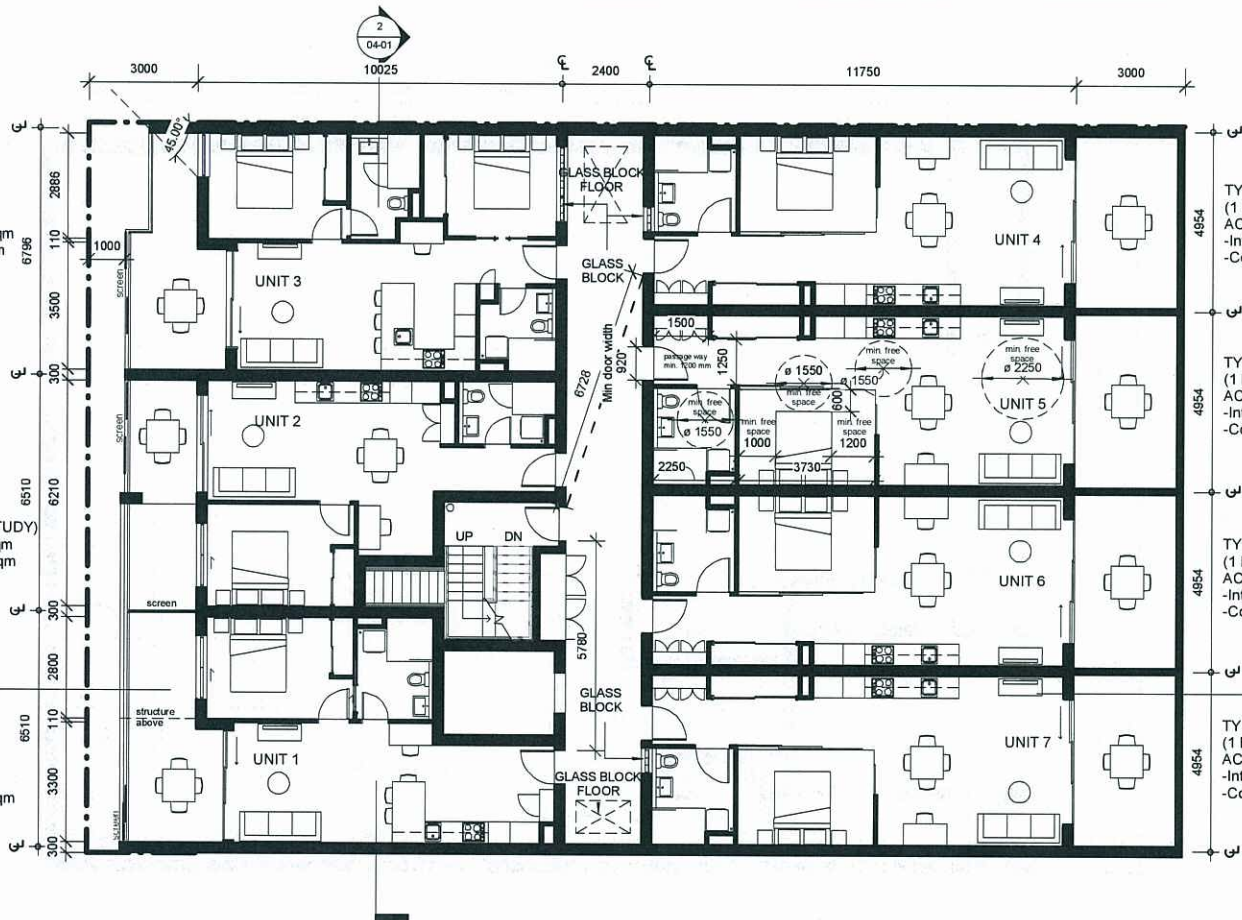
TYPE B
(1 BEDROOM)
-Internal = 50 sqm
-Balcony = 15.9 sqm

TYPE C
(1 BEDROOM
ACCESSIBLE UNIT)
-Internal = 57.5 sqm
-Courtyard = 15.1 sqm

TYPE C
(1 BEDROOM
ACCESSIBLE UNIT)
-Internal = 57.5 sqm
-Courtyard = 15.1 sqm

TYPE C
(1 BEDROOM
ACCESSIBLE UNIT)
-Internal = 57.5 sqm
-Courtyard = 15.1 sqm

TYPE C
(1 BEDROOM
ACCESSIBLE UNIT)
-Internal = 57.5 sqm
-Courtyard = 15.1 sqm



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LEVEL 1 FLOOR PLAN			
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Drawn by	PO	Scale	1 : 100

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TYPE G
(2 BEDROOM)
-Internal = 64.2 sqm
-Balcony = 10.9 sqm

TYPE D
(1 BEDROOM+STUDY)
-Internal = 53.6sqm
-Balcony = 7 sqm

TYPE B
(1 BEDROOM)
-Internal = 50 sqm
-Balcony = 9.7 sqm

TYPE E
(1 BEDROOM)
-Internal = 50.4 sqm
-Courtyard = 7.4 sqm

TYPE F
(1 BEDROOM)
-Internal = 50 sqm
-Courtyard = 7.7 sqm

TYPE F
(1 BEDROOM)
-Internal = 50 sqm
-Courtyard = 7.7 sqm

TYPE E
(1 BEDROOM)
-Internal = 50.4 sqm
-Courtyard = 7.4 sqm

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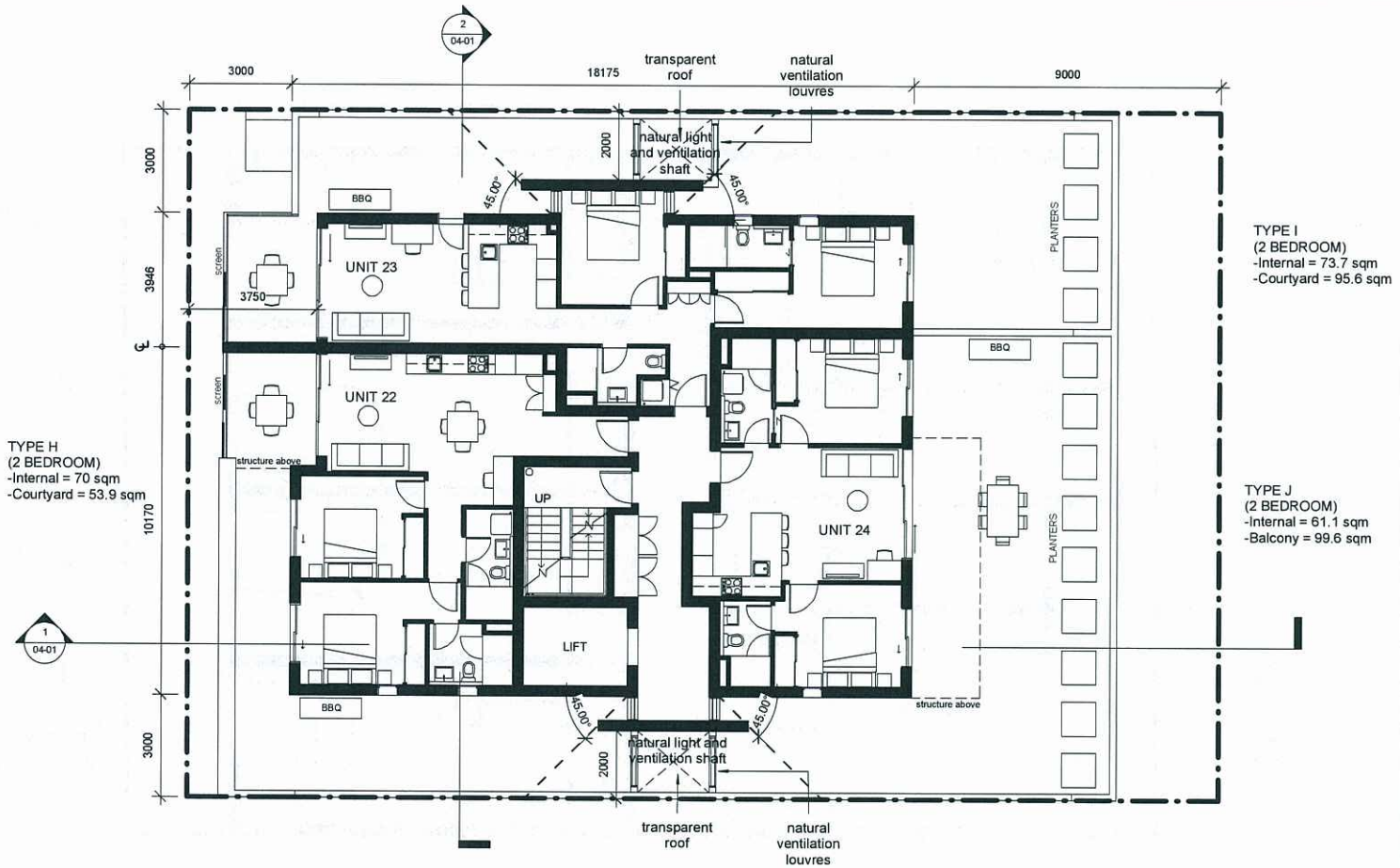


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LEVEL 2-3 FLOOR PLAN			
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Date	16-04-2013	Issue	P4
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LEVEL 4 FLOOR PLAN			
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Drawn by	PO	Scale	1 : 100

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TYPE H
(2 BEDROOM)
-Internal = 70 sqm
-Balcony = 9.9 sqm

TYPE I
(2 BEDROOM)
-Internal = 73.7 sqm
-Balcony = 10.9 sqm

TYPE J
(2 BEDROOM)
-Internal = 61.1 sqm
-Balcony = 15.4 sqm

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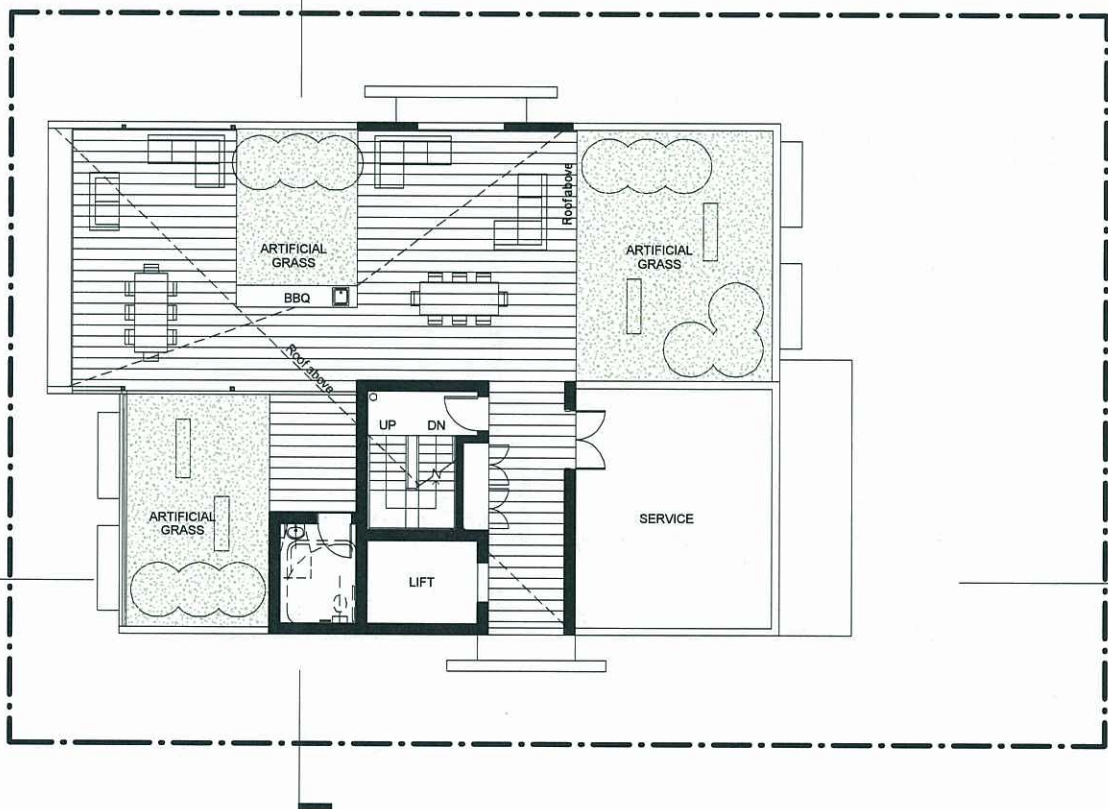


LEVEL 5-8 FLOOR PLAN			
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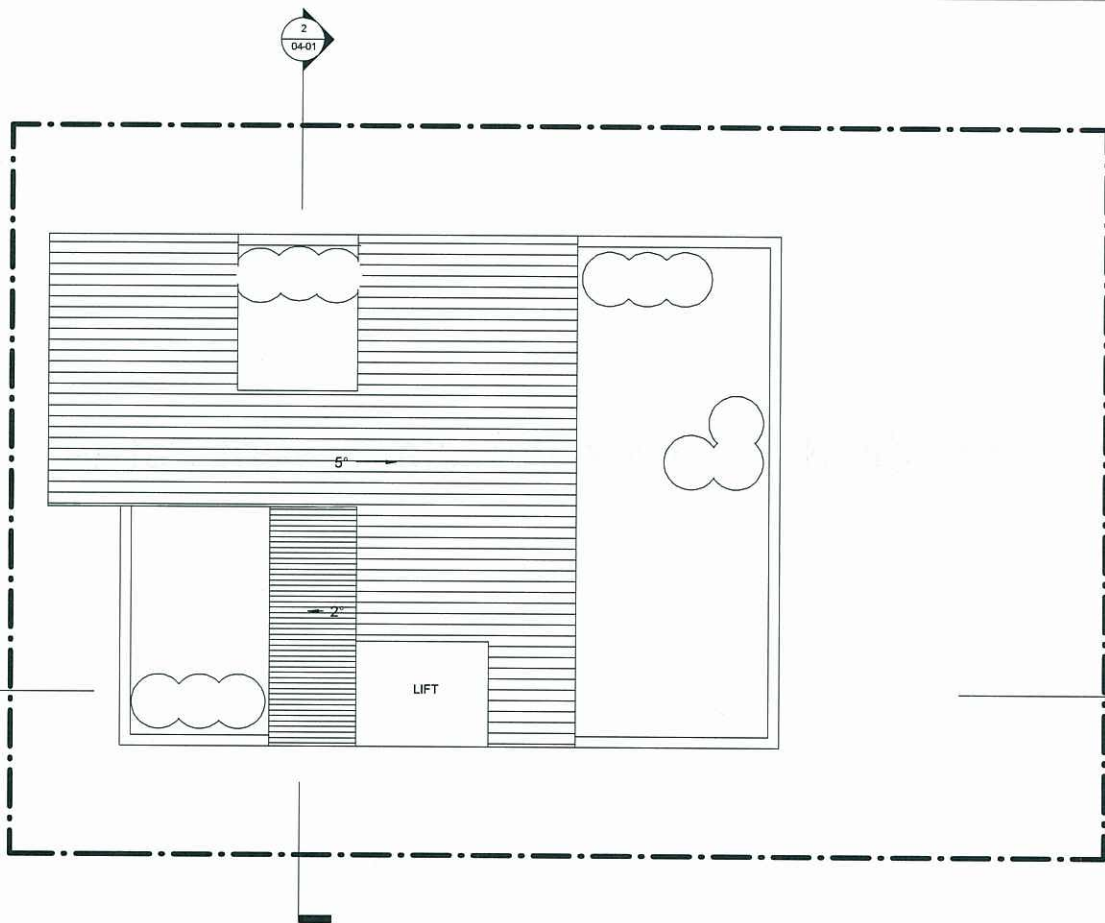


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ROOF TERRACE			
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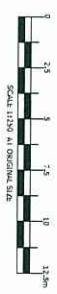
PAVILION
24 Brookes Street - Bowen Hill
for
BlueSky
Alternative Thinking



ROOF PLAN			
Project No.	60313	Drawing No.	Issue
Date	16-04-2013	A-DA-02-07	P2
Drawn by	PO	Scale	1 : 100

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Appendix B Service Vehicles Swept Paths



ttm
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RCV SWEEP PATHS

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29 MAY 2013

