



CARTER RYTENSKILD GROUP
Traffic and Acoustical Consultants

GOLD COAST

2563 Gold Coast Highway
Mermaid Beach Queensland 4218

POSTAL:
PO Box 441
Mermaid Beach Queensland 4218

P: (07) 5527 7333
F: (07) 5527 7555

E: info@crg.net.au

CRG Traffic & Acoustics Pty Ltd

BRISBANE

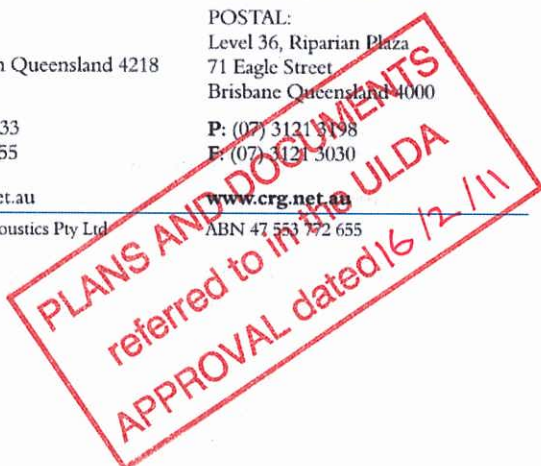
Level 36, Riparian Plaza
71 Eagle Street
Brisbane Queensland 4000

POSTAL:
Level 36, Riparian Plaza
71 Eagle Street
Brisbane Queensland 4000

P: (07) 3121 3198
F: (07) 3121 3030

www.crg.net.au

ABN 47 553 772 655



08 November 2010

Ms Adele Fenwick
Urban Land Development Authority
PO Box 3643
South Brisbane QLD 4101

Dear Ms Fenwick,

**Traffic Engineering Assessment
Proposed Medical Centre
4-6 Brookes Street & 1 Hamilton Place, Bowen Hills**

CRG Traffic and Acoustics Pty Ltd has been engaged by QuIHN Limited to assess the traffic engineering elements of its proposal to develop a Medical Centre at Bowen Hills. This report addresses the traffic engineering matters raised in your letter dated 7 September 2010.

a) Car Parking Design

All of the proposed parking bays have the following minimum dimensions:

Visitor parking

Parking bay lengths	5.4 metres
Parking bay widths	2.6 metres

Ambulance parking

Parking bay length	9.0 metres
Parking bay width	5.1 metres

The above dimensions satisfy the requirements specified in the Brisbane City Council TAPS policy and AS2890.1:2004.

The minimum car parking aisle width is 6.2 metres, which also satisfies the requirement specified in Section 6.4.4 of the TAPS policy and AS2890.1: 2004.



b) Access Design

Given the location of the access in relation to the adjacent traffic signals, it is recommended that access be restricted to left-in / left-out movements only.

The location of the driveway provides satisfactory separation from intersections and other driveways in accordance with Table 5 of the Brisbane City Council TAPS policy.

The access design also allows clear sight lines at the property boundary to ensure visibility between vehicles leaving the car park and pedestrians on the frontage road. The proposed sliding gate will remain open during office hours and therefore will not cause queuing onto the adjacent roadway. The gate will be closed after hours for security purposes.

Table 9 of the TAPS policy requires a Type B2 (6m) crossover to be provided to facilitate two 85th percentile vehicles to pass one another, as shown in Figure 1. It is recommended that the proposed crossover be designed and constructed in accordance with the layout shown in Figure 1.

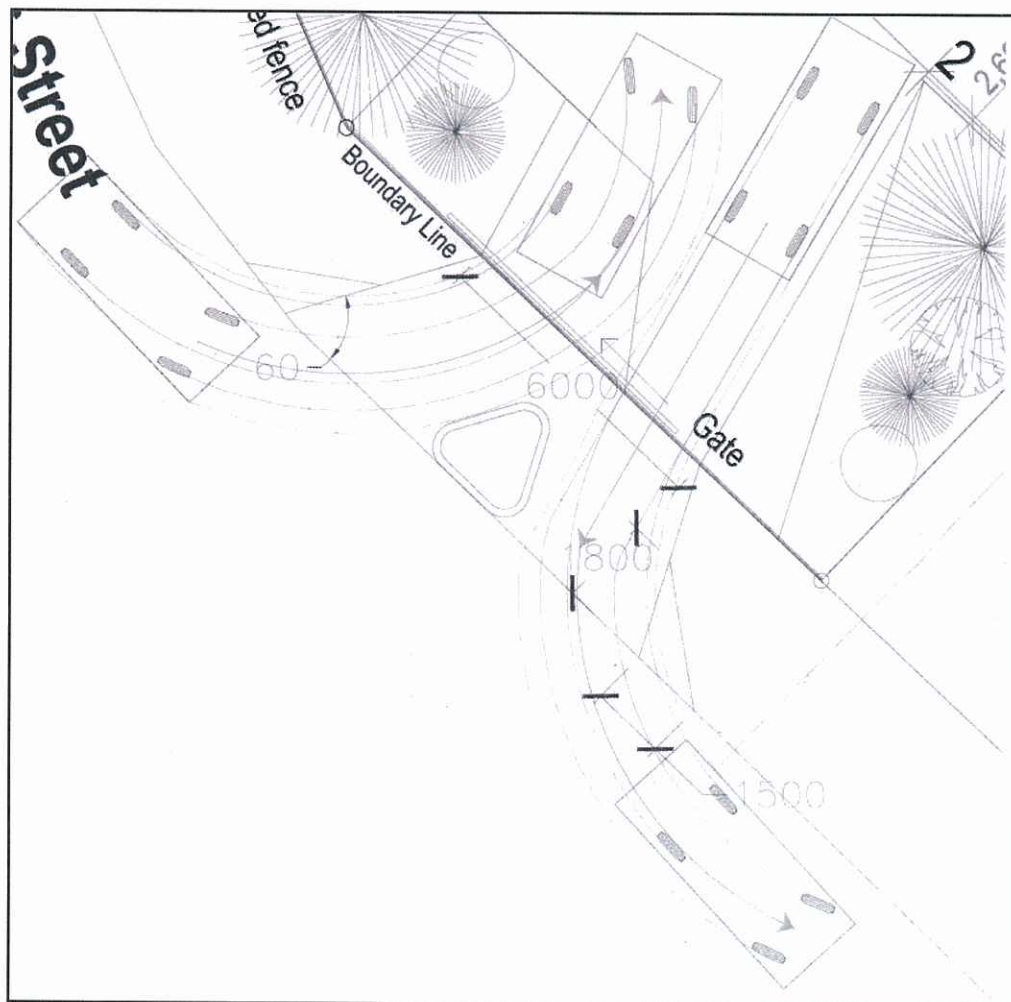


Figure 1: B85 Passing on 6m BCC Type B2 Driveway

c) Service Vehicle Access

The proposed service bay allows for the manoeuvring requirements of an ambulance as shown in Figure 2. If required, delivery vehicles up to Small Rigid Vehicle (SRV) size will also be able to access the proposed service bay and exit the site in a forward direction.

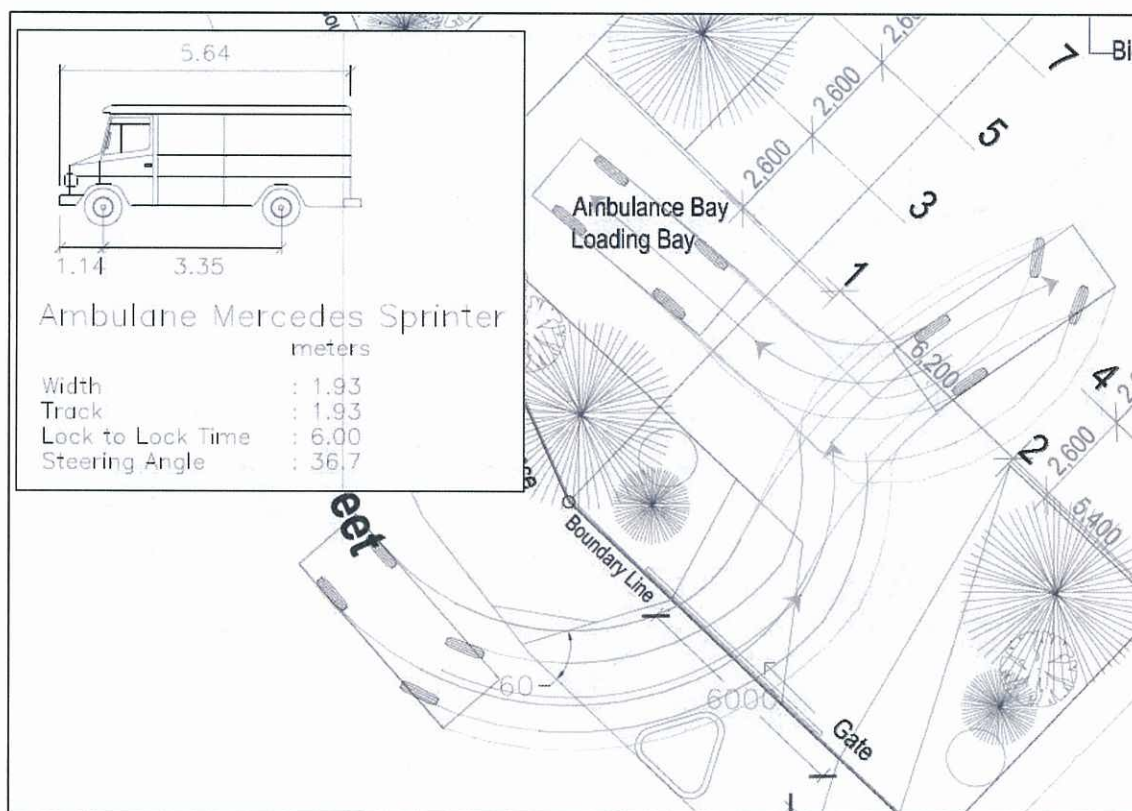


Figure 2: Swept path of an Ambulance

We also note that there is existing loading facility on the site off Hamilton Place which is suitable for use by small delivery vans and vehicles. This delivery area is shown in Figure 3 and is intended to be retained as part of the development proposal.

We trust this information will be satisfactory to the ULDA. Please contact the undersigned regarding any queries in relation to this matter.

Yours faithfully,



Luke Rytenskild
Director
BEng(Civil) RPEQ(Traffic)

