



10. Recommendations

10.1. Impact on Surrounding Road Network

The impact of the whole Central Village development has effectively been accounted for in the original Bowen Hills Traffic Model established for the wider Bowen Hills UDA. Any road network impacts and proposed improvements are detailed in the original Bowen Hills Network Analysis Report provided to the former ULDA.

10.2. Development Access

The Central Village development is planned to include three accesses; one onto the new "Baxter Street Extension" for Phase 1 buildings and two for the Phase 2 buildings on both Water Street and the new "Baxter Street Extension". These arrangements are considered satisfactory in providing a high level of accessibility to the site and cater to the movement/trip demands of the development. Detailed design of the respective accesses will be undertaken in accordance with the requirements of AS2890.

The design of the "Baxter Street Extension" will also meet all BCC requirements and is considered acceptable.

10.3. Car Parking Arrangements

The proposal includes 643 parking spaces distributed over the two basement car park areas (one in Phase 1, and another in Phase 2). All parking provided is intended for the residential component, with no parking allocation for small amount of retail space in the development. The proposed parking supply is based on constraining the commuter traffic generated by the subject site and is generally consistent with TOD principles.

The Stage 1 approved parking provision of 105 spaces, and proposed provisions of 99 spaces and 126 spaces for Stages 2 and 3, respectively, meets the parking supply requirements based on resident and visitor parking rates agreed previously with the former ULDA. Overall, the parking supply of 330 spaces for the wider Phase 1 meets the accepted requirements of 327 spaces. As such, TTM considers the proposed parking supply for the site is acceptable.

Detailed design of the basement car park for Phase 1 has been undertaken in accordance with the requirements of AS2890.1; albeit with some minor performance solutions which have been demonstrated by TTM to be acceptable. Subsequent design of Phase 2 of the project shall also be undertaken in accordance with AS2890.1.

10.4. Service Vehicle Arrangements

The proposal provides two VAN bays, one MRV bay and one RCV bay for each of the service areas for Phases 1 and 2. These service vehicle facilities are considered to be sufficient to service the demands of the development.

10.5. Public Transport and Bicycle / Pedestrian Facilities

The site is well located in terms of providing a high level of accessibility to public transport, with the Fortitude Valley train station within easy walking distance of the site. This reinforces the proposal to constrain resident car parking and encourage residents to use public transport.

1186 bicycle spaces are provided in the proposal, comprising primarily secure spaces located in the basement parking area and a small number of public spaces in communal areas of the site.

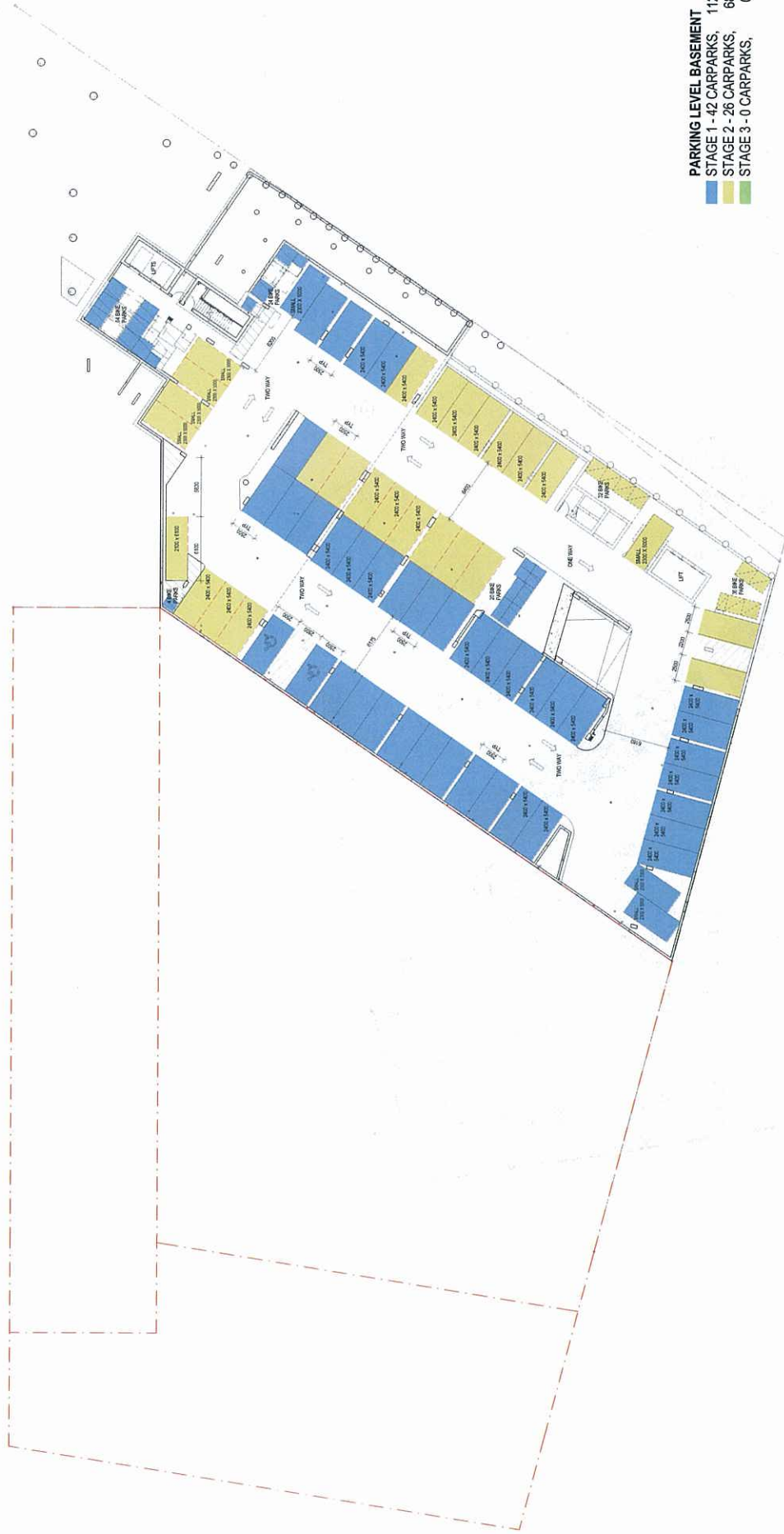
Stage 1 has a bicycle parking provision of 196 spaces, in excess of the EDQ approved requirement.

Stage 2 provides a total of 188 bicycle parking spaces, split between resident and visitor/retail use, meeting EDQ requirements.

Stage 3 provides a total of 234 bicycle parking spaces, split between resident and visitor/retail use, also meeting EDQ requirements.



Appendix A Central Village Master Plan Phase 1 Car Park Plans



PARKING LEVEL BASEMENT
STAGE 1 - 42 CARPARKS, 112 BICYCLES
STAGE 2 - 26 CARPARKS, 68 BICYCLES
STAGE 3 - 0 CARPARKS, 0 BICYCLES

1 PHASE 1 - BASEMENT
1:200

CARPARK SUMMARY

PHASE 1	APARTMENTS			CARS REQUIRED			CARS PROVIDED			STAGE 1, 2 & 3 SHARED LOADING BAYS				BICYCLES PROVIDED	
	1 BED	2 BED	TOTAL	1 BED	2 BED	VISITORS	TOTAL	RESIDENTIAL	VISITOR	TOTAL	VAN	MRV	RCV	INTERNAL	EXTERNAL
Stage 1	119	46	165	48	46	8	102	97	8	105	2	1	1	196	
Stage 2	115	45	160	46	45	8	99	91	8	99				188	
Stage 3	140	60	200	56	60	10	126	116	10	126				200	34
TOTAL	374	151	525	301	26		327	304	26	330				584	34

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PHASE 1 CARPARK - BASEMENT

DATE: 11/07/13
SCALE: 1:200 (N)

CLIENT: METRO PROPERTY DEVELOPMENT
PROJECT: CANTERBURY TOWERS
BAXTER LANE

PROJECT NO: 11063
PHASE: DA
A: 1031
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PARKING LEVEL PODIUM 1

STAGE 1 - 8 CARPARKS,	0 BICYCLES
STAGE 2 - 26 CARPARKS,	32 BICYCLES
STAGE 3 - 46 CARPARKS,	60 BICYCLES
STAGE 1, 2 & 3 SHARED LOADING BAYS	

1 PHASE 1 - LEVEL P1
1:200

PHASE 1 CARPARK - PODIUM 1

1001 METRO PROPERTY DEVELOPMENT CANTERBURY TOWERS BAXTER LANE	SCALE 1:250 A11	DATE 25/7/13	DRAWN AM	CHECKED 
	PROJECT NO 11063	PHASE DA	DIMENSIONS REVISION A 10.32	

REV	DESCRIPTION	DATE
1	CAPLAW AMENDMENTS	24/07/13
2	CAPLAW AMENDMENTS	24/07/13
3	CAPLAW AMENDMENTS	24/07/13
4	CAPLAW AMENDMENTS	18/07/13
5	CAPLAW AMENDMENTS	18/07/13
6	CAPLAW AMENDMENTS	17/07/13
7	CAPLAW AMENDMENTS	04/08/13

HAS
: 2000

PARKING LEVEL PODIUM 2

STAGE 1 - 22 CARPARKS,	36 BICYCLES
STAGE 2 - 21 CARPARKS,	32 BICYCLES
STAGE 3 - 41 CARPARKS,	88 BICYCLES

PHASE 1 CARPARK - PODIUM 2

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1 PHASE 1 - LEVEL P3
1:200

- PARKING LEVEL PODIUM 3**
- STAGE 1 - 33 CARPARKS, 48 BICYCLES
 - STAGE 2 - 26 CARPARKS, 56 BICYCLES
 - STAGE 3 - 39 CARPARKS, 52 BICYCLES

PHASE 1 CARPARK - PODIUM 3

bureau proberts	METRO PROPERTY DEVELOPMENT		SCALE 1:200 (A1)		DATE 25.07.13		DRAWN AM		CHECKED	
	CANTERBURY TOWERS		PROJECT NO 11063		PROJECT NAME DA		PROJECT NO 11063		PROJECT NAME DA	
	BAXTER LANE		PROJECT NO 11063		PROJECT NAME DA		PROJECT NO 11063		PROJECT NAME DA	
			PROJECT NO 11063		PROJECT NAME DA		PROJECT NO 11063		PROJECT NAME DA	