

22 April 2015

Our Ref: 15BRT0220Let1

Your Ref:

Attention: Silas Croucher

Lend Lease,
Level 3, 44 Musk Avenue, Brisbane, QLD, 4059

Dear Silas,

RE: Tuckerbox Pop-Up Retail, King Street, Fortitude Valley – Review of the Access and Servicing Arrangements

Introduction

I refer to your request for TTM to undertake a review of the access and servicing arrangements for the temporary retail development to be provided at King Street, Fortitude Valley. The subject site is situated within the Bowen Hills Priority Development Area (PDA) and as such is assessed by EDQ/DSDIP as opposed to Brisbane City Council (BCC). It is understood that a development application will be submitted to EDQ/DSDIP.

Proposed Development

The proposed development comprises the provision of temporary retail uses with a total gross floor area (GFA) of 75m².

No car parking is associated with the development. This aligns with the provisions set out in the 'Bowen Hills UDA Development Scheme', which stipulates that retail uses within the wider PDA are subject to a maximum car parking rate of 1 space per 100m². It is intended that retail uses will be 'walk-up' with car parking facilitated on and off-street in the vicinity of the subject site.

The development plans are included as **Attachment 1**.

Access Arrangements

It is proposed that access for service vehicles including refuse collection vehicles (RCV's) will be achieved via the laneway branching from King Street. King Street, which is currently under construction, will be a two-way road running between Gregory Terrace and St Pauls Terrace. In the interim it is proposed that the intersection of St Pauls Terrace/King Street will operate on a priority controlled left-in, left-out (LILO) basis before being converted to all movements traffic signal controlled intersection.

It is proposed that the trafficable area of the laneway will be 6.5m wide in order to cater for two-way interim access to the proposed K2 office development, which will ultimately replace the temporary retail uses under consideration in this application. The width of the laneway satisfies the requirements set out in 'AS2890.2 – Parking Facilities – Part 2: Off-Street Commercial Facilities' to facilitate two-way access for vehicles up to the size of a medium rigid vehicle (MRV). It is intended that the southern section of the laneway will operate as two-way prior to the laneway being extended through to Alexandria Street. For information purposes, the laneway will ultimately operate one-way in a north-south direction between Alexandria Street and King Street.

Servicing

Based on a total GFA of 75m², BCC's '*Transport, Access, Parking & Servicing (TAPS) Planning Scheme Policy*' states that 1 SRV bay is required for the temporary retail uses.

It is proposed that a private contractor will be appointed to undertake refuse collection at the development. Private refuse contractors have a range of vehicles and bin options, however, it is noted that most contractors can service inner-city developments with rear-loading vehicles similar in size to a SRV. Discussions with private contractors have confirmed that these SRV sized vehicles can service bulk bins up to 1,100litres in size and are therefore deemed suitable for the proposed development.

As shown in drawing no. 15BRT0220-SK01 Rev C included in **Attachment 2** in order to access the development, the SRV will enter the site from the laneway in a forward gear, stand on the driveway (fully within the property boundary) before reversing onto the laneway and exiting onto King Street. Importantly, no reverse manoeuvres are required at the intersection of the laneway with King Street.

It is intended that the containers will be moved on/off site by crane with specific traffic control measures implemented to ensure the safe and efficient operation of the adjacent road network.

Conclusions

Based on the above the access and servicing arrangements for the temporary retail uses are considered 'fit for purpose'. Consequently TTM can see no reason why the relevant development approvals should not be granted.

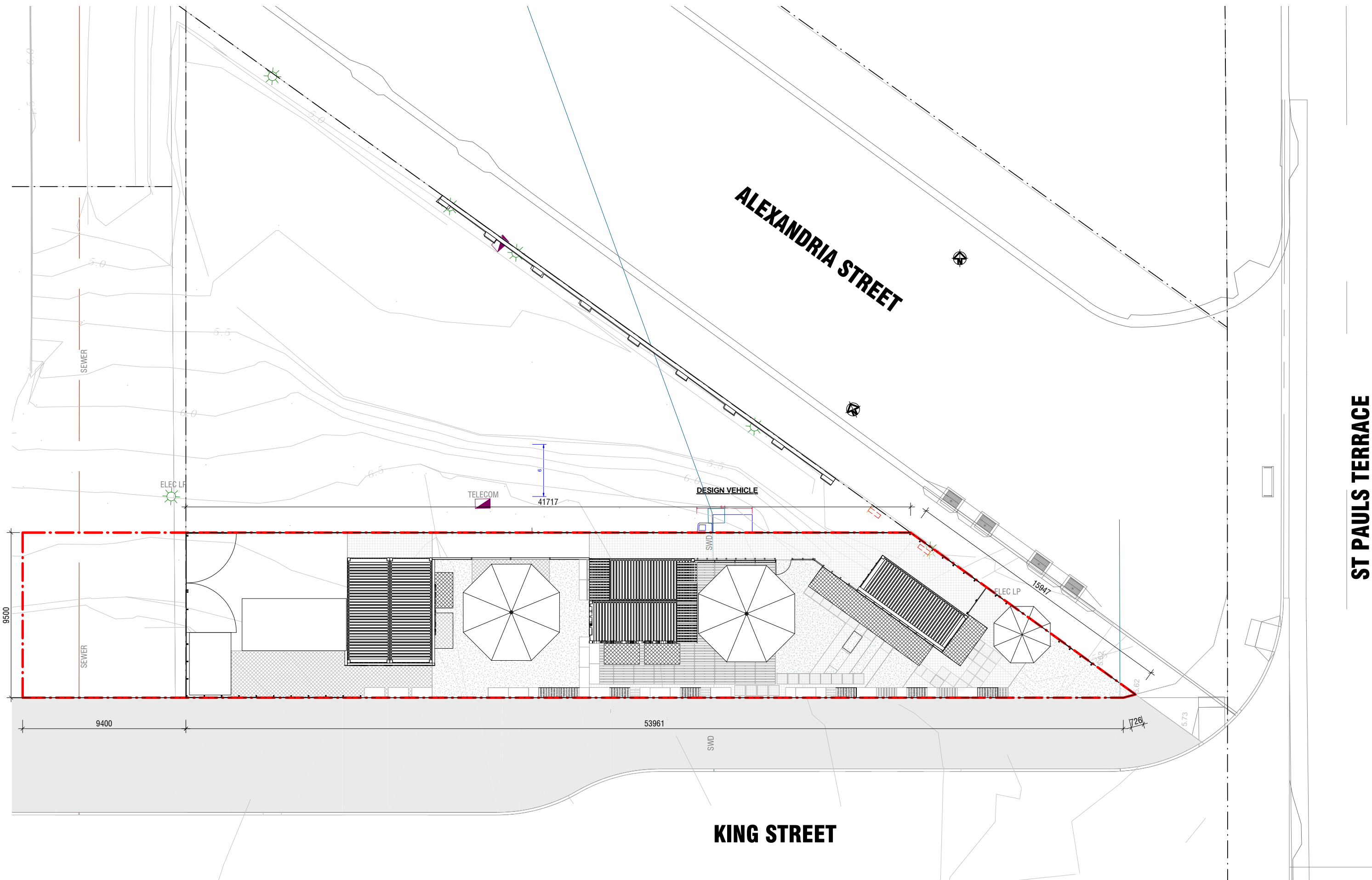
If you have any queries in relation to the information provided in this letter, contact Andrew Riddles on 3327 9500.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Andrew Riddles', with a stylized flourish at the end.

Andrew Riddles
Lead Consultant

Attachment 1: Development Plans



NOTE: ALL FRAMING AND FOOTINGS TO STRUCTURAL ENGINEERS DESIGN AND CERTIFICATION
REFER TO CARDNO FLOOD RISK MANAGEMENT PLAN 3503-78 FOR MINIMUM RL SITE REQUIREMENTS

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A	17.04.15	FOR COSTING	LH	PW
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TUCKERBOX POP-UP RETAIL
KING STREET, FORTITUDE VALLEY

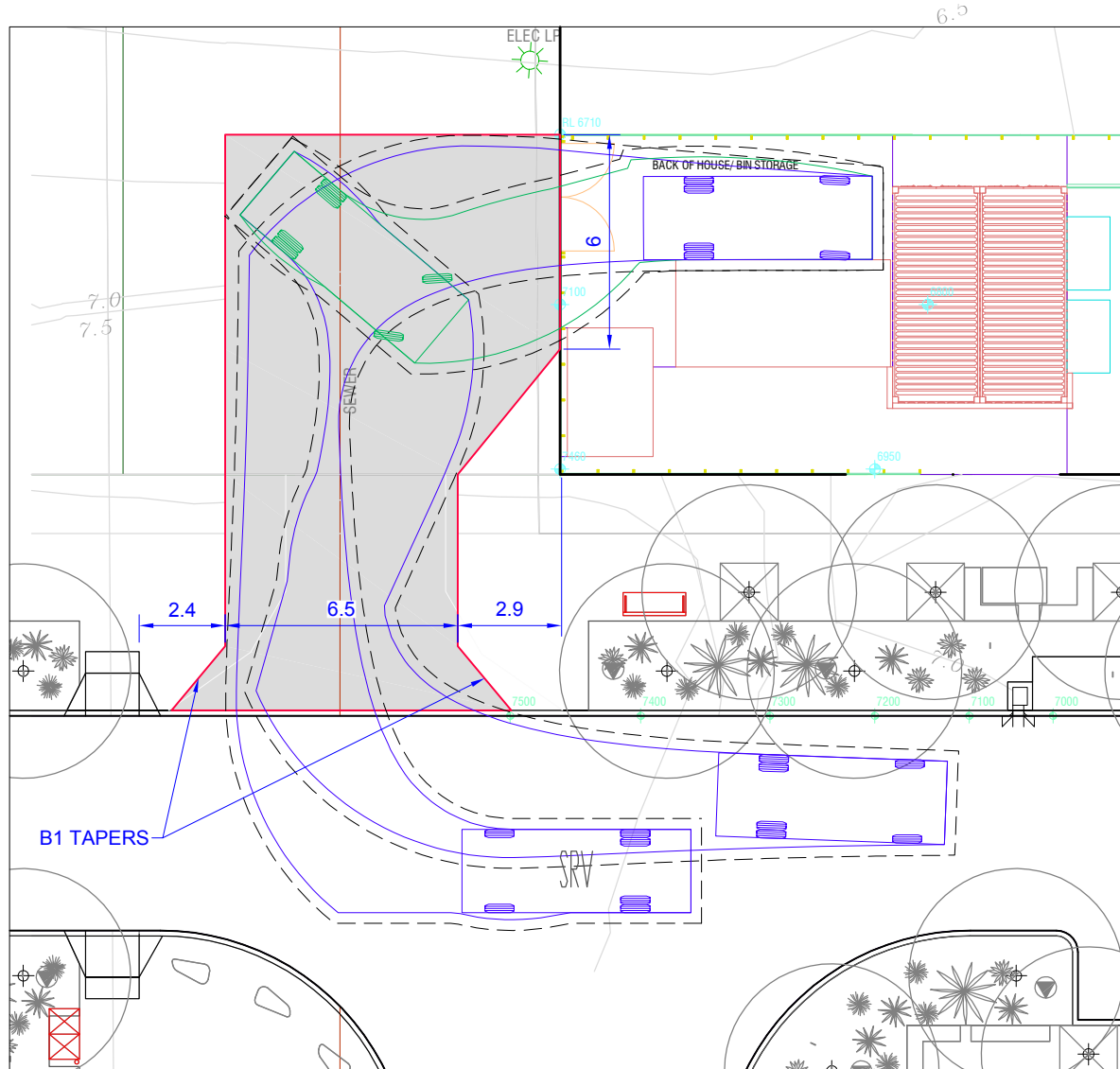
SITE PLAN

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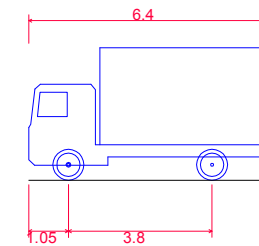
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Attachment 2: Drawing No. 15BRT0220-SK01 Rev C – Preliminary Swept Path Analysis



DESIGN VEHICLE



SRV - Small Rigid Vehicle

Overall Length	6.400m
Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	7.100m

