

22 October 2021
Our Ref: 21BRT0290
Your Ref:

Attention: Nathan Wilson

Peak Urban
Level 4, 196 Wharf Street
BRISBANE QLD 4000

Dear Nathan,

**RE: Oxley PDA – Retirement Facility & Community Centre Development
Traffic Engineering Assessment – Technical Note**

1. Introduction

TTM Consulting (TTM) have been engaged by Honeycombes Property Group to undertake a traffic engineering assessment of the potential traffic impacts and vehicular access, parking and servicing arrangements for the above-mentioned development. It is understood that this assessment is to accompany a development application to be submitted to Economic Development Queensland (EDQ).

The assessment contained herein is based on the architectural development plans prepared by Conrad Gargett architects, copies of which are included in **Attachment 1**.

Reference is made to TTM's Traffic Engineering Report, dated 20th August 2020, which was prepared in support of the overall PDA master plan development.

2. Proposed Development Description

The subject site is located within Stage 1C of the Oxley Priority Development Area, which is identified as the 'Future Retirement Living Precinct'. The Material Change of Use application is for:

- Retirement Facility consisting of three buildings containing a total of 77 dwelling units, including 35 x 2-bedroom units and 42 x 3-bedroom units;
- Community Use (Community Centre) with a gross floor area of 247 m²; and
- A total of 141 car parking spaces, including 110 resident spaces and 31 visitor spaces.

3. Traffic Impact Assessment

Reference is made to TTM's Traffic Engineering Report, dated 20th August 2020, which includes an assessment of the potential traffic impacts of the overall masterplan development, including the subject site being part of Stage 1C of the overall masterplan development.

The initial master plan assessment was based on a Stage 1C development yield of 150 retirement living dwellings which was estimated to have morning and afternoon peak hour traffic generation of 45 and 30 vehicles per hour respectively.

The Stage 1C development area has now progressed to include the subject proposed development (77 retirement living dwelling units) and the adjacent Residential Aged Care Facility which is understood to contain a total of 150 beds.

The estimated peak hour traffic generation of the currently proposed developments within Stage 1C are:

- AM peak hour = 37 vehicles per hour (Subject site 23 vph, RACF 15 vph)
- PM peak hour = 30 vehicles per hour (subject site 15 vph, RACF 15 vph)

Therefore, the currently proposed Stage 1C development would have traffic generation that is consistent with the initial masterplan traffic impact assessment. As such, no further traffic impact assessment is required, and the current findings of the masterplan traffic impact assessment remain valid.

For information purposes, Section 11.2 of the impact assessment report states:

Assessment of the proposed development indicates that the development will not have a significant impact on the existing road network, with the exception of at the Seventeen Mile Rocks Rd / Kingsgate St / service road intersection. Mitigating upgrade works are considered necessary at this intersection and generally include the provision of two eastbound lanes on Seventeen Mile Rocks Road through the intersection. TTM drawing number 18BRT0087-02C (**Appendix H**) presents the conceptual design of the necessary upgrade works. It is recommended that such upgrade works are undertaken prior to any development beyond the 39 residential dwellings proposed within Stage 1A.

4. Vehicular Site Access Arrangements

A single vehicular site access crossover is proposed to the future public road along the site's southern boundary. This road is to be constructed as part of Stage 1A of the masterplan development.

The site access is located in accordance with the locational standards specified in Brisbane City Council's *Transport, Access, Parking and Servicing Planning Scheme Policy* achieving approximately 18m separation from the adjacent T intersection (10m minimum requirement) with clear motorist sight lines and distances in both directions along the frontage road.

In accordance with Council's TAPS PSP the crossover should be a 6.5m wide Type B2 concrete crossover.

5. Car Parking Arrangements

The car parking supply for the development has been considered in relation to the recommended minimum provision rates identified in Council's *TAPS PSP*, which are:

- Retirement Facility - 0.7 resident spaces / dwelling + 0.3 visitor/staff spaces / dwelling.
- Community Use - 1 space / 10m² GFA.

Application of these rates to the proposal equates to the following Council requirements:

- 54 resident spaces and 23 visitor/staff spaces for the dwelling units (retirement facility).
- 25 spaces for the community centre (community use).
- Total requirement of 102 spaces overall.

The proposed development plans include a total on-site supply of 141 spaces, including 110 resident spaces and 31 visitor spaces (including 2 x PWD spaces).

The proposed resident supply significantly exceeds the planning scheme requirement and is therefore acceptable.

The proposed visitor supply (31 spaces) represents a theoretical shortfall of 17 spaces when considering the Council planning scheme requirement in aggregate for both the retirement living and community centre uses.

However, provision of the aggregate requirement is considered to be excessive and would result in an oversupply of car parking for the following reasons:

- The community centre, whilst intended to be available to the general public, is likely to attract usage predominantly from residents of the subject retirement living units and the adjacent residential aged care facility. Such users would not generate any visitor car parking demand.
- Additionally, residents of the surrounding PDA masterplan residential subdivision development would likely be users of the facility. These users are in very close proximity and convenient walking distance to the site and, as such, it is unlikely that such users would generate significant visitor car parking demand on-site.

On this basis, the proposed visitor car parking supply is likely to comfortably accommodate the visitor car parking demands generated by both the retirement living and community centre uses.

With regard to the proposed car parking area layout design TTM's review of the design layout indicates it generally complies with the design standards nominated in Council's *TAPS PSP*. Notwithstanding, it is TTM's

recommendation that detailed design of all on-site car parking areas is to comply with all aspects of Council's TAPS PSP and/or the Australian Standard AS/NZS 2890.1:2004 as a minimum.

6. Service Vehicle Arrangements

In accordance with Council's *TAPS PSP* the following service vehicle requirements apply for the proposed uses:

- Retirement Living Units require provision for refuse collection vehicles (10.3m long rear-loading vehicle) and furniture trucks (12.5m heavy rigid vehicle)
- Community Centre requires provision for refuse collection vehicles and occasional access for an articulated vehicle.

Provision for an articulated vehicle (19m semi-trailer) is not necessary for the proposed community centre due to its size. It is more appropriate to provide for potential goods deliveries and maintenance vehicles for which an 8.8m medium rigid vehicle is appropriate.

A single on-site loading bay is proposed to accommodate the service vehicle requirements of the development. It is designed to accommodate the largest potential design vehicle being a 12.5m heavy rigid vehicle. The architectural plans present the associated vehicular swept path of this design vehicle as prepared by TTM.

A waste management plan should be prepared for the retirement living component of the development to address the requirements associated with basement storage of refuse and the transportation of such bins to the temporary bin store located at the rear of the loading bay.

The proposed service vehicle arrangements are anticipated to adequately accommodate the service vehicle demands of the proposed development and are designed in accordance with Council design standards.

I trust the information provided herein is adequate for your purposes. Should you require any further information, please contact me by phone on (07) 3327 9500 or by email at dgrummitt@ttmgroup.com.au.

Yours sincerely,



David Grummitt | RPEQ MIEAust NER
Director

TTM Consulting Pty Ltd



Revision			
REV	DESCRIPTION	DATE	INT
11	Issue for information	09.06.2021	AS
12	Issue for information	11.06.2021	AS
13	Issue for information	19.06.2021	AS
14	Issue for information	21.06.2021	AS
15	Issue for information	23.06.2021	AS
16	DA Issue	25.06.2021	AS
17	for information	26.09.2021	

Client
Honeycombes Property Group

Project
Oxley PDA

Drawing

Ground Level Site Plan

PRELIMINARY

A1 Scale 1 : 250
Project 18386
Issue 17
Drawn AS
Drawing SD - DR - AR - DA 102

Details

Copyright Conrad Gargett. ACN 010 350 633 ABN 49 325 21 350.
Do not scale this drawing and verify all dimensions and levels on site.
Nominated Architect : Lawrence Toaldo NSW Reg. 10255.





Revision			
REV	DESCRIPTION	DATE	INT.
6	Issue for information	24.05.2021	AS
7	Issue for information	09.06.2021	AS
8	Issue for information	19.06.2021	AS
9	Issue for information	21.06.2021	AS
10	Draft DA	24.06.2021	AS
11	DA Issue	25.06.2021	AS
12	Issue for Information	19.10.2021	KL

Client
Honeycombes Property Group

Project
Oxley PDA

Drawing
Basement Level Plan

PRELIMINARY

A1 Scale 1 : 250
Project 18386
Issue 12
Drawn AS
Drawing SD - DR - AR - DA 101

Details
Copyright Conrad Gargett. ACN 010 350 633 ABN 49 325 21 350.
Do not scale this drawing and verify all dimensions and levels on site.
Nominated Architect : Lawrence Toalido NSW Reg. 10255.

