

<b>To:</b>	Russell Thorne (Project Manager) RPS Pty Ltd c/- EDQ Urban Development	<b>From:</b>	Trent Williams Principal Transportation Engineer
<b>Project/File:</b>	Q168723	<b>Date:</b>	12 May 2022
<b>Department:</b>	Transport Engineering	<b>Rev. No.</b>	01

**REFERENCE: Parkside Yeronga – Community Centre****PREAMBLE**

An application was lodged, and subsequently approved on 3 May 2022, with Economic Development Queensland – Development Assessment (EDQ – DA) for the development of a site located at 70 Park Road, Yeronga. This land is described as Lot 3 on SP300888 and is located within the Yeronga Priority Development Area (PDA).

The application was granted a PDA Preliminary Approval for a material change of use and PDA Development Permit for a Reconfiguration of Lot (1 into 14 lots, easements and road). The Parkside Yeronga Master Plan (herein referred to as the 'Parkside Yeronga Master Plan') was prepared as a design response to the Yeronga PDA Development Scheme (August 2019) to identify the potential form, function and layout of future development of the Yeronga PDA. The Parkside Yeronga Master Plan provided a possible outcome for the development of the individual Lots and includes residential, community, commercial and open space land uses.

Stantec was commissioned by EDQ – Urban Development (EDQ – UD) in November 2020 to undertake the Transport Impact Assessment as part of the Master Plan Preliminary Approval and Reconfiguration of a Lot (ROL) approval (reference DEV2021/1221, dated 3 May 2022).

**COMMUNITY CENTRE PROPOSAL**

A Development Application is now being sought for the Yeronga Community Centre (YCC) proposal to be located on proposed Lot 11. The YCC proposal comprises the provision of 770 sqm gross floor area (GFA) of community space. The proposal also includes the following traffic and transport elements:

- 6 visitor car parking spaces, including 1 accessible space
- 10 staff car parking spaces
- 3 visitor bicycle parking spaces
- 6 staff bicycle parking spaces
- Shared driveway (providing vehicular access to the YCC and residential development proposed on Lot 10).

The proposed land use and yield in comparison to the Master Plan is outlined in Table 1. A diagram showing the location within the Master Plan is provided in Figure 1.

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

**Table 1: Indicative Land Uses and Yield**

Lots [1]	Description	Land Use	Indicative Yield (Master Plan)	Community Centre Proposal
1	Commercial	Office	6,000 sqm	-
2 & 3	Social Housing (High Density Residential)	Multiple Dwelling	78 dwellings	-
6 & 10	Townhouses (Medium Density Residential)	Multiple Dwelling	38 dwellings	-
7, 8 & 9	Retirement Living	Retirement Facility Residential Care Facility	178 dwellings	-
11	Yeronga Community Centre	Community Use (Community Centre)	730 sqm	770 sqm <b>(+40sqm)</b>

**Figure 1: Illustrative Parkside Yeronga Master Plan**



Reproduced with permission from the Parkside Yeronga Master Plan Report

Stantec has been engaged by EDQ - UD in November 2021 to undertake a traffic and transport review of the YCC proposal. The purpose of this Technical Note is to review the YCC proposal against the requirements of the Preliminary Approval, Yeronga PDA Development Scheme, Brisbane City Council's Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP) and good transport engineering practice. The YCC proposal layout is provided in Attachment B.

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

In February 2022, A Development Application (DEV2022/1264) was submitted to EDQ – UD for the Yeronga Community Centre. EDQ – DA has subsequently reviewed and issued a Further Issues letter in March 2022. The transport items have been reproduced in Attachment A alongside responses from Stantec. The transport items have been addressed throughout this Technical Note.

## ACTIVE AND PUBLIC TRANSPORT

The YCC has been located and designed specifically to attract a high portion of active travel trips from the surrounding educational and residential catchments. It is to be located adjacent to a high-quality publicly accessible, privately owned pedestrian plaza (located on the adjoining Lot 1), connected to the main building's upper ground access at the west of the building. Further west of the pedestrian plaza is the Commercial Development, and at the south is a pedestrian connection to the wider active transport network via Villa Street.

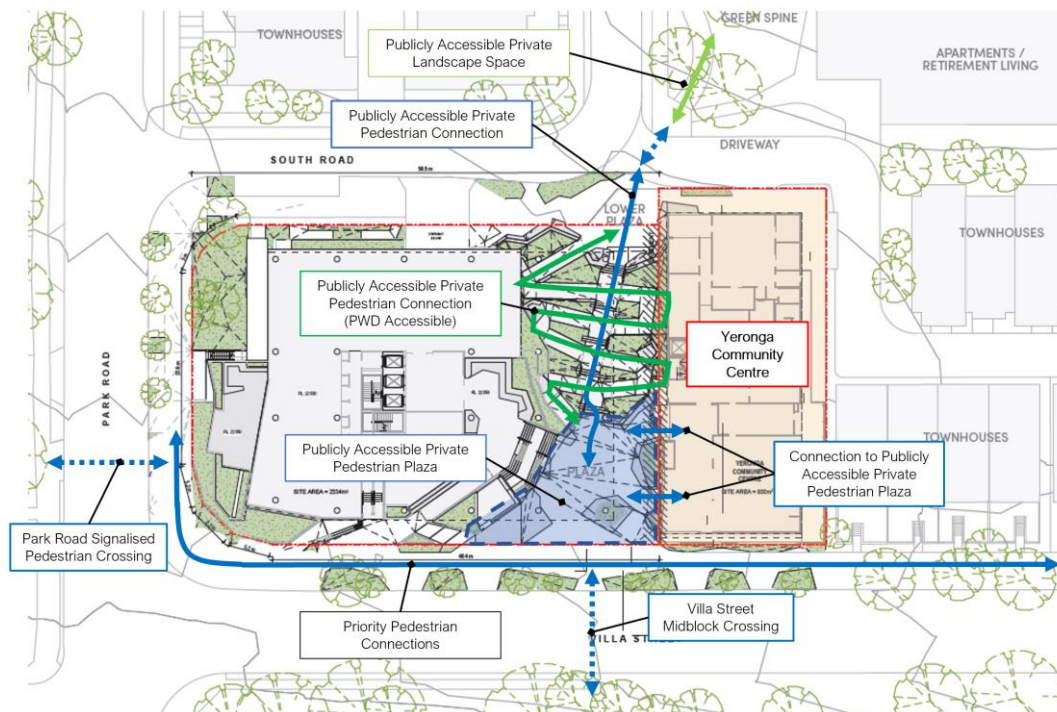
## INTERNAL PEDESTRIAN ACCESS

Visitor car parking is to be provided on the lower ground level of the YCC, proximate to elevator and stair access. Upper ground level pedestrian connections are provided via the Welcome Hub, which maintains external connections to the pedestrian plaza, also connecting the green spine, and South Road and East Road frontages.

## EXTERNAL PEDESTRIAN CONNECTIONS

The proposed primary pedestrian network along Park Road and South Road, and connections to the adjacent public plaza and 'green spine' are provided in Figure 2.

**Figure 2: Yeronga Community Centre Pedestrian Connections**



**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

The public plaza and 'green spine', adjacent to the western boundary of the YCC, is a high-quality pedestrianised environment which is the major pedestrian connector for the Master Plan as it provides access to a multitude of transport generators within Yeronga including nearby train stations, bus stops, schools, parks, commercial and retail land uses. This pedestrianised area facilitates access from South / East Street (internal) to Villa Street (External) in which a high-quality signalised pedestrian crossing is provided on the northern approach of the Villa Street / Park Road Intersection whilst pedestrian refuge crossings are provided on the other approaches. Furthermore, a mid-block zebra crossing is provided along Villa Street to the East to allow pedestrians to cross between the Yeronga High School and Yeronga Tennis Centre.

It is noted that the vehicle access to East Road is to be designed to prioritise pedestrian walking along the Yeronga PDA internal pedestrian network. This is proposed to be achieved through the provision of surface treatments (e.g. coloured pavements, cobble stones) in discrete locations, line marking (give way line marking prior to pedestrian footpath crossing to reinforce pedestrian priority) and signage to reinforce these arrangements if required. It is recommended that the adjacent pedestrian crossing is redesigned as part of the Master Plan to incorporate queuing for one vehicle length between the stop line and the pedestrian crossing to allow vehicles to queue and wait for pedestrians to cross. Details of these treatments are currently being refined and will be provided once available (to be prepared and provided by others) as part of the Pedestrian Crossings - Compliance Assessment.

## **ACTIVE TRAVEL PROVISIONS**

The active travel statutory requirements for the proposed development have been detailed within the Yeronga PDA Development Scheme and the Master Plan, which are generally based on the requirements detailed within Council's TAPS PSP.

A review of Council's TAPS PSP indicates that there are no statutory bicycle parking or end-of-trip facilities required for a 'Community Centre' land use. Notwithstanding, 3 bicycle parking spaces are to be provided within a publicly accessible location for use by visitors and 6 bicycle parking spaces are to be provided within the secure parking area for use by staff. These provisions are considered to be acceptable.

## **PUBLIC TRANSPORT ACCESS**

The above-mentioned pedestrian facilities are expected to provide connectivity between YCC and surrounding public transport options for staff and visitors of the Community Centre development.

There are no proposed impacts to the existing public transport network or public transport infrastructure, consistent with the Master Plan.

## **CAR PARKING CONSIDERATIONS**

### **STATUTORY CAR PARKING REQUIREMENTS**

The statutory car parking requirements for the proposed development have been detailed within the Yeronga PDA Development Scheme (accepted quantitative measures) and the Parkside Yeronga Master Plan, which are generally based on the requirements detailed within Council's TAPS PSP.

A review of the statutory car parking rates and proposed yields result in a statutory requirement for the proposed development as summarised in Table 2.

Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL

**Table 2: Statutory Car Parking Requirements**

Description	Land Use	Yield	Statutory Requirement	Statutory Parking Requirements
<b>Yeronga Community Centre</b>	Community Use (Centre Activities)	770sqm	Maximum 5 spaces per 100sqm GFA for uses accessible at-grade from a public street or an on-site car parking area, plus maximum 2 spaces per 100sqm for uses on other levels	39 spaces max.
<b>Total</b>				<b>39 spaces max.</b>

Based on the information provided within Table 2, the YCC results in a maximum statutory requirement of 39 car parking spaces.

## ADEQUACY OF CAR PARKING PROVISIONS

The YCC proposed layout includes the provision of 16 car parking spaces, inclusive of 1 accessible car parking space. This provision is in accordance with the statutory requirement and the intent of the maximum car parking rate (i.e. promoting the use of more sustainable modes of transport). We note that this is also generally consistent with the car parking provisions for the existing YCC location. The proposed provision of 16 car parking spaces is therefore considered to be acceptable.

## ACCESSIBLE CAR PARKING

As detailed within the Master Plan, accessible car parking spaces are to be provided at the rates specified in the National Construction Code (NCC). The YCC (Class 9b building) requires provisions at a rate of 1 accessible space for every 50 car parking spaces or part thereof. Based on the proposed provision of 16 car parking spaces, the YCC requires 1 accessible car parking space (with adjacent shared bay).

The proposed provision of 1 accessible car parking spaces satisfies these requirements and is considered to be acceptable.

## SECURITY GATE

Provision for a security gate within the ground level car park has been provided to restrict public access to the staff car parking within the YCC. Whilst details of the form and operation of this security gate are yet to be confirmed, it is understood that access within the secure car parking area will only be provided to authorised users. It is expected that management of the security gate will be maintained by the YCC. The general location within the car park has been indicated on the ground level plans provided in Attachment B.

The security gate has been provided generally in accordance with the car parking requirements of the Council's TAPS PSP, relevant Australian Standards (AS2890.1) and good transport engineering practice. This includes consideration of a turnaround bay, which is not required in this instance as the publicly accessible car parks are 6 bays or less.

It is acknowledged that the BCC TAPS PSP requires the provision of sufficient space for a car to manoeuvre to turn around and enter the road system in a forward gear. Sufficient space is available for vehicles to complete a three point turn at the entrance to the YCC if all visitor car parking spaces are

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

occupied without being required to reverse on to East Road. This arrangement is considered to be acceptable.

It is recommended that the anticipated number of staff to use the YCC at the same time on a daily basis be determined such that the appropriateness of this level of reserved staff car parking can be confirmed.

## CAR PARKING LAYOUT REVIEW

Yeronga PDA Development Scheme states that any development “*provides on-site car parking spaces that ... meet the functional requirements of the PDA*”. While the Yeronga PDA Development Scheme refers to Council’s TAPS PSP for guidance on driveway crossovers, site access, vehicular circulation and servicing, no such guidance is recommended for car parking designs.

Nevertheless, TAPS PSP is performance based with common performance solutions to refer to the relevant Australian Standards. The Australian Standards, specifically Table 1.1 in AS2890.1, nominates the functional requirements for different users. As such, these standards which are adopted nationally are considered to be entirely appropriate to meet the functional requirements of the PDA and its users.

The car parking layout (including internal accessways, car parking dimensional requirements, etc) has been reviewed against the requirements of Council’s TAPS PSP, relevant Australian Standards (AS2890.1 and AS2890.6) and good transport engineering practice Table 3.

**Table 3: Adequacy of Car Park Layout**

Design Aspect	Design Element	Council Requirement (TAPS PSP)	Australian Standard Requirement (AS2890.1)	Proposed Design	Compliance
<b>Car Parking Bays &amp; Aisles</b>	<b>Staff (Reserved) Parking (User class 1A)</b>				
	Bay width	2.6m	2.4m	2.5m minimum	✓ (AS2890.1)
	Bay length	5.4m	5.4m	5.4m	✓
	Aisle width	6.2m	5.8m	5.8m	✓ (AS2890.1)
	<b>Visitor Parking (User class 3)</b>				
	Bay width	2.6m	2.6m	2.6m	✓
	Bay length	5.4m	5.4m	5.4m	✓
	Aisle width	6.2m	5.8m	5.8m	✓ (AS2890.1)
<b>Adjacent Structures</b>	Walls	0.3m clearance	0.3m clearance	0.3m clearance minimum	✓
	Columns	Outside of parking envelope	Outside of parking envelope	Within parking envelope	✓
<b>Access &amp; Turnaround Facilities</b>	Terminating aisles	Turnaround bays provided for publicly accessible carpark to avoid reversing on to public roads	Turnaround bays provided for publicly accessible carpark greater than 6 bays	No turnaround bay provided	✓ (AS2890.1)

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

Design Aspect	Design Element	Council Requirement (TAPS PSP)	Australian Standard Requirement (AS2890.1)	Proposed Design	Compliance
	Aisle extensions	2.0m aisle extension	1.0m aisle extension	1.0m minimum aisle extension	✓ (AS2890.1)
<b>Parking for Persons with Disabilities</b>	PWD bay / adjacent shared bay width	2.4m	2.4m	2.4m	✓
	PWD bay / adjacent shared bay length	5.4m	5.4m	5.4m	✓
<b>Vertical Clearance</b>	Minimum vertical clearance – regular parking bay	2.3m	2.2m	2.5m	✓
	Minimum vertical clearance – PWD parking bay	2.5m	2.5m	2.5m	✓
	Minimum vertical clearance – parking aisles	2.3m	2.2m	2.5m	✓

Our review indicates that the proposed car parking layout has been designed generally in accordance with the requirements of Council's TAPS PSP, relevant Australian Standards (AS2890.1 and AS2890.6) and good transport engineering practice. These arrangements are considered to be acceptable and entirely appropriate to meet the functional requirements of the PDA and its users.

## SERVICING AND REFUSE COLLECTION

### LOADING BAY PROVISIONS

The Yeronga PDA Development Scheme and Council's TAPS PSP details the minimum internal design vehicle for the YCC as a Refuse Collection Vehicle (RCV), with occasional access to be provided for vehicles of a size up to a 19m Articulated Vehicle (AV). However, due to the site constraints and recent Master Plan Preliminary Approval and ROL approval, the YCC site is to be restricted to passenger vehicles only.

Council's TAPS PSP does not identify a statutory requirement for dedicated loading bays to be provided on-site. Therefore, the YCC does not propose to provide any dedicated loading bays on-site.

### REFUSE COLLECTION ARRANGEMENTS

It is expected that refuse collection for the YCC will be undertaken in accordance with item 4 of the Master Plan Preliminary Approval and ROL approval which states the following:

***“4. Future waste servicing strategies for development lots***

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

*Any subsequent applications for material change of use on the lots created by this approval, shall include a Waste Servicing Strategy that maximises the safety of pedestrians on the green spine, and enhances the amenity for the future residents of Lot 7 by:*

- *Prohibiting waste collection which occurs on Easement 6 or 6A*
- *Ensuring any waste vehicles movements which traverse the green spine crossing are undertaken in a forward moving motion."*

Refuse collection is not able to occur on-site due to the available height clearances (and the buildings relationship to Villa Street) and this Condition restricts the use of the frontage easement.

Refuse collection arrangements are to be detailed as part of a Waste Management Plan (prepared by others) and this can be delivered by a suitably worded Approval Condition.

## **VEHICLE ACCESS ARRANGEMENTS**

### **GENERAL ACCESS**

Vehicle access for the Community Centre proposal is achieved via a shared driveway with the adjacent residential development located at Lot 10. Vehicle access is provided via a single crossover at the South Road – East Road intersection.

The vehicle crossover and accessway are provided as per the Yeronga Parkside Master Plan. As such vehicle crossover has been designed based on its anticipated use (i.e. passenger vehicle use only, minor road frontage, low / medium car parking turnover rate, staff and visitor car parking, less than 25 car parking spaces) providing two-way movement.

The site access has been reviewed against the requirements detailed within the Yeronga PDA Development Scheme, relevant Australian Standards (AS2890.1) and good transport engineering practice. Details of this review are provided in Table 4.

**Table 4: Adequacy of Site Access**

Design Aspect	Design Element	Council Requirement (TAPS PSP)	Australian Standard Requirement (AS2890.1)	Proposed Design	Compliance
<b>Sight Distance</b>	Sight Distance (50kph)	90m	90m	Unrestricted to the East Road cul-de-sac and South Road / Park Road intersection	✓
<b>Driveway Separation</b>	Separation from adjacent driveways	3m along the kerb to the edge of driveway	N/A	14m (approx.)	✓
	Separation from adjacent intersections	10m	10m	55m (approx.)	✓
	Driveway Type	Type B2	Category 1	Type B2	✓

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

Design Aspect	Design Element	Council Requirement (TAPS PSP)	Australian Standard Requirement (AS2890.1)	Proposed Design	Compliance
<b>Driveway Form</b>	Driveway Width (B2, passenger vehicles only)	6m	6.5m	6.5m	✓
<b>Queuing Provisions</b>	Internal Queuing to first conflict point	1 vehicle (6m) to the first conflict point	2 vehicles (12m) to the control point	> 2 veh.(12m)	✓
<b>Gradient from boundary</b>	Gradient from boundary	1:20 (5%) for first 6m	1:20 (5%) for first 6m	To be provided in accordance with Statutory Requirements	-

### ***Gradient from Boundary***

Based on Council's TAPS PSP and the relevant Australian Standards (AS2890.1), the required gradient for the first 6m within the property boundary is to be no greater than 1:20 (5%). The gradients Easement 6 / 6A have not been indicated on the YCC architectural plans. These grades (within the first 6m of East Road / South Road) are to be provided in accordance with the requirements of Council's TAPS PSP and the relevant Australian Standards (AS2890.1 and AS2890.2).

Our review indicates that the proposed vehicle access arrangements have been designed generally in accordance with the requirements of Council's TAPS PSP, relevant Australian Standards (AS2890.1 and AS2890.2) and good transport engineering practice. These arrangements are considered to be acceptable and entirely appropriate to meet the functional requirements of the PDA and its users.

## **TRAFFIC IMPACT REVIEW**

A traffic impact assessment was prepared as part of the Yeronga Parkside Master Plan to estimate the expected traffic impacts on the surrounding road network. This included consideration of the traffic impacts at the completion of the Yeronga Parkside Master Plan delivery (i.e. each Lot developed and operational) and for a 10-year planning horizon thereafter. The traffic impact analysis indicated that under the proposed Yeronga Parkside Master Plan yields, the road network proximate to the Yeronga PDA site could be expected to operate satisfactorily up to the 10-year future design horizon. The operational assessment indicated that mitigation works are not triggered by the proposed yields at the Park Road / Villa Street intersection from an operational impact perspective.

It is noted that the proposed YCC yields slightly exceed the yields presented within the Master Plan. Based on the vehicle trip generation estimates, the proposed increase in GFA of 40sqm could be expected to result in an increase of up to 1-2 vehicle movements in a peak hour, and 10 movements daily. Nevertheless, we note that these vehicle trip generation estimates are highly conservative, particularly given the proposed YCC location and restricted car parking provisions.

The minor increase in the YCC yield is not expected to have a material road network impact to that outlined within the Yeronga Parkside Master Plan and therefore warrants no further traffic impact analysis.

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

## SUMMARY

The following is a summary of the information presented within this technical note:

- A PDA Preliminary Approval for a material change of use and PDA Development Permit for a Reconfiguration of Lot (ROL) for the Yeronga Priority Development Area has been granted by EDQ – DA (reference DEV2021/1221, dated 3 May 2022).
- The Parkside Yeronga Master Plan was prepared as a design response to the Yeronga PDA Development Scheme, identifying the potential form, function and layout of future development of the Yeronga PDA.
- Whilst the final confirmation of the RL elevations of the associated roadwork has not yet been absolutely confirmed, the RL elevations as shown in the Parkside Yeronga Preliminary Approval and ROL application have been used as the basis of this assessment. Should these levels be amended, this Technical Note will require amendment accordingly.
- A Development Application is being sought for Community Centre proposal to be located on proposed Lot 11 of the ROL of the Yeronga PDA.
- The YCC proposal comprises the provision of approximately 770 sqm GFA of community use.
- The traffic and transport elements of the YCC proposal have been assessed against the requirements of the Yeronga PDA Development Scheme, Council's TAPS PSP and relevant Australian Standards (AS2890.1, AS2890.2 and AS2890.6).
- The proposed total car parking yield of a total 16 car parking spaces, including 1 accessible car parking space, are provided in accordance with the total requirements of the Yeronga PDA Development Scheme (accepted quantitative measures).
- The proposed car parking layout is provided generally in accordance with requirements of Council's TAPS PSP, relevant Australian Standards, and good transport engineering practice.
- The proposal includes a single vehicle crossover to the South Road / East Road frontage, providing access for both the Community Centre and adjacent residential development.
- The driveway and crossover have generally been provided in accordance with the Yeronga PDA Development Scheme and Council's TAPS PSP.
- The YCC yield is not expected to have a material road network impact to that outlined within the Yeronga Parkside Master Plan and therefore warrants no further traffic impact analysis.

Naturally, should you have any questions or require any further information, please do not hesitate to contact myself or Andrew Tierney on (07) 3029 5000.

Sincerely,

**Stantec Australia Pty Ltd.**



**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

**Trent Williams**

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Attachments:

Attachment A – Further Issues Response

Attachment B – Proposed Development Layout

## ATTACHMENT A – EDQ REQUEST FOR FURTHER INFORMATION

Item	Context	Recommended Actions	Stantec Response
<b>ACCESS</b>			
<b>T1</b>	BCC TAPS PSP Section 4.8 Item 16 requires the provision of sufficient space for a car to manoeuvre to turn around and enter the road system in a forward gear where there is a security gate; however, no turnaround bays are proposed within the car park.	Provide documentation detailing the operation of the security gate including hours of operation and proposed management.	<p>Refer to Car Parking Layout Review section of the Technical Note.</p> <p>Details of the form and operation of this security gate are yet to be confirmed.</p> <p>It is understood that access within the secure car parking area will only be provided to authorised users (remote control with secondary key pad) and this will be managed by the YCC.</p> <p>It is recommended that this be addressed by way of a suitably worded Approval Condition.</p>
		Provide a turnaround facility within the site on amended and dimensioned plans and demonstrate this facility is fit for purpose.	<p>Refer to Car Parking Layout Review section of the Technical Note.</p> <p>It is acknowledged that the BCC TAPS PSP requires the provision of sufficient space for a car to manoeuvre to turn around and <u>enter the road system</u> in a forward gear. Sufficient space is available for</p>

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

Item	Context	Recommended Actions	Stantec Response
			vehicles to complete a three point turn at the entrance to the YCC if all visitor car parking spaces are occupied without being required to reverse on to East Road. This arrangement is considered to be acceptable.
<b>CAR PARKING SPACE STANDARDS</b>			
<b>T2</b>	The aisle width within the visitor parking is insufficient under BCC TAPS PSP Section 7.4.4.	Provide amended and dimensioned plans demonstrating the aisle width is in accordance with BCC TAPS PSP.	Refer to Car Parking Layout Review section of the Technical Note.  The aisle widths are proposed to be provided in accordance with the relevant Australian Standards (AS2890.1). These standards are adopted nationally, including as typical performance solutions to the BCC TAPS PSP, and are considered to be entirely appropriate to meet the functional requirements of the PDA and its users.
<b>T3</b>	The traffic report acknowledges that a number of spaces have columns within the parking envelope, however, the quantum and extent of these spaces has not been specified and the impact of this is unclear from the information provided.	Provide amended plans showing the parking envelopes for each space and where columns impede on the parking envelope. Such amended plans should also demonstrate that structural elements are clear from the parking envelope.	Refer to Car Parking Layout Review section of the Technical Note.  All column locations are to be provided in accordance with the BCC TAPS PSP and the relevant Australian Standards (AS2890.1).
<b>T4</b>	Aisle extension has been provided that satisfies AS2890 but not the BCC TAPS PSP.	Provide updated plans demonstrating that aisle extensions of 2.0m are provided, as per BCC TAPS 7.4.4(2).	Refer to Car Parking Layout Review section of the Technical Note.

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

Item	Context	Recommended Actions	Stantec Response
			Aisle extensions are proposed to be provided in accordance with the relevant Australian Standards (AS2890.1) which is standard industry practice and are demonstrated to be sufficient to accommodate the functional requirements of the development and its users.
<b>T5</b>	Planting is proposed along the eastern boundary of the lot, behind the wheel-stops of six parking spaces. It is unclear what type of planting is proposed.	Demonstrate that any proposed planting (including planter boxes etc.) does not encroach on the parking envelope and demonstrate that the vegetation is appropriately low-set.	Refer to Landscaping Report and Further Issues response, noting that planting is not to encroach on the car parking envelope.
<b>DESIGN SERVICE VEHICLE STANDARDS</b>			
<b>T6</b>	The proposed servicing and refuse collection arrangement is NOT supported, especially considering the frequency of refuse vehicles utilised by the Community centre (as outlined in the Waste Management Plan prepared by TTM, dated 31 Jan 2022). The proposed arrangement requires service vehicles (up to an RCV) to reverse over a key pedestrian connection between the Green Spine and the Plaza, and to stop in the access road to load and unload. Service vehicles stopped outside Lot 11 will obstruct sight distance between vehicles exiting the access road to pedestrians on and approaching the crossing from the Plaza. Additionally,	Provide amended plans demonstrating a vertical clearance (3.5m minimum) to allow an RCV design vehicle to access the Lower Ground and enter and exit the access road in a forward gear.	Refuse collection is not able to occur on-site due to the available height clearances (and the buildings relationship to Villa Street) and use of the frontage easement is restricted.
<b>T7</b>		Provide analysis considering the peak times of pedestrian activity between the Green Spine and the Plaza, access to Lot 10 townhouse development and the YCC to determine and document suitable times of day for servicing and refuse collection to occur.	Refuse collection arrangements are to be detailed as part of a Waste Management Plan (prepared by others) and this can be delivered by a suitably worded Approval Condition.
<b>T8</b>		Provide amended plans demonstrating a hardstand area suitable for RCV design vehicle within the property boundary.	

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

Item	Context	Recommended Actions	Stantec Response
	there does not appear to be sufficient storage space for an RCV to idle in front of Lot 11 without obstructing the pedestrian crossing or Lot 11 access driveway. Service vehicles reversing over the Pedestrian Link is not supported due to potential for conflict with pedestrians and cyclists.		
<b>T9</b>	The bin stores on the north-eastern corner of the development are located in close proximity to the northern-most carparking space. The plans also appear to show bin stores for Lot 10 at two locations on the access road. The collection of these bins is not addressed. At least one of these bins appears to partially obstruct a pedestrian path.	Demonstrate that relocation of bins to the collection point can be achieved and that the bins do not encroach on parking spaces or obstruct the pedestrian path.	
<b>T10</b>	Within the Landscape Assessment Report, Appendix B – page 11 Upper Ground Plan notes ‘accessible servicing link’ along Villa Street frontage. This servicing is not discussed in Appendix D of the report.	Provide amended plans confirming whether a loading bay is proposed for Villa Street or whether this is to be considered as external building circulation (informal servicing).	There a no new, formal loading bays proposed on Villa Street.
<b>TREATMENT OF PEDESTRIAN PRIORITY CROSSING</b>			
<b>T11</b>	The proposed concept plans do not show standard line-markings or pavement treatments that legally require vehicles to give way to pedestrians, therefore it is not a pedestrian priority crossing as proposed in the Master Plan. The level of the priority	Provide amended plans which demonstrates the provision of a Raised Priority Crossing (such as in Figure 1.1 in TMR’s Technical Guideline Priority Crossings) or a Wombat Crossing, which will enable improved outcomes for speed management and crash severity, and accessibility for cyclists	This comment is superseded by the Master Plan Preliminary Approval and ROL approval.

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

Item	Context	Recommended Actions	Stantec Response
	crossing is also unclear (i.e.. at road level or raised at verge/footpath level).	and pedestrians, including those with impaired mobility.	
<b>T12</b>	The plans provided do not demonstrate sufficient contrast between the access road surfacing and the feature pavement.	Provide amended plans demonstrating the provision of an appropriate contrast between the access road surfacing and feature pavement. It should be noted that the feature pavement is a non-standard treatment in a BCC verge and will be subject to Council approval.	This comment is superseded by the Master Plan Preliminary Approval and ROL approval.  Details of these treatments are currently being refined and will be provided once available (to be prepared and provided by others) as part of the Pedestrian Crossings - Compliance Assessment.
<b>T13</b>	If vehicles are queued at the hold line, the vehicles may obstruct the pedestrian crossing.	Provide amended plans showing the realignment of the pedestrian crossing so that there is sufficient space to store one (1) vehicle between the hold line and the crossing (~6m) (see Figure 1).	This comment is superseded by the Master Plan Preliminary Approval and ROL approval.
<b>T14</b>	Further measures are required to ensure that the pedestrian crossing is designed to be as safe as possible.	Provide amended plans demonstrating: <ul style="list-style-type: none"> <li>the provision of sufficient street lighting in proximity to the pedestrian crossing in accordance with AS1158.4 to ensure approaching vehicles can see pedestrians on or approaching the crossing at all times of day; and</li> <li>the provision of 'No Stopping' yellow line-marking on the southern kerb line, east of the crossing to ensure sight distance is provided to pedestrians on or approaching the crossing.</li> </ul>	This comment is superseded by the Master Plan Preliminary Approval and ROL approval and will be addressed as part of the response to the Approval Conditions.
<b>LANDSCAPING AND SIGHT DISTANCE</b>			
<b>T15</b>	The provision of landscaping must ensure that it does not obstruct important sight lines.	Confirm that the proposed landscaping at full maturity, does not obstruct sight lines as follows:	Landscaping will be provided as per the appropriate standards and guidelines as to not restrict sight

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Item	Context	Recommended Actions	Stantec Response
		<ul style="list-style-type: none"> <li>in proximity to the pedestrian crossing, especially at Locations 4 and 12, indicated in red on Figure 2 below; and</li> <li>at the driveway access to Lot 11, indicated in blue on Figure 2 below.</li> </ul>	distance (i.e. trunk less than 100mm in diameter).
<b>INTERFACE WITH LOT 7</b>			
<b>T16</b>	It is still unclear what separates the pedestrian access footpath from the access road on the Lot 8 and Lot 7 and easement 7 boundary. Separation is desirable to protect pedestrians accessing the Retire Australia Building C from vehicles on the access road.	Confirm using a dimensioned plan, the proposed separation between the pedestrian access footpath from the access road on the Lot 8 and Lot 7 and easement 7 boundary and demonstrate that any treatments (e.g. fencing) do not obstruct sight distance to pedestrians crossing from the Green Spine to the Plaza.	This is to be addressed as part of the response to the Further Issues response for Lot 7 & 8, noting that plans have been amended to provide adequate separation.
<b>INTERFACE WITH EASEMENT 7, 12 AND LOT 10</b>			
<b>T17</b>	The design of the access road on Easement 7 and 12 and Lot 10, has two tight 90 degree turns in close proximity and does not appear to show appropriate line marking in accordance with the MUTCD.	Provide a line-marking and signage plan demonstrating that the road alignment is suitably designed in accordance with the MUTCD.	This is to be addressed as part of the Development Application for Lot 10, noting that the 90-degree bends and sight distance have been provided in accordance with Council's TAPS PSP and the Austroads Guidelines (in the event that it is a shared zone).
<b>CYCLIST AND PEDESTRIAN FACILITIES</b>			
<b>T18</b>	The proposed design should demonstrate the provision of bike spaces for use by both the public and staff. It is also recommended that End of Trip facilities be considered in the proposed design to support all active transport users (including pedestrians) travelling to the site.	Provide amended plans with provision for 3 bicycle parking spaces within a publicly accessible location for use by visitors, and 6 bicycle parking spaces provided within the secure parking area for use by staff. End of Trip facilities should also be provided and indicated on the amended plans.	Refer to updated architectural plans provided in Attachment B.

**Reference: PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL**

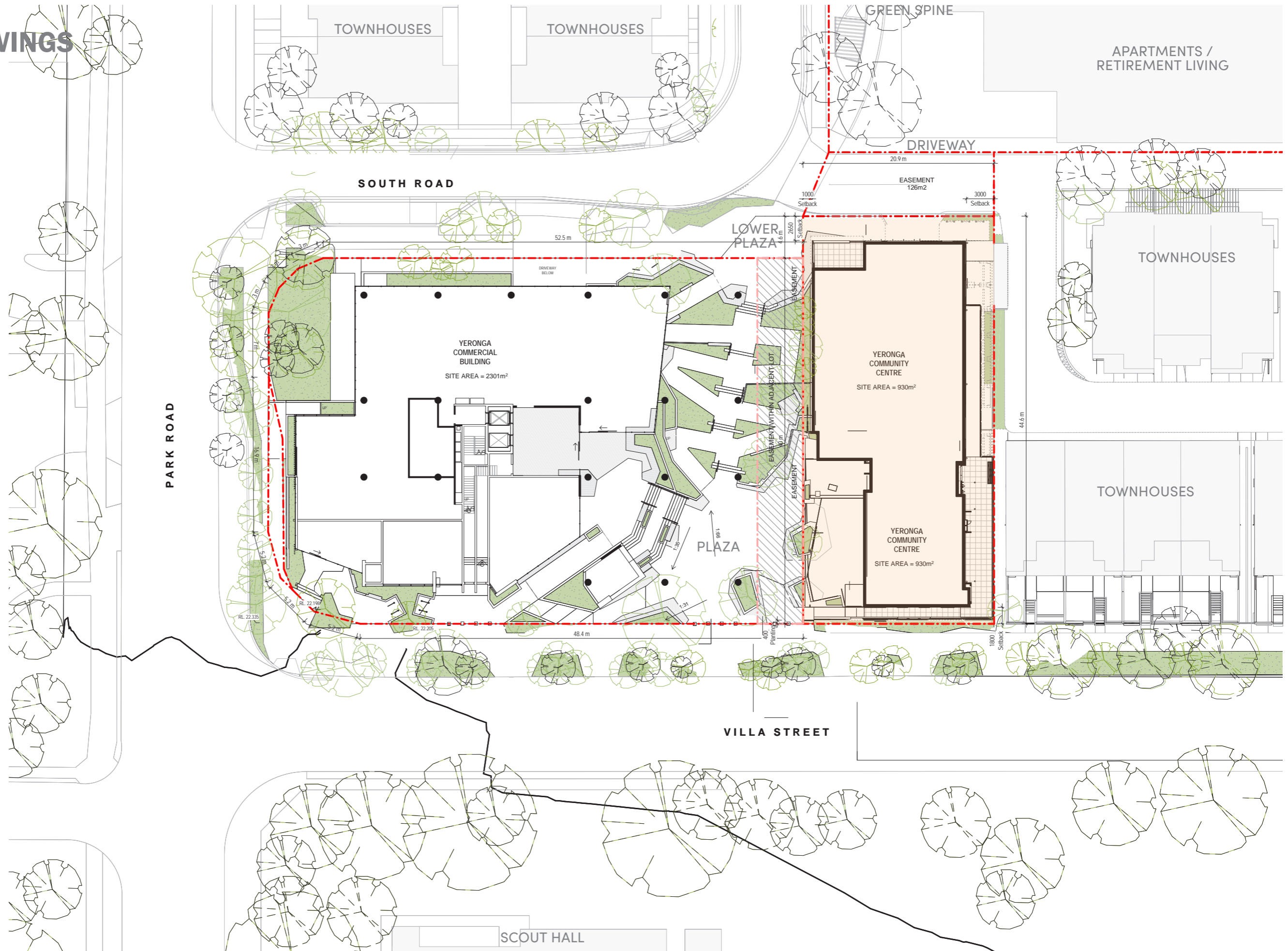
Item	Context	Recommended Actions	Stantec Response
<b>T19</b>	The bench seating and planting on the north-western corner of the development appears to create a pinch point in the footpath.	Demonstrate by providing a dimensioned plan that sufficient footpath width is maintained for the whole development.	Refer to updated architectural plans provided in Attachment B.
<b>T20</b>	Figure 2 – Assessment of Villa Street has not been included in Landscape Assessment Report.	Provide amended Landscape Assessment Report which includes Figure 2. Assessment of the pedestrian and cycle capacity to Villa Street verge should also be addressed.	Refer to Landscaping Report.
<b>BCC COMMENTS ON TRAFFIC AND TRANSPORT</b>			
<b>T21</b>	Council acknowledges that the proposed aisle width of 5.8m is acceptable as per AS2890.1 as the community centre will be used by the public, however, a 6.2m aisle width is desired by Council. Further, the aisles are to provide access to PWD car parking spaces. It is suggested that the proposed convex mirror at the driveway entrance is carefully further assessed.	Provide amended plans which show the following: <ul style="list-style-type: none"> <li>• A 6.2m aisle width, with the aisles to provide access to PWD car parking spaces.</li> <li>• reversing of RCV for refuse collection. Reversing into a highly pedestrianised area is a high risk, especially for the proposed vulnerable user group. Council recommends contacting Council's Waste and Resource Recovery Services to obtain further advice on this matter.</li> <li>• Justification for the proposed convex mirror at the driveway entrance.</li> </ul>	<p>Please refer to our response to T2 with respect to the aisle width. We appreciate Council's acknowledgment that this is 'acceptable'.</p> <p>It is noted that the proposed reversing movement for refuse collection for YCC and Lot 10 was proposed as a direct response to engagement between the projects Waste Management Consultant and Council's Waste and Resource Recovery Services team. Updated refuse collection arrangements are to be detailed as part of a Waste Management Plan (prepared by others) and this can be delivered by a suitably worded Approval Condition.</p>

**Reference:** PARKSIDE YERONGA - COMMUNITY CENTRE PROPOSAL

Item	Context	Recommended Actions	Stantec Response
			A convex mirror is not proposed at the YCC car park entrance.

**ATTACHMENT B – PROPOSED DEVELOPMENT LAYOUT**

## SITE PLAN



# LOWER GROUND PLAN

The attached plan shows the lower ground level which is at the level of the proposed South Road and access to the green spine. It contains parking, community uses, and back of house support spaces.

### Points to note

- 1. Secure access from the car park into the centralised lift and stair. The access upstairs leads directly to the welcome hub.
- 2. Lower level public accessible universal access toilet + EOT showers.
- 3. Internal and secure access to support and storage rooms.
- 4. All Gauge Model Railway Model Room.
- 5. External forecourt and access to AGMR.
- 6. Bicycle parking area.
- 7. Allocation for disability reserved parking.
- 8. Signed nose in bays.
- 9. EOT lockers
- 10 E-waste + containers for change bins + bin wash

