

## Appendix D. Traffic Technical Note

# TECHNICAL NOTE

## Transportation Engineering



REF: 301404162

DATE: 22 December 2021

Turner & Townsend  
Level 13, 140 Creek Street  
BRISBANE QLD 4000

Attention: James Reid (Senior Project Manager)

Dear James,

### PARKSIDE YERONGA – COMMERCIAL DEVELOPMENT PROPOSAL

## Preamble

An application was lodged in September 2021 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 proposal sought 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.

GTA, now Stantec (herein referred to as 'Stantec') was commissioned by EDQ – Urban Development (EDQ – UD) in November 2020 to undertake the Transport Impact Assessment for the Master Plan Preliminary Approval and Reconfiguration of a Lot (ROL) application (reference DEV2021/1221, dated 16 September 2021).

## Commercial Development Proposal

A Development Application is now being sought for the Commercial Development proposal to be located on proposed Lot 1. The Commercial Development proposal comprises the provision of 5,899sqm gross floor area (GFA), of office and commercial space, plus a small (66sqm GFA) ancillary Retail and Café area on upper ground floor. The proposal also includes the following traffic and transport elements:

- Internal pedestrian network
- bicycle parking spaces and end-of-trip facilities
- Publicly accessible plaza
- Loading provisions with all vehicle manoeuvring within the site
- Circulation driveway (providing vehicular access to residential lots along the northern verge)
- 79 car parking spaces (providing for staff and visitor use), including 2 accessible spaces.

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

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

Lots <sup>[1]</sup>	Description	Land Use	Indicative Yield (Master Plan)	Commercial Development Proposal
1	Commercial	Office	6,000 sqm	5,899 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)	730m	-

**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 October 2021 to undertake a traffic and transport assessment of the Commercial Development proposal. The purpose is to review against the requirements of the Yeronga PDA Development Scheme, Brisbane City Council’s Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP) and good transport engineering practice.

A pre-lodgement meeting with EDQ regarding the proposed application (reference PRE2021/533) occurred on 8 November 2021, which included items relating to Transport, Access, Parking and Servicing. It is noted that the comments provided by EDQ – DA were based on a previous iteration of the proposed Commercial Development. Nevertheless, these have been addressed throughout this Technical Note and a separate response has been coordinated Ethos Urban.

The proposed Commercial Development proposal layout (lower ground and basement levels) is provided in Attachment A.

## Active and Public Transport

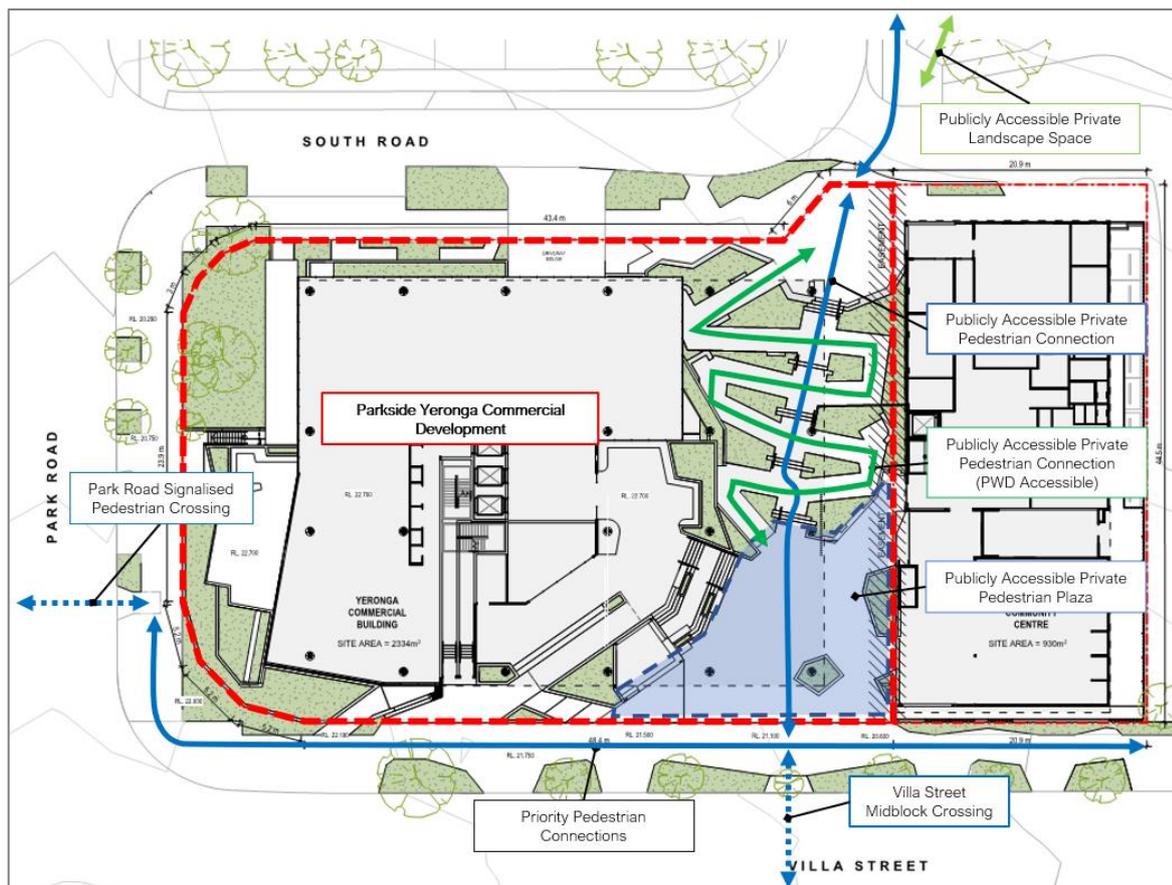
The Commercial Development proposal includes a high-quality pedestrian network throughout the site, connecting the building to the wider pedestrian network via the South Road, Villa Street and pedestrian plaza frontages.

### Internal Pedestrian Network & Pedestrian Plaza

A pedestrian plaza is provided internal to the site as a publicly accessible private open space within land owned and managed by EDQ. Ground level pedestrian connections are provided to the publicly accessible pedestrian plaza connecting the green spine / South Road frontage, Villa Street frontage and the lobby / entrance of the proposed building. The pedestrian paths are designed in accordance with have a minimum width of 2.0m, with accessible gradients provided for people with disabilities (PWD). These widths have been provided in accordance with the requirements of Austroads (AGRD Part 6A – Paths for Walking and Cycling) for a shared path providing for local access, and suitable to allow two wheelchairs to pass.

The proposed primary pedestrian network, including the pedestrian plaza, is provided in Figure 2.

Figure 2: Commercial Development Plaza



### Active Travel Provisions

The active travel statutory requirements for the proposed development have been detailed within the Yeronga PDA Development Scheme and the Parkside Yeronga Master Plan, which are generally based on the

requirements detailed within Council's TAPS PSP. A review of the active travel statutory rates and proposed yields result in a statutory requirement for the proposed development as summarised in Table 3.

**Table 2: Active Travel Statutory Requirements**

Description	Land Use	Yield	Statutory Requirement	Statutory Parking Requirements
<b>Commercial</b>	Office (Centre Activities)	5,899 sqm	<ul style="list-style-type: none"> <li>● 1 lockable bicycle space per 200sqm GFA for staff in an area that is secured or has a high level of casual surveillance</li> <li>● 2 lockers per 1 bicycle parking space (to accommodate pedestrian and cyclist demand) for staff</li> <li>● A minimum of 2 shower cubicles with provision for both females and males and an additional 1 shower cubicle with ancillary change rooms per 10 bicycle parking spaces for staff</li> <li>● 1 lockable bicycle parking space per 500sqm for visitors of which is situated close to building entrance in a location that is obvious from the street frontage and has a high level of casual surveillance</li> </ul>	<ul style="list-style-type: none"> <li>● 30 lockable bicycle spaces for staff</li> <li>● 60 lockers for staff</li> <li>● 5 shower cubicles for staff</li> <li>● 12 lockable bicycle spaces for visitors</li> </ul>

Based on the information provided within Table 3, the Commercial Development proposal results in a TAPS PSP statutory bicycle requirement as follows:

- Staff:
  - 30 bicycle spaces (lockable)
  - 60 lockers (for both pedestrian and cyclist use)
  - 5 shower cubicles (for both male and female use)
- Visitors:
  - 12 bicycle spaces (lockable).

The Commercial Development's proposed layout includes provision on the lower ground level for bicycle storage and active travel end-of-trip facilities, including provisions for lockers and 6 shower cubicles.

It is understood that the Commercial Development proposal will provide active travel provisions in accordance with the requirements of Council's TAPS PSP, including accommodation of staff provisions within the basement mezzanine level and visitor provisions in a publicly accessible location with suitable levels of surveillance.

### Public Transport Access

The above-mentioned pedestrian facilities are expected to provide connectivity between the Commercial Development proposal and surrounding public transport options for staff and visitors.

There are no proposed impacts the existing public transport network or public transport infrastructure, consistent with the Parkside Yeronga 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 3.

**Table 3: Statutory Car Parking Requirements**

Description	Land Use	Yield	Statutory Requirement	Statutory Parking Requirements
<b>Commercial</b>	Office (Centre Activities)	5,899 sqm	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	Maximum of 141 spaces
<b>Total</b>				<b>Maximum of 141 spaces</b>

Based on the information provided within Table 3, the Commercial Development proposal results in a maximum statutory requirement of 141 car parking spaces.

## Adequacy of Car Parking Provisions

The Commercial Development proposed layout includes the provision of 79 car parking spaces. 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).

## Parking for People with Disabilities

As detailed within the Parkside Yeronga Master Plan, accessible car parking spaces are to be provided at the rates specified in the National Construction Code (NCC). The proposed Commercial Development (Class 5 building) requires provisions at a rate of 1 accessible space for every 100 carparking spaces or part thereof.

Based on the Commercial Development proposal's provision of 79 car parking spaces, this results in a requirement for 1 accessible car parking space (with adjacent shared bay).

The proposed provision of 2 accessible car parking spaces satisfies these requirements and is considered to be acceptable.

## Internal Security Gate

An internal security gate is proposed within the basement car park has been provided to maintain separation between the visitor and staff car parking modules. Whilst details of the form, location and operation of this security gate are yet to be confirmed, an indicative location within the car park has been provided on the basement plans.

The security gate is to be provided in accordance with the car parking requirements of the Council's TAPS PSP, relevant Australian Standards (AS2890.1) and good transport engineering practice.

## Car Parking Layout Review

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. Details of this review are provided in Table 4.

**Table 4: 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 Parking (user class 1A)</b>				
	Bay width	2.4m	2.4m	> 2.5m (2.6m typical)	✓
	Bay length	5.4m	5.4m	5.4m	✓
	Aisle width	6.2m	5.8m	6.2m	✓
	<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	6.2m	✓
<b>Adjacent Structures</b>	Walls	0.3m clearance	0.3m clearance	0.3m clearance provided	✓
	Columns	Outside of parking envelope	Outside of parking envelope	Within parking envelope	<b>Design Recommendation</b>
<b>Access &amp; Turnaround Facilities</b>	Terminating aisles	Turnaround bays provided	Turnaround bays provided	Turnaround bays provided	✓
	Aisle extensions	2.0m aisle extension	1.0m aisle extension	1.0m aisle extension provided (except on B1)	✓ (AS2890.1)
<b>Circulation Roads and Ramps</b>	Ramp aisle width	6.5m (plus 0.3m to each wall as necessary)	5.5m (plus 0.3m to each wall as necessary)	5.5m (plus 0.3m to each wall)	✓ (AS2890.1)
	Vertical clearance	2.3m	2.2m	To be provided in accordance with Statutory Requirements	-
<b>Ramp Gradients</b> <sup>[2]</sup>	Straight Ramps (less than 20m)	1:6 (16.7%)	1:5 (20%)	1:5 (20%)	✓ (AS2890.1)
	Required Transitions	Changes of grade exceeding 1:20 (5.0%)	Changes of grade exceeding 1:8 (12.5%)	Maximum grade change of 1:8 (12.5%).	✓ (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	✓

Design Aspect	Design Element	Council Requirement (TAPS PSP)	Australian Standard Requirement (AS2890.1)	Proposed Design	Compliance
<b>Vertical Clearance</b>	Minimum vertical clearance – regular parking bay	2.3m	2.2m	To be provided in accordance with Statutory Requirements	-
	Minimum vertical clearance – PWD parking bay	2.5m	2.5m	To be provided in accordance with Statutory Requirements	-

### ***Design Recommendation – Parking Envelope***

Based on the relevant Australian Standards (AS2890.1), the design parking envelope nominates required clearances around a parked vehicle to structural elements such that there is no expected conflict with columns, walls, or other obstructions.

Multiple parking spaces provided within the Commercial Development proposal layout maintain columns within the parking envelope, extending 1.8m from the entrance of parking bays (1.75m permitted) and encroaching on the required clearances.

It is recommended that parking bays be reviewed as part of subsequent stages of design to ensure the column locations adjacent to parking bays are outside of the required parking envelope, provided in accordance with the relevant Australian Standards (AS2890.1).

### ***Vertical Clearance***

Based on Council’s TAPS PSP and the relevant Australian Standards (AS2890.6), the required vertical clearances throughout the carpark and access locations are 2.3m and 2.5m above accessible car parking bays. Advice provided to Stantec is that there is to be a minimum floor to floor clearance of 3.0m throughout the car parking areas.

Nevertheless, vertical clearances are to be provided in accordance with the requirements of Council’s TAPS PSP and the relevant Australian Standards (AS2890.6).

## **Commercial Vehicle Servicing and Refuse Collection**

### **Loading Bay Provisions**

Based on Council’s TAPS PSP, the minimum servicing design vehicle for the proposed development use as a Medium Rigid Vehicle (MRV). Loading bay access and internal circulation has been designed, and tested by way of a swept path assessment, for vehicle of a size up to and including an 8.8m long MRV. Based on the swept path assessment, an 8.8m MRV can successfully circulate throughout the site access, manoeuvre into the loading bay and depart the site without conflicting with any adjacent walls or vehicles. This swept path is provided within Attachment B.

It is recommended that any deliveries by the MRV be managed to avoid peak period operations of the proposed Commercial Development to minimise conflicts with staff and visitors entering and exiting the car parking areas. This can be managed by way of a Loading Dock Management Plan and delivered by way of a suitably worded Condition of Approval.

## Refuse Collection Arrangements

It is understood that proposed refuse collection arrangements will be undertaken within the proposed loading dock. Based on the Waste Management Plan prepared for the Yeronga PDA (prepared by WasteTech, dated 18 November 2020), refuse collection is expected to be collected by a private waste collection service using a 6.3m long Small Rigid Vehicle (SRV). The accessibility of the loading dock has been tested by way of a swept path assessment for vehicle of a size up to and including a 8.8m long MRV (exceeding the requirements of an SRV) and therefore the loading dock is considered to be acceptable.

We consider these proposed loading provisions suitable to adequately accommodate the movements of a private refuse collection vehicle (based on a 6.3m SRV) as part of the Commercial Development proposal.

## Loading Bay Design Compliance

The loading provisions have been reviewed against the requirements detailed within the Yeronga PDA Development Scheme and Parkside Yeronga Master Plan. Details of this review are provided below in Table 5.

**Table 5: Adequacy of Service Vehicle Provisions**

Design Aspect	Design Element	Council Requirement (TAPS PSP)	Australian Standard Requirement (AS2890.1)	Proposed Design	Compliance
Service Bays & Aisles	Number of bays	5 bays (1xMRV, 1xSRV, 3xVAN)	1 bay	4 bays (1xMRV, 1xSRV, 2xVAN)	<b>Performance Solution</b>
	<b>Service Vehicle Bay (MRV)</b>				
	Bay width	3.5m	3.5m	3.5m	✓
	Bay length	10.5m	8.8m	8.8m	✓ <b>(AS2890.2)</b>
	Aisle width	6.5m	6.5m	7.4m (plus 0.3m clearance to each wall)	✓
	<b>Service Vehicle Bay (SRV)</b>				
	Bay width	3.5m	3.5m	3.5m	✓
	Bay length	7.0m	6.4m	6.4m	✓ <b>(AS2890.2)</b>
	Aisle width	6.5m	6.5m	7.4m (plus 0.3m clearance to each wall)	✓
	<b>Service Vehicle Bay (Van)</b>				
	Bay width	3.0m	-	3.0m	✓
	Bay length	5.4m	-	5.4m	✓
	Aisle width	6.5m	-	7.4m (plus 0.3m clearance to each wall)	✓
	Adjacent Structures	Walls	0.3m clearance	0.3m clearance	> 0.3m clearance
	First 6m into site	1:20 (5%) max.	1:20 (5%) max.	1:21 (4%)	✓

Design Aspect	Design Element	Council Requirement (TAPS PSP)	Australian Standard Requirement (AS2890.1)	Proposed Design	Compliance
<b>Ramp Gradients</b>	Transition Requirements	1:20 (5%) max. in 8.8m travel (longest vehicle)	1:16 (6.25%) max. in 7.0m travel	Change in grade less than 1:20 (5%)	✓
	Circulation ramp	1:10 (10%) max.	1:6.5 (15.4%) max.	1:21 (4%) max.	✓
<b>Circulation Roads and Ramps</b>	Circulation aisle width	6.5m	6.5m	7.4m (plus 0.3m clearance to each wall)	✓
	Ramp aisle width (trafficable)	6.5m	6.5m	7.4m (plus 0.3m clearance to each wall)	✓
<b>Vertical Clearance</b>	Minimum vertical clearance (MRV)	4.5m	4.5m	To be provided in accordance with Statutory Requirements	-

### **Performance Solution – Number of Service Bays**

Based on the requirements of Council's TAPS PSP, 5 service bays (comprising 1 MRV, 1 SRV, and 3 van service bays) are required for a commercial office of this size. This is considered to be onerous and instead the Commercial Development proposal includes the provision of 4 service bays, comprising 1 MRV, 1 SRV, and 2 van service bays.

The Commercial Development proposal is understood to be provided for a single tenant which is expected to be capable of managing the loading activities anticipated for a development of this size. This can be completed through scheduling delivery windows to minimise overlap of delivery vehicles and manage peak activity.

As such, the proposed number of service bays are expected to be capable of accommodating the servicing demand of the Commercial Development proposal and are considered to be acceptable.

### **Vertical Clearance**

Based on Council's TAPS PSP and the relevant Australian Standards (AS2890.2), the required vertical clearances throughout the loading areas and vehicle access locations is to be a minimum of 4.5m for an Advice provided to Stantec is that the clearance of 4.5m has been achieved within all locations accessible by an MRV design vehicle.

Nevertheless, vertical clearances are to be provided in accordance with the requirements of the relevant Australian Standards (AS2890.2).

### **Summary**

Based on the information provided in Table 5, the proposed loading facilities generally comply with the requirements of the Yeronga PDA Development Scheme, Council's TAPS PSP and relevant Australian Standards (AS2890.2). As such, the loading facilities of the Commercial Development proposal are considered to be acceptable.

# Vehicle Access Arrangements

## General Access

The Commercial Development proposal includes a single vehicle crossover to the South Road frontage. This vehicle crossover provides connection to the loading areas and basement access ramp internal to the site.

The vehicle crossover and accessway are provided as per the Parkside Yeronga Master Plan. As such vehicle crossover has been designed based on its anticipated use (i.e. service vehicle and passenger vehicle use, minor road frontage, low / medium car parking turnover rate, staff and visitor car parking, less than 250 car parking spaces) providing two-way movement and accommodating access for a MRV design vehicle. The vehicle access has been tested by way of a swept path assessment for vehicle of a size up to and including an 8.8m long MRV. This swept path is provided within Attachment B.

The vehicle access has been reviewed against the requirements detailed within Council's TAPS PSP and relevant Australian Standards (AS2890.1, AS2890.2). Details of this review are provided below in Table 6.

**Table 6: Adequacy of Vehicle Access**

Design Aspect	Design Element	Council Requirement (TAPS PSP)	Australian Standard Requirement (AS2890.1 & AS2890.2)	Proposed Design	Compliance
<b>Sight Distance</b>	Sight Distance (50kph)	90m	69m	< 90m	<b>Performance Solution</b>
<b>Driveway Separation</b>	Separation from adjacent driveways	3m	Nil (AS2890.1)	15m (approx.)	✓
	Separation from adjacent intersections	10m	6m	30m (approx.)	✓
<b>Driveway Form</b>	Driveway Type (MRV)	Combined entry / exit (Type B2)	Combined entry / exit (Minor Road Access)	Combined entry / exit (Type B2)	✓
	Driveway Width (MRV)	7m	6.5m	> 7m	✓
<b>Queuing Provisions</b>	Internal Queuing to first conflict point	4 vehicles (24m) to first conflict point	3 vehicles (18m) to the control point	1 veh. (6m) / >3 vehicles (18m) to the control point	✓ <b>(AS2890.2)</b>
<b>Gradient from boundary</b>	Gradient from boundary	1:20 (5%) for first 6m	1:20 (5%) for first 6m	1:21 (4%) for first 6m	✓

### **Performance Solution – Sight Distance**

Stantec has prepared sight distance diagrams to demonstrate the available sight distances at the proposed vehicle access locations, as shown in Figure 3. The vehicle access location provides unrestricted sight distance to the east (internal street network curvature) of approximately 40m and to the west (left-in / left-out intersection with Park Road) of approximately 35m.

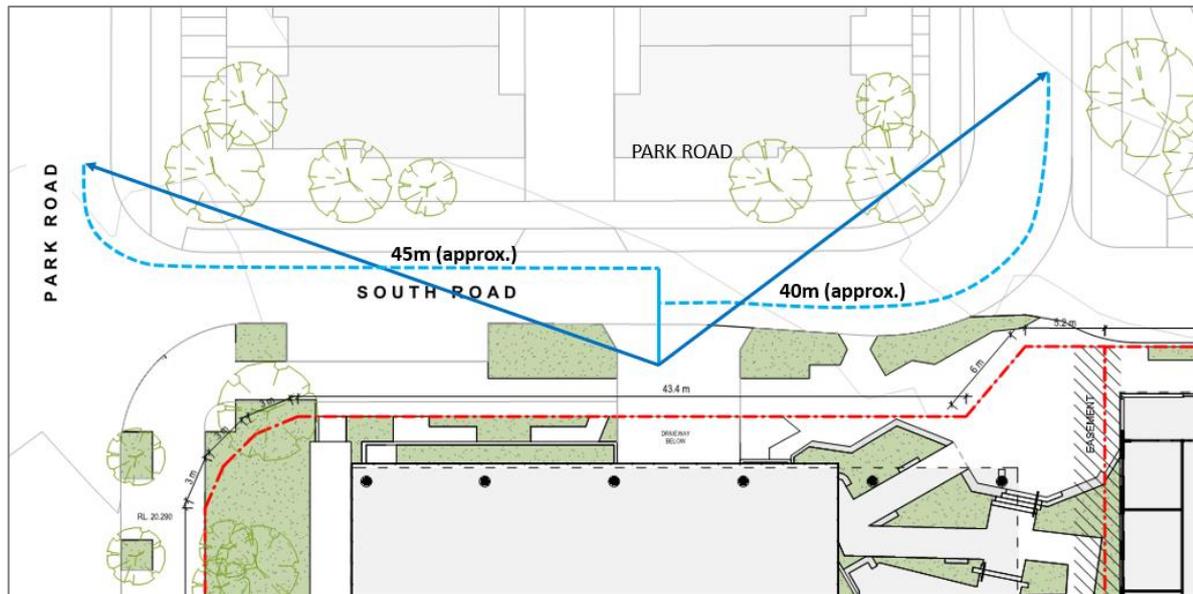
Guidance has been sought from the relevant Australian Standards (AS2890.1) and Austroads Guidelines (AGRD 03) having regard for the road geometry and the internal street network curvature which an inner radius in the order of 11m and an outer radius in the order of 25m. Interpolation of Section Operation Speeds

detailed in the relevant Austroads Guidelines (AGRD3 - Table 3.4), these radii correspond to a design speed of approximately 30kmh.

This design speed results in a reduced Stopping Sight Distance (SSD) requirement of approximately 25m. As such, the sight distances are able to be comfortably achieved to the east and west of the proposed vehicle access.

These proposed arrangements are provided in line with relevant standards, guidelines and good transport engineering practice and are therefore considered to be acceptable.

Figure 3: Performance Solution – Vehicle Access Sight Distance



## Traffic Impact Review

A traffic impact assessment was prepared as part of the Parkside Yeronga 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 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 Parkside Yeronga Master Plan yields, the road network proximate to the Yeronga PDA 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.

The proposed Commercial Development yields represent a minor reduction to the yields provided within the Master Plan (as provided in Table 1) and traffic impact assessment for the Commercial Development use. As such, the Commercial Development proposal is expected to have a traffic impact which reflects that outlined within the Parkside Yeronga Master Plan and therefore warrants no further traffic impact analysis.

## 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 have been submitted to EDQ - DA.

- 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.
- The Parkside Yeronga Preliminary Approval and ROL application will have been publicly notified at the time of lodgement of the Commercial Development DA. 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 Commercial Development proposal to be located on proposed Lot 1 of the ROL of the Yeronga PDA.
- The Commercial Development proposal comprises the provision of approximately 5,899 sqm GFA of commercial and office space.
- The traffic and transport elements of the Commercial Development 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 79 car parking spaces (provided for staff and visitor use), including 2 accessible car parking spaces, 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 proposed on-site loading provisions and access arrangements have been designed to accommodate vehicles up to and include an MRV.
- The proposed on-site loading provisions and access arrangements are considered adequate to accommodate the anticipated servicing requirements of the Commercial Development proposal.
- The vehicle access driveway and crossover arrangements have been provided generally in accordance with the Yeronga PDA Development Scheme and Council's TAPS PSP.
- The development yields proposed represent a minor reduction when compared to the yields presented within the Parkside Yeronga Master Plan for the Commercial land use and therefore further traffic impact analysis is not warranted.

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.

Yours sincerely

**GTA, NOW STANTEC**



**Trent Williams**  
Principal Transportation Engineer (RPEQ #20703)

encl.

Attachment A – Proposed Development Layout

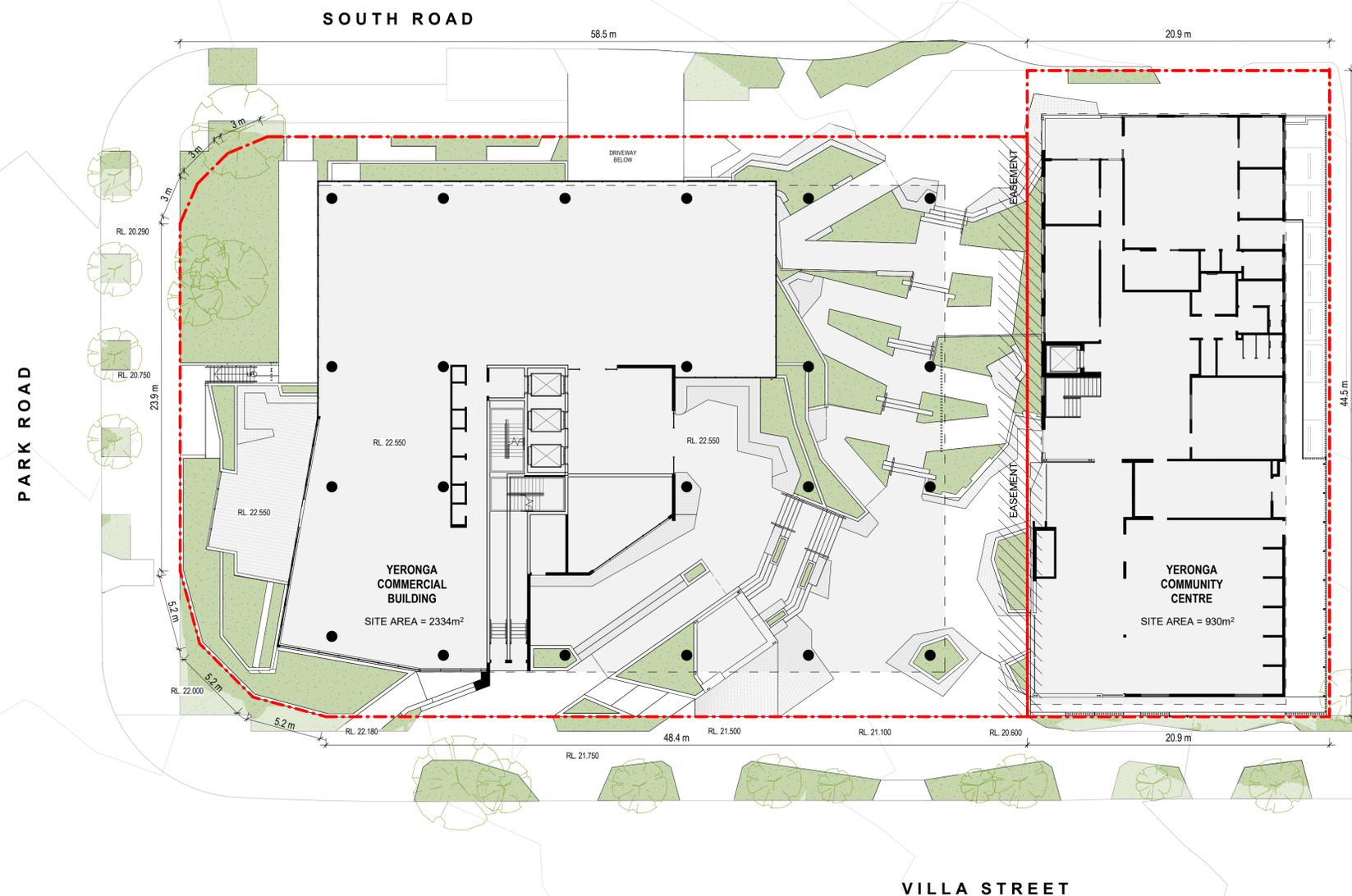
Attachment B – Swept Path Assessment

# Attachment A – Proposed Development Layouts



now





10	DA Issue	22.12.21
9	DA Issue	21.12.21
8	Draft DA Issue	17.12.21
7	Concept Design	02.12.21
6	Concept Design	11.11.21
5	Draft Concept Design	25.10.21
4	Draft Concept Design	13.10.21
3	Draft Concept Design	20.09.21
2	Consultant Issue	03.09.21
1	Initial Issue	20.08.21
Rev	Description	Date

DA ISSUE

Archipelago

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T +617 3236 4606  
www.archipelago.com.au

Builder/Contractors shall verify job dimensions before any job commences. Figure dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. © Copyright 2008 All rights reserved.

**YERONGA COMMERCIAL BUILDING**  
ECONOMIC DEVELOPMENT QLD

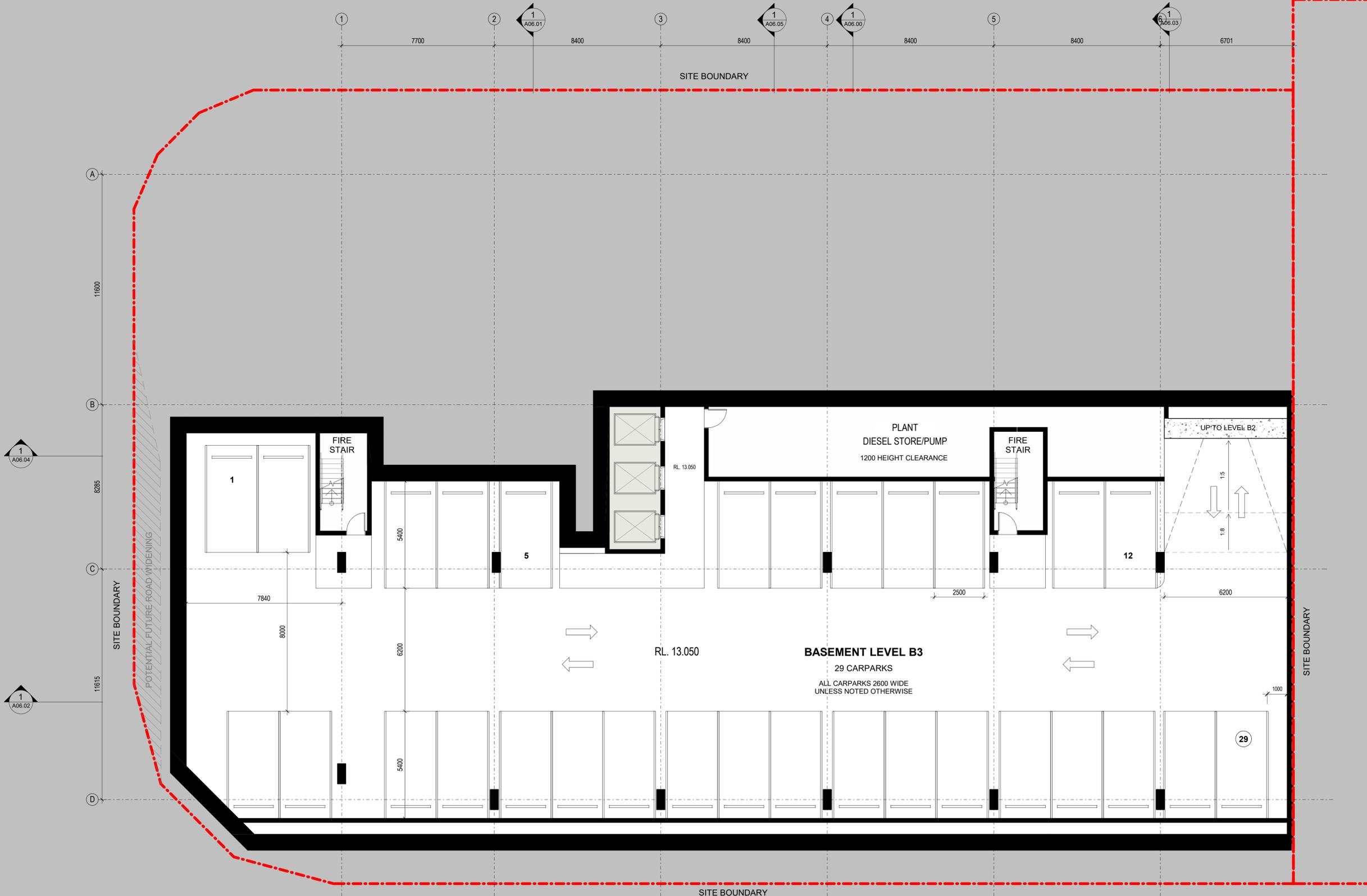
VILLA STREET, YERONGA QLD 4104

DRAWING TITLE  
**FIGURE GROUND PLAN**

DRAWN BY NM, PH  
CHECKED PE  
DATE PRINTED 22/12/2021 9:54:32 AM  
SCALE 1 : 200 @ A1



PROJECT NUMBER DWG NO REVISION  
**21007 A01.02 10**



Rev	Description	Date
10	DA Issue	22.12.21
9	DA Issue	21.12.21
8	Draft DA Issue	17.12.21
7	Concept Design	02.12.21
6	Concept Design	11.11.21
5	Draft Concept Design	25.10.21
4	Draft Concept Design	13.10.21
3	Draft Concept Design	20.09.21
2	Consultant Issue	03.09.21
1	Initial Issue	20.08.21

DA ISSUE

Archipelago

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ECONOMIC DEVELOPMENT QLD

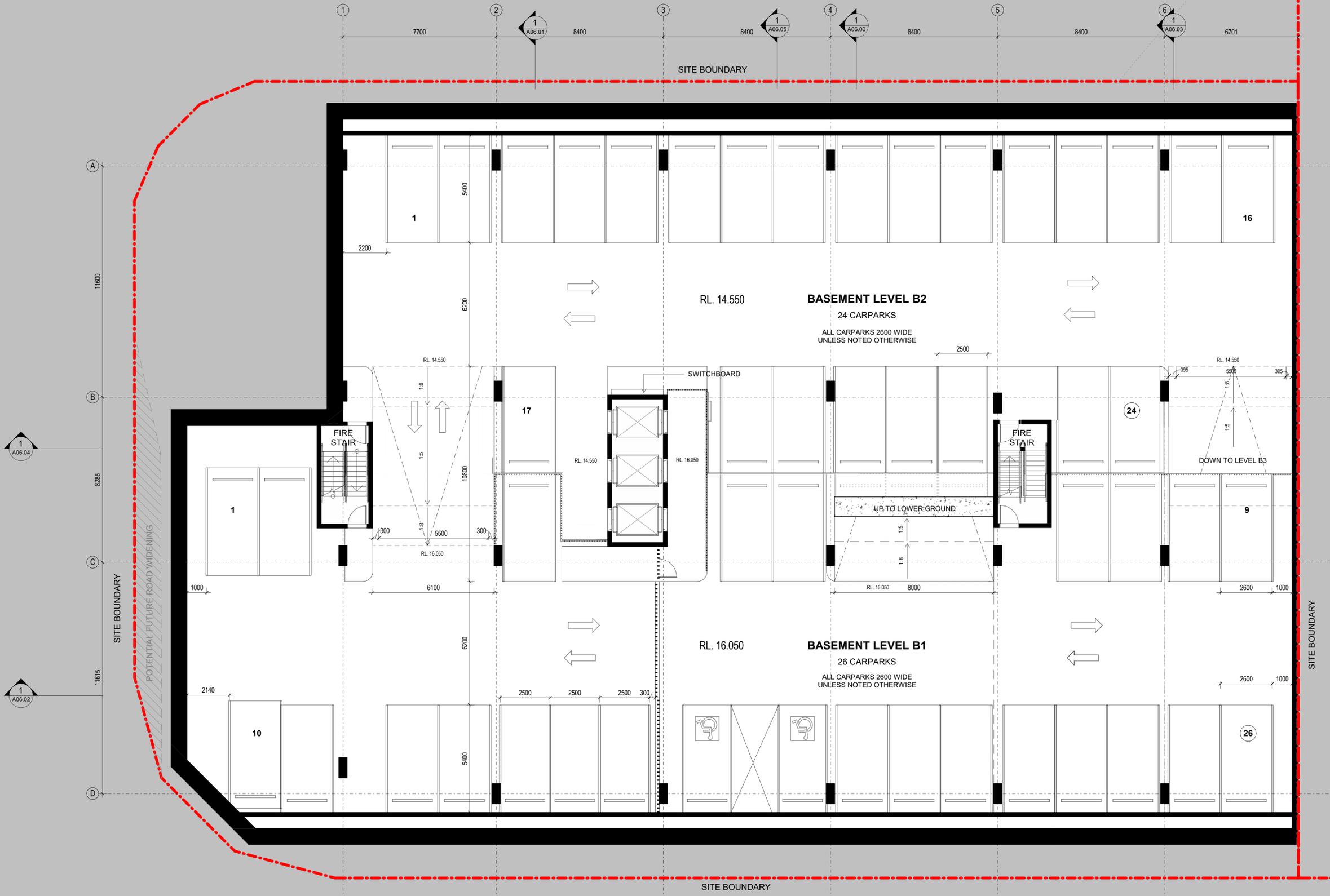
VILLA STREET, YERONGA QLD 4104

DRAWING TITLE  
**BASEMENT 03 PLAN**

DRAWN BY NM, PH  
CHECKED PE  
DATE PRINTED 22/12/2021 9:54:35 AM  
SCALE 1:100 @ A1



PROJECT NUMBER DWG NO REVISION  
**21007 A02.00 10**



Rev	Description	Date
10	DA Issue	22.12.21
9	DA Issue	21.12.21
8	Draft DA Issue	17.12.21
7	Concept Design	02.12.21
6	Concept Design	11.11.21
5	Draft Concept Design	25.10.21
4	Draft Concept Design	13.10.21
3	Draft Concept Design	20.09.21
2	Consultant Issue	03.09.21
1	Initial Issue	20.08.21

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Builder/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. © Copyright 2008 All rights reserved.

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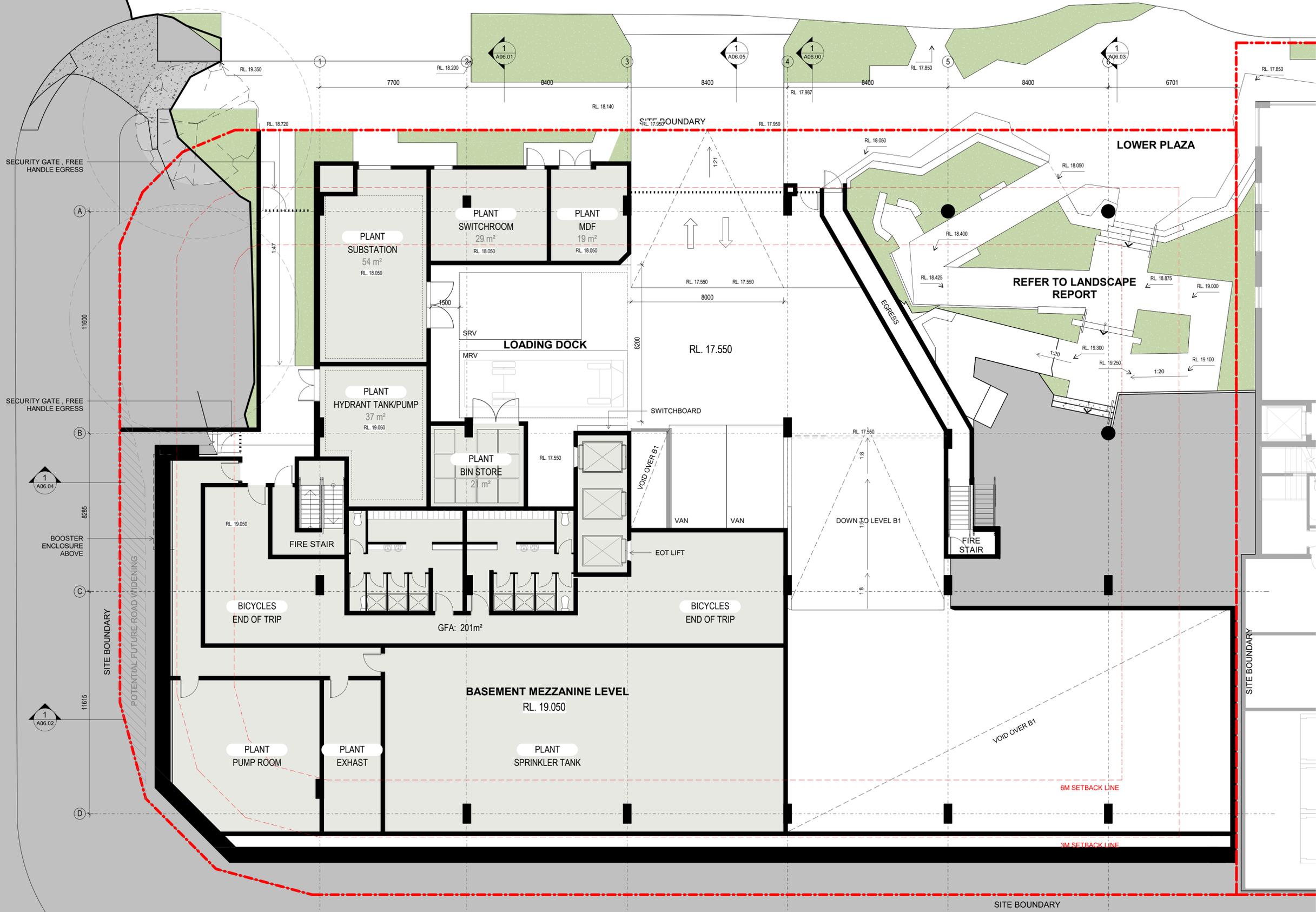
VILLA STREET, YERONGA QLD 4104

DRAWING TITLE  
**BASEMENT 01 & 02 PLAN**

DRAWN BY NM,DC  
 CHECKED PE  
 DATE PRINTED 22/12/2021 10:46:52 AM  
 SCALE 1:100 @ A1



PROJECT NUMBER DWG NO REVISION  
**21007 A02.01 10**



Rev	Description	Date
10	DA Issue	22.12.21
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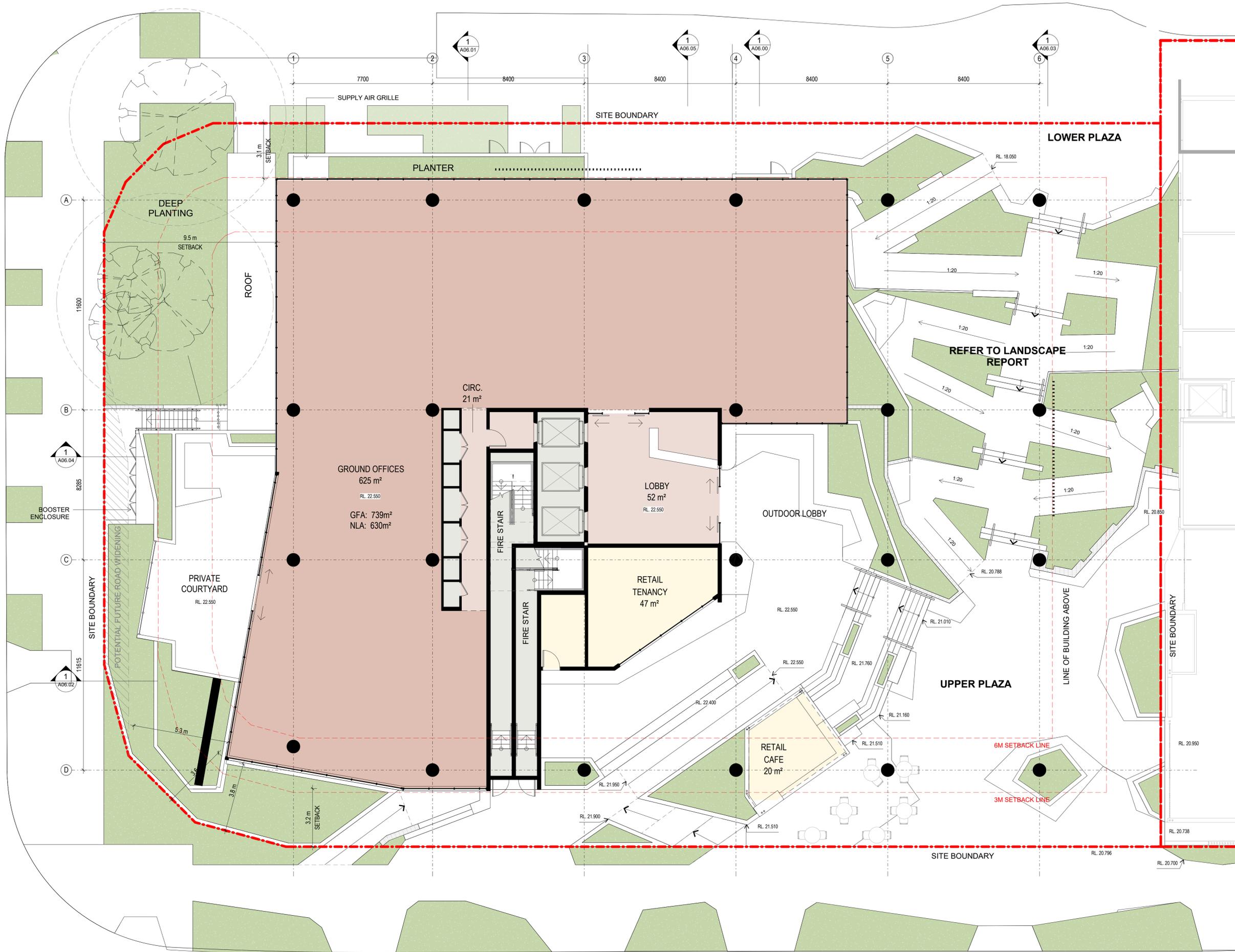
VILLA STREET, YERONGA QLD 4104

DRAWING TITLE  
**LOWER GROUND PLAN**

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SCALE 1:100 @ A1

PROJECT NUMBER DWG NO REVISION  
**21007 A02.02 10**





Rev	Description	Date
10	DA Issue	22.12.21
9	DA Issue	21.12.21
8	Draft DA Issue	17.12.21
7	Concept Design	02.12.21
6	Concept Design	11.11.21
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DRAWING TITLE  
**UPPER GROUND PLAN**

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 DATE PRINTED 22/12/2021 9:54:57 AM  
 SCALE 1 : 100 @ A1



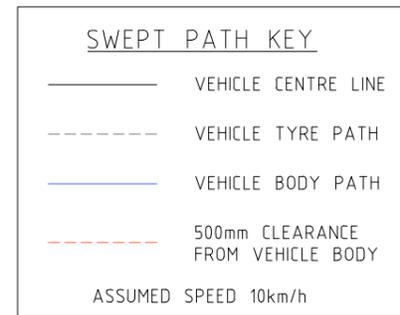
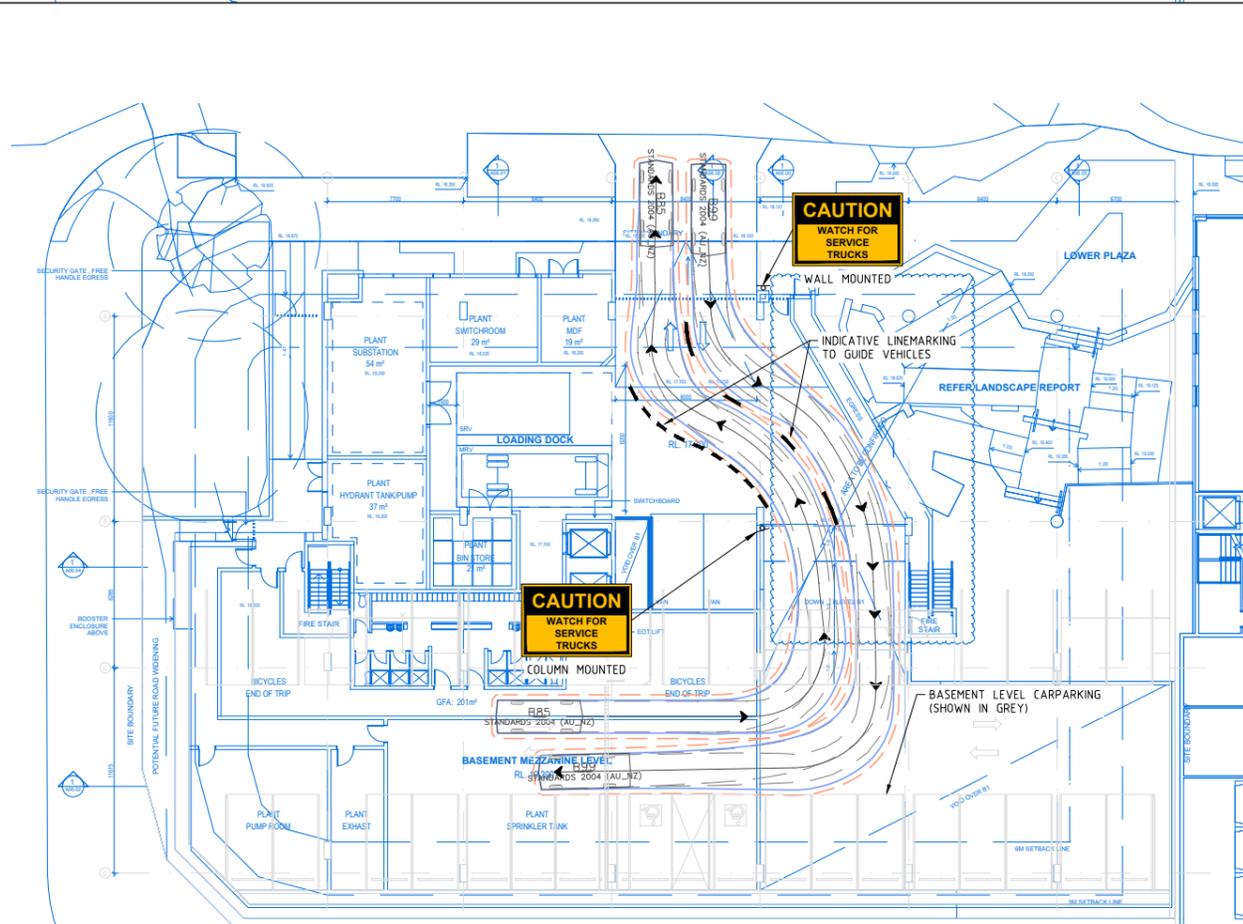
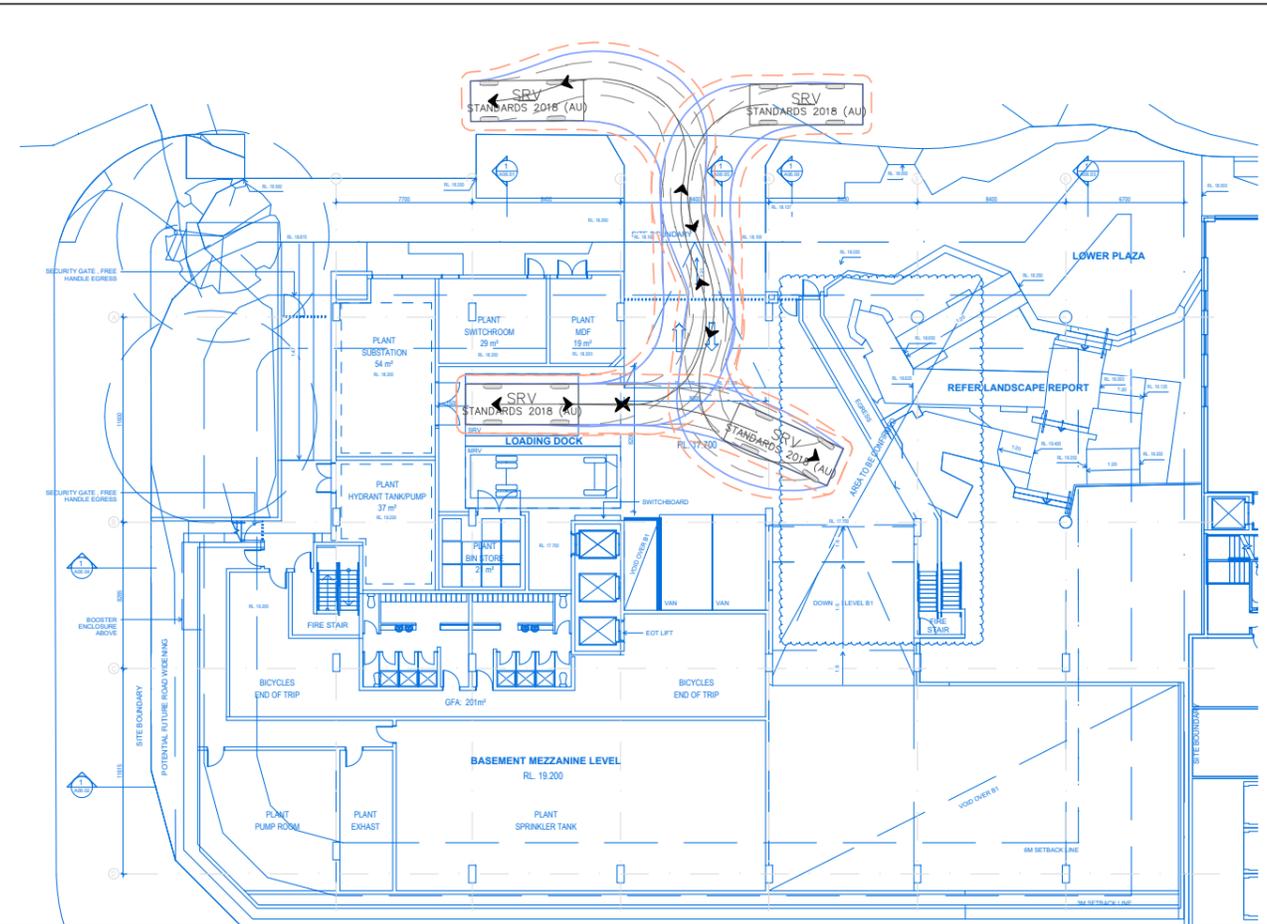
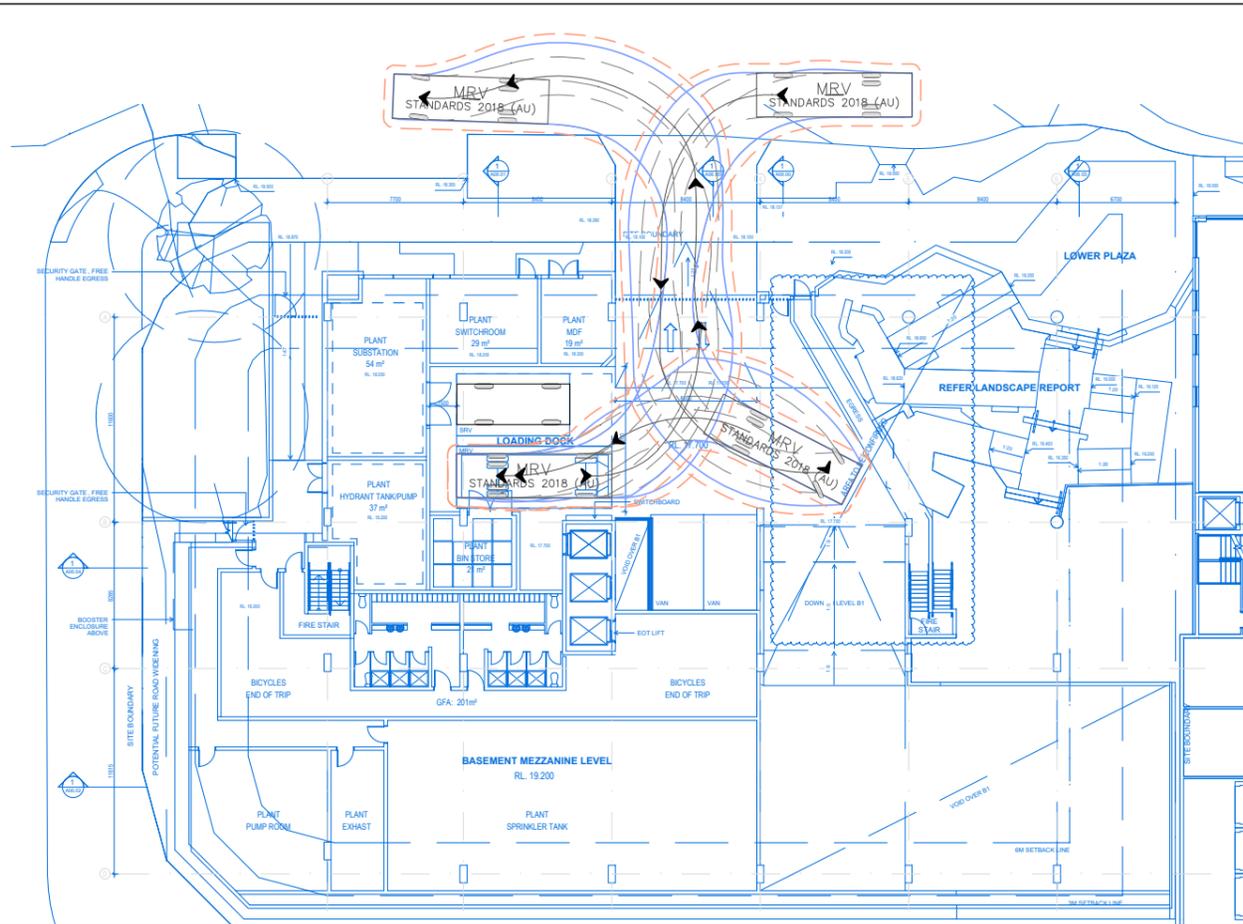
PROJECT NUMBER DWG NO REVISION  
**21007 A02.03 10**

## Attachment B – Swept Path Assessment

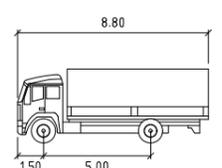


now



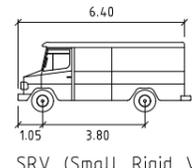


### DESIGN VEHICLES



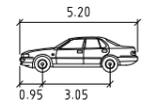
**MRV (Medium Rigid Vehicle)**

Width	: 2.50	meters
Track	: 2.50	meters
Lock to Lock Time	: 6.0	
Steering Angle	: 34.0	



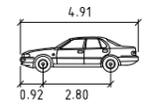
**SRV (Small Rigid Vehicle)**

Width	: 2.30	meters
Track	: 2.30	meters
Lock to Lock Time	: 6.0	
Steering Angle	: 38.0	



**B99**

Width	: 1.94	meters
Track	: 1.84	meters
Lock to Lock Time	: 6.0	
Steering Angle	: 33.9	



**B85**

Width	: 1.87	meters
Track	: 1.77	meters
Lock to Lock Time	: 6.0	
Steering Angle	: 34.1	



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**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
H.TRUONG

APPROVED BY  
T.WILLIAMS

DESIGN CHECK  
A.TIERNEY

DATE ISSUED  
22 DECEMBER 2021



**YERONGA CHQ**

**SWEPT PATH ASSESSMENT - LOWER GROUND LEVEL  
SERVICE VEHICLE AND RAMP MANOEUVRING**

DRAWING NO. 301401462-SK03 SHEET 1 OF 1 ISSUE P1