

PLANS AND DOCUMENTS  
referred to in the PDA  
DEVELOPMENT APPROVAL

Approval no: DEV2025/1674

Date: 15 September 2025



# Parkside Yeronga Lot 101 – Retirement Facility

Transport Impact Assessment



Stantec Australia Pty Ltd

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Date:  
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## Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
A-Dr	15/07/25	Draft Report	Daniel Winnie	Trent Williams	Luke Smith	Samuel Walters
B	22/07/25	For Development Approval	Daniel Winnie	Trent Williams	Luke Smith	Samuel Walters
C	23/07/25	For Development Approval	Daniel Winnie	Trent Williams	Luke Smith	Samuel Walters

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# **1 Introduction**

## **1.1 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).

Stantec also prepared a Transport Impact Assessment (dated 11 May 2022) for the approved 6,000sqm of commercial development at Lot 1 identified within the Parkside Yeronga Masterplan.

## **1.2 Retirement Facility Proposal**

A Development Application is now being sought for a proposed Retirement Facility (58 Independent living units); Care co-located uses, comprising less than 250m<sup>2</sup> of cumulative gross floor area (Care co-located uses include Club, Community Care Centre, Community Use, Food and Drink Outlet, Health Care Service, Office and Shop); Sales Office (Display Unit) greater than 30m<sup>2</sup> of gross floor area.

The development is to be implemented at Lot 1 of the Parkside Yeronga Master Plan. The proposed Retirement Facility comprises of 58 dwellings, 38 x 2-bedroom units and 20 x 3-bedroom units. The proposal also includes the following traffic and transport elements:

- Internal pedestrian network
- Publicly accessible private landscape space
- Existing on-street loading bay on Currawong Crescent
- 81 car parking spaces (providing for resident, staff and visitor use), including 2 accessible spaces and 3 tandem pairs.

A comparison of the proposed land use and yield the Parkside Yeronga Master Plan is outlined in

Table 1.1. A diagram showing the location within the Parkside Yeronga Master Plan is provided in Figure 1.1.





# Parkside Yeronga Lot 101 – Retirement Living

## 1 Introduction

Table 1.1: Indicative Land Uses and Yield

Lots	Description	Land Use	Indicative Yield (Master Plan)	Retirement Facility Proposal
1	Commercial	Office	6,000 sqm	58 dwelling Retirement Facility
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 1.1: Parkside Yeronga Master Plan



The proposed Retirement Facility layout (ground and basement levels) is provided in Appendix A.

It is expected that the relevant land uses associated with these ancillary activities would include club, community care centre, community use, food and drink outlet, health care service, office, and shop. It is noted that these are identified as part of the Care Co-Located Use Activity Group under the Preliminary Approval Framework. For the purpose of this assessment, these have been treated as ancillary uses which is standard practice for a development of this nature.



## **Parkside Yeronga Lot 101 – Retirement Living**

### **1 Introduction**

Stantec has been engaged by Retirement Australia (RA) in to undertake a traffic and transport assessment for the Retirement Facility 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.



## 2 Active Travel and Public Transport

The Retirement Facility proposal includes a high-quality pedestrian network throughout the site, connecting to the wider pedestrian network via the northern frontage with Currawong Crescent.

### 2.1 Pedestrian Access

Pedestrian access to the development is provided via the extension of the existing footpath provision on Currawong Crescent. Access to the lobby and elevator core is provided to the west of the basement entry ramp.

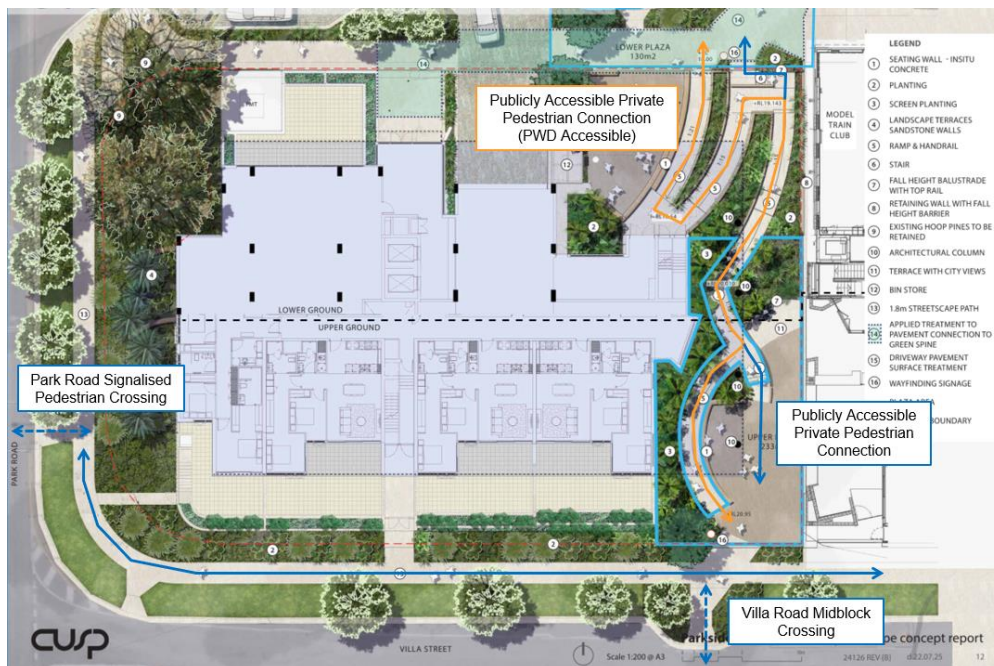
### 2.2 Pedestrian Plaza

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 / Currawong Crescent frontage, Villa Street frontage and the lobby / entrance of the proposed building.

The pedestrian plaza is provided along the buildings eastern edge connecting to the development's frontage with Currawong Crescent. Direct access to stairway 1 is provided from the pedestrian ramp to the plaza, offering a secondary access to the development.

The pedestrian paths are designed with a minimum width of 1.8m, 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 detailed in Figure 2.1 below.

Figure 2.1: Retirement Facility Plaza



Source: Landscape Concept Report prepared by CUSP (18/07/25)



## 2.3 Cycling Provisions

The Yeronga PDA Development Scheme refers to Council's TAPS PSP with respect to bicycle parking provision requirements for different land uses. For the proposed Retirement Facility use, there are no bicycle parking requirements provided within Council's TAPS PSP for residents, staff or visitors. As such, no further assessment of cycling facilities is warranted.

## 2.4 Public Transport Access

The above-mentioned pedestrian facilities are expected to provide connectivity between the Retirement Facility proposal and surrounding public transport options for staff, residents and visitors of the development. A summary of the surrounding amenities and public transport provisions is provided in Figure 2.2.

*Figure 2.2: Surrounding Amenities*



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



## 3 Car Parking Considerations

### 3.1 Statutory Car Parking Requirements

The statutory car parking 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 statutory car parking rates and proposed yields result in a statutory requirement for the proposed development as summarised in Table 3.1.

Table 3.1: Statutory Car Parking Requirements – Retirement Facility

Land Use	Yield	Statutory Car Parking Rate		Statutory Parking Car Requirement	
		Resident	Visitor/Staff	Resident	Visitor/Staff
Retirement Facility	58 dwellings	0.7 spaces per dwelling	0.3 spaces per dwelling	41 spaces	18 spaces
<b>Total</b>		<b>59 spaces</b>			

Based on the information provided within Table 3.1, the proposed Retirement Facility development has a minimum statutory requirement of 59 car parking spaces, comprising of 41 spaces for residents and 18 spaces for visitors and staff.

### 3.2 Adequacy of Car Parking Provision

The proposed development layout includes the provision of 81 car parking spaces across the 3 basement levels, comprising of:

- 64 resident parking spaces, including 3 tandem spaces
- 17 visitor and staff parking spaces.

Compared to the statutory requirements in Table 3.1, the proposed provision of car parking spaces exceeds the total requirement of 59 spaces by 22.

The provision of resident spaces exceeds the requirement by 23 spaces, providing a minimum of 1 space per dwelling with 6 additional spaces to be allocated as required. It is noted that each of the 3 tandem pairs will be allocated to single dwellings.

The provision of 17 visitor and staff parking spaces is 1 below the statutory requirement. Based on the information provided by the project team, the Retirement Facility will function with limited on-site staff and as such demand for staff parking at the development will be reduced. Given this, the availability of public transport, and the provision of staff parking throughout the Parkside Yeronga Master Plan the slightly reduced provision of visitor / staff parking is deemed to be acceptable.



### **3.3 Parking for People with Disabilities**

Brisbane City Council's TAPS PSP identifies a rate of 1 accessible parking space per 50 ordinary parking spaces, with a minimum provision of 1 accessible space.

Application of this rate to the 81 car parking spaces proposed results in the requirement of 2 accessible car parking spaces. The proposed provision of 2 accessible car parking spaces satisfies these requirements and is considered to be acceptable.

### **3.4 Security Gates**

#### **3.4.1 External Roller Door**

A security roller door is provided at ground level, at the top of the basement entry ramp. The roller door provides secure access to the basement level 1 for all residents, visitors and staff, and will prevent unauthorised entry to the basement levels.

Sufficient height clearance of 3 metres has been provided at this location to accommodate for roller door hardware.

#### **3.4.2 Internal Gates**

A total of 2 internal security gates are proposed within the basement level 1 of the car park and have been provided to maintain separation between the visitor / staff and resident car parking modules. Whilst details of the form and operation of this security gate are yet to be confirmed, the general location within the car park has been indicated on the basement plans.

The nominated location of the security gates is proposed as to not restrict access to adjacent spaces and provide adequate queue provisions, generally in accordance with the requirements of the Council's TAPS PSP, relevant Australian Standards (AS2890.1) and good transport engineering practice. Further detail is to be provided at subsequent stages of design.

The security gate to the west of the basement ramp has been positioned to allow for suitable access to the lobby and basement core for both resident and visitors.

### **3.5 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, AS2890.2 and AS2890.6) and good transport engineering practice. Details of this review are provided below in Table 3.2.

*Table 3.2: Adequacy of Car Park Layout*

<b>Design Aspect</b>	<b>Design Element</b>	<b>Council Requirement (TAPS PSP)</b>	<b>Australian Standard Requirement (AS2890.1)</b>	<b>Proposed Design</b>	<b>Compliance</b>
	Bay width	2.6m	2.4m	2.6m	✓



**Parkside Yeronga Lot 101 – Retirement Living**  
**3 Car Parking Considerations**

<b>Design Aspect</b>	<b>Design Element</b>	<b>Council Requirement (TAPS PSP)</b>	<b>Australian Standard Requirement (AS2890.1)</b>	<b>Proposed Design</b>	<b>Compliance</b>
Car Parking Bays & Aisles	Bay length	5.4m	5.4m	5.4m	✓
	Aisle width	6.2m	5.8m	6.2m	✓
Adjacent Structures	Walls	0.3m clearance	0.3m clearance	0.3m clearance	✓
	Columns	Outside of parking envelope	Outside of parking envelope	Outside of parking envelope	✓
Access & Turnaround Facilities	Terminating aisles	Turnaround bays provided	Turnaround bays provided	Turnaround bay provided for visitor parking	✓
	Aisle extensions	2.0m aisle extension	1.0m aisle extension	1.0m aisle extensions provided	✓ (AS2890.1)
Ramp	Ramp aisle width	6.5m (including 6.2m plus 0.15m to each wall as necessary)	5.5m (plus 0.3m to each wall as necessary)	Minimum 6.35m provided plus 0.3m clearance to each wall.	✓
	Vertical clearance	2.3m	2.2m	Minimum 2.3m	✓
Ramp Gradients	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)
Parking for Persons with Disabilities	PWD bay / adjacent shared bay width	2.4m	2.4m	Total width of 4.9m (2.4m shared bay / 2.5m PWD bay)	✓
	PWD bay / adjacent shared bay length	5.4m	5.4m	5.4m	✓
Vertical Clearance	Minimum vertical clearance – regular parking bay	2.3m	2.2m	2.3m	✓
	Minimum vertical clearance – PWD parking bay	2.5m	2.5m	2.5m	✓



## 4 Servicing and Refuse Collection

### 4.1 Servicing Provisions

Council's TAPS PSP details the minimum servicing design vehicle for the proposed development use as a Heavy Rigid Vehicle (HRV). The Parkside Yeronga Master Plan aspires to prioritise space for people and encourage community interaction. The adoption of a HRV as the largest service vehicle (and the associated spatial requirements for vehicle manoeuvring) is considered to be onerous and likely to deliver undesirable outcomes for the precinct as a whole. The delivery and collection of goods to and from this development is therefore to be restricted to an MRV only. This is consistent with the Yeronga Parkside Master Plan and recent approvals for RA projects.

RA and EDQ have agreed for the existing loading bay on Currawong Crescent at the developments frontage to be utilised as the servicing and waste collection area for the proposed Retirement Facility, per the email confirmation attached in Appendix B.

The loading bay is presently designated as a loading area per the on-street signage, amended by EDQ and detailed in Figure 4.1 below.

*Figure 4.1: Existing Indented Bay on Currawong Crescent*



We consider these provisions suitable to adequately service the Retirement Facility proposal.





## **4.2 Refuse Collection Arrangements**

It is understood that proposed refuse collection arrangements will also be undertaken within the existing on-street loading bay on Currawong Crescent. The development's bin storage area is located adjacent to the lift core on Basement Level 1, where refuse will be stored until being transported to the temporary bin enclosure at the development's frontage, located adjacent to the basement entry ramp. When refuse collection is being undertaken, bins will be collected from the temporary enclosure and brought via the footpath to the loading bay where refuse collection will take place.

Refuse collection is expected to be undertaken by a 10.3m long Private Contractor Refuse Collection Vehicle (RCV).

A swept path assessment using a 10.3m refuse vehicle and B99 vehicle has been undertaken at the existing loading bay to determine its suitability to accommodate the proposed refuse collection arrangements, the assessment is attached in Appendix C for reference.

As detailed in the swept path assessment, the loading bay must be widened and the eastern splay extended to accommodate the refuse vehicle entering and exiting the bay. Once in position to undertake refuse collection activities, there is sufficient room for a B99 vehicle to pass westbound on Currawong Crescent without conflict.

Indicative widening of the kerb at the existing loading bay is detailed within the swept path assessment, showing the proposed kerb widening joining neatly to the existing kerb at the crossover. No further impacts on existing transport infrastructure are expected as a result of the proposed widening.

Further detailed plans of the proposed kerb widening are included within the civil drawings attached to the submitted DA Draft Engineering and Stormwater Report.

We consider these proposed arrangements suitable to adequately accommodate the movements of a refuse collection vehicle as part of the Retirement Facility proposal.



## 5 Vehicle Access Arrangements

### 5.1 General Access

The Retirement Facility proposal includes the use of the existing crossover at the site's northern boundary with Currawong Crescent. This vehicle crossover provides connection to the 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., passenger vehicle use, minor road frontage, low car parking turnover rate, staff and visitor car parking, less than 100 car parking spaces) providing two-way passenger vehicle movement.

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 5.1.

Table 5.1: Adequacy of Vehicle Access

Design Aspect	Design Element	Council Requirement (TAPS PSP)	Australian Standard Requirement (AS2890.1)	Proposed Design	Compliance
Sight Distance	Sight Distance (50kph)	90m	69m	< 90m	<b>Performance Solution</b>
Driveway Separation	Separation from adjacent driveways	3m	Nil (AS2890.1)	20m (approx.)	✓
	Separation from adjacent intersections	10m	6m	30m (approx.)	✓
Access & Turnaround Facilities	Driveway Type	Combined entry / exit (Type B2)	Combined entry / exit (Minor Road Access)	Combined entry / exit (Type B2)	✓
	Driveway Width	7m	6m	> 7m	✓
Gradient from boundary	Gradient from boundary	1:20 (5%) for first 6m	1:20 (5%) for first 6m	< 1:20 (5%) for first 6m	✓

#### 5.1.1 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 5.1. 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.

The sight distance requirements stated in Council's TAPS PSP are for straight sections of road only. Guidance has therefore 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



## Parkside Yeronga Lot 101 – Retirement Living

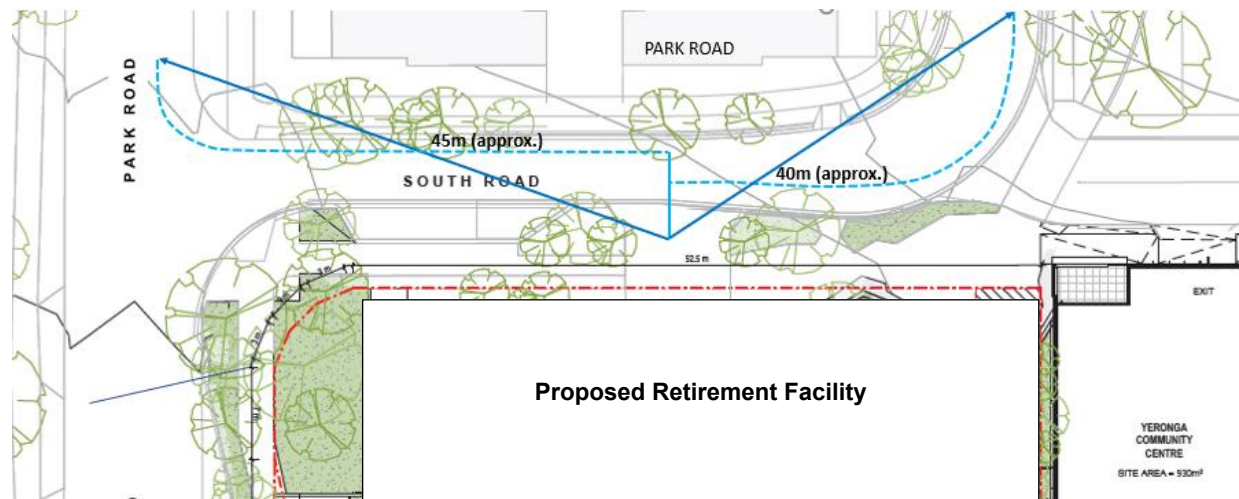
### 5 Vehicle Access Arrangements

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 5.1: Performance Solution – Vehicle Access Sight Distance*



## 6 Road Network Impact

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.

Given the proposed change in land use from the 6,000sqm commercial development assessed in the approved Master Plan to the proposed 59 dwelling Retirement Facility, the expected volume of traffic generated by the subject site will change. Therefore, to determine whether further traffic impact analysis is necessary as part of this assessment a review of the expected traffic generation of both land uses is presented in Table 6.1 below.

*Table 6.1: Traffic Generation Comparison*

Time Period	Approved Commercial Land Use		Proposed Retirement Facility	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
AM Peak Hour	0.72 movements / space	58 vehicle movements	0.10 movements / unit	6 vehicle movements
PM School Peak Hour	0.38 movements / space	30 vehicle movements	0.14 movements / unit	8 vehicle movements
PM Commuter Peak Hour	0.54 movements / space	43 vehicle movements	0.20 movements / unit	12 vehicle movements
Daily	5 movements / space	400 vehicle movements	2 movements / unit	118 vehicle movements

Source: Parkside Yeronga Master Plan TIA – Stantec (16/09/2021)

As detailed above, the proposed Retirement Facility generates significantly less vehicle trips than the approved commercial development across all time periods. Therefore, the proposed change in land use will reduce the impact on the surrounding road network compared to that estimated within the Parkside Yeronga Master Plan. No further traffic impact analysis is warranted.



## **7 Summary**

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

- 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 to 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 report will require amendment accordingly.
- A Development Application is being sought for Retirement Facility proposal to be located on proposed Lot 1 of the ROL of the Yeronga PDA.
- The Retirement Facility proposal comprises the provision of 58 Independent living units alongside Care co-located uses and Sales Office.
- The traffic and transport elements of the Retirement Facility proposal have been assessed against the requirements of the Preliminary Approval, 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 81 car parking spaces (provided for staff and visitor use), including 2 accessible car parking spaces, are generally provided in accordance with the total requirements of the Yeronga PDA Development Scheme.
- 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 servicing and refuse collection arrangements are proposed to be undertaken at the existing loading area on Currawong Crescent, in accordance with the agreement between RA and EDQ.
- Widening of the existing loading area and extension of the eastern splay is required to accommodate the 10.3m refuse vehicle. The proposed widening does not impact any other existing transport infrastructure.
- The proposed on-site loading provisions and access arrangements are considered adequate to accommodate the anticipated servicing requirements of the Retirement Facility 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 significant reduction in traffic generation 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.



# Appendices

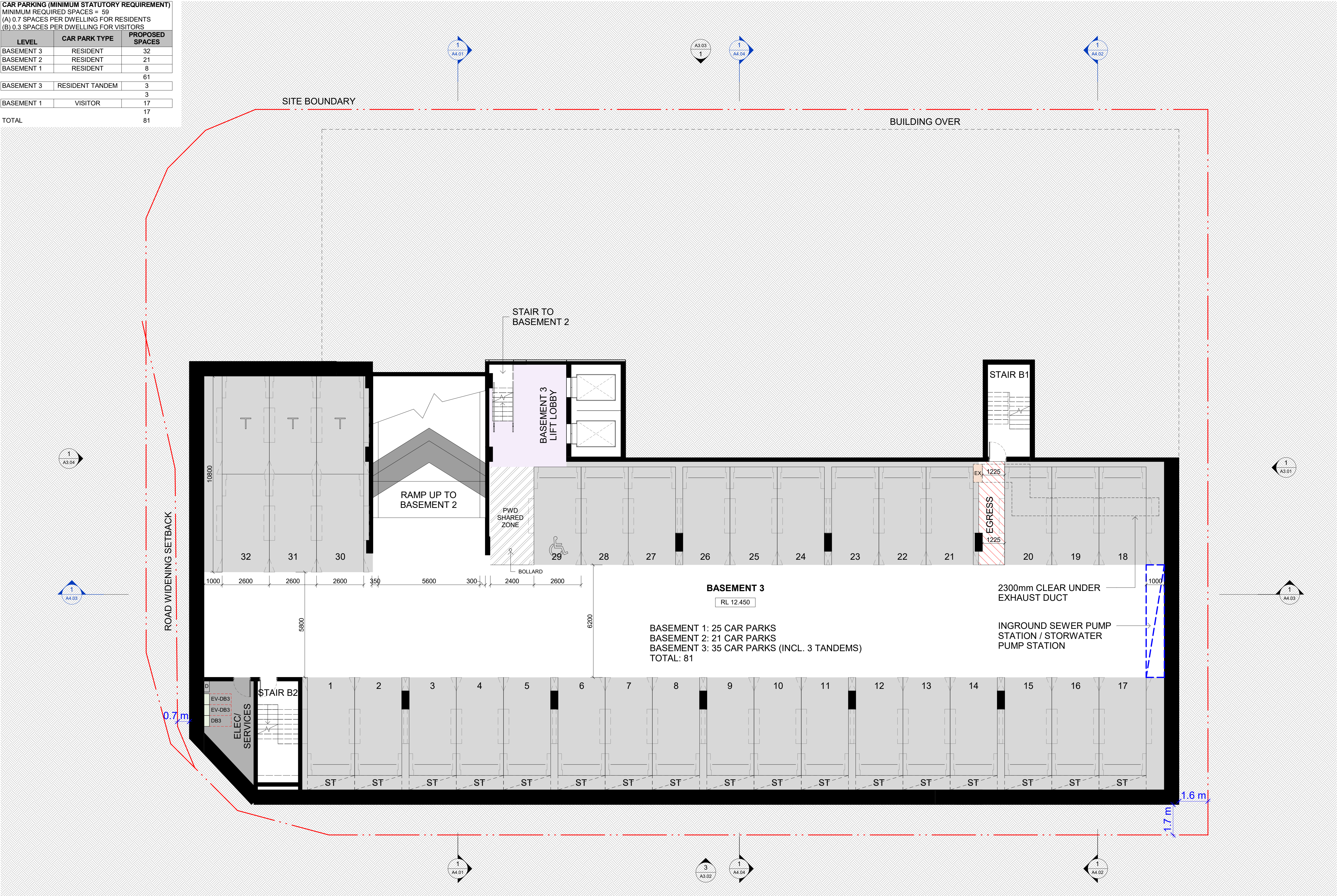


## **Appendix A Proposed Development Layout**





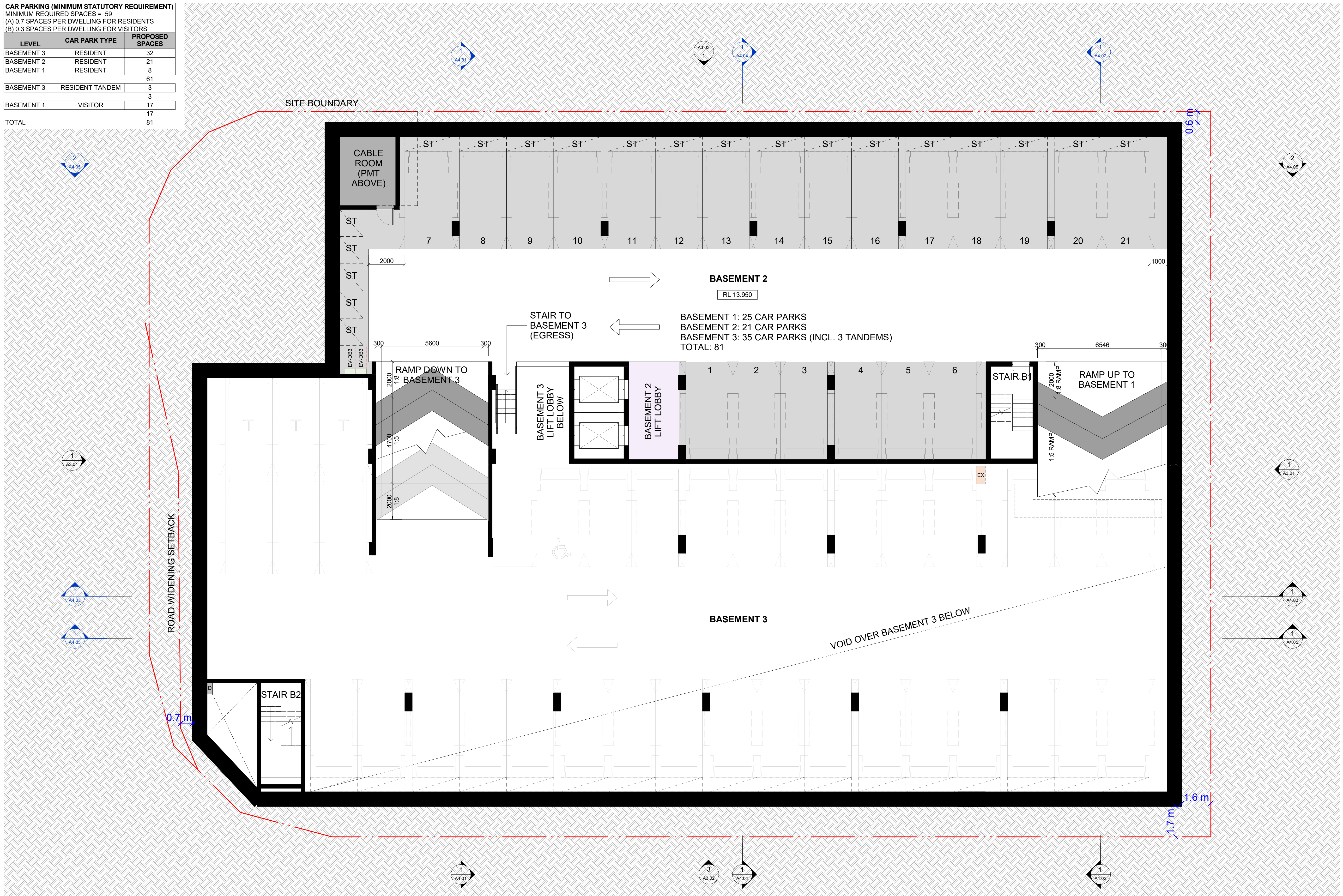
CAR PARKING (MINIMUM STATUTORY REQUIREMENT)		
MINIMUM REQUIRED SPACES = 59		
(A) 0.7 SPACES PER DWELLING FOR RESIDENTS		
(B) 0.3 SPACES PER DWELLING FOR VISITORS		
LEVEL	CAR PARK TYPE	PROPOSED SPACES
BASEMENT 3	RESIDENT	32
BASEMENT 2	RESIDENT	21
BASEMENT 1	RESIDENT	8
		61
BASEMENT 3	RESIDENT TANDEM	3
		3
BASEMENT 1	VISITOR	17
		17
TOTAL		81



DATE STAMP: 22/07/2025 3:05:04 PM	<b>IMPORTANT NOTES</b> Do not scale from drawings. All dimensions to be checked on site before commencement of work. All discrepancies to be brought to the attention of the Architect. Larger scale drawings and written dimensions take preference. This drawing must not be used without the express authority of MARCHESI PARTNERS INTERNATIONAL PTY. LTD. Apartment areas measured to INSIDE face of all external party and corridor walls inclusive of structure and services risers within the L.A. Common service risers are EXCLUDED. External walls when adjacent to balcony or terrace are measured to CENTERLINE of wall. Balcony and terrace measured to INSIDE face of hob or planter wall.					<div>PRINCIPAL</div> <div></div> <div>D+C CONTRACTOR</div>	<div>CONSULTANT</div> <div> </div> <div>Marchese Partners International Brisbane Pty Ltd Level 14, 46 Edward Street, Brisbane, QLD 4000, Australia P +61 7 3211 2020 E info@marchesepartners.com W www.marchesepartners.com Sydney Brisbane Melbourne Adelaide Kuala Lumpur Christchurch London Madrid</div> <div>PROJECT</div> <div>ARCADIA - BUILDING D 70 PARK ROAD YERONGA QLD 4104</div>	DRAWING TITLE <b>BASEMENT 3</b>			
	<div>REV</div> <div>DATE</div> <div>DESCRIPTION</div> <div>BY</div>	<div>A</div> <div>04/06/2025</div> <div>ISSUE FOR INFORMATION</div> <div>ZJ</div>	<div>B</div> <div>10/06/2025</div> <div>ISSUE FOR PRE-LODGE</div> <div>ZJ</div>	<div>C</div> <div>27/06/2025</div> <div>ISSUE FOR INFORMATION</div> <div>ZJ</div>	<div>D</div> <div>08/07/2025</div> <div>ISSUE FOR PRE-LODGE</div> <div>ZJ</div>	<div>E</div> <div>11/07/2025</div> <div>DA DRAFT</div> <div>ZJ</div>	<div>F</div> <div>23/07/2025</div> <div>DA SET FOR REVIEW BY EDQ URBAN PLANNING</div> <div>ZJ</div>	<div>SCALE</div> <div>1: 100 @A1</div>	<div>DATE</div> <div>23/07/2025</div>	<div>DRAWN</div> <div>ZJ</div>	<div>CHECKED</div> <div>SO</div>
								<div>JOB</div> <div>24015</div>	<div>DRAWING</div> <div>MP-AR-DWG-A2.01</div>	<div>REVISION</div> <div>F</div>	



CAR PARKING (MINIMUM STATUTORY REQUIREMENT)		
MINIMUM REQUIRED SPACES = 59		
(A) 0.7 SPACES PER DWELLING FOR RESIDENTS		
(B) 0.3 SPACES PER DWELLING FOR VISITORS		
LEVEL	CAR PARK TYPE	PROPOSED SPACES
BASEMENT 3	RESIDENT	32
BASEMENT 2	RESIDENT	21
BASEMENT 1	RESIDENT	8
		61
BASEMENT 3	RESIDENT TANDEM	3
		3
BASEMENT 1	VISITOR	17
		17
TOTAL		81



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IMPORTANT NOTES

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External walls when adjacent to balcony or terrace are measured to CENTERLINE of wall.

Balcony and terrace measured to INSIDE face of hob or planter wall.

REV

DATE

DESCRIPTION

BY

A

04/06/2025

ISSUE FOR INFORMATION

ZJ

B

10/06/2025

ISSUE FOR PRE-LODGE

ZJ

C

27/06/2025

ISSUE FOR INFORMATION

ZJ

D

08/07/2025

ISSUE FOR PRE-LODGE

ZJ

E

11/07/2025

DA DRAFT

ZJ

F

23/07/2025

DA SET FOR REVIEW BY EDQ URBAN PLANNING

ZJ

TRUE NORTH

PROJECT NORTH

0

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PRINCIPAL

retireaustralia

D+C CONTRACTOR

CONSULTANT

marchesepartners

Life<sup>3A</sup>

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DRAWING TITLE

BASEMENT 2

SCALE

1: 100 @A1

DATE

23/07/2025

DRAWN

ZJ

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JOB

24015

DRAWING

MP-AR-DWG-A2.02

REVISION

F

PROJECT

ARCADIA - BUILDING D

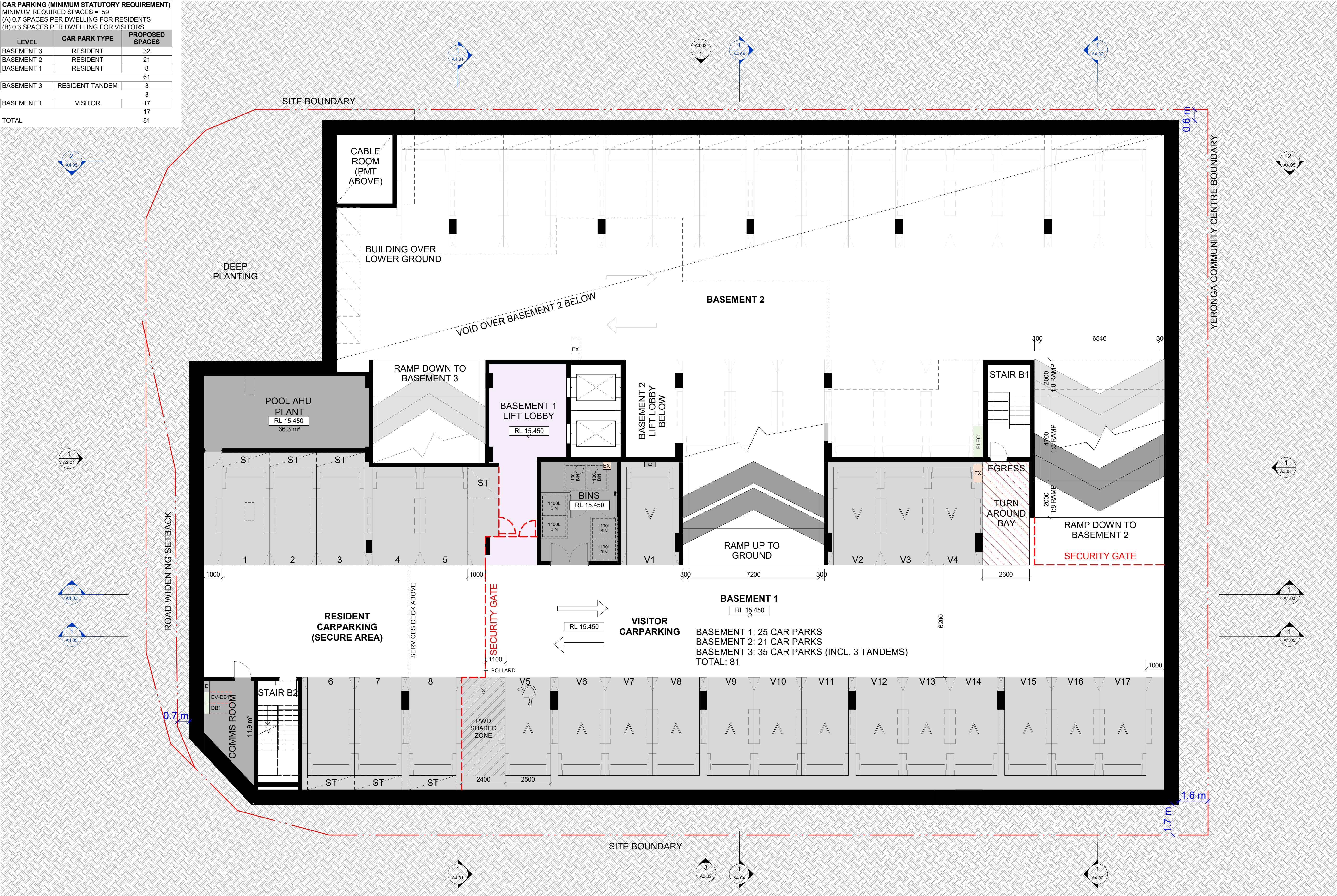
70 PARK ROAD

YERONGA QLD 4104



CAR PARKING (MINIMUM STATUTORY REQUIREMENT)  
MINIMUM REQUIRED SPACES = 59  
(A) 0.7 SPACES PER DWELLING FOR RESIDENTS  
(B) 0.3 SPACES PER DWELLING FOR VISITORS

LEVEL	CAR PARK TYPE	PROPOSED SPACES
BASEMENT 3	RESIDENT	32
BASEMENT 2	RESIDENT	21
BASEMENT 1	RESIDENT	8
		61
BASEMENT 3	RESIDENT TANDEM	3
		3
BASEMENT 1	VISITOR	17
		17
TOTAL		81



DATE STAMP: 22/07/2025 3:05:05 PM

IMPORTANT NOTES

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DA SET FOR REVIEW BY EQD URBAN PLANNING

ZJ

TRUE NORTH

PROJECT NORTH

0

</







## **Appendix B Email Confirmation of RA & EDQ On-Street Loading Agreement**



**From:** Sharon Waddell <Sharon.Waddell@retireaustralia.com.au>  
**Sent:** 11 July 2025 09:58  
**To:** Winnie, Daniel  
**Cc:** 'Ben Cowan'; Bill Clydesdale; Angus Spencer  
**Subject:** FW: [External]FW: EDQ Lot 101 - Building D - Waste & Traffic  
**Attachments:** RE: [External]FW: EDQ Lot 101 - Building D - Waste & Traffic

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Daniel

Please see below the email I have from Gareth Richardson regarding the use of the loading bay.

Also I have attached a email from Angus advising of the agreement.

I have CC Angus in as he may have further information on this matter.

Thanks Sharon

**Sharon Waddell**  
Manager - Development  
**RetireAustralia**  
(07) 3011 7700 | M:0439 905 966  
L4, 200 Mary Street, Brisbane, QLD, 4000  
Sharon.Waddell@retireaustralia.com.au



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**From:** Gareth RICHARDSON <Gareth.Richardson@edq.qld.gov.au>  
**Sent:** Thursday, June 19, 2025 8:52 AM  
**To:** Sharon Waddell [Sharon.Waddell@retireaustralia.com.au](mailto:Sharon.Waddell@retireaustralia.com.au)  
**Cc:** Mike Prior <[mike.prior@stantec.com](mailto:mike.prior@stantec.com)>; Sam Walters <[samuel.walters@stantec.com](mailto:samuel.walters@stantec.com)>; Angus Spencer <[angus.spencer@retireaustralia.com.au](mailto:angus.spencer@retireaustralia.com.au)>; Sinisa Ostojic <[sostojic@marchesepartners.com](mailto:sostojic@marchesepartners.com)>; Mark Krisanski <[mkrisanski@ttmgroup.com.au](mailto:mkrisanski@ttmgroup.com.au)>; Ziggy Jarzab <[zjarzab@marchesepartners.com](mailto:zjarzab@marchesepartners.com)>; Bill Clydesdale <[bill.clydesdale@retireaustralia.com.au](mailto:bill.clydesdale@retireaustralia.com.au)>  
**Subject:** Re: [External]FW: EDQ Lot 101 - Building D - Waste & Traffic

Sharon, happy to have a chat. My understanding is your now wanting to change the function of this loading zone to include waste servicing (our DA Approval had this function

in the basement of the commercial building). Your MCU is best placed to approve this change as the approval will link to your Waste Management Plan, RA's building operation and built form.

Not sure we can give you this prior to the MCU. The positive thing is that the loading zone was not designed for residential use as part of the Master Plan. More than happy to continue to support you in this process.

GR

---

**From:** Sharon Waddell <[Sharon.Waddell@retireaustralia.com.au](mailto:Sharon.Waddell@retireaustralia.com.au)>  
**Sent:** Wednesday, 18 June 2025 7:51 PM  
**To:** Gareth RICHARDSON <[Gareth.Richardson@edq.qld.gov.au](mailto:Gareth.Richardson@edq.qld.gov.au)>  
**Cc:** Mike Prior <[mike.prior@stantec.com](mailto:mike.prior@stantec.com)>; Sam Walters <[samuel.walters@stantec.com](mailto:samuel.walters@stantec.com)>; Angus Spencer <[angus.spencer@retireaustralia.com.au](mailto:angus.spencer@retireaustralia.com.au)>; Sinisa Ostojic <[sostojic@marchesepartners.com](mailto:sostojic@marchesepartners.com)>; Mark Krisanski <[mkrisanski@ttmgroup.com.au](mailto:mkrisanski@ttmgroup.com.au)>; Ziggy Jarzab <[zjarzab@marchesepartners.com](mailto:zjarzab@marchesepartners.com)>; Bill Clydesdale <[bill.clydesdale@retireaustralia.com.au](mailto:bill.clydesdale@retireaustralia.com.au)>  
**Subject:** RE: [External]FW: EDQ Lot 101 - Building D - Waste & Traffic

HI Gareth

Appreciate your prompt response.

Given that we are currently looking at the waste strategy the consultant team was keen to understand that this (loading zone) could be relied upon as part of the waste strategy.

In the EDQ meeting they were keen to minimize the size of the bin storage to create a virtual connection to the front door.

Understanding the loading zone has been formally approved would be great.

If this has been provided already, thanks

Sharon

**Sharon Waddell**

Manager - Development

**RetireAustralia**

(07) 3011 7700 | M:0439 905 966

L4, 200 Mary Street, Brisbane, QLD, 4000

Sharon.Waddell@retireaustralia.com.au



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**From:** Gareth RICHARDSON <[Gareth.Richardson@edq.qld.gov.au](mailto:Gareth.Richardson@edq.qld.gov.au)>

**Sent:** Wednesday, June 18, 2025 12:43 PM

**To:** Sharon Waddell <[Sharon.Waddell@retireaustralia.com.au](mailto:Sharon.Waddell@retireaustralia.com.au)>

**Cc:** Mike Prior <[mike.prior@stantec.com](mailto:mike.prior@stantec.com)>; Sam Walters <[samuel.walters@stantec.com](mailto:samuel.walters@stantec.com)>; Angus Spencer <[angus.spencer@retireaustralia.com.au](mailto:angus.spencer@retireaustralia.com.au)>; Sinisa Ostojic <[sostojic@marchesepartners.com](mailto:sostojic@marchesepartners.com)>; Mark Krisanski <[mkrisanski@ttmgroup.com.au](mailto:mkrisanski@ttmgroup.com.au)>; Ziggy Jarzab <[zjarzab@marchesepartners.com](mailto:zjarzab@marchesepartners.com)>

**Subject:** Re: [External]FW: EDQ Lot 101 - Building D - Waste & Traffic

Sharon, this outcome is agreed with RA and EDQ and the signage has already been amended to reflect this purpose (Loading Zone).

Please let me know should you need anything else to rely on this position for DA purposes.

Kind regards

Gareth

---

**From:** Sharon Waddell <[Sharon.Waddell@retireaustralia.com.au](mailto:Sharon.Waddell@retireaustralia.com.au)>  
**Sent:** Tuesday, 17 June 2025 3:41 PM  
**To:** Gareth RICHARDSON <[Gareth.Richardson@edq.qld.gov.au](mailto:Gareth.Richardson@edq.qld.gov.au)>  
**Cc:** Mike Prior <[mike.prior@stantec.com](mailto:mike.prior@stantec.com)>; Sam Walters <[samuel.walters@stantec.com](mailto:samuel.walters@stantec.com)>; Angus Spencer <[angus.spencer@retireaustralia.com.au](mailto:angus.spencer@retireaustralia.com.au)>; Sinisa Ostojic <[sostojic@marchesepartners.com](mailto:sostojic@marchesepartners.com)>; Mark Krisanski <[mkrisanski@ttmgroup.com.au](mailto:mkrisanski@ttmgroup.com.au)>; Ziggy Jarzab <[zjarzab@marchesepartners.com](mailto:zjarzab@marchesepartners.com)>  
**Subject:** RE: [External]FW: EDQ Lot 101 - Building D - Waste & Traffic

Hi Gareth

I am reaching out to understand the agreement that has been agreed for the loading bay on Currawong Crescent.

Angus advised that EDQ had agreed to that the 2 parking bays would revert loading bays for Building D.

Can you please confirm that this agreement has been formalize therefore enabling the waste management consultant to consider these spaces for servicing.

If you could let me know that would be appreciated.

Thanks Sharon

**Sharon Waddell**  
Manager - Development  
**RetireAustralia**  
(07) 3011 7700 | M:0439 905 966  
L4, 200 Mary Street, Brisbane, QLD, 4000  
[Sharon.Waddell@retireaustralia.com.au](mailto:Sharon.Waddell@retireaustralia.com.au)





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---

**From:** Sinisa Ostojic <[sostojic@marchesepartners.com](mailto:sostojic@marchesepartners.com)>

**Sent:** Tuesday, June 17, 2025 3:30 PM

**To:** Sharon Waddell <[Sharon.Waddell@retireaustralia.com.au](mailto:Sharon.Waddell@retireaustralia.com.au)>

**Cc:** Mike Prior <[mike.prior@stantec.com](mailto:mike.prior@stantec.com)>; Sam Walters <[samuel.walters@stantec.com](mailto:samuel.walters@stantec.com)>; Mark Krisanski <[mkrisanski@ttmgroup.com.au](mailto:mkrisanski@ttmgroup.com.au)>; Ziggy Jarzab <[zjarzab@marchesepartners.com](mailto:zjarzab@marchesepartners.com)>

**Subject:** [External]FW: EDQ Lot 101 - Building D - Waste & Traffic

Hi Sharon,

We understand that there is an agreement between RA and EDQ relative to the use of existing loading bay for servicing on Currawong Street.

Can you please confirm and provide details as to what was agreed relative to the loading bay and if we can use it as part of waste collation strategy.

Regards,  
Sinisa

**Sinisa Ostojic**

SENIOR ASSOCIATE

QLD ARCHITECT NO. 4418

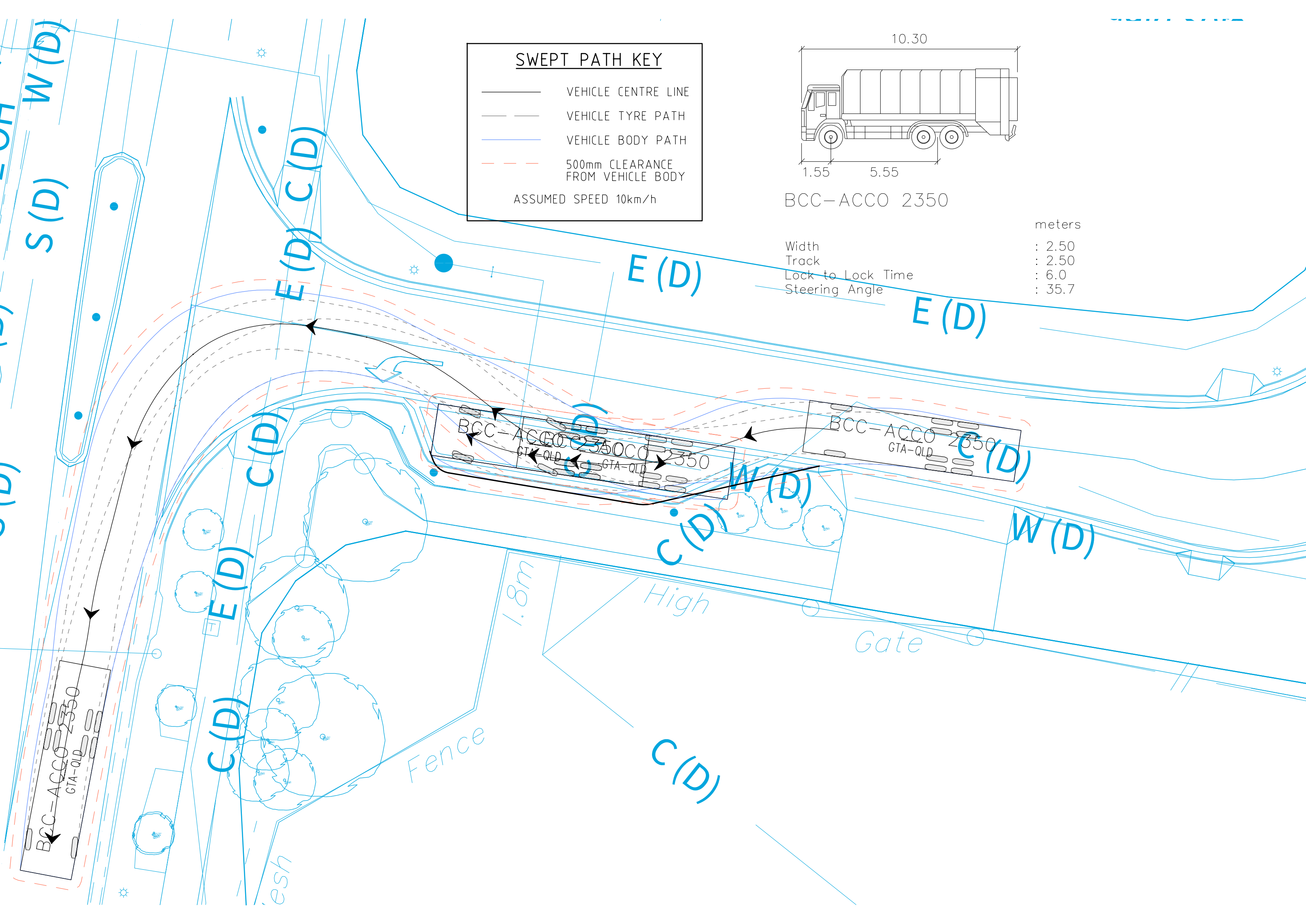
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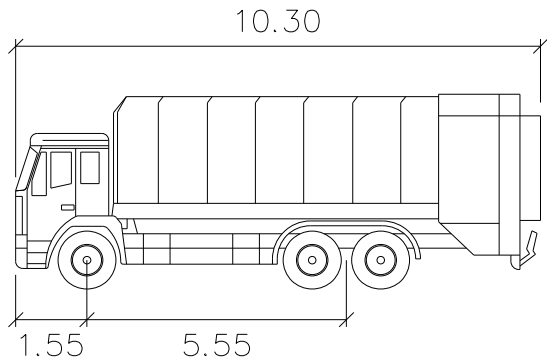
## **Appendix C Swept Path Assessment**





SWEPT PATH KEY

- VEHICLE CENTRE LINE
  - VEHICLE TYRE PATH
  - VEHICLE BODY PATH
  - 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 10km/h



BCC-ACCO 2350

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 35.7

meters

Fence

High

Gate

BCC-ACCO 2350  
GTA-QLD

BCC-ACCO 2350  
GTA-QLD

BCC-ACCO 2350  
GTA-QLD

S(D)

W(D)

E(D)

E(D)

E(D)

C(D)

C(D)

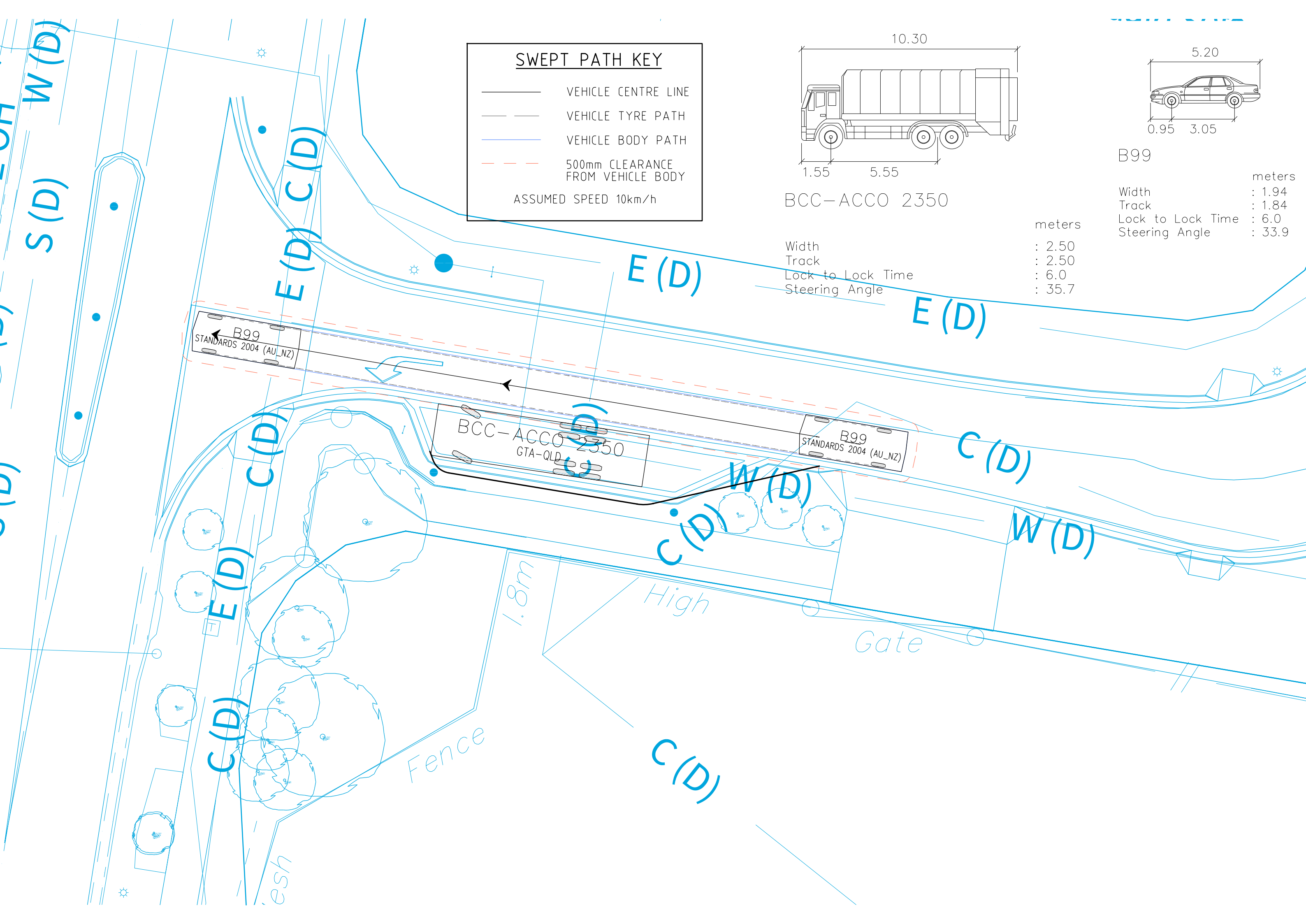
W(D)

W(D)

C(D)

C(D)

esh



SWEPT PATH KEY

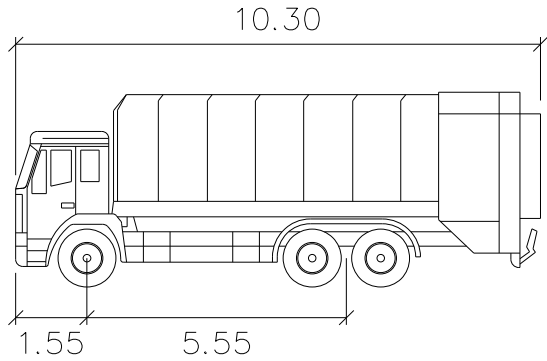
VEHICLE CENTRE LINE

VEHICLE TYRE PATH

VEHICLE BODY PATH

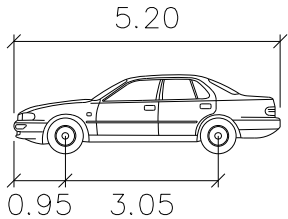
500mm CLEARANCE  
FROM VEHICLE BODY

ASSUMED SPEED 10km/h



BCC-ACCO 2350

Width : 2.50  
Track : 2.50  
Lock to Lock Time : 6.0  
Steering Angle : 35.7



B99

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

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