

18 June 2026

Opal Health Care
C/- Town Planning Alliance
PO Box 7657
East Brisbane QLD 4169



Attention: Tara Nunn

Dear Tara,

**RE: OPAL ASCOT: 52 HAMPDEN STREET, ASCOT
MINOR LAYOUT CHANGES**

INTRODUCTION

This letter has been prepared by PTT to review the traffic engineering implications of a minor change to the approved residential aged care facility located at 52 Hampden Street, Ascot (formally identified as Lot 952 on SP303686). The approved development (Brisbane City Council application reference: A006612775) comprises a six-storey building incorporating a total of 190 beds. The development would be supported by a total of 32 on-site car parking spaces located at ground floor level.

The aim of this report is to consider the impact of the changes to the approved development layout in terms of the requirements of the Brisbane City Council (BCC) Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy and Australian Standard AS2890.1:2004 'Parking Facilities – Part 1: Off-Street Car Parking' (AS2890.1).

PROPOSED LAYOUT MODIFICATIONS

In terms of the traffic engineering aspects, the proposed modifications to the approved development incorporate the following:

- installation of an internal substation within the ground floor car parking area, replacing the previously proposed pad-mounted transformer (PMT)
- minor modifications to the car parking layout but no change to the number of parking spaces, which remains at 32 spaces including a person with disability (PWD) space
- minor changes to the pedestrian access arrangements



The modifications to the development layout are discussed below. The updated development ground floor layout is shown in Figure 1 with additional plans attached.

Figure 1: PROPOSED DEVELOPMENT LAYOUT



ACCESS

No changes are proposed to the approved access arrangements, with the revised layout incorporating a 7.0m wide Type B2 crossover on Hampden Street, which is shared with the adjacent Bernborough Ascot Retirement Village.

The relocation of the PMT away from the south-west corner of the site would provide improved sight distances between vehicles entering and egressing the ground floor car parking area relative to the approved layout. However, sight distance would still be partially constrained by the stepped wall and gas meter along with vehicles parked in Space 32. Accordingly, it is recommended that a convex mirror be provided adjacent to the internal driveway intersection to improve visibility between approaching vehicles and reduce the potential for vehicle conflicts.

CAR PARKING

Provision

The revised layout retains a total of 32 on-site parking spaces within a ground floor undercroft car parking area, maintaining the approved rate of one space per six beds from the BCC TAPS Planning Scheme Policy. The layout retains the 50%/50% split between visitor and staff parking adopted in the approved development (ie 16 of the 32 spaces, including the PWD bay would be available for visitors).

The porte-cochere area, located at ground level adjacent to the main building entrance, is consistent with the approved development and would provide for passenger pick up / set down and emergency vehicle (ie ambulance) parking.

Design

The ground floor car parking area is generally designed in accordance with the BCC TAPS Planning Scheme Policy, AS2890.1 and the approved development layout, with respect to parking space dimensions, aisle widths, column locations and height clearances. This is typified by the following:

- 2.6m by 5.4m standard car parking bays for visitors (Class 3 parking)
- 2.4m by 5.4m standard car parking bays for staff (Class 1 parking)
- one Person with Disability (PWD) space dimensioned 2.6m by 5.4m with a 2.4m by 5.4m shared area (Class 4 parking)
- additional clearance (0.3m) provided to all parking bays adjacent to walls
- columns located a minimum 0.7m from the open ends and within 1.2m from the closed ends of spaces, and as per the parking vehicle design envelope specified in Figure 5.2 of AS2890.1
- a parking aisle dimensioned 6.2m wide
- an end of aisle treatment comprising a 1.0m extension to the aisle at the end of the parking aisle to allow cars to manoeuvre out of end parking spaces (ie spaces 26 and 27)
- a minimum height clearance of 3.7m

Queuing

The revised development layout results in a minor reduction in on-site queuing provision relative to the approved layout. Notwithstanding this, the revised design retains approximately 12m of clear queuing space measured between the first car parking space and the shared access driveway on Hampden Street. When considered in conjunction with the low peak hour traffic generation associated with the development, the available queuing provision is considered sufficient to accommodate expected demand without resulting in vehicle queues extending onto the surrounding road network.

SERVICING

The proposed servicing arrangements are consistent with the approved layout with servicing provisions as follows:

- one RCV / MRV bay at ground level (dimensioned 3.5m wide by 10.5m long)
- one ambulance bay at ground level (dimensioned 3.5m wide by 7.0m long) provided within the porte-cochere

Revised vehicle swept paths for a small rigid vehicle (SRV), a medium rigid vehicle (MRV) and a refuse collection vehicle (RCV) are attached.

ACTIVE TRANSPORT

The revised layout maintains a dedicated pedestrian entry on Hampden Street, separate from the vehicular access. The pedestrian access has been relocated further west as a result of the revised substation location. However, a dedicated pedestrian crossing treatment is still provided within the car parking area, maintaining a safe and legible connection between the building entry and the external footpath network.

CONCLUSION

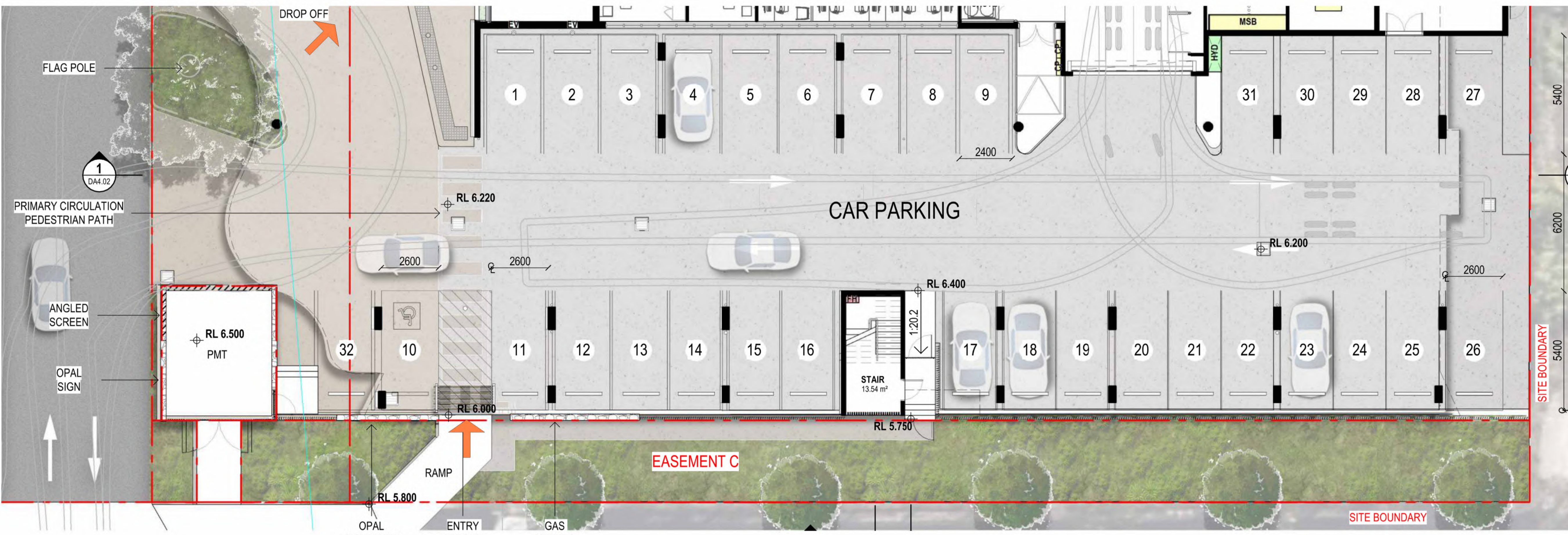
This letter report has reviewed the traffic engineering aspects of proposed modifications to the approved residential aged care facility located at 52 Hampden Street, Ascot. In our view, the revised development layout is generally consistent with the approved layout and the requirements of the BCC TAPS Planning Scheme Policy and AS2890.1.

If you have any questions regarding the issues discussed above, please do not hesitate to contact us.

Yours sincerely,

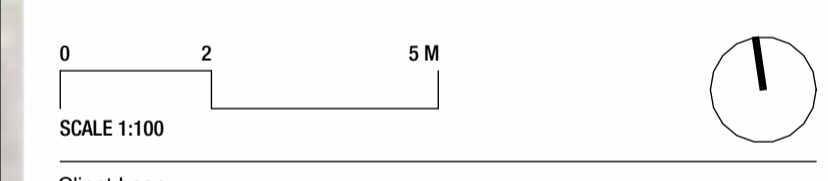
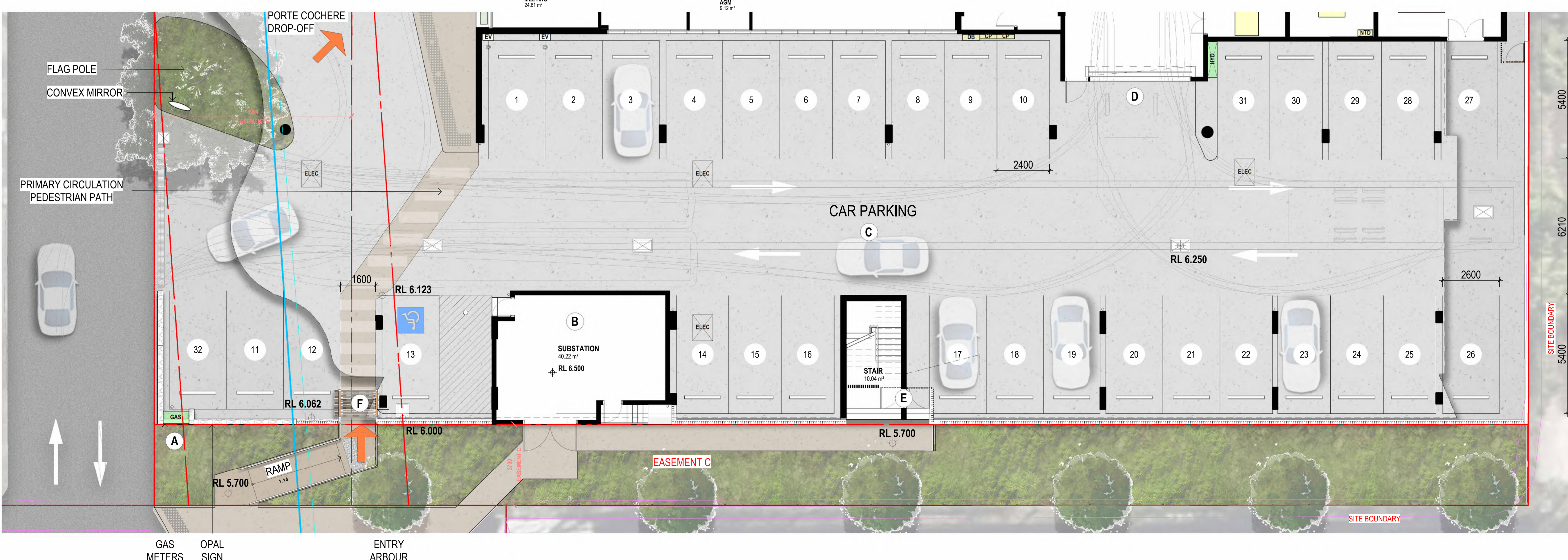


Chris Bull
Director (RPEQ 32895)



- LEGEND**
- (A) GAS METER RELOCATED
 - (B) SUBSTATION REPLACES PMT
 - (C) CAR PARKING LAYOUT REVISED
 - (D) LOADING BAY ENTRY REVISED
 - (E) FIRE EXIT REVISED
 - (F) RAMP, ENTRY ARBOUR AND CROSSING REVISED
- ➔ ENTRANCE

1 2025 DA APPROVED PLAN GROUND FLOOR
 SCALE 1:100



Client Logo

Client
OPAL HEALTHCARE

Project
ASCOT GROVE CARE COMMUNITY
 52 HAMPDEN ST, ASCOT QLD 4007

Drawing Title
GROUND FLOOR COMPARISON

Scale @ A1	Project Status		
As indicated	DESIGN DEVELOPMENT		
Sheet Created	Checked By	Approved By	Drawn By
JUN 2026	DP	DH	JS/JJ
Project No.	Discipline	Drawing Number	Revision
2023064	A	DA2.01A	P 1

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2 CHANGED PLANS GROUND FLOOR
 SCALE 1:100
 Plot Date: 17/06/2026 6:01:32 PM

EXISTING SW CHANNEL

Rev.	Description	Issued By	Date
P 1	DRAFT ISSUE	JS	29/07/24
P 2	DA ISSUE	DP	26/08/24
P 3	DA COUNCIL IR	DP	28/10/24
P 4	DA DRAFT	DP	12/05/26
P 5	DA ISSUE - SUBSTATION & GAS METERS UPDATE	DP	17/06/26

Notes



EXISTING SW CHANNEL

EXISTING SW CHANNEL

Client Logo



Client
OPAL HEALTHCARE

Project
**ASCOT GROVE CARE COMMUNITY
52 HAMPDEN ST, ASCOT QLD 4007**

Drawing Title
PLAN - GROUND FLOOR

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JUN 2024	DP	Approved By	Drawn By
		DH	JS
Project No.	Discipline	Drawing Number	Revision
2023064	A	DA2.11	P 5

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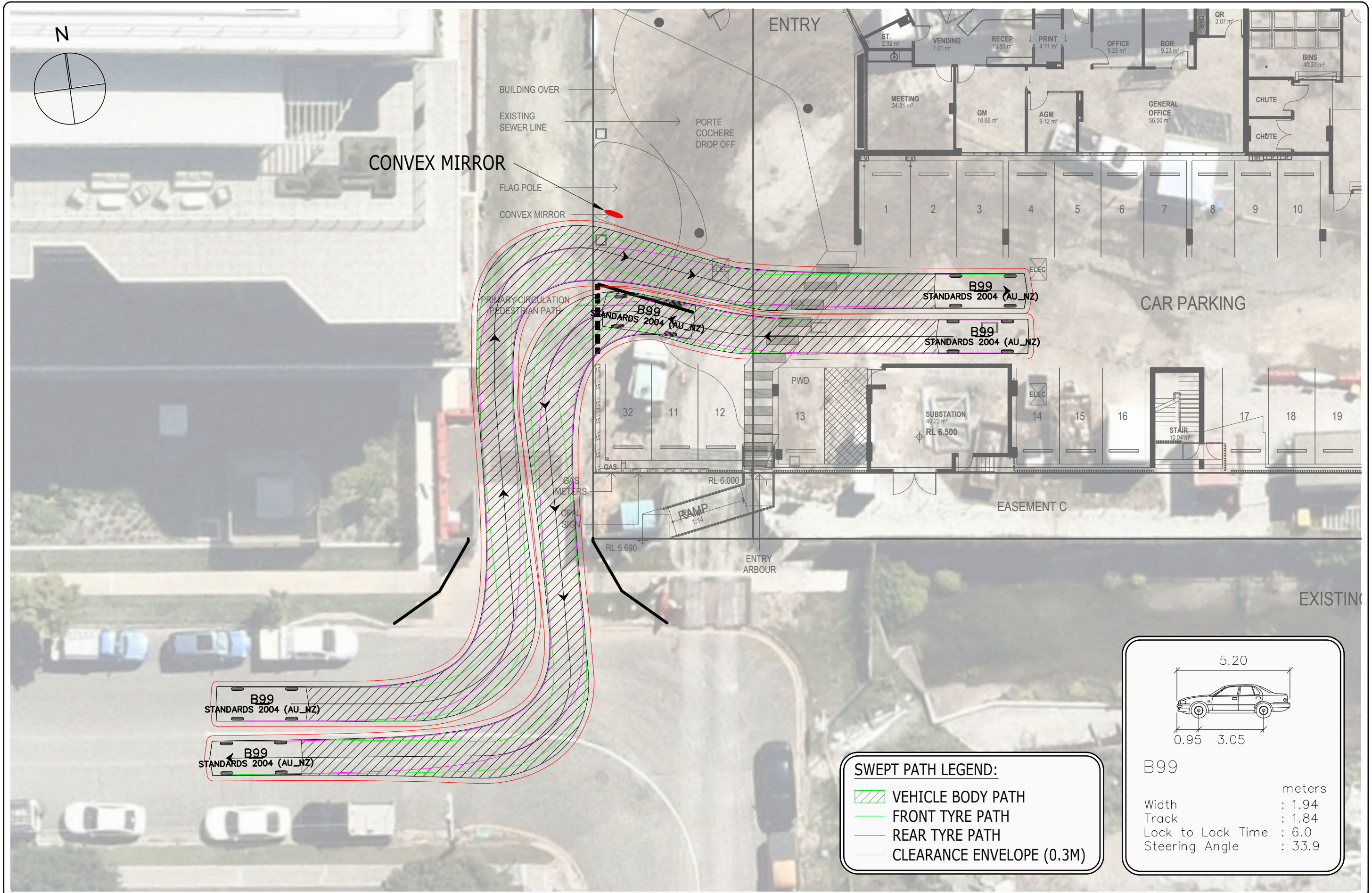
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Nominated Architects
Damian Barker (4465), Daniel Hudson (4261)

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SWEPT PATH LEGEND:

- VEHICLE BODY PATH
- FRONT TYRE PATH
- REAR TYRE PATH
- CLEARANCE ENVELOPE (0.3M)

5.20

0.95 3.05

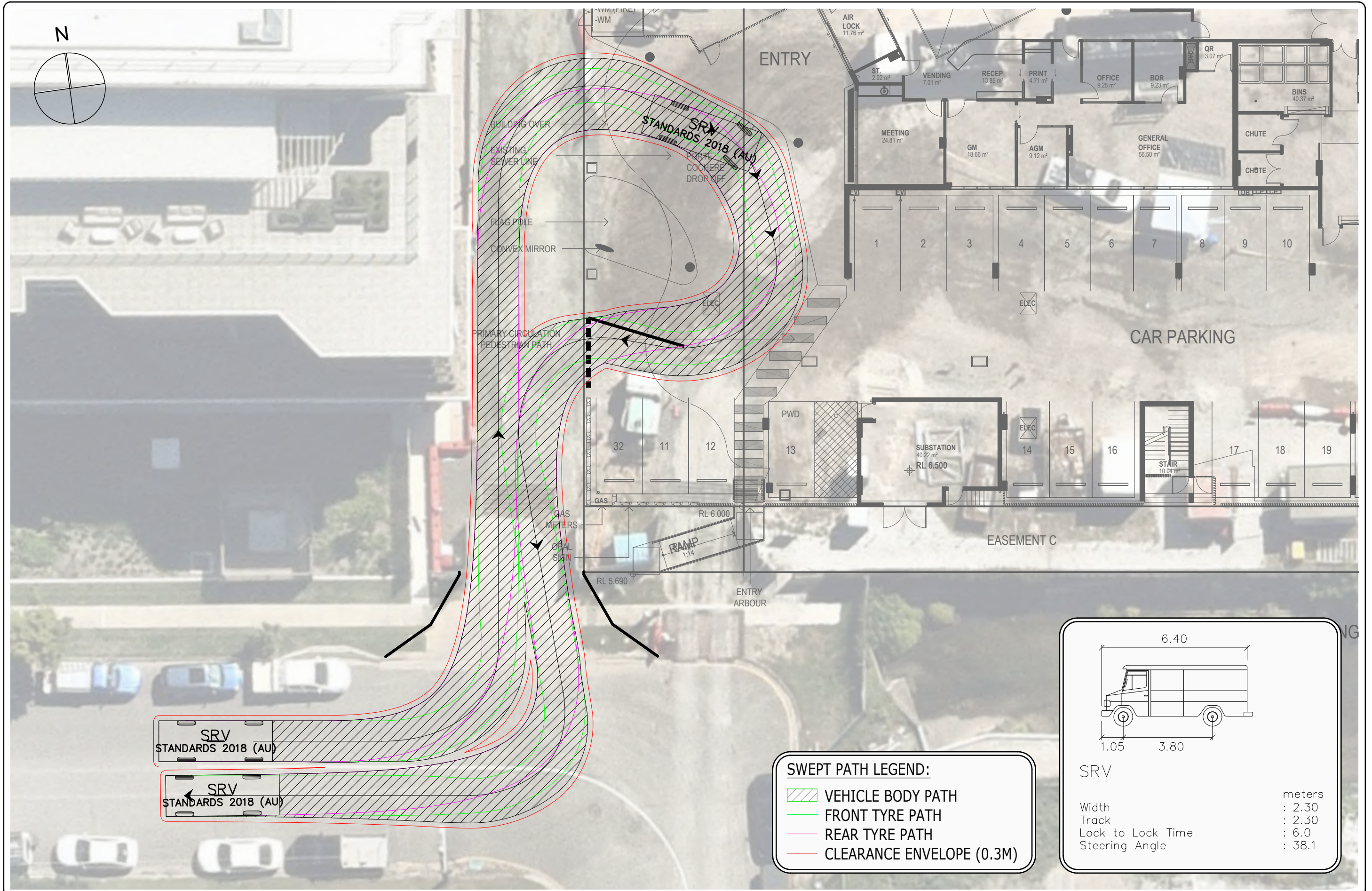
B99

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

REV.	AMENDMENTS

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DRAWING TITLE:	B99 VEHICLE SWEPT PATHS

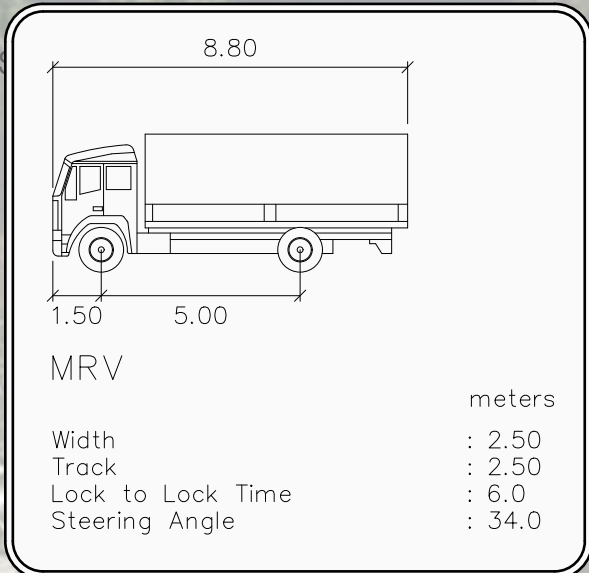
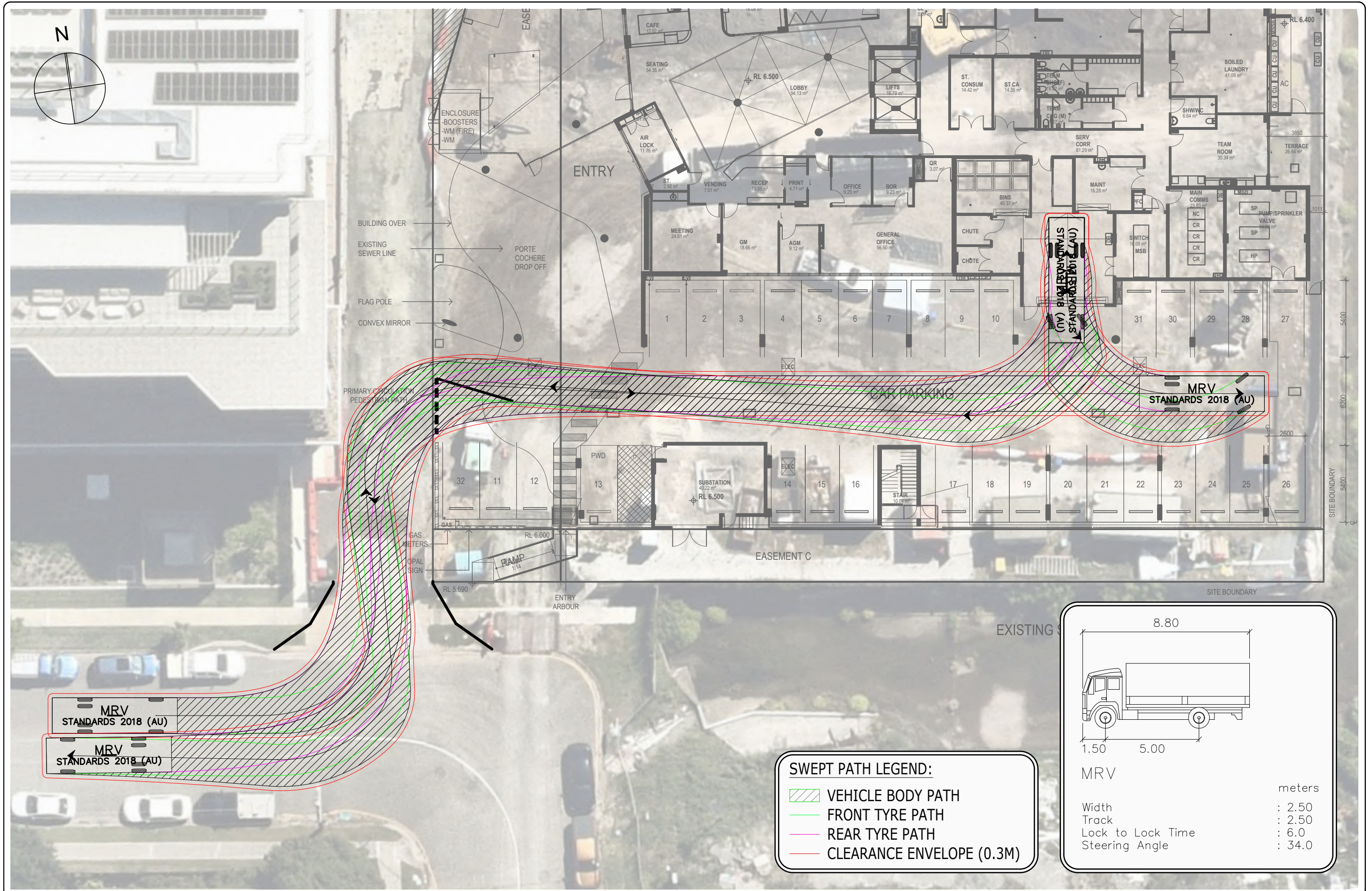
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18/06/2026	1:200@A3	CB	JG
DRAWING NO.	REV	JOB NO.	
25-575-001		25-575	



REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	52 HAMPDEN STREET, ASCOT
DRAWING TITLE:	SRV VEHICLE SWEEP PATHS

CLIENT:	OPAL HEALTHCARE		
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DRAWING NO.	25-575-002	REV	JOB NO. 26-575



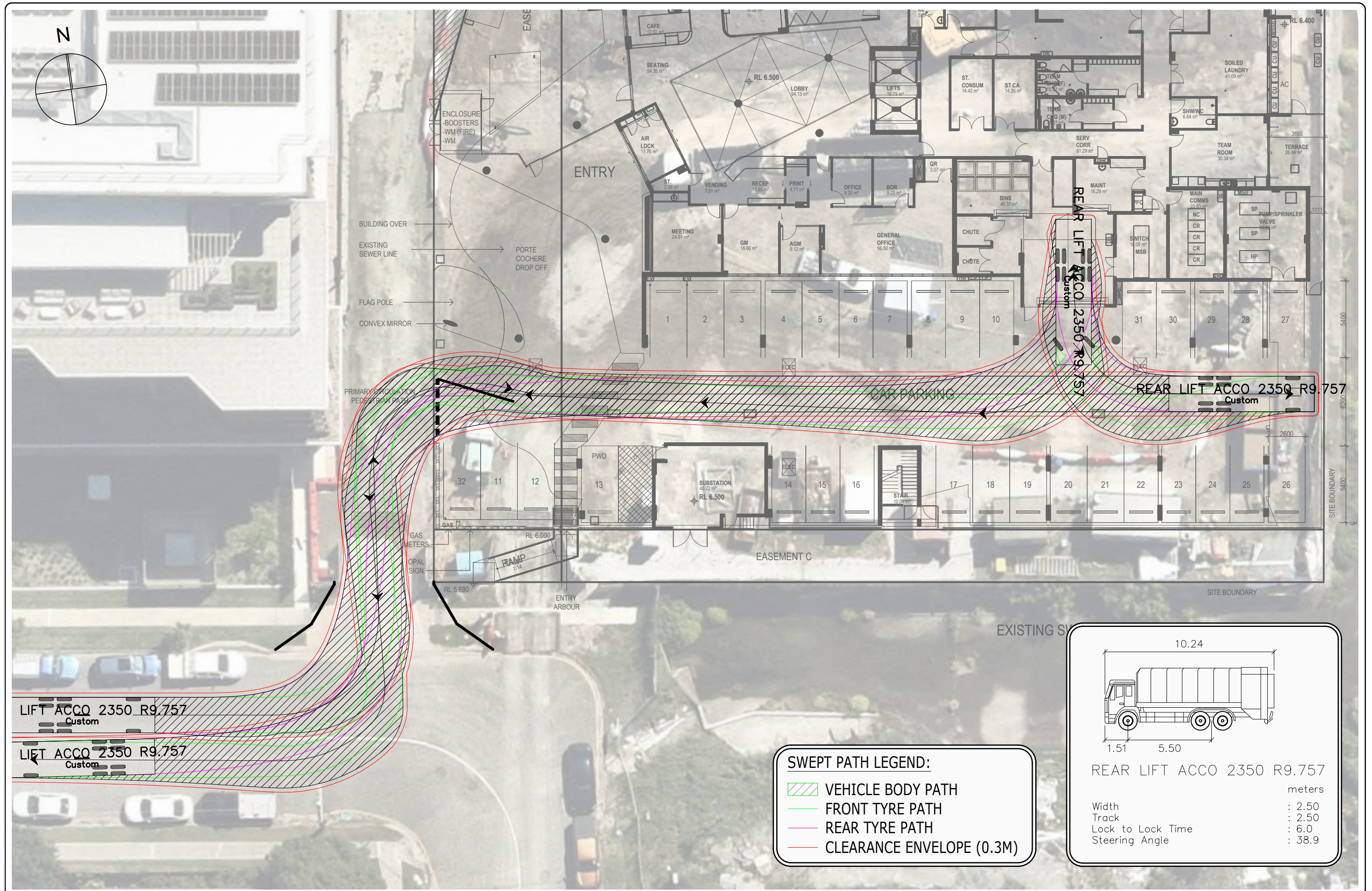
SWEPT PATH LEGEND:

- ▨ VEHICLE BODY PATH
- FRONT TYRE PATH
- REAR TYRE PATH
- CLEARANCE ENVELOPE (0.3M)

REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	52 HAMPDEN STREET, ASCOT
DRAWING TITLE:	MRV VEHICLE SWEEP PATHS

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DRAWING NO.	REV	JOB NO.	
26-575-003		26-575	



SWEPT PATH LEGEND:

- VEHICLE BODY PATH
- FRONT TYRE PATH
- REAR TYRE PATH
- CLEARANCE ENVELOPE (0.3M)

REAR LIFT ACCO 2350 R9.757

meters

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 38.9

PTT

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REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	52 HAMPDEN STREET, ASCOT
DRAWING TITLE:	RCV VEHICLE SWEPT PATHS

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