33 Harold Street, Virginia

Traffic Impact Assessment

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traffic engineering transport planning

Powerlink Queensland

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1. INTRODUCTION

1.1 Overview

Powerlink Queensland (applicant) has commissioned Bitzios to provide traffic engineering advice in relation to proposed development at their Virginia site which is located at 33 Harold Street, Virginia (subject site).

The subject site is formally described as Lot 8 on SP241022 and Lot 4 on RP896057 and is located within the Brisbane City Council (Council) Local Government Area (LGA).

1.2 Development Details

A Ministerial Infrastructure Designation (MID) application is being lodged, seeking approval of Electricity Operating Works & Storage & Works Depots and Administrative Facilities land uses.

The development is proposed to be completed in eight (8) stages. Table 1.1 summarises existing and proposed land uses and yields by stage.

Table 1.1: Proposed Land Uses & Yields

Land Use / Stage	Yield (m^2 gross floor area (GFA))		
	Electricity Operating Works & Storage & Works Depots	Administrative Facilities	Total
Existing	13,771 (across 5 buildings / tenancies)	24,165	**37,936**
Stage 1	11,236 (across 4 buildings / tenancies)	22,800	**34,036**
Stage 2	5,278 (across 3 buildings / tenancies)	22,800	**28,078**
Stage 3	5,278 (across 3 buildings / tenancies)	23,900	**29,178**
Stage 4	5,278 (across 3 buildings / tenancies)	23,900	**29,178**
Stage 5	5,278 (across 3 buildings / tenancies)	23,900	**29,178**
Stage 6	7,410 (across 4 buildings / tenancies)	26,032	**33,442**
Stage 7	7,410 (across 4 buildings / tenancies)	26,032	**33,442**
Stage 8	7,410 (across 4 buildings / tenancies)	26,032	**33,442**
Net Change (Stage 8 less Existing)	**-6,361 (1 less building / tenancy)**	**+1,867**	**N/A**

Other key proposed development details are identified below:

- **Access:** Via existing driveway crossovers / accesses on Toombul Road, Harold Street, Northlink Place and West Place
- **Car Parking:** 929 spaces currently, with 1,163 spaces proposed upon completion of Stage 8.

A copy of the proposed development plans is included at **Appendix A**.

Importantly, whilst Electricity Operating Works & Storage & Works Depots and Administrative Facilities land uses are specifically being applied for, traffic engineering related standards, guidelines etc. do not specify requirements for such land uses.

Accordingly, a review of the land uses typically specified by the standards, guidelines etc. was undertaken to identify those considered to best reflect the Infrastructure uses proposed as part of the MID. This review determined that:

- Electricity Operating Works & Storage & Works Depots is considered most like Industry / Warehouse
- Administrative Facilities is considered most like Office.

Considering the above, reference is made to Industry / Warehouse and Office uses herein.

1.3 Scope of Works

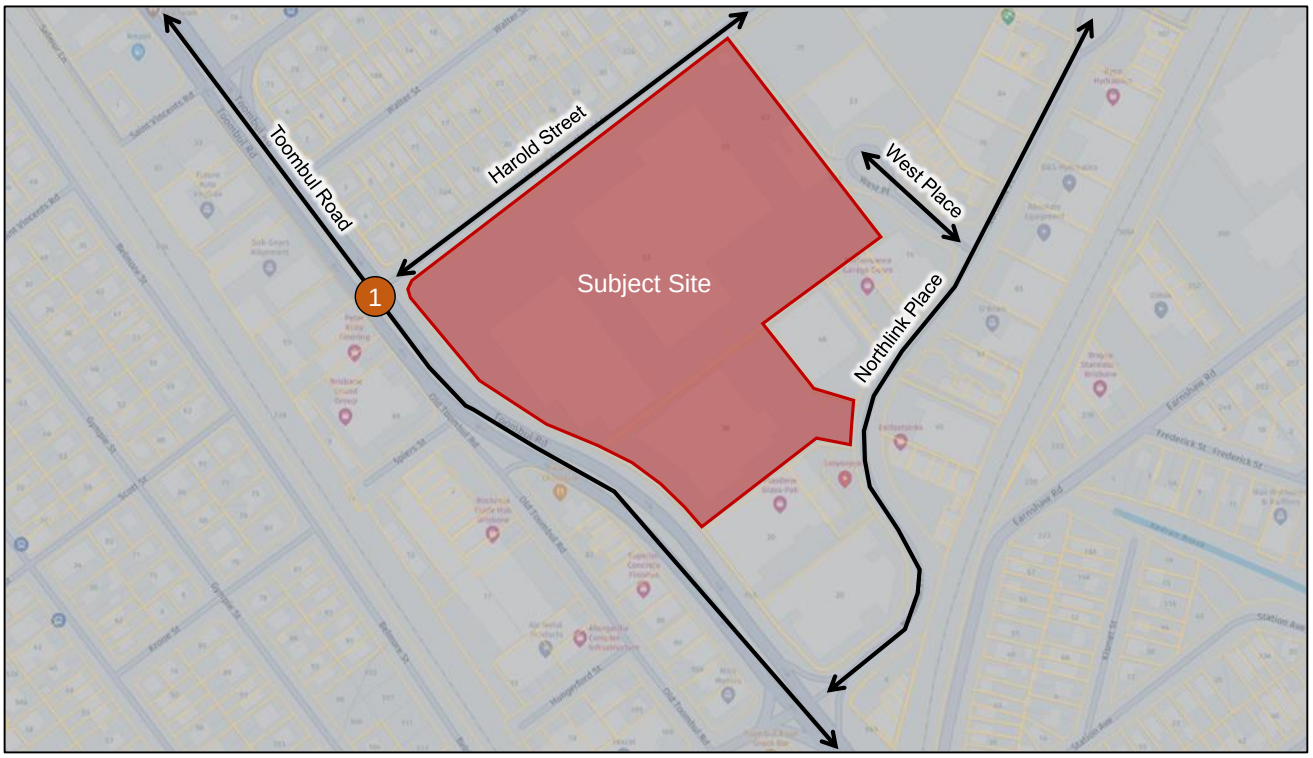
The scope of this Traffic Impact Assessment (TIA) included completing the following key tasks:

- Reviewing the site access arrangements
- Reviewing the proposed development's car parking provisions to understand if they are likely to be sufficient to accommodate typical demands
- Reviewing the modified / new site layout (i.e. car parking bay dimensions, aisle widths) arrangements against relevant Australian Standards (AS2890)
- Reviewing the proposed servicing arrangements to understand if they are likely to be sufficient to support the development
- Estimating the net-increase in peak hour traffic demands resulting from the development
- Undertaking a qualitative assessment of development traffic impacts on the surrounding road network, based on the expected net-increases in peak hour traffic demands resulting from the development.

2. EXISTING CONDITIONS

2.1 Road Network

Figure 2.1 identifies the key roads and intersections surrounding the subject site.



Source: Nearmap

Figure 2.1: Subject Site & Key Roads & Intersections

Table 2.1 provides details of the key roads near the subject site.

Table 2.1: Key Roads

Road Name	Jurisdiction	Hierarchy	Cross-Section	Speed Limit
Toombul Road	Council	Arterial Road & Primary Freight Access	4 lanes divided	60km/h
Harold Street	Council	Neighbourhood Road & Primary Freight Access	2 lanes undivided	50km/h*
Northlink Place	Council	Neighbourhood Road & Primary Freight Access	2 lanes undivided	50km/h
West Place	Council	Neighbourhood Road & Primary Freight Access	2 lanes undivided	50km/h

**Unposted – assumed default urban built-up area speed limit applies*

Table 2.2 provides details of the key intersection near the subject site.

Table 2.2: Key Intersection

ID	Intersection	Jurisdiction	Control
1	Toombul Road / Harold Street	Council	Priority-controlled

2.2 Transport Planning

A review of Council's Local Government Infrastructure Plan (LGIP) indicated that there are no transport network projects planned near the subject site.

2.3 Active Transport Network

The subject site is located within an established urban area, and as such benefits from access to a well-developed active transport network. There are existing footpaths on at least one (1) side of all nearby key roads. The footpaths connect the subject site surrounding public transport facilities.

Importantly, the existing active transport network is appropriate to support the proposed development (i.e. no modifications are required).

2.4 Public Transport Network

There are five (5) bus stops located within 400m radius of the Edison building's (a key building) main entrance as identified in Figure 2.2. Bindha Train Station and Virginia Train Station are also located ~600m away.

Source: Nearmap

Figure 2.2: Existing Public Transport Facilities

Table 2.3 provides an overview of the bus and train routes which service the stops near the subject site.

Table 2.3: Public Transport Network Routes & Frequencies

Route ID / Station	Route Description	Weekday Frequency	Weekend Frequency
306	Nudgee to City	Peak Periods: ~30mins Off Peak Periods: ~30 to 60mins	Sat: 60mins | Sun: 120mins / 4 services
Bindha	Shorncliffe / Cleveland Line	Peak Periods: ~10 to 15mins Off Peak Periods: ~15 to 30mins	Sat: 30mins | Sun: 30mins
Virginia	Brisbane City / Ipswich / Redcliffe / Springfield	Peak Periods: ~10mins Off Peak Periods: ~30mins	Sat: 30mins | Sun: 30mins

In summary, the subject site is reasonably well serviced by the existing public transport network. Importantly, the existing public transport network is appropriate to support the proposed development (i.e. no modifications are required).

3. SITE LAYOUT REVIEW

3.1 Access

Vehicular access to the development is proposed via existing driveway crossovers / accesses (i.e. no changes to the access arrangements are proposed).

Most of the changes proposed as part of the development are planned to occur near Harold Street. Accordingly, the proposed development is expected to affect the existing use of the four (4) Harold Street driveway crossovers most. Importantly, no changes to the existing Harold Street driveway crossovers are considered necessary for the following key reasons:

- A review of publicly available crash data (QLD Globe) found that no crashes involving vehicles using the driveways were reported over the past five (5) years. Accordingly, there do not appear to be any significant underlying safety issues associated with the driveways
- As identified in Section 4, the proposed development is expected to result in the subject site generating an additional six (6) peak hour trips. Such traffic volume increases will have negligible impacts on existing driveway crossover operations
- The largest vehicles using the driveways are not expected to change. The driveways currently support access to industrial / warehouse and office use areas. The same uses are proposed as part of the development and are to be located similarly to where they are now (i.e. heavy vehicle traffic associated with new industrial use areas will not need to use driveways currently only used by vehicles associated with office use).

3.2 Car Parking Provisions

A total of 873 car parking spaces are currently provided across the subject site. Car parking provisions are proposed to vary depending on the stage of the development, with 1,163 spaces ultimately proposed upon completion of Stage 7.

A review of the proposed car parking provisions in each stage of the development has been undertaken. Although this application is for a Ministerial Designation, reference has been made to Council's Transport, access, parking and servicing Planning scheme policy (TAPS Policy) requirements as a guide. Again, it is noted that the uses referenced below best represent the Infrastructure uses proposed as part of the MID.

Table 3.1 identifies the car parking provision rates specified by Council's TAPS Policy for each of the proposed land uses.

Table 3.1: Car Parking Provision Rates – Council

Land Use	Provision Rate
Industry and Warehouse	2 spaces per tenancy plus 1 space per 100m^2 GFA
Office	3 spaces per 100m^2 GFA

Proposed development land uses and yields are reproduced in Table 3.2 for ease of reference.

Table 3.2: Proposed Development Yields

Land Use / Stage	Yield (m^2 GFA)		
	Industry / Warehouse	Office	Total
Existing	13,771 (across 5 buildings / tenancies)	24,165	**37,936**
Stage 1	11,236 (across 4 buildings / tenancies)	22,800	**34,036**
Stage 2	5,278 (across 3 buildings / tenancies)	22,800	**28,078**
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Stage 7	7,410 (across 4 buildings / tenancies)	26,032	**33,442**
Stage 8	7,410 (across 4 buildings / tenancies)	26,032	**33,442**
Net Change (Stage 8 less Existing)	**-6,361 (1 less building / tenancy)**	**+1,867**	**N/A**

Table 3.3 summarises our review of the proposed car parking provisions against Council's TAPS Policy requirements.

Table 3.3: Car Parking Provision Review

Land Use / Stage	TAPS Policy Required Car Parking Spaces			Proposed Car Parking Spaces	Difference (Spaces)
	Industry / Warehouse	Office	Total		
Existing	148	725	**873**	929	+56
Stage 1	120	684	**804**	886	+82
Stage 2	59	684	**743**	865	+122
Stage 3	59	717	**776**	876	+100
Stage 4	59	717	**776**	1,111	+335
Stage 5	59	717	**776**	1,111	+335
Stage 6	82	781	**863**	989	+126
Stage 7 – Start	82	781	**863**	961*	+98
Stage 7 – End	82	781	**863**	1,067*	+204
Stage 8	82	781	**863**	1,163	+300

**In Stage 7 a new car park is to be constructed between the existing Edison building and Harold Street. The new car park will replace an existing car park. Hence, at the start of Stage 7, 28 spaces will be lost. At the end of Stage 7, the new 106 space car park will be completed (a net-increase of 78 spaces).*

As identified above, the proposed car parking provisions in each of the development stages exceed (and therefore comply) Council's TAPS Policy requirements. Accordingly, the provisions are considered acceptable from a traffic engineering perspective. Importantly however, lower car parking provisions which meet the minimum required by Council's TAPS Policy would also be considered acceptable.

It is noted that person with disability (PWD) car parking spaces have not been identified on the development plans. It is recommended that PWD car parking spaces are provided at a rate of one (1) PWD space per 100 car parking spaces in accordance with National Construction Code (NCC) requirements. If the currently proposed 234 additional car parking spaces (929 to 1,163 spaces) are ultimately provided, three (3) additional PWD spaces would be required. Given the size of the subject site, it is expected that the spaces could be readily provided.

3.3 Site Layout

Table 3.4 summarises our review of the proposed new / reconfigured site layout / car park arrangements against AS2890 requirements. Please refer to the civil engineering in relation to proposed site layout grades.

Table 3.4: Site Layout Review

Site Layout Element	Required	Proposed	Compliant
Staff Car Parking Spaces	2.4m x 5.4m	Min. 2.4m x 5.4m	Yes
Visitor Car Parking Spaces	2.5m x 5.4m	Min. 2.5m x 5.4m	
PWD Car Parking Spaces	2.4m x 5.4m with a 2.4m x 5.4m shared zone	Not identified	Will comply
Car Parking Aisle Width	5.8m	Min 5.8m	Yes
Two-way Car Circulation Aisle Width	5.5m	Min 5.5m	Yes
Two-way Service Vehicle Circulation Aisle Width	6.5m	Min 6.5m	Yes

As outlined above, the reviewed site layout elements comply with the relevant AS2890 requirements.

3.4 Servicing

Table 3.5 summarises our review of the proposed servicing vehicle provisions against Council's TAPS Policy requirements which has again been referred to as a guide.

Table 3.5: Servicing Review

Land Use	Largest Required Design Service Vehicle	Proposed Design Service Vehicle	Compliant
Industry / Warehouse	Articulated Vehicle (AV)	Heavy Rigid Vehicle (HRV)	Considered acceptable – see below
Office	Refuse Collection Vehicle (RCV)	Refuse Collection Vehicle (RCV)	Yes

The largest vehicle proposed to service the industry / warehouse areas of the development is a HRV which does not comply with Council's TAPS Policy. However, it is understood that Powerlink does not require provision for AV servicing as required by Council's TAPS Policy. Accordingly, it is not necessary.

Provision is to be made for RCVs to service the office areas of the development in accordance with Council's TAPS Policy.

Swept path diagrams have also been prepared which demonstrate that both the industry / warehouse and office loading areas can be accessed and serviced by HRVs and RCVs, respectively. A copy of the swept path diagrams is included at **Appendix B**.

In summary, the proposed servicing provisions are considered acceptable from a traffic engineering perspective.

4. TRAFFIC ASSESSMENT

4.1 Overview

An assessment of expected development traffic impacts has been undertaken as detailed herein. Importantly, the assessment considers the net change in subject site traffic demands expected as a result of the development, noting that some existing uses / yields are to be removed.

4.2 Subject Site Traffic Demands – With Development

4.2.1 Trip Generation Rates

Table 4.1 identifies the trip generation rates adopted for the purposes of estimated proposed development traffic demands. The rates were sourced from the NSW Roads and Traffic Authority (RTA), Guide to Traffic Generating Developments, 2002 (RTA GTGD).

Table 4.1: Trip Generation Rates - Proposed Development

Land Use	AM Peak	PM Peak	Unit
Industry / Warehouse	0.50	0.50	trips / 100m^2 GFA
Office	2.00	2.00	trips / 100m^2 GFA

4.2.2 Directional Traffic Splits

Table 4.2 identifies the adopted directional splits which are based on typical industry rates.

Table 4.2: Directional Splits - Proposed Development

Land Use	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Industry / Warehouse	75%	25%	100%	30%	70%	100%
Office	80%	20%	100%	20%	80%	100%

4.2.3 Traffic Demands

Table 4.3 identifies the net change in subject site traffic demands expected as a result of the proposed development.

Table 4.3: Estimated Net Change in Traffic Demands – Subject Site

Land Use	Net Change in Yield (m^2 GFA)	AM Peak (Trips)			PM Peak (Trips)		
		In	Out	Total	In	Out	Total
Industry / Warehouse	-6,361	-24	-8	-32	-10	-22	-32
Office	+1,867	+30	+7	+37	+7	+30	+37
Total	**-**	**+6**	**0**	**+6**	**-2**	**+8**	**+6**

4.3 Qualitative Traffic Assessment

As identified in Section 4.2.3, the proposed development is expected to result in the subject site generating approximately six (6) additional trips per hour during AM and PM peak periods. This equates to approximately one (1) additional trip every 10 minute on average.

Based on the above, we are of the view that:

- The proposed development will have negligible impacts on the surrounding road network
- Detailed traffic analysis (SIDRA) is not warranted
- No external road upgrades are warranted to offset development traffic impacts.

5. SUMMARY

Key findings and recommendations are summarised below:

- No Council LGIP transport network projects are planned near the subject site
- The development does not trigger the need for modifications to the existing active transport network
- The development does not trigger the need for modifications to the existing public transport network
- Vehicular access to the development is proposed via existing driveway crossovers / accesses. Importantly, no changes to the existing accesses are considered necessary to support the development
- The proposed car parking provisions in each of the development stages exceed (and therefore comply) Council's TAPS Policy requirements. Accordingly, the provisions are considered acceptable from a traffic engineering perspective. Importantly however, lower car parking provisions which meet the minimum required by Council's TAPS Policy would also be considered acceptable
- It is recommended that PWD car parking spaces are provided at a rate of one (1) PWD space per 100 car parking spaces in accordance with NCC requirements. If the currently proposed 234 additional car parking spaces (929 to 1,163 spaces) are ultimately provided, three (3) additional PWD spaces would be required. Given the size of the subject site, it is expected that the spaces could be readily provided
- The reviewed site layout elements comply with the relevant AS2890 requirements. Notwithstanding this, it is recommended that a condition requiring all modified / new car park areas to comply with AS2890 be imposed on the development
- The proposed servicing provisions are considered acceptable from a traffic engineering perspective
- The proposed development is expected to result in the subject site generating approximately six (6) additional trips per hour during peak periods. This increase in traffic generation is very low. No external road upgrades are warranted to offset development traffic impacts.

Based on the findings of this report, we are of the view that there are no traffic engineering related matters to preclude approval of the proposed development subject to reasonable and relevant conditions.

Appendix A: Proposed Plans

TESLA REDEVELOPMENT
POWERLINK VIRGINIA CAMPUS

02/04/25

W–B
WOODS BAGOT

Powerlink
QUEENSLAND

01 Development Summary

02 Staging

03 Drawings

04 Perspectives

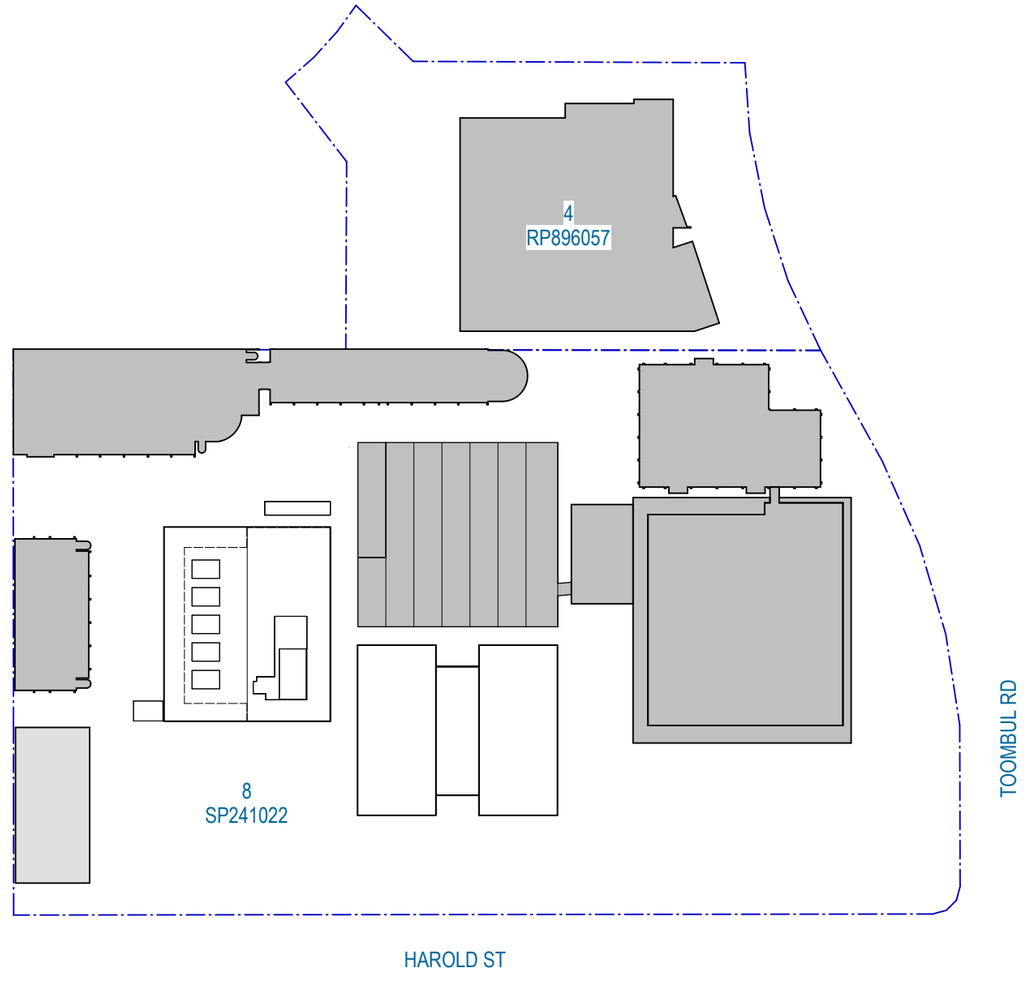
01 Development Summary

SITE AREA (TOTAL) 68,330 m^2

	GFA (m2)	SITE COVER (m2)	COMMENTS
EXISTING/APPROVED BUILDINGS			
EDISON	8,277	4,441	To be decommissioned in Stage 3 - refer staging plans
BRIAN SHARP	6,430	2,145	
NORTHLINK	6,002	3,019	
NORTHLINK WAREHOUSE	2,107	2,107	
REMNANT TESLA	4,182	4,182	Area reduced as part of MID proposal (-9,858 m2)
OIL LAB	1,080	1,080	
PROPOSED BUILDINGS			
FDOE BUILDING			
GROUND	2,607		
LEVEL 1	1,657		
LEVEL 2 (PLANT)	-		
TOTAL	4,264	2,694	
NEW TESLA BUILDING			
GROUND	3,177		
LEVEL 1	3,100		
LEVEL 2	3,100		
LEVEL 3 (PLANT)	-		
TOTAL	9,377	3,403	
OVERALL (PROPOSED)	**33,442**	**18,630**	
CHANGE TO EXISTING	**-4,494**	**-7,662**	

CAR PARKING	EXISTING	PROPOSED	
EXISTING PARKING	929	929	
FDOE BUILDING		+92	
NEW TOOMBUL RD CAR PARK		+96	
TESLA CAR PARK (HAROLD ST)		-32	Reconfigured to incorprate new Drop-off & Main campus entry
FUTURE HAROLD ST CAR PARK		+78	Future car park to suit relocation of main entry to New Tesla Building
TOTAL	**929**	**1,163**	
CHANGE		**+234**	

LANDSCAPE	EXISTING	PROPOSED
TOTAL	7,674	9,860



NOTE: Figures are approximate only and subject to detailed survey, consultant input, design development and statutory approvals.

01 Development Summary

02 Staging

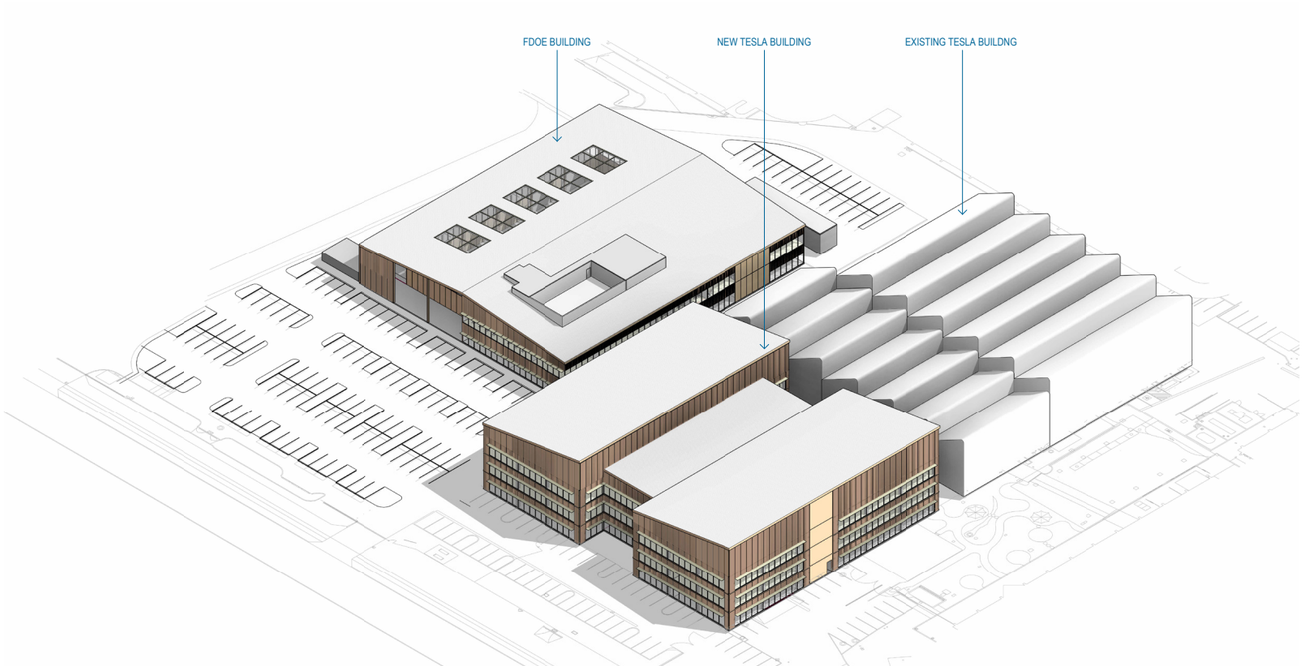
03 Drawings

04 Perspectives

02 Staging Summary

	Existing		Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6		Stage 7		Stage 8	
	GFA	Site Cover	GFA	Site Cover	GFA	Site Cover	GFA	Site Cover	GFA	Site Cover	GFA	Site Cover	GFA	Site Cover	GFA	Site Cover	GFA	Site Cover
Existing Buildlings*																		
Edison	8,277	4,441	8,277	4,441	8,277	4,441	0	0	0	0	0	0	0	0	0	0	0	0
Brian Sharp	6,430	2,145	6,430	2,145	6,430	2,145	6,430	2,145	6,430	2,145	6,430	2,145	6,430	2,145	6,430	2,145	6,430	2,145
Northlink	6,002	3,019	6,002	3,019	6,002	3,019	6,002	3,019	6,002	3,019	6,002	3,019	6,002	3,019	6,002	3,019	6,002	3,019
Northlink Warehouse	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107	2,107
Existing Tesla	14,040	13,500	10,140	9,600	4,182	4,182	4,182	4,182	4,182	4,182	4,182	4,182	4,182	4,182	4,182	4,182	4,182	4,182
Proposed Buildings																		
Oil Lab*	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080	1,080
New Tesla							9,377	3,403	9,377	3,403	9,377	3,403	9,377	3,403	9,377	3,403	9,377	3,403
FDOE													4,264	2,694	4,264	2,694	4,264	2,694
Total	37,936	26,292	34,036	22,392	28,078	16,974	29,178	15,936	29,178	15,936	29,178	15,936	33,442	18,630	33,442	18,630	33,442	18,630

	Existing	Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6		Stage 7		Stage 8	
	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total	Change	Total
Parking*	929	- 43	886	- 21	865	11	876	235	1,111	-	1,111	- 122	989	78	1,067	96	1,163



NOTE: Figures are approximate only and subject to detailed survey, consultant input, design development and statutory approvals.
Existing area and parking figures provided by Powerlink.

02 Staging - Current

Summary	
GFA	37, 936 m²
Site Cover	26, 292 m²
Parking	929

- Works commenced
- Vacant
- Tool Store
- Training
- Offices
- Other Storage
- Williamson Centre
- Oil Lab

02 Staging - Stage 1

- Western quadrant of Tesla Warehouse demolished

Stage 2 - Summary	
GFA	34, 036 m²
Site Cover	22, 392 m²
Parking	886

Works commenced

Vacant

Tool Store

Training

Offices

Other Storage

Williamson Centre

Oil Lab

02 Staging - Stage 2

- New Tesla workplace building under construction
- New car parking, landscaping and Porte Cochere to new Tesla building under construction
- Demolition of eastern quadrant of existing Tesla Warehouse to allow for contractor site laydown & parking

Stage 2 - Summary	
GFA	28, 078 m^2
Site Cover	16, 974 m^2
Parking	865

Works commenced

Vacant

Tool Store

Training

Offices

Other Storage

Williamson Centre

Oil Lab

02 Staging - Stage 3

- New Tesla Building complete
- Porte Cochere, car park and landscaping to new Tesla Building complete
- Car park adjacent Edison demolished for future landscape area
- Edison Building decommissioned

Stage 3 - Summary	
GFA	29, 178 m^2
Site Cover	15, 936 m^2
Parking	876

Works commenced

Vacant

Tool Store

Training

Offices

Other Storage

Williamson Centre

Oil Lab

02 Staging - Stage 4

- New on-grade car park adjacent Tesla complete
- Landscaped area between Tesla and Edison complete
- Edison Building decommissioned

Stage 4 - Summary	
GFA	29, 178 m^2
Site Cover	15, 936 m^2
Parking	1,111

Works commenced

Vacant

Tool Store

Training

Offices

Other Storage

Williamson Centre

Oil Lab

02 Staging - Stage 5

- Edison Building demolished and new landscaped area provided

Stage 5 - Summary	
GFA	29, 178 m^2
Site Cover	15, 936 m^2
Parking	1,111

Works commenced

Vacant

Tool Store

Training

Offices

Other Storage

Williamson Centre

Oil Lab

02 Staging - Stage 6

- New FDOE Building complete
- New car parks to FDOE building complete

Stage 6 - Summary	
GFA	33, 442 m²
Site Cover	18, 630 m²
Parking	989

Works commenced

Vacant

Tool Store

Training

Offices

Other Storage

Williamson Centre

Oil Lab

02 Staging - Stage 7

- Reconfiguration of Edison car park complete

Stage 7 - Summary	
GFA	33, 442 m²
Site Cover	18, 630 m²
Parking	1,067

Works commenced

Vacant

Tool Store

Training

Offices

Other Storage

Williamson Centre

Oil Lab

02 Staging - Stage 8 Completion

- Toombul Rd car park complete

Stage 8 - Summary	
GFA	33, 442 m²
Site Cover	18, 630 m²
Parking	1,163

Works commenced

Vacant

Tool Store

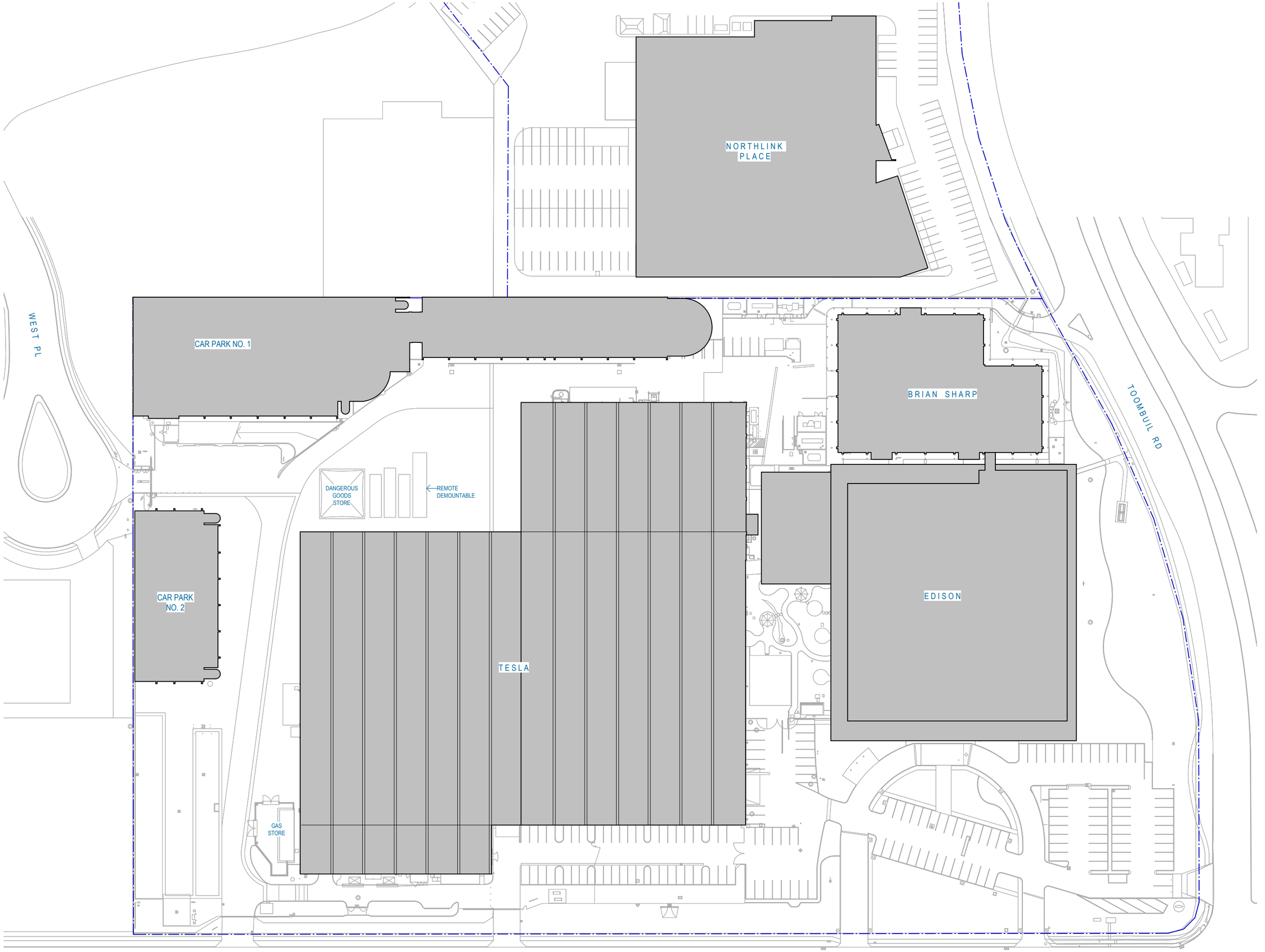
Training

Offices

Other Storage

Williamson Centre

Oil Lab



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1		For Information	03/06/24
2	Preliminary	For Information	07/06/24
3	For Information	For Information	19/10/24
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5	For Information	For Information	06/12/24

Notes

Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

Project
POWERLINK VIRGINIA - TESLA REDEVELOPMENT

Client
POWERLINK

Issuer
W—B
WOODS BAGOT

Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
AA	AA	A1	1 : 500

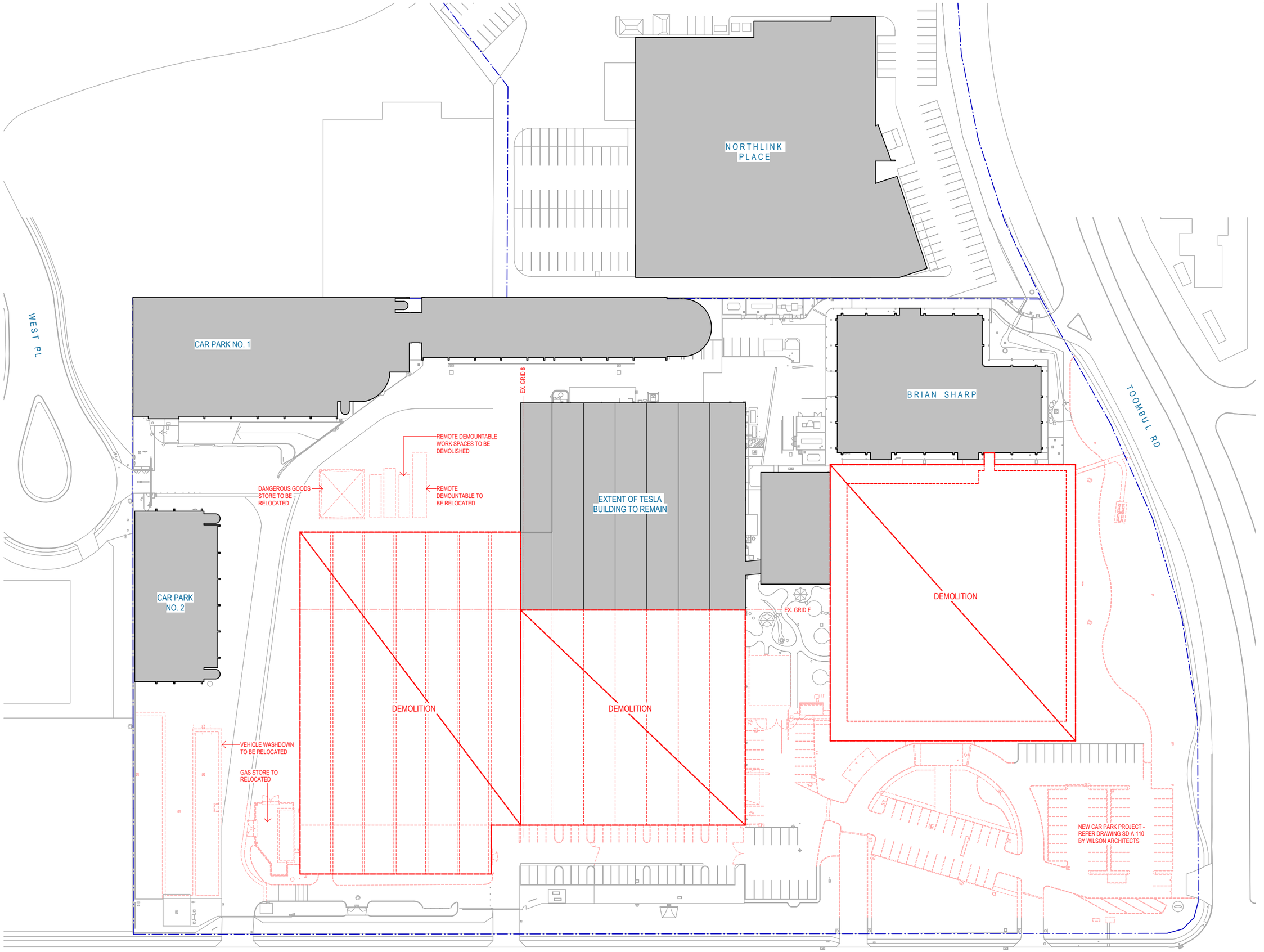
Sheet title
SITE PLAN - EXISTING

Sheet number
A - 1101

Revision
5

Status
PRELIMINARY

Date generated 6/12/2024 9:49:55 AM



Recent revision history

#	Status	Description	Date
1	Preliminary	For Information	18/07/24
2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24
4	For Information	For Information	06/12/24
5	For Information	For Information	05/03/25
6	For Information	For Information	27/03/25

Notes

Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

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Client
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WOODS BAGOT

Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
AA	AA	A1	1 : 500

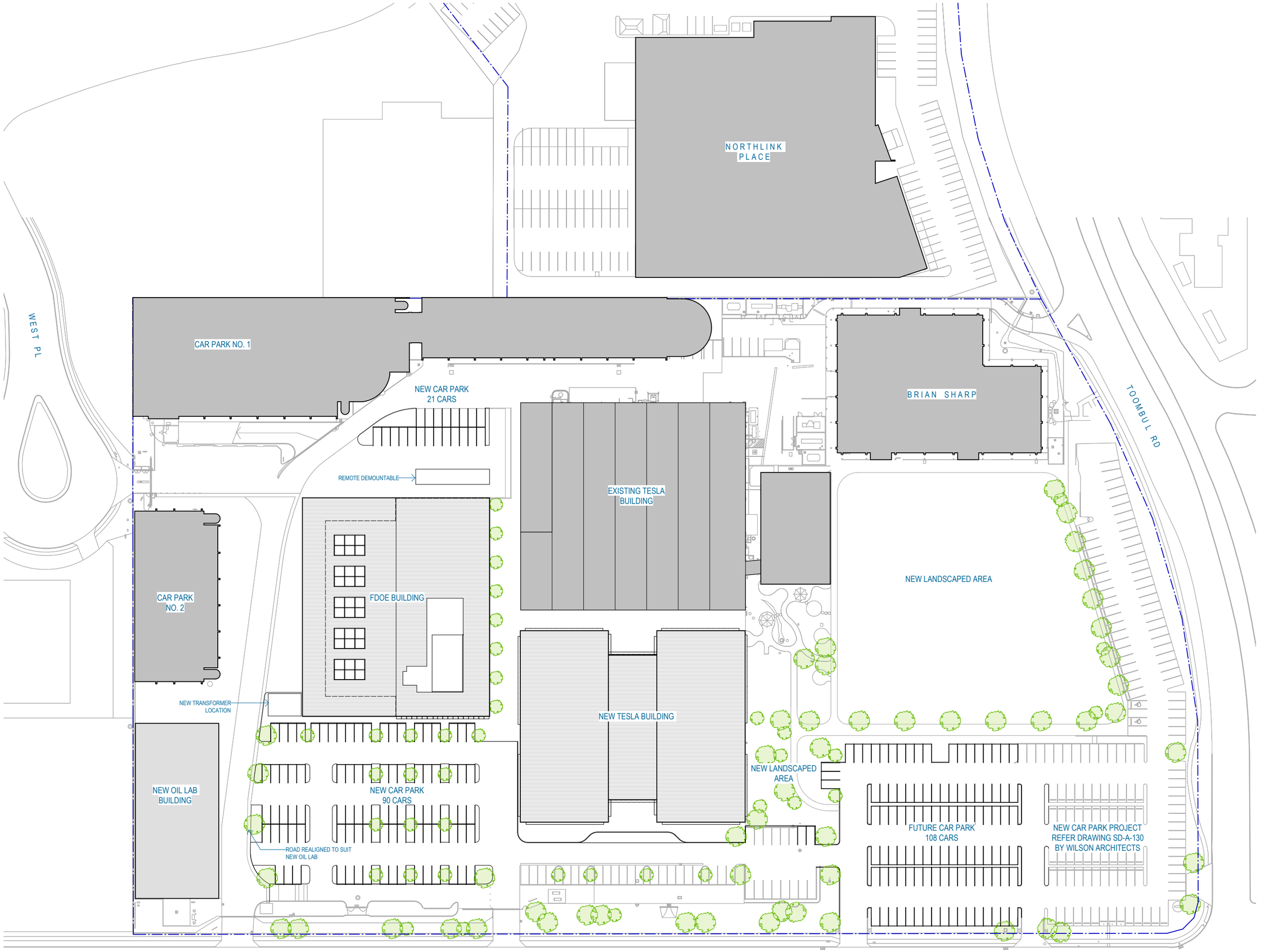
Sheet title
SITE PLAN - DEMOLTION

Sheet number
A - 1140

Revision
6

Status
PRELIMINARY

Date generated 28/03/2025 12:18:13 PM



Date generated 28/03/2025 12:18:24 PM

Recent revision history

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1	Preliminary	For Information	18/07/24
2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24
4	For Information	For Information	06/12/24
5	For Information	For Information	05/03/25
6	For Information	For Information	27/03/25

Notes

Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

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POWERLINK VIRGINIA - TESLA REDEVELOPMENT

Client
POWERLINK

Issuer
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WOODS BAGOT

Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
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Sheet title
SITE PLAN

Sheet number
A - 1141

Revision
6

Status
PRELIMINARY

Recent revision history

#	Status	Description	Date
1	Preliminary	For Information	18/07/24
2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24
4	For Information	For Information	06/12/24
5	For Information	For Information	05/03/25
6	For Information	For Information	27/03/25

Notes

Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

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POWERLINK VIRGINIA - TESLA REDEVELOPMENT

Client
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Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
AA	AA	A1	1 : 250

Sheet title
GROUND

Sheet number
A - 2240

Revision
6

Status
PRELIMINARY

Date generated 28/03/2025 12:18:28 PM

Recent revision history

#	Status	Description	Date
1	Preliminary	For Information	18/07/24
2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24
4	For Information	For Information	06/12/24
5	For Information	For Information	05/03/25
6	For Information	For Information	27/03/25

Project
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Client
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Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
AA	AA	A1	1 : 250

Sheet title
LEVEL 1

Sheet number
A - 2241

Revision
6

Status
PRELIMINARY

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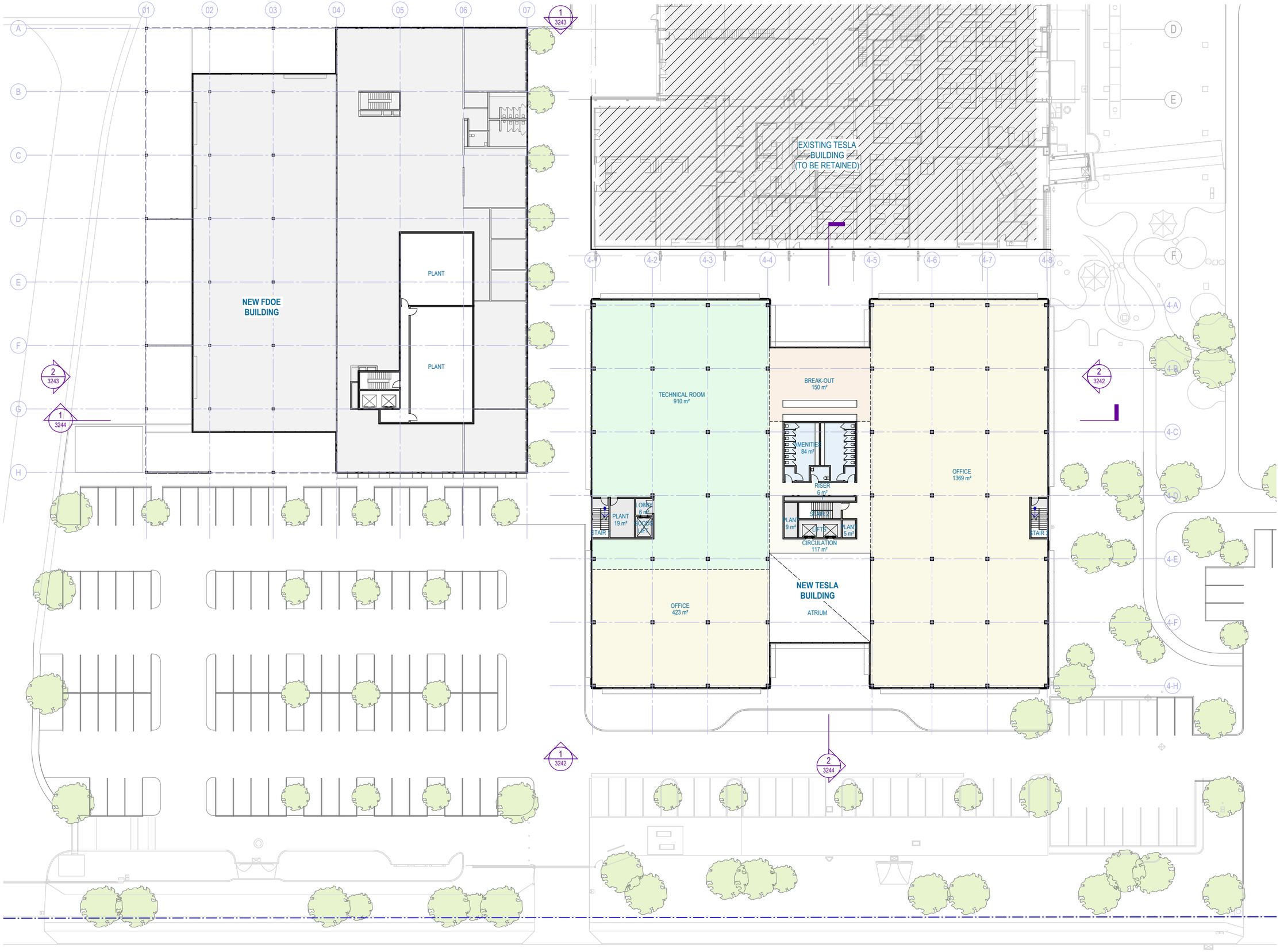

Recent revision history

#	Status	Description	Date
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2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24
4	For Information	For Information	06/12/24
5	For Information	For Information	05/03/25
6	For Information	For Information	27/03/25

Project
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Client
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Issuer
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Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
AA	AA	A1	1 : 250

Sheet title
LEVEL 2

Sheet number
A - 2242

Revision
6

Status
PRELIMINARY

Date generated 28/03/2025 12:18:49 PM

Recent revision history

#	Status	Description	Date
1	Preliminary	For Information	18/07/24
2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24
4	For Information	For Information	06/12/24
5	For Information	For Information	05/03/25
6	For Information	For Information	27/03/25
7	For Information	For Information	08/04/25

Project
POWERLINK VIRGINIA - TESLA REDEVELOPMENT

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POWERLINK

Issuer
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Project number
150676

Size check
25mm

Checked
AA

Approved
AA

Sheet size
A1

Scale
1 : 250

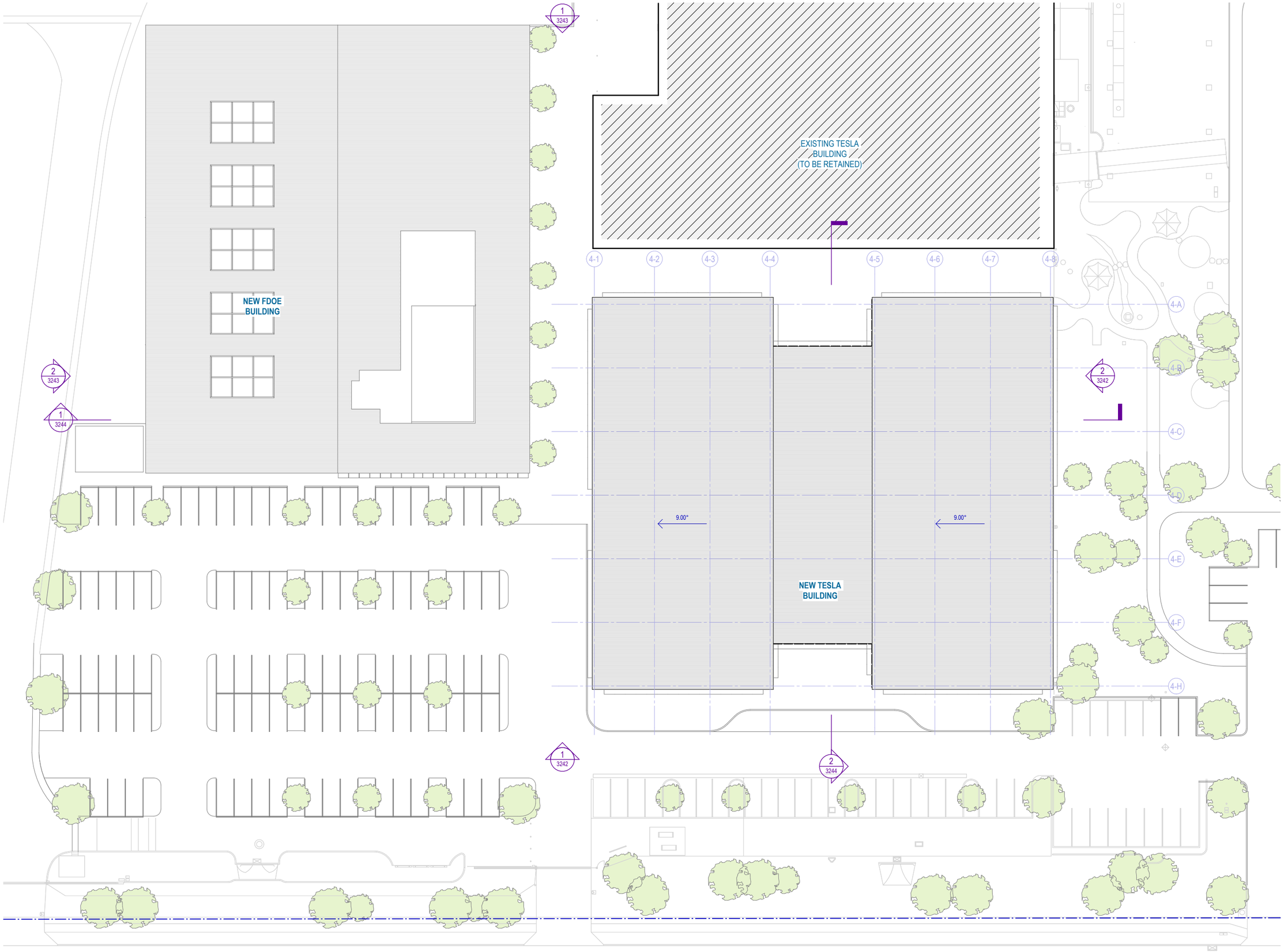
Sheet title
LEVEL 3 (PLANT)

Sheet number
A - 2243

Revision
7

Status
PRELIMINARY

Date generated 4/8/2025 9:00:07 AM



Recent revision history

#	Status	Description	Date
1	Preliminary	For Information	18/07/24
2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24
4	For Information	For Information	06/12/24
5	For Information	For Information	05/03/25
6	For Information	For Information	27/03/25

Notes

Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

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POWERLINK VIRGINIA - TESLA REDEVELOPMENT

Client
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Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
AA	AA	A1	1 : 250

Sheet title
LEVEL 4 (ROOF)

Sheet number
A - 2244

Revision
6

Status
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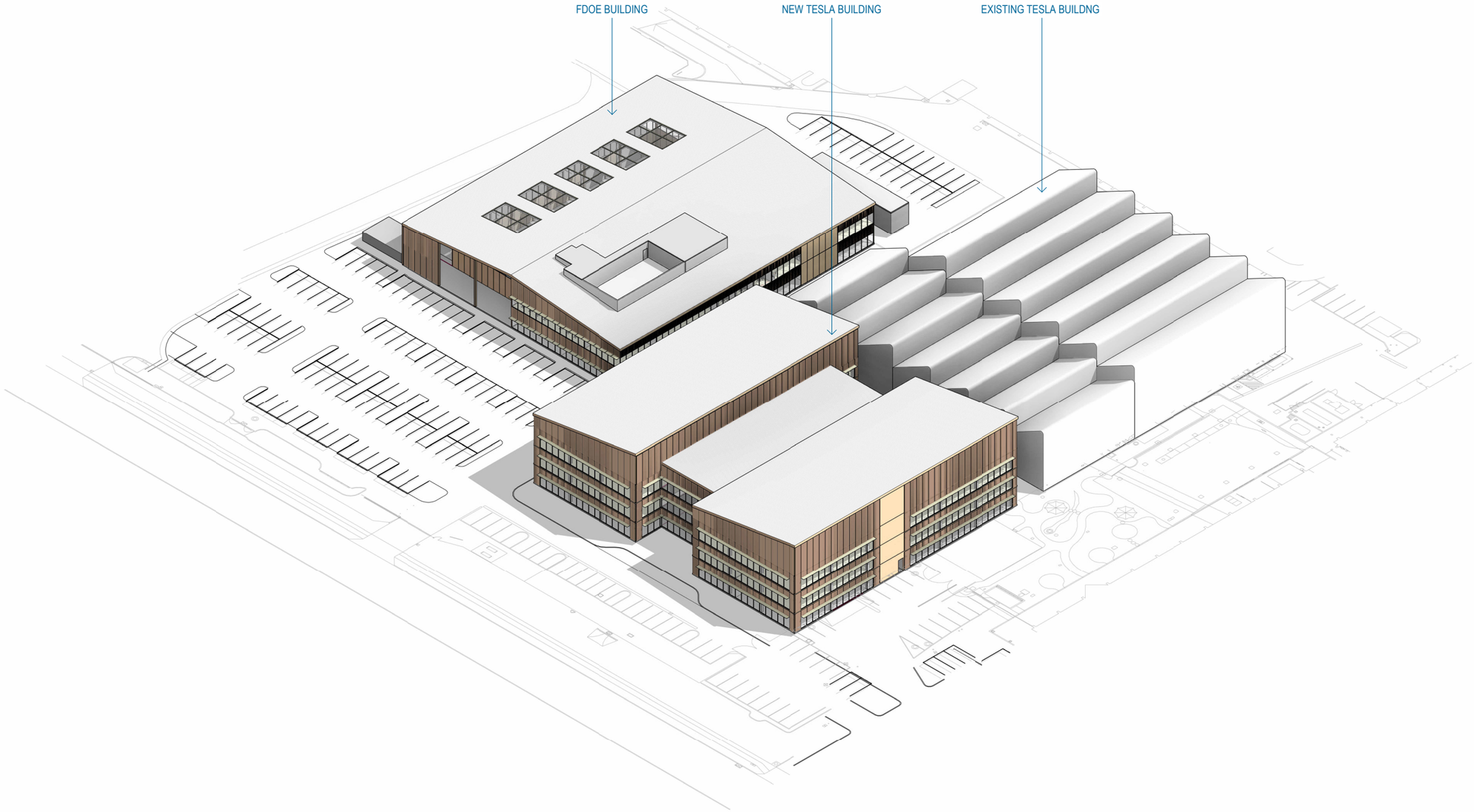

Recent revision history

#	Status	Description	Date
1	Preliminary	For Information	18/07/24
2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24

Notes

Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

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POWERLINK VIRGINIA - TESLA REDEVELOPMENT

Client
POWERLINK

Issuer
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WOODS BAGOT

Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
AA	AA	A1	

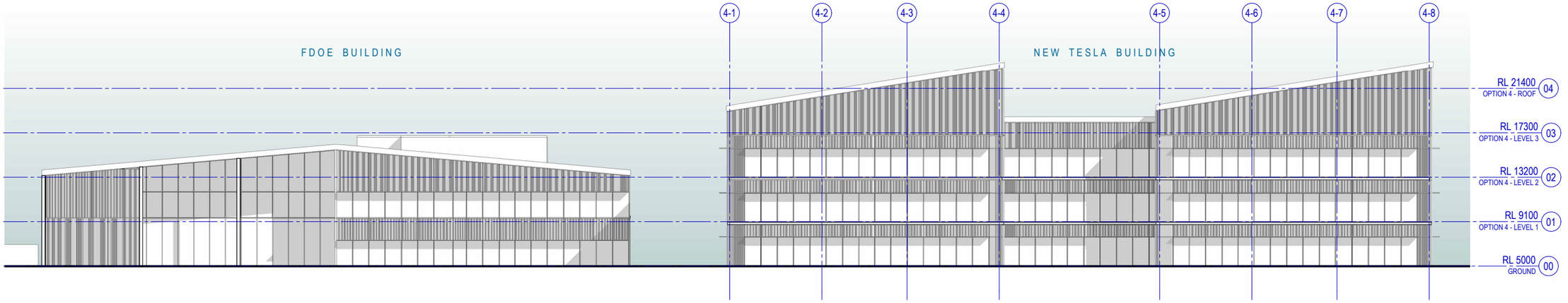
Sheet title
OVERALL AXO

Sheet number
A - 3241

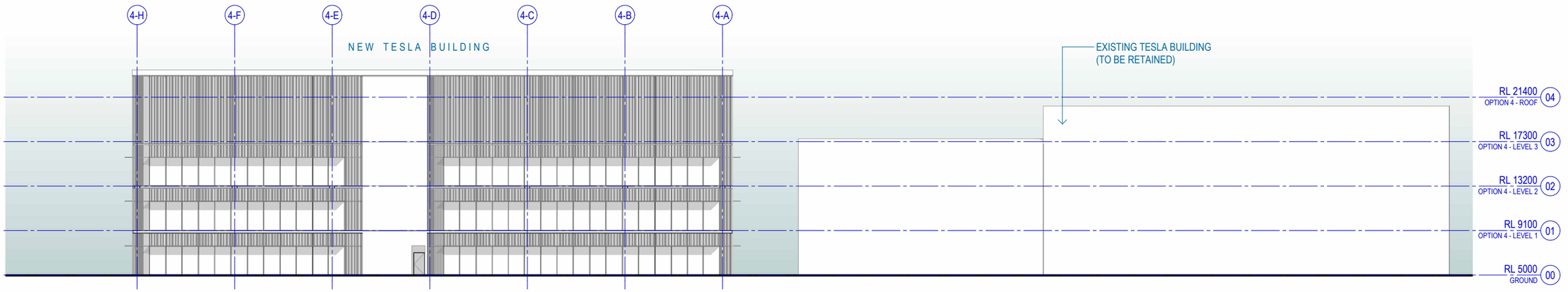
Revision
3

Status
PRELIMINARY

Date generated 2/12/2024 8:11:03 AM



1 OPTION 4 - ELEVATION - HAROLD ST
SCALE 1 : 200



2 OPTION 4 - WEST ELEVATION
SCALE 1 : 200

Date generated 6/12/2024 9:51:22 AM

Recent revision history

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2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24
4	For Information	For Information	06/12/24

Notes

Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

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Project
POWERLINK VIRGINIA - TESLA REDEVELOPMENT

Client
POWERLINK

Issuer
W–B
WOODS BAGOT

Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
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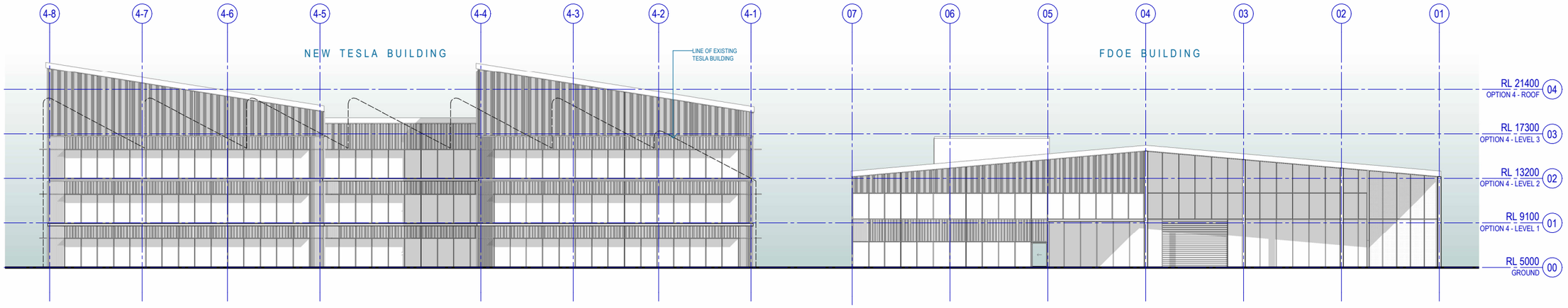
Sheet title
ELEVATIONS

Sheet number
A - 3242

Revision
4

Status
PRELIMINARY



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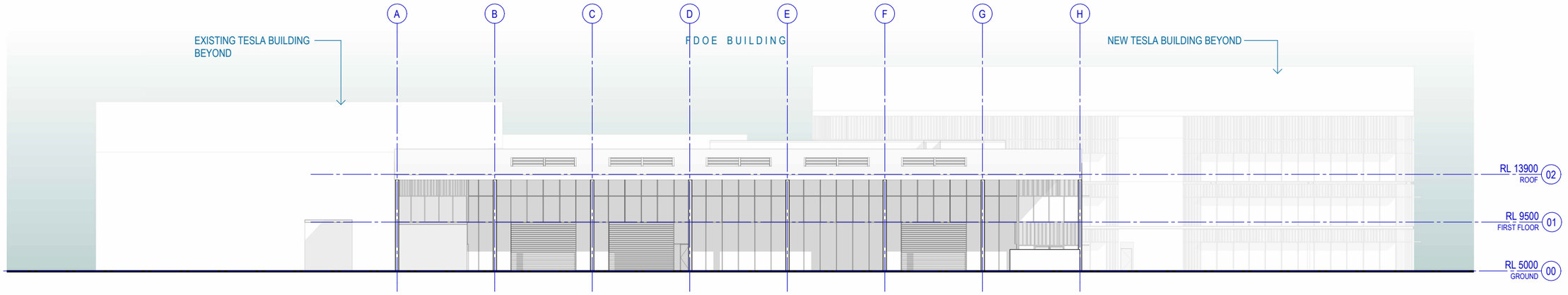

2 OPTION 4 - EAST ELEVATION
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Date generated 6/12/2024 9:51:39 AM

Recent revision history

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2	For Information	For Information	19/10/24
3	For Information	For Information	29/11/24
4	For Information	For Information	06/12/24

Notes

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Project
POWERLINK VIRGINIA - TESLA REDEVELOPMENT

Client
POWERLINK

Issuer
WOODS BAGOT

Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
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Sheet title
ELEVATIONS

Sheet number
A - 3243

Revision
4

Status
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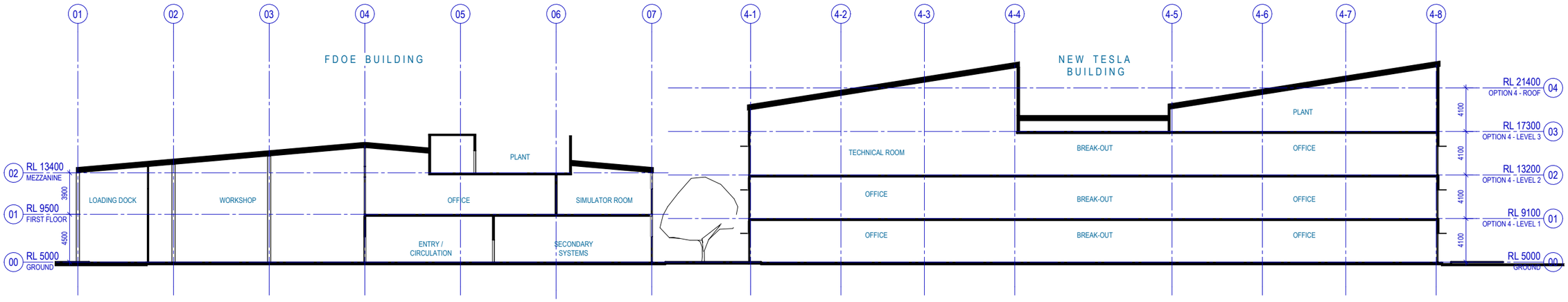

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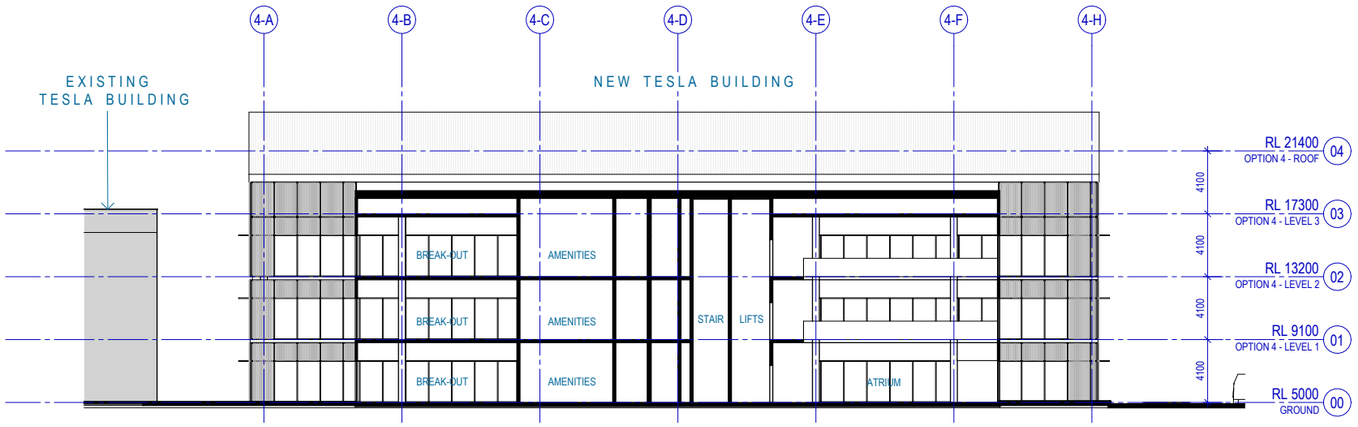

2 SECTION B
SCALE 1 : 200

Recent revision history

#	Status	Description	Date
1	For Information	For Information	29/11/24
2	For Information	For Information	06/12/24

Project
POWERLINK VIRGINIA - TESLA REDEVELOPMENT

Client
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Issuer
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Project number	Size check		
150676	25mm		
Checked	**Approved**	**Sheet size**	**Scale**
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Sheet title
SECTIONS

Sheet number	Revision
A - 3244	2

Status
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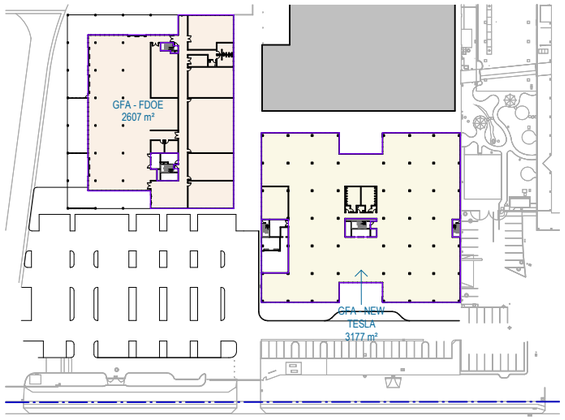

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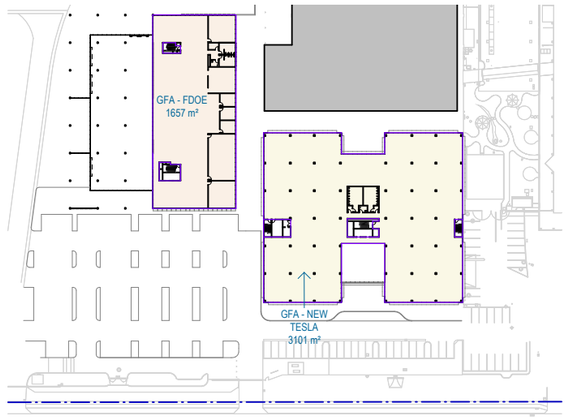

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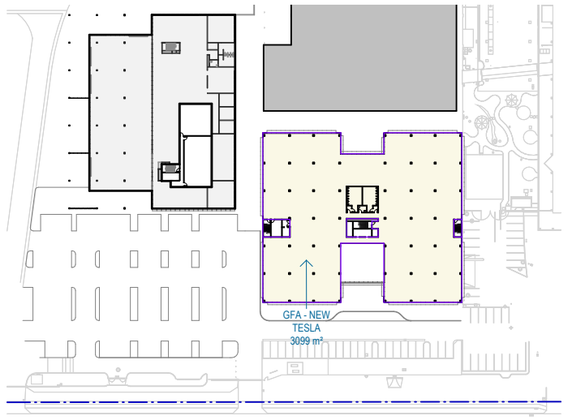

3 LEVEL 2
SCALE 1 : 1000

Recent revision history

#	Status	Description	Date
1	For Information	For Information	19/10/24
2	For Information	For Information	29/11/24
3	For Information	For Information	06/12/24

Notes

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Do not scale drawings.

Project
POWERLINK VIRGINIA - TESLA REDEVELOPMENT

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Project number
150676

Size check
25mm

Checked	Approved	Sheet size	Scale
AA	AA	A1	1 : 1000

Sheet title
AREA PLANS - GFA

Sheet number
A - 8002

Revision
3

Status
PRELIMINARY

Date generated 6/12/2024 10:42:04 AM

01 Development Summary

02 Staging

03 Drawings

04 Perspectives

ARTIST IMPRESSION ONLY

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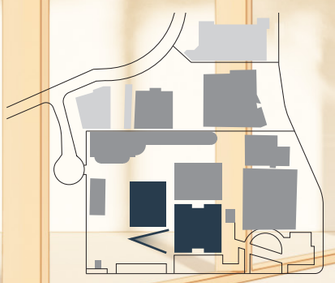

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Appendix B: Swept Path Diagrams

CAR PARK NO. 2

FDOE BUILDING

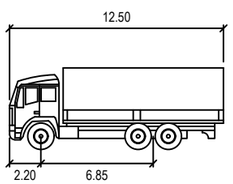
NEW TRANSFORMER LOCATION

NEW OIL LAB BUILDING

NEW CAR PARK 90 CARS

ROAD REALIGNED TO SUIT NEW OIL LAB

HRV STANDARDS 2018 (AU)



HRV	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

DESIGN VEHICLE

Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
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Brisbane
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Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	MID Swept Paths	J.K	20.03.2025

Scale @ A3 0 5 10 15 20 25 1:500

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project: 33 Harold Street Virginia TIA

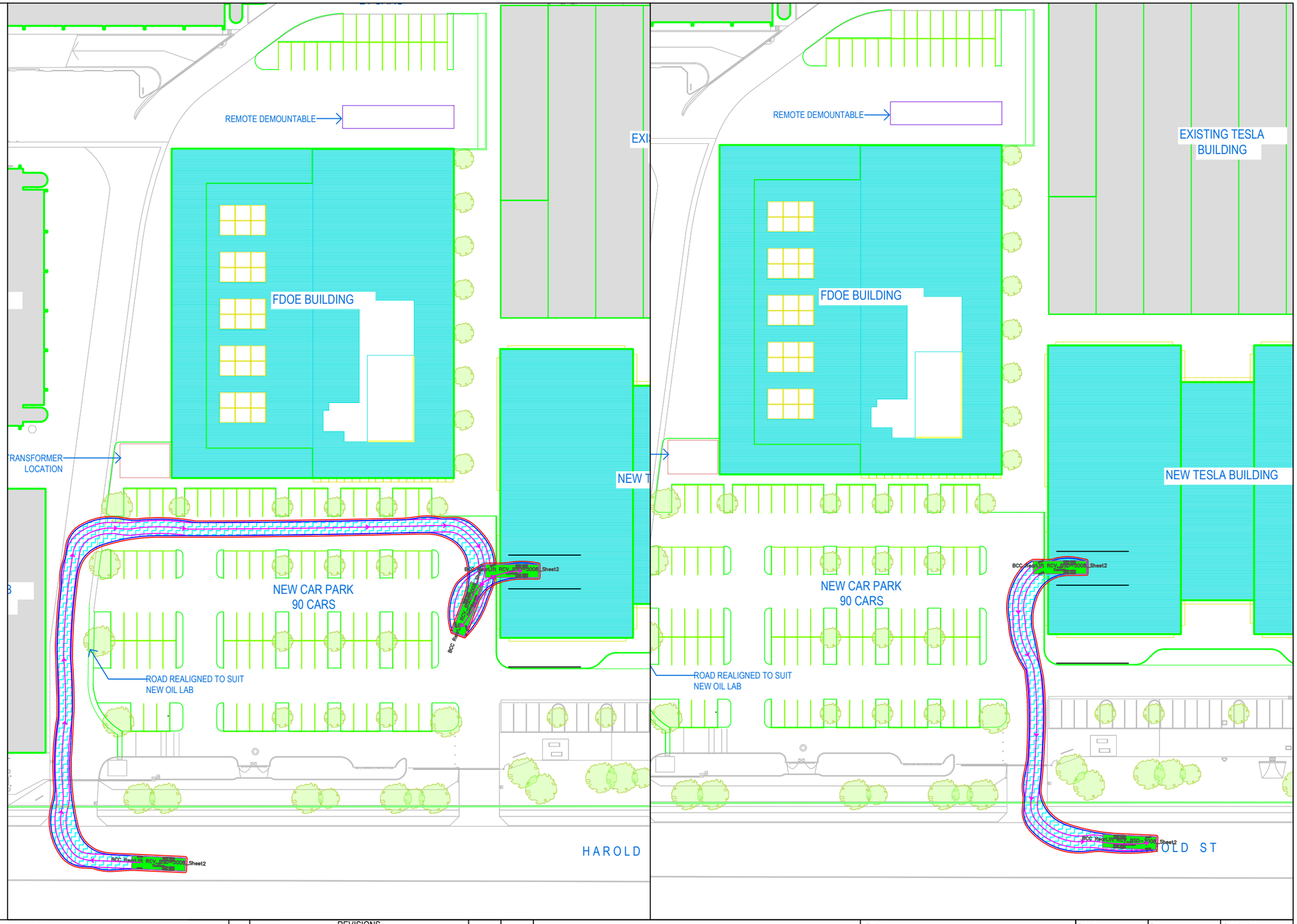
Title: HRV Loading Swept Path Diagrams

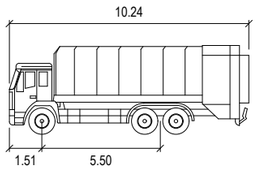
Design	Drawn	Checked
J.K	J.K	N.E

CONCEPT ONLY

Date: 20.03.2025

Project Number	Sheet Number	Issue
P6416	1	001





BCC Rear Load RCV meters

Width	:	2.5
Track	:	2.5
Lock to Lock Time	:	6.0
Steering Angle	:	44.4

DESIGN VEHICLE

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Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
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Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	MID Swept Paths	J.K	20.03.2025

Scale @ A3 0 5 10 15 20 25 30 35 1:750

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project: 33 Harold Street Virginia TIA

Title: Rear Loading RCV Swept Path Diagrams

Design	Drawn	Checked
J.K	J.K	N.E

CONCEPT ONLY

Date: 20.03.2025

Project Number	Sheet Number	Issue
P6416	2	001

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