TRAFFIC & TRANSPORT ENGINEERING

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23 October 2026

BCC DS
RECEIVED
29-10-2026
APPLICATION REF
A007142615

BA Architects Pty Ltd
82 Dell Road
St Lucia QLD 4067

Attention: Bruno Alahakone

Dear Bruno,

RE: 411 NUDGEE ROAD, HENDRA
TRAFFIC ENGINEERING ASSESSMENT

INTRODUCTION

This report has been prepared by PTT, as requested by BA Architects, to assess the traffic engineering aspects of a proposed one into two lot residential subdivision at 411 Nudgee Road, Hendra.

The aim of this assessment is to review the proposed development in terms of its site access and on-site parking / manoeuvring arrangements, with respect to the requirements of the Brisbane City Plan 2014.

EXISTING CONDITIONS

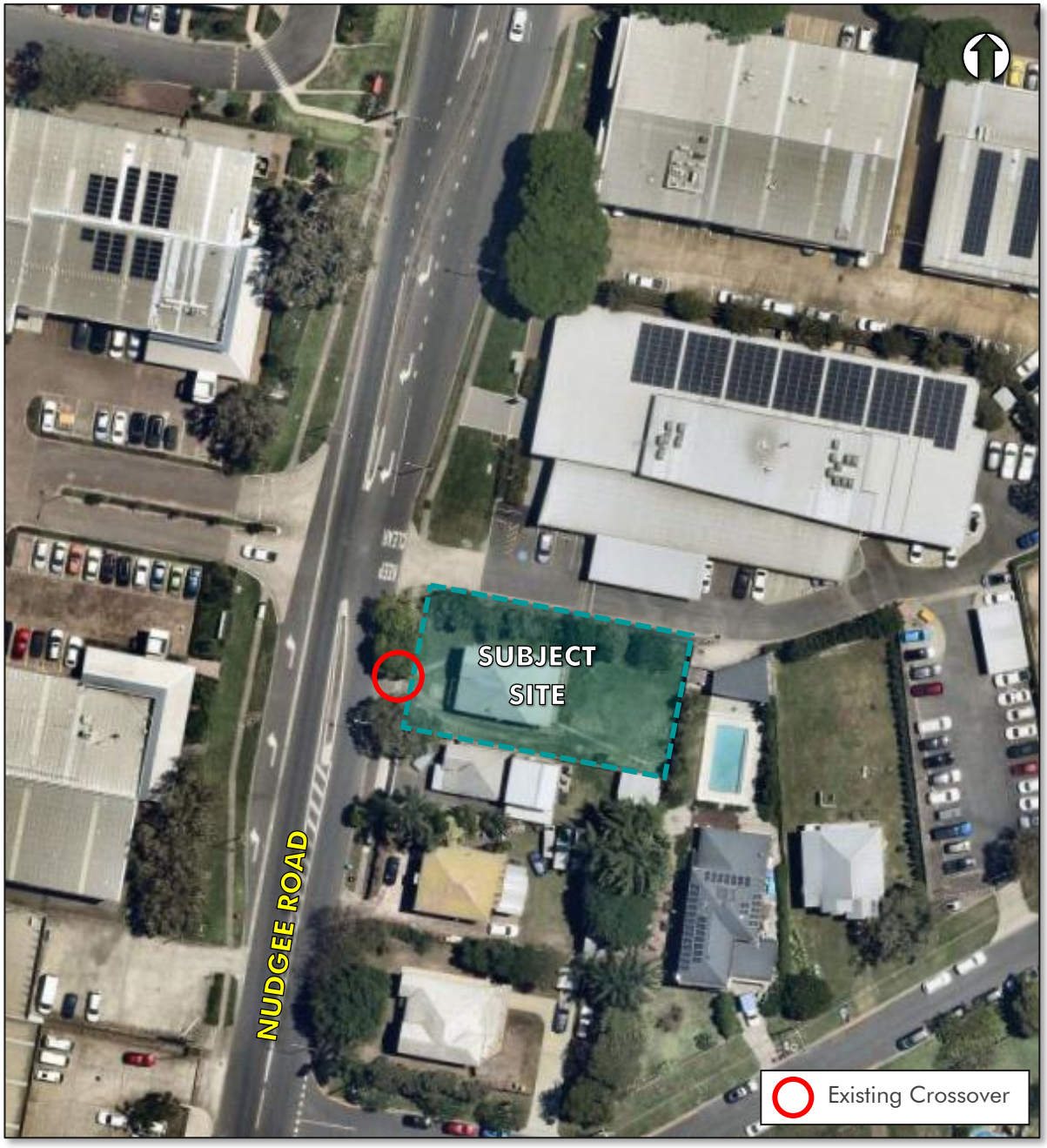
SUBJECT SITE

The subject site is formally described as Lot 23 on RP75573 and is zoned as Character Residential (CR1) according to the Brisbane City Plan 2014. It currently accommodates a single dwelling and is bounded by Nudgee Road to the west, a police station to the north and by residential uses to the east and south, as shown in Figure 1. Vehicular access to the site is currently provided via an informal crossover on Nudgee Road, which is restricted to left-in / left-out operations by a raised centre median on Nudgee Road. The surrounding area comprises predominantly residential, industrial and retail / commercial uses.

ROAD NETWORK

The subject section of Nudgee Road is classified as an arterial (ie major) road according to the Brisbane City Plan 2014 and has a posted speed of 60 km/h. Along the subject site frontage, Nudgee Road is median-divided with one lane of traffic in each direction and no provision for on-street parking. The road widens to two lanes in each direction approximately 90m to the north of the site. There are "keep clear" pavement markings in the southbound lane in front of the site access of the police station, immediately north of the subject site, as shown in Figure 1.

Figure 1: SITE LOCALITY



ACTIVE AND PUBLIC TRANSPORT

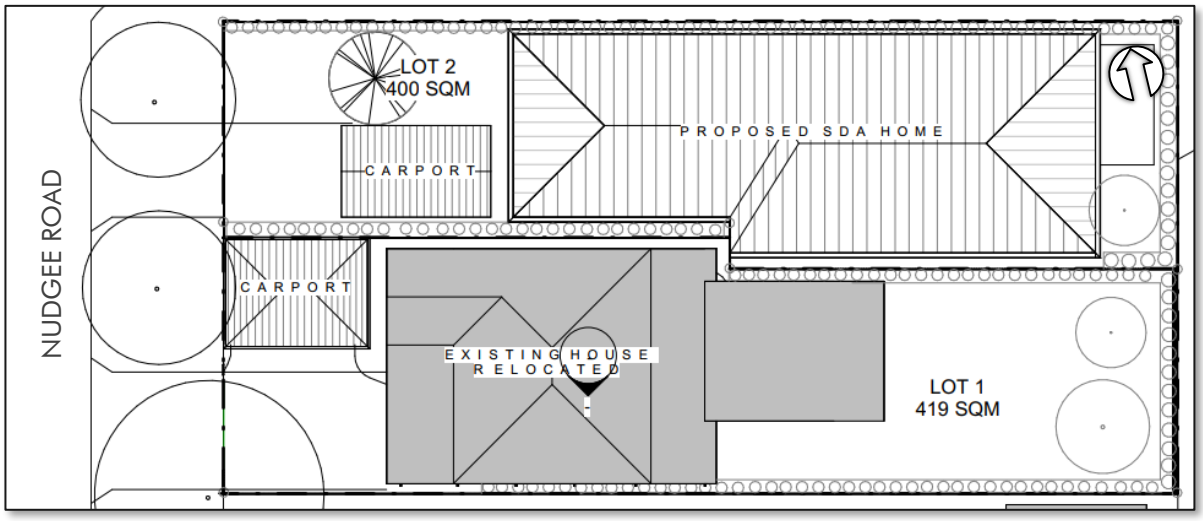
There are pedestrian footpaths on both sides of Nudgee Road in the vicinity of the subject site. No formal cycle facilities are provided.

Public bus stops are located on Bulli Street and Gerler Road about 120m and 250m south of the site, respectively. These stops are serviced by Translink bus route 301, which operates throughout areas between Toombul to the north and Brisbane City to the south. Buses operate approximately twice an hour in each direction between 6:00am and 11:00pm on weekdays and once an hour in each direction between 8:30am and 8:00pm on weekends.

PROPOSED DEVELOPMENT

The proposed development seeks approval for a Reconfiguration of a Lot (ROL) for a one into two lot residential subdivision. The proposed site layout is shown in Figure 2, with plans of development attached.

Figure 2: PROPOSED SITE LAYOUT



ACCESS

LOCATION

Vehicular access to the site is proposed via two crossovers on Nudgee Road (one per lot), which will be restricted to left-in / left-out operations by the existing raised centre median in Nudgee Road. The existing crossover is to be removed.

Brisbane City Council's (Council) Transport, Access, Parking and Servicing (TAPS) Policy requires that driveway crossovers on major roads (ie Nudgee Road) be located a minimum of 20m from adjacent intersections. The proposed crossovers are located at least 50m from the nearest intersection and comply with this requirement.

Under the strict application of Council's TAPS Policy, crossovers on major roads are also required to achieve a minimum 15m clearance from adjacent crossovers. However, due to close proximity of neighbouring crossovers to the north and south of the site, there is no point anywhere along the site frontage where this requirement can be achieved. The proposed crossovers achieve approximately 5.0m separation to each other and 3.5m separation to adjacent crossovers to the north and south.

Based on our review, this reduced separation is not expected to have a significant adverse impact on the operation or safety of the road network. This is because:

- both proposed lots facilitate vehicle access and egress in forward gear, with on-site turnaround (as demonstrated below), which is an improvement compared to the existing arrangement
- both crossovers would be restricted to left-in / left-out operation by the centre median in Nudgee Road, which eliminates the risk of potential conflicts between right-turning and through vehicles
- traffic volumes on each crossover are expected to be very low (ie about one vehicle movement in the peak hours) and, as such, conflicts between vehicles using the subject site crossovers and

neighbouring crossovers would be infrequent (with any such conflicts not expected to present a significant safety or operational risk)

- there are numerous existing examples of residential crossovers on major roads in Brisbane which achieve less than 15m in separation to adjacent crossovers, which suggests that this arrangement is not a significant safety or operational concern for low-volume crossovers

Therefore, the proposed crossover locations are considered adequate.

DESIGN

The proposed crossovers are designed consistent with Council standard drawing BSD-2022 for single dwelling crossovers. This standard drawing specifies crossover widths of 2.5-4.0m when accessing a single-car garage and 2.5-5.0m when accessing a two-car garage. The northern crossover (which provides access to a single-car carport) is 4.0m wide and the southern crossover (which provides access to a two-car carport) is 5.0m wide, in accordance with this requirement. Accordingly, the proposed crossover designs are adequate.

SIGHT DISTANCE

On a 60 km/h major road (ie Nudgee Road), Council's TAPS Policy specifies a desirable sight distance of 110m and a minimum sight distance of 85m. On-site observations indicate that the proposed access locations achieve in excess of 200m sight distance to the north. Accordingly, the proposed development complies with Council's TAPS Policy requirements for sight distance.

PARKING AND MANOEUVRING

CAR PARKING

Council's TAPS Policy requires that dwelling houses provide a minimum of one on-site car parking space (per dwelling). One parking space is proposed on the northern lot and two are proposed on the southern lot, which complies with this requirement. The proposed parking spaces (which are in the form of carports) are dimensioned 5.4m long by a minimum 2.6m wide, in accordance with Council's TAPS Policy requirements for residential parking.

VEHICLE MANOEUVRING

A series of swept path analyses of a medium passenger vehicle (ie B85) manoeuvring to / from each lot and on-site parking space have been undertaken, as shown in Figures 3 and 4 and attached in PTT drawing numbers 26-268-001 and 26-268-002. As demonstrated, the proposed layout is sufficient to facilitate vehicle manoeuvring to / from each space, with site access and egress in forward gear. Accordingly, the proposed parking design is adequate.

Figure 3: VEHICLE ACCESS AND MANOEUVRING – LOT 1

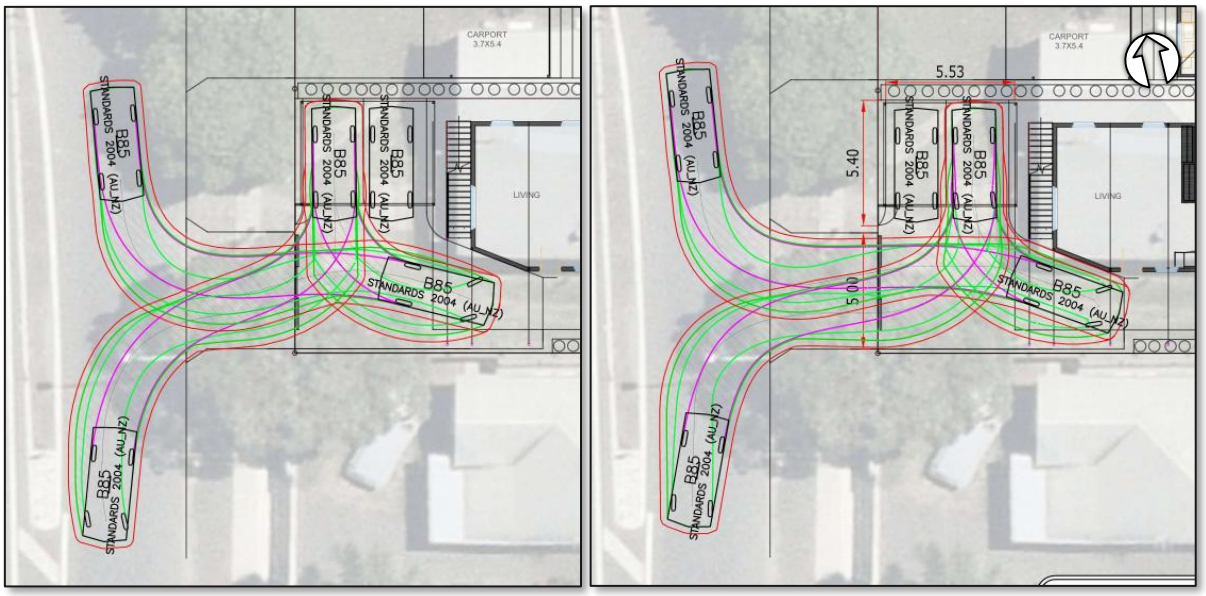
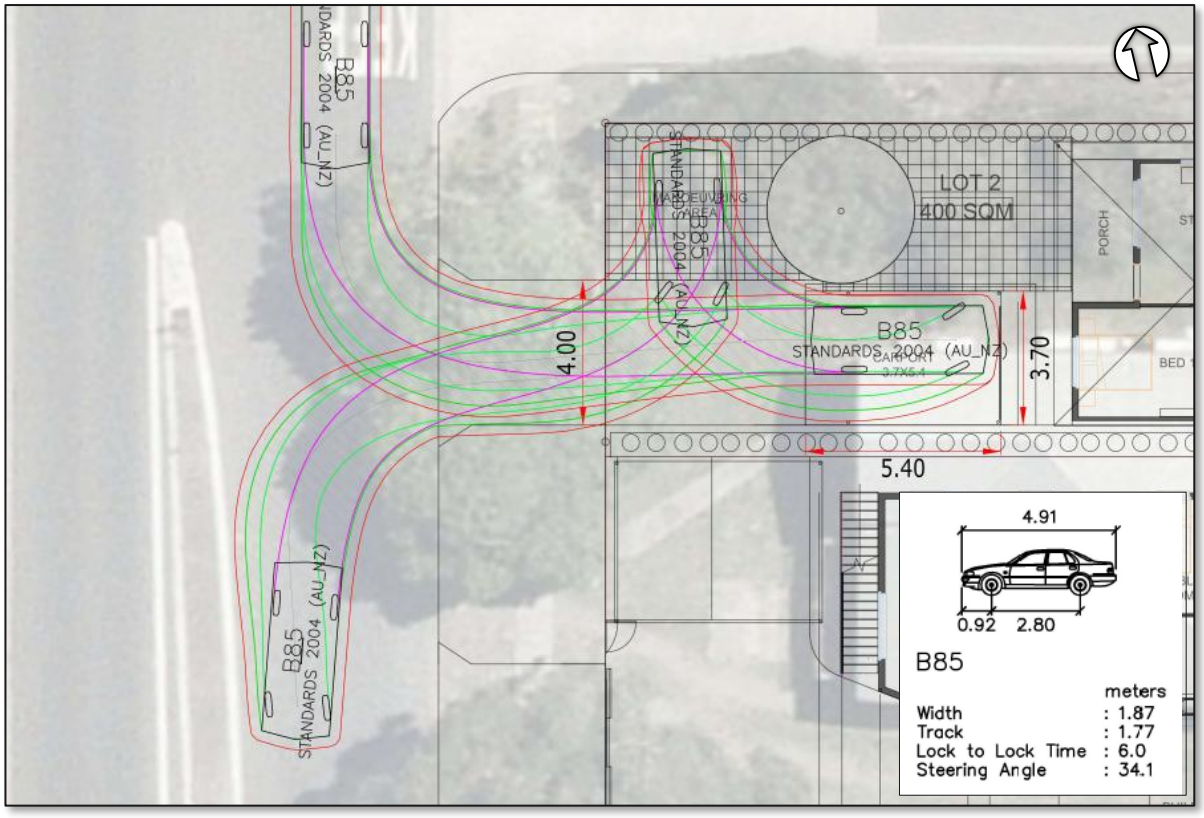


Figure 4: VEHICLE ACCESS AND MANOEUVRING – LOT 2



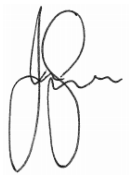
CONCLUSIONS

The proposed development has been evaluated in terms of its site access and on-site parking / manoeuvring arrangements. The main points to note are:

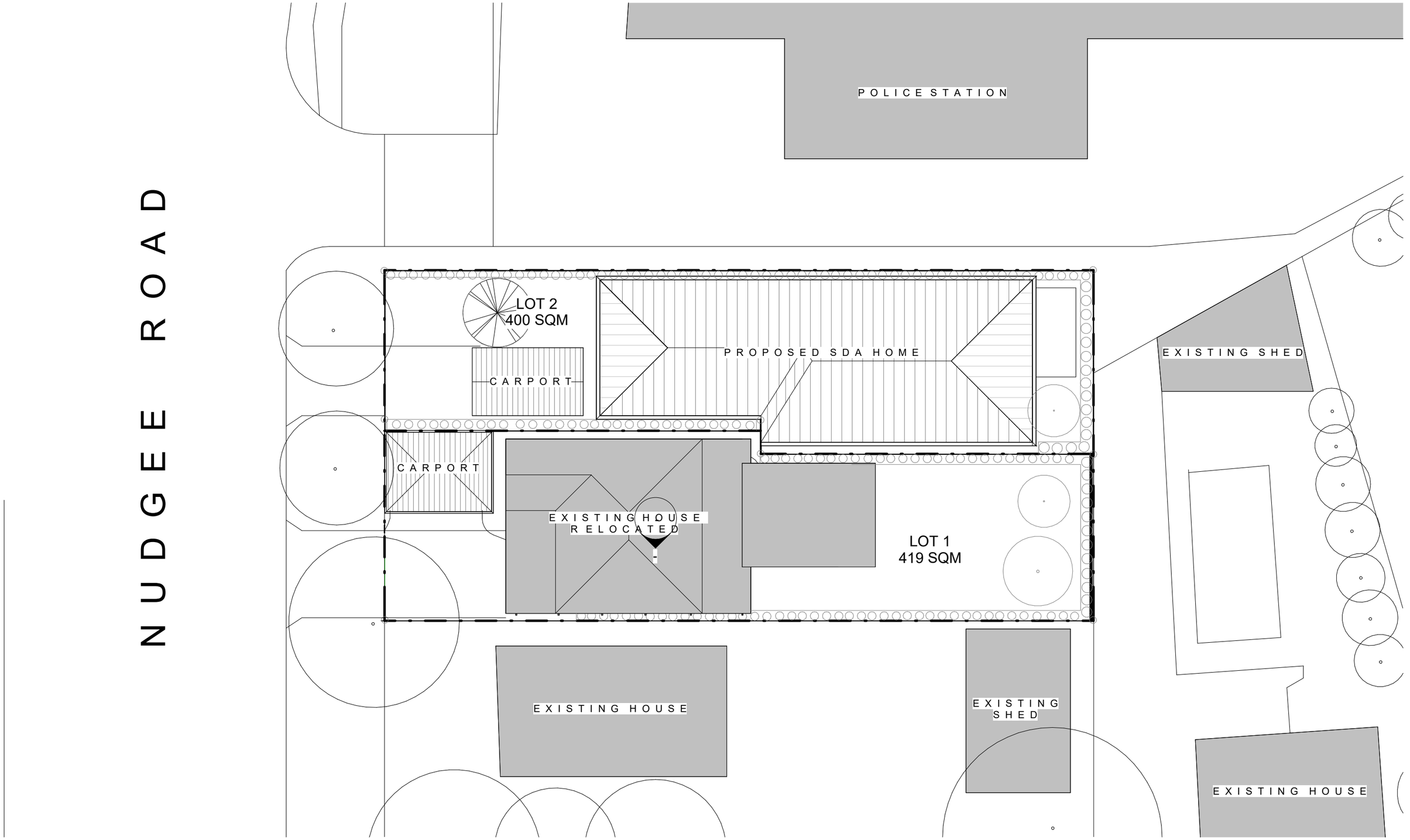
- the proposal involves a one into two lot residential subdivision, with each lot to accommodate a single dwelling house
- vehicle access to each lot is proposed via separate crossovers on Nudgee Road, which would be restricted to left-in / left-out operations by an existing raised centre median in Nudgee Road
- the proposed crossovers are designed consistent with Council standard drawing BSD-2022 and are not expected to have a significant adverse impact on the operation or safety of the adjacent road network
- a total of three on-site parking spaces are proposed (one in the northern lot and two in the southern lot), which complies with Council's TAPS Policy requirements
- the proposed development layout is sufficient to facilitate vehicle manoeuvring / turnaround on-site, with access and egress in forward gear

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

Yours sincerely,



James Gannon
Director (RPEQ 22233)



1 PROPOSED SITE PLAN
1:200

REVISIONS NOT NOTED DOES NOT APPLY TO SHEET

REV	DESCRIPTION	DATE

CLIENT
SDA HOUSING
411 NUDGEE ROAD, HENDRA

BA ARCHITECTS
BRUNO ALAHAKONE ARCHITECTS
INSPIRING COMMUNITY

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DRAWN	UA/ AO
DESIGN	BA
DATE	08/09/26
PJT NO.	**25007**

DRAWING TITLE
PROPOSED SITE PLAN

SHEET SIZE	SCALE	DWG NO.	REV
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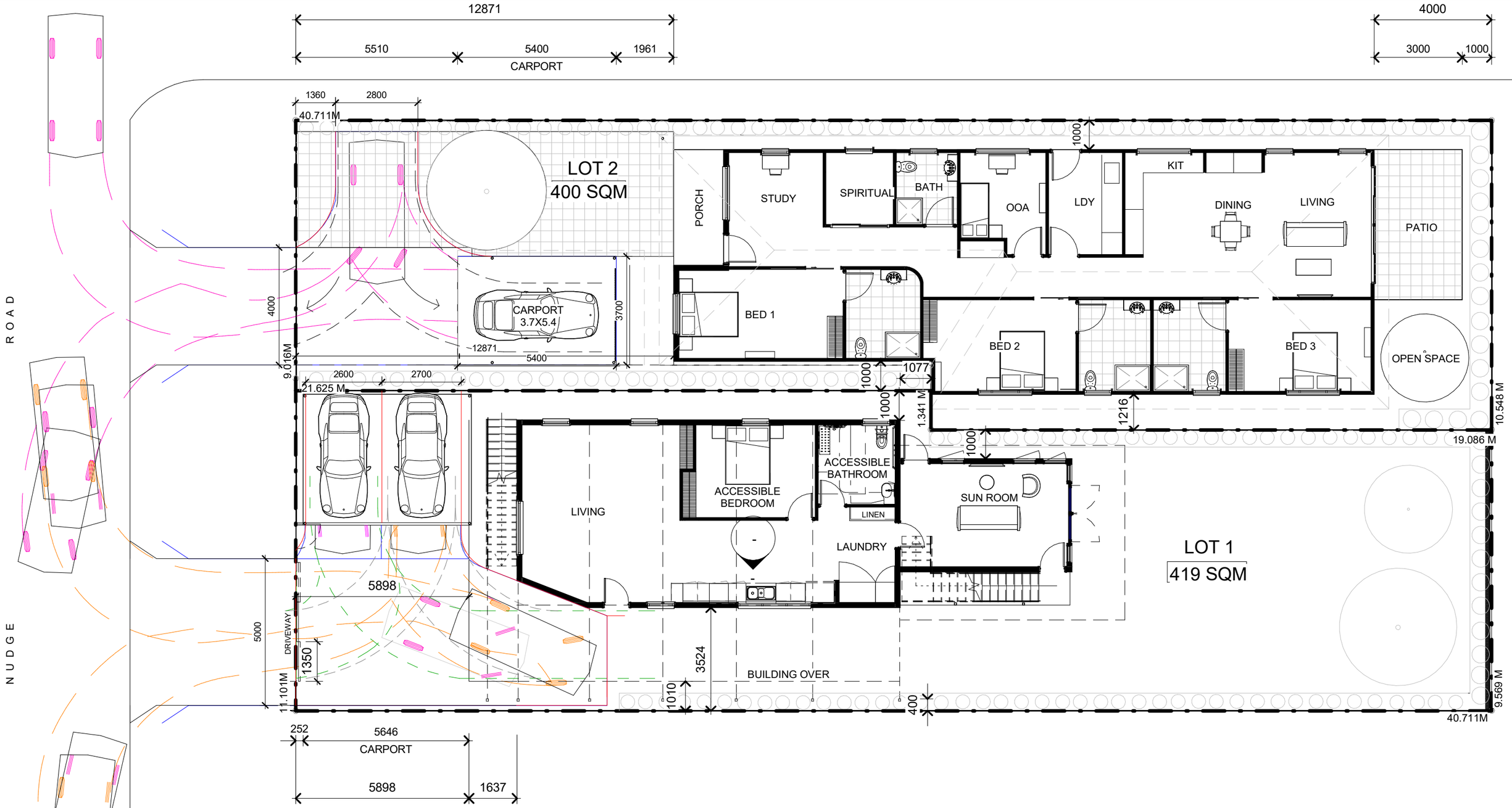

REFER TO TRAFFIC REPORT BY PTT ENGINEERS FOR SAFE VECHICULAR ACCESS AND EGRESS

CAR TURNING TEMPLATES ARE AS PROVIDED BY PTT TRAFFIC CONSULTANTS
21/01/2026

1 GROUND FLOOR PLAN
1:125

REVISIONS NOT NOTED DOES NOT APPLY TO SHEET

REV	DESCRIPTION	DATE

CLIENT
SDA HOUSING
411 NUDGEE ROAD, HENDRA

BA ARCHITECTS
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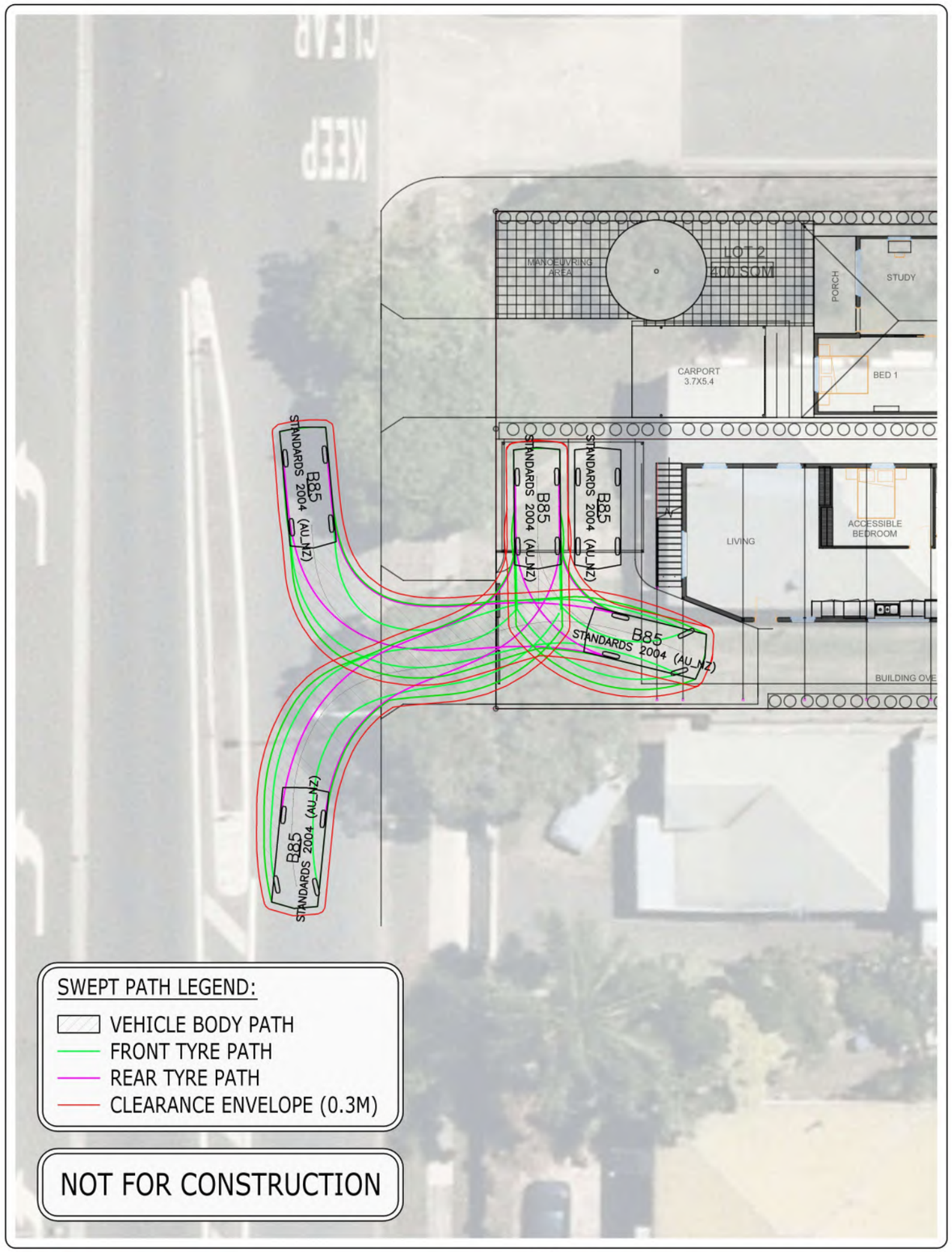
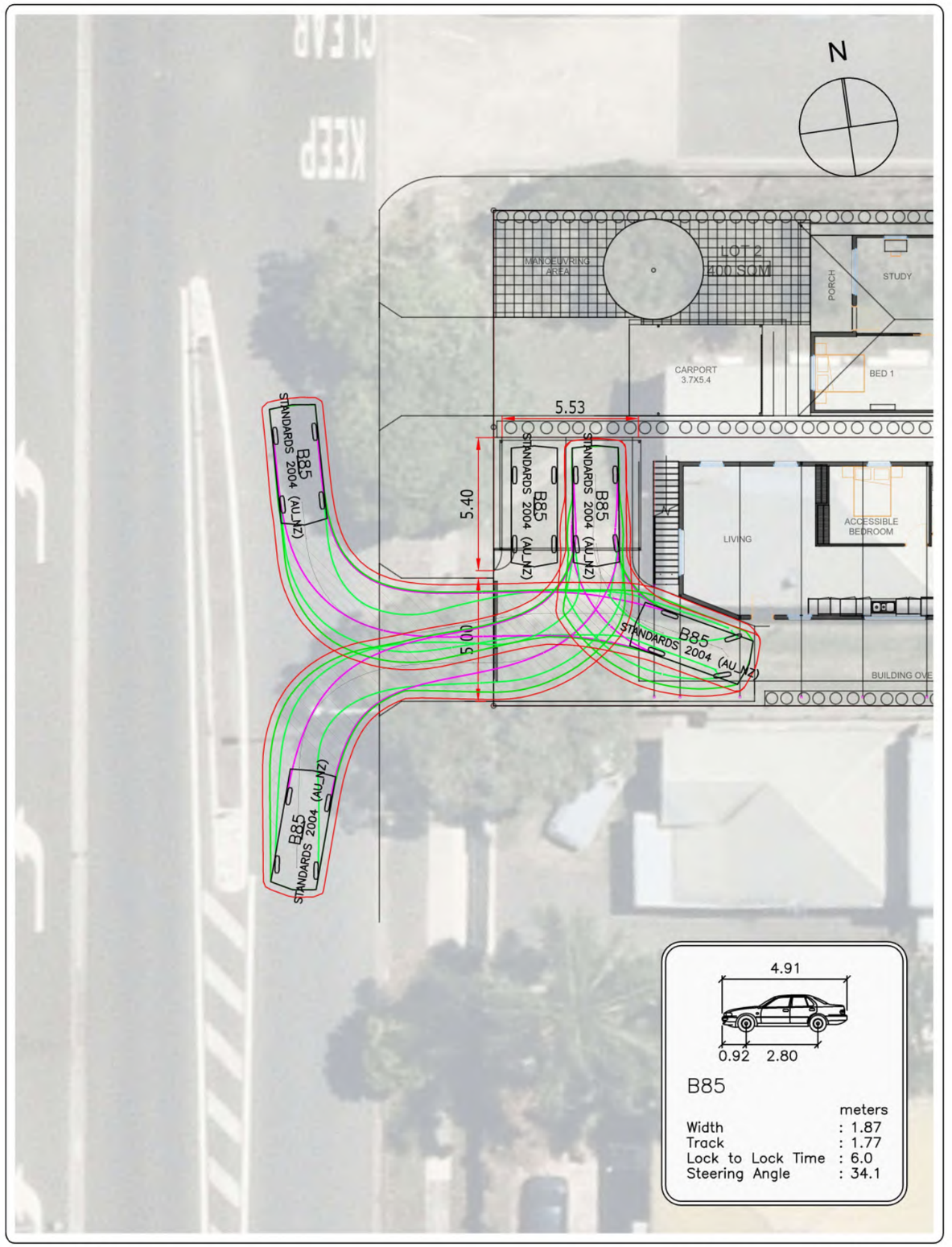
DRAWN	UA/ AO	DRAWING TITLE			
DESIGN	BA	GROUND FLOOR PLAN			
DATE	08/09/26	SHEET SIZE	SCALE	DWG NO.	REV
PJT NO.	**25007**	A3	1:125	DA 0.03	E





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REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	MY	20/10/26

DRAWING TITLE:	DRAWING NO:	REV:	SCALE:	APPROVED BY:
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PROJECT TITLE: 411 NUDGEE ROAD, HENDRA	CLIENT: BA ARCHITECTS PTY LTD			

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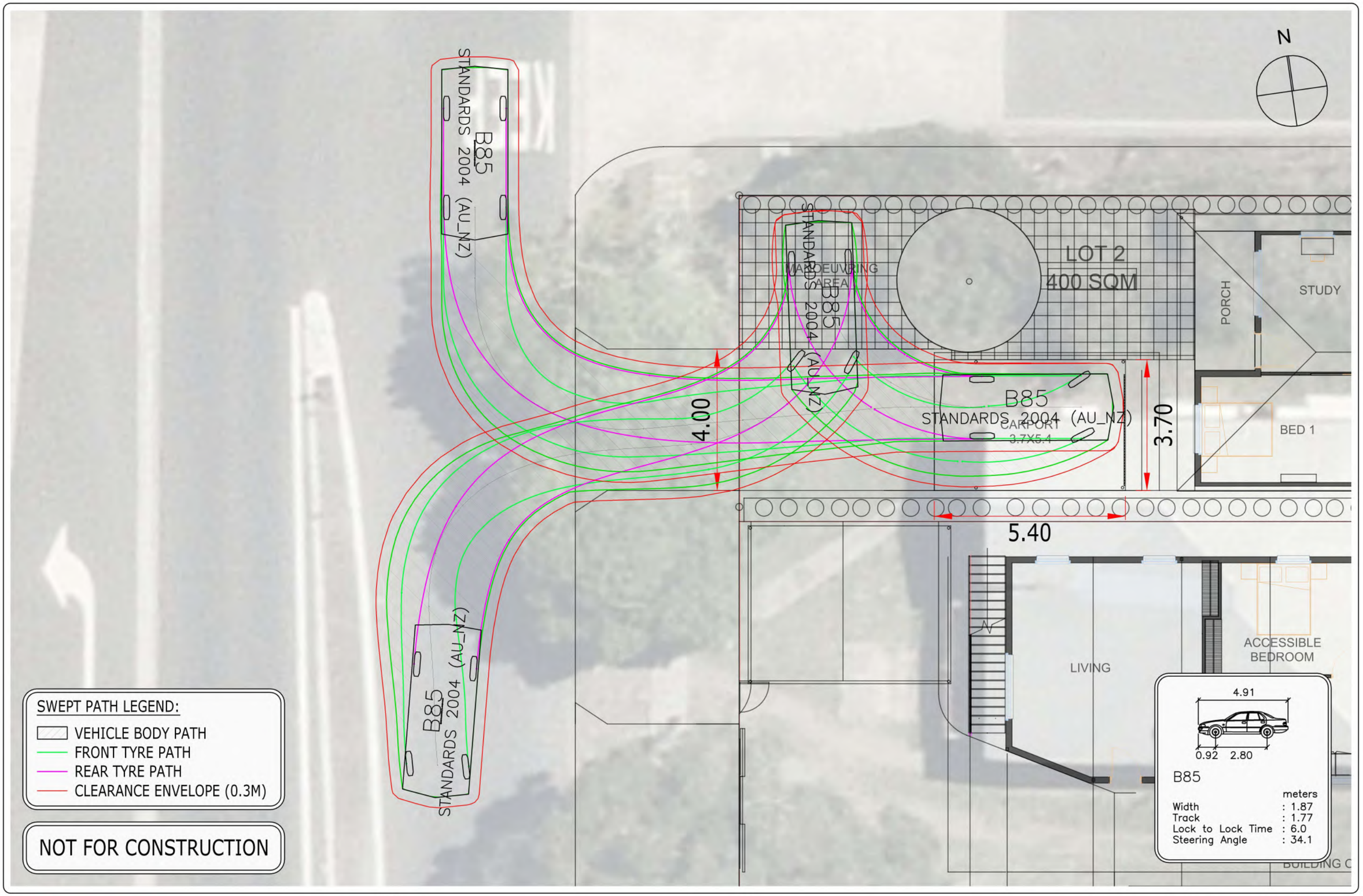

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REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	MY	20/10/26

DRAWING TITLE:	DRAWING NO:	REV:	SCALE:	APPROVED BY:
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PROJECT TITLE: 411 NUDGEE ROAD, HENDRA	CLIENT: BA ARCHITECTS PTY LTD			

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