Traffic Engineering Letter

To	CREERA	Date	12 June 2026
Prepared by	Arthur Stamatiou, Modus Senior Traffic Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	69 Landis Street, McDowall		
Subject	Response to Brisbane City Council (BCC) IR for a Proposed Multiple Dwelling Development		
Status	Further Items Response	Attachments	**Appendix A**: Development Plans **Appendix B:** Swept Path Assessment

Introduction

Overview

Modus has been commissioned by CREERA to provide traffic and transport advice in relation to the proposed multiple dwelling development located at 69 Landis Street, McDowall.

The site has a current approval dated 29th July 2025 for a Reconfiguring a Lot (1 into 7 Lots including Common Property) development.

Following the submission of the Development Application, Brisbane City Council issued an email on 25th May 2026 requesting additional information regarding the proposed development.

This Traffic Engineering Letter has been produced by Modus to respond to the relevant traffic / transport related items in support of the proposed development.

For ease of interpretation, the relevant items have been reproduced within this Traffic Engineering Letter with Modus' response provided directly thereafter.

For reference, a copy of the revised development plans are provided at **Appendix B**.

Information Request Items

Council Commentary

Provide an amended RPEQ certified Traffic Engineering Assessment that demonstrates the following in accordance with PO3, PO15, PO18 and PO19 of the Transport, access, parking and servicing code and PO8 of the Infrastructure design code.

a. *As the access aisle/internal aisle is to be trafficked by refuse vehicles, the width is not to be less than 6.5m and is to be constructed to carry a nominal traffic loading of 1.5 x 104 ESA.*
b. *The Refuse Collection Vehicle swept path analysis is to use the 10.24m Rear Loading RCV (As per BSD-3008-2) as specified in Table 3 of the Refuse PSP which demonstrates safe and efficient on-site servicing utilising a curb-to-curb turning radius of 9.757min. (Note this is the minimum requirement).*
c. *Demonstrate that proposed Servicing Bay/standing zone for refuse collection on the submitted plans and that it does not encroach into neighbouring property or impact on the aisle and through traffic of vehicles entering and exiting the site. Clearly demonstrate the standing zone for collection and collection area on the submitted plans.*
d. *The RCV bay/standing areas requires consideration to be giving to loading areas (minimum 1.5metre for refuse collection) as per Table 12 of the TAPS PSP.*
e. *Demonstrate that a B85/B99 car can pass the RCV during collection safely.*
f. *Confirm the minimum Garage door opening width complies with Table 19? Recommended garage widths for various driveway widths of the TAPS PSP. (note: the traffic report only references single width)*
g. *Address the proposed site access driveway and easements appropriateness for a multiple unit dwelling.*
h. *Confirm there is suitable area at the road frontage and the site boundary for all services and utilities.*

Modus Response

a) It is noted that the proposed multiple dwelling use is not anticipated to have any additional impact to the operation or the function of the traffic arrangements from the approved small lot dwellings.

The current architectural layout is generally in accordance with the current approval over the site and provides a 7.0 m easement/common-property corridor and a 6.1 m driveway width, which complies with the minimum requirements outlined in Table 11 of the TAPS PSP.

Notwithstanding this, the swept path assessment demonstrates that the 10.24 m rear-loading refuse collection vehicle can enter, manoeuvre, stand for collection and exit the site in a forward direction within the available access arrangement. The swept path assessment confirms that the RCV movement is contained within the subject site/common-property access corridor and does not require encroachment into adjoining private property.

The proposed arrangement is considered acceptable on a performance basis subject to the following operational safeguards:

- refuse collection being undertaken outside peak residential access periods where practicable;
- the RCV standing area being line-marked or otherwise clearly identified on the approved plans;
- the access pavement traversed by the RCV being designed for 1.5×10^4 ESA;
- landscaping, services, mailboxes, bin storage and other frontage elements being kept clear of the RCV swept path envelope (as demonstrated in Appendix B); and
- residents being advised through the body corporate/community management arrangements that the access may be temporarily obstructed during the short weekly refuse collection event.

This is a performance-based outcome and the proposed access is considered to be compliant with PO3 of the TAPS code.

b) A revised swept path assessment is provided in Appendix B using a 10.24m Rear Loading Refuse Collection Vehicle (RCV) in accordance with BSD-3008-2. The assessment demonstrates that the vehicle can safely and efficiently access, manoeuvre within and service the site utilising the required minimum curb-to-curb turning radius.

Based on the above, the proposed servicing arrangement is considered to be compliant with PO19 of the TAPS code.

c) The proposed servicing arrangement is generally in accordance with the current approval over the site.

The swept path assessment demonstrates an informal refuse collection standing zone within the subject site/common-property access area, in accordance with Table 12 of the TAPS PSP.

The RCV standing zone is located wholly within the site and does not require the refuse collection vehicle to stand on Landis Street or encroach into adjoining private property. The standing zone is positioned to allow the RCV to undertake collection from the nominated bin storage/collection area and then exit the site in a forward direction.

The refuse collection event is expected to be low frequency of once per week and short in duration. However, as the RCV standing position may temporarily affect internal vehicle movements, the arrangement should be treated as a managed servicing outcome rather than an unrestricted passing arrangement and is not anticipated to have a significant impact on the operation of the internal driveway.

The proposed refuse collection arrangement is considered capable of satisfying the relevant servicing intent of PO18 and PO19 of the TAPS code and PO8 of the Infrastructure design code.

d) The refuse servicing arrangement provides a minimum 1.5 m loading/collection area adjacent to the RCV standing position, consistent with the refuse collection area requirements identified in Table 12 of the TAPS PSP.

The loading/collection area is located adjacent to the nominated bin storage/collection area, allowing bins to be transferred to the RCV without requiring collection activity to occur within adjoining property.

On this basis, the proposed arrangement is considered acceptable.

e) The proposed servicing arrangement is generally in accordance with the current approval over the site and the proposed multiple dwelling use is not anticipated to have any additional impact to the operation or the function of the traffic arrangements from the approved small lot dwellings.

A review of the internal access arrangement confirms that simultaneous passing of a B85/B99 vehicle and the RCV is not achieved while the RCV is standing for refuse collection.

Accordingly, the proposed arrangement relies on a short-duration managed refuse collection event rather than continuous two-way passing during collection. This is considered acceptable on a performance basis having regard to the following:

- refuse collection is expected to occur once per week for general waste and once per week for recycling;
- the RCV standing duration is expected to be short, typically in the order of approximately two minutes per collection event;
- the site accommodates a limited number of dwellings and therefore generates a low volume of internal vehicle movements;
- the probability of a resident vehicle arriving or departing or arriving during the short collection event is low;
- any temporary delay would be contained within the site or access easement and is not expected to result in queuing onto Landis Street;
- the RCV can enter and exit the site in a forward direction;
- the RCV standing position does not encroach into adjoining private property; and
- the arrangement can be managed through resident/body corporate arrangements, including advice that access may be temporarily delayed during refuse collection.

On this basis, although simultaneous B85/B99 passing is not achieved during collection, the short-duration and low-frequency nature of the servicing activity is considered acceptable from a traffic engineering perspective.

f) It is noted that the door opening width is not detailed in Table 19 of the TAPS PSP, however the proposed garage dimensions have been reviewed against this provision. The development provides a double garage with a minimum internal width of 5.7m and a minimum internal length of 6.1m. Accordingly, the proposed garage dimensions comply with the relevant recommendations of Table 19 when extrapolating the widths from the table.

Further to this, the minimum door opening proposed for each garage is 4.8m, which exceeds the minimum requirement of 4.2m as outlined in Section 7.8.3 (5) of the TAPS PSP.

g) The proposed access arrangement provides a minimum 7m easement width and 6.1m driveway width which complies with the minimum requirements outlined in Table 11 of the TAPS PSP, and is in accordance with the existing easement access and current approval over the site.

From a traffic engineering perspective, the suitability of the access arrangement has been reviewed having regard to:

- the existing easement/common-property corridor width and the proposed driveway width;
- refuse vehicle access and standing requirements;
- resident vehicle access;
- garage access and manoeuvring;
- internal vehicle conflict potential;
- frontage constraints;
- pedestrian and service conflicts; and
- the low-speed, low-volume residential nature of the access.

The access arrangement is considered capable of accommodating the expected traffic demands of the development, subject to the following design requirements being reflected on the final plans:

- the constructed RCV trafficked width is to be confirmed and dimensioned;
- any section relied upon by the RCV should be designed to accommodate 1.5×10^4 ESA;
- the RCV swept path envelope is to remain clear of fixed obstructions;
- the refuse loading area are to be clearly identified;
- driveway gradients are to be suitable for both resident vehicles and refuse collection vehicles;
- sight lines at the Landis Street access are to be maintained clear of landscaping, fencing, services and mailbox structures; and
- the access is to be managed to avoid obstruction by bins, bicycles, parked vehicles or service infrastructure.

On this basis, the proposed access and easement arrangement is considered acceptable from a traffic engineering perspective.

Additionally, further detail is provided by Gaskell Planning Consultants.

h) Refer to Gaskell Planning Consultants response for further detail on this item.

Summary

The proposed development has been reviewed against the relevant traffic and transport provisions of the Brisbane City Plan, including the Transport, access, parking and servicing code, the Transport, access, parking and servicing planning scheme policy, the Refuse planning scheme policy and the Infrastructure design code.

The key traffic engineering outcomes are summarised as follows:

- the proposed development relies on the approved common-property/easement access arrangement associated with the current approval over the site;
- the access arrangement is located within a 7.0 m easement/common-property corridor;
- any pavement area traversed by the refuse collection vehicle is to be designed and constructed to accommodate a nominal loading of 1.5×10^4 ESA;
- the swept path assessment adopts the 10.24 m rear-loading refuse collection vehicle and demonstrates that the vehicle can enter, manoeuvre within, service and exit the site in a forward direction;
- the refuse collection activity is expected to be short in duration and low in frequency;
- where simultaneous passing of a resident vehicle and RCV is not achieved, the arrangement is to be treated as a managed short-duration servicing event;
- the proposed garage dimensions and garage door opening widths are considered acceptable;
- the final frontage/services arrangement is to confirm that bins, mailboxes, water meters, MSB/electrical infrastructure and landscaping do not obstruct vehicle access, refuse collection, sight lines or pedestrian movements.

Therefore, Modus is of the opinion that the proposed development can achieve the relevant traffic engineering outcomes, subject to the plan amendments and clarifications identified above.

Should there be any issue with the above, please contact the undersigned.

Yours sincerely,

HSingh

MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

Development Plans

Site Plan - L01
1:150

TOWN PLANNING

General Notes

Confirm all dimensions on site.
Do not scale off drawings.
All levels are approximate only and are subject to confirmation by licenced surveyor.
All workmanship, materials and construction to comply with the Queensland Building Act 1975, the Queensland Development Code, the Building Code of Australia 2022, Premises Standard and AS1428.1.
Work to be carried out in a neat and appropriate manner.
Where ambiguities or discrepancies exist, Hayes Anderson Lynch Architects Pty. Ltd. shall be contacted for clarification.

Date	Issue	Details	Checked
1/12/2025	A	Town Planning	EA

HAYES ANDERSON LYNCH
ARCHITECTS PTY LTD
ARCHITECTS
TOWN PLANNERS
INTERIOR DESIGNERS
3 / 709 MAIN STREET
KANGAROO POINT QLD 4169
P + 61 7 3852 3190
E reception@halarchitects.com.au
W www.halarchitects.com.au
Member Australian Institute of Architects

Project
Dwellings
69 Landis Street, McDowall
QLD 4053

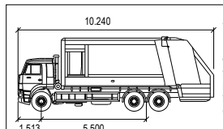
Drawing Title
Site Plan - L01

Scale @ A3	Drawn:	Checked:
1:150	RM/LV	EA
Project Number	Drawing Number	Issue
H5086LAN	TP101	A

APPENDIX B

Swept Path Assessment

VEHICLE USED IN SIMULATION



TAPS Code Rear Lift

	Meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Travel Height	: 3.6
Operating Height	: 3.6
Turning Radius (Kerb to Kerb)	: 9.76

SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (500mm)
- VEHICLE
- 5KM/H DESIGN SPEED
- 10KM/H DESIGN SPEED

N

0 1 2 3 4 5 6 7 8 9 10m
2 1.5 1 0.5
SCALE 1:200

PROJECT

69 LANDIS STREET, MCDOWALL

CLIENT

CREERA

DRAWING TITLE

RCV SWEPT PATH

DRAWING NUMBER

MOD23398QLD - SK01

DATE	REVISION
11 JUNE 2026	E

REV	DRAWN BY	APPROVED	DATE	AMENDMENT DETAILS

PRELIMINARY ADVICE ONLY

NOT TO BE USED FOR CONSTRUCTION

GENERAL NOTES:

1.PRELIMINARY DESIGN ISSUED FOR COMMENT ONLY.

2.ALL DIMENSIONS ARE PROVIDED IN METERS UNLESS NOTED OTHERWISE.

RPEQ Certified:
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