

8 May 2026
Our File Ref: B25221TL002
Contact: Mark Booth

Senior Urban Planner
Planning Services South
Development Services
Brisbane City Council

Attention: Dalina Howden

RE: PROPOSED CHILDCARE CENTRE AND RESIDENTIAL SUBDIVISION - 66
CROSSACRES STREET, DOOLANDELLA QLD 4077
INFORMATION REGARDING RIGHT TURN TREATMENT OPTIONS

This letter has been prepared in support of the proposed Childcare Centre and Residential Subdivision located at 66 Crossacres Street, Doolandella QLD 4077, and is regarding the proposed passing lane treatments at the intersection of Avington Street and Crossacres Street

We note that Council's requested intersection treatment, in accordance with the BSD3003 standard drawings, would require approximately 7m of pavement width in addition to a 3.75m verge. This cannot be accommodated within the existing road corridor without land resumption from adjoining properties.

Alternatively, the Austroads BAR treatment option minimises the need for land resumption and can be designed to provide suitable passing opportunities along Crossacres Street where right-turn queues into Avington Street occur.

Information in relation to the two proposed options within the drawing B25221-SK-004 provided by L+R and attached to this letter are presented below.

Option 1

The Option 1 proposed basic right turn (BAR) turning treatment has been designed in accordance with the Austroads – *Guide to Road Design Part 4A* requirements with respect to the dimensions for lane widths, taper distances, and the overall treatment length. Option 1 uses the existing linemarking on Crossacres Street and proposes the passing lane to be fit into the existing verge with no land dedication. This results in a reduced 2.4m verge at the development frontage, before tapering back to the existing verge profile.

Option 2

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The Option 2 proposed basic right turn (BAR) turning treatment has been designed in accordance with the Austroads – *Guide to Road Design Part 4A* requirements with respect to the dimensions for lane widths, taper distances, and the overall treatment length. Option 2 proposes a shift in the central linemarking to the north to accommodate a 3.5m lane, with the same dimensions for the BAR treatment passing lanes provided. This option also demonstrates the verge dedication required in order to reach a 3.75m verge in accordance with the typical BCC road requirements. This includes the

Given the above, we respectfully request Council's consideration of either Option 1 or Option 2 as an acceptable treatment outcome for the intersection of Avington Street and Crossacres Street. Should Council have a preference for either option, or require any further information, please do not hesitate to contact the undersigned.

M.S. BOOTH BE(Civil), MIEAust
SENIOR TRAFFIC ENGINEER
TRANSPORT & INFRASTRUCTURE

Enc:

B25211-SK-04

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