

Our ref: STP3422
Contact: Alexander Steffan | alex@steffanharries.au
Website: www.steffanharries.au
Phone: 07 3317 0042



Thursday, 22 January 2026

Attention: Soraya Torrens - Development Advisory and Referral Team
Via email: DARTsupport@dSDLGP.qld.gov.au

Copy: CPEDS-DS-PlanningSupport@brisbane.qld.gov.au

RE: RESPONSE TO FURTHER ADVICE

SARA Ref: 2305-34705 SRA
Address: 298 Albany Creek Road, Bridgeman Downs QLD 4035

Dear Soraya,

I refer to the Further advice notice received from SARA dated 14th September 2023 and subsequent matters raised via email in relation to the development application lodged for a Reconfiguring of a lot 298 Albany Creek Road, Bridgeman Downs QLD 4035. On behalf of the applicant, Steffan Harries provides the following response in addition to the following attachments:

- **Response to Further advice (BCC)**
- **Appendix A** – Ecological and Bushfire response
- **Appendix B** – Civil engineering response to Further issues
- **Appendix C** – Stormwater management plan
- **Appendix D** – Civil engineering plans
- **Appendix E** – Updated Subdivision proposal plan

We note that a full package is being attached relevant to the submission made to Brisbane City Council in response to a Further advice. The below response to the matters raised by SARA reference this package.

14th September 2023 Further advice:

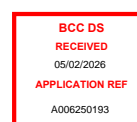
State-controlled road – Driveway access

Issue:

1. The proposed left in and left out Type B2 driveway crossover onto Albany Creek Road (a State controlled road (SCR) that is also a Limited Access Road (LAR-2)), has not been sufficiently justified to address Performance Outcomes (PO)15-PO20 of State code 1: Development in a state controlled road environment.

The proposal requires a type C2 left in/left out driveway crossover under Brisbane City Council's standard drawings BSD-2001 & BSD2002 as there appears to be room to accommodate a compliant driveway crossover on Albany Creek Road.

There is existing infrastructure, utilities, line marking/pavement marking indicating a bicycle lane and turning lane within the SCR corridor. The existing functions of the road at the road frontage have not been integrated with the design of the proposed driveway



crossover. Therefore, it is uncertain how the new driveway crossover will appear at a conceptual level.

Action:

- a. Provide justification of the left in/left out B2 type driveway in lieu of the standard type C2 driveway crossover. Such justification may (but not be limited to) investigate the vehicle types and how the movement of vehicles occur entering and exiting at the same time at the crossover (can the vehicles move independently and not obstruct other vehicles), and delay on the through road etc. The justification is to ensure that the proposed development does not impact on the safety of the users of the SCR and efficiency of the SCR function
- b. Submit a functional layout plan indicating how the proposed driveway crossover integrates with the existing function of the SCR in terms of the linework of the bicycle lane, turning lane into Kansas Road and the consideration of public utilities within the SCR corridor. Supporting swept path of the vehicles entering/leaving in forward gear at the driveway crossover to/from the site may be required to support the driveway width and type. The functional layout plan where it sufficiently addresses the above items will be utilised as a condition of development to permit the road access location under section 62 of the *Transport Infrastructure Act 1994*.

Response: In response to matter raised (a): The applicant seeks acceptance of a left-in/left-out driveway crossover built to a Type B2 profile, rather than a full Type C2 crossover, on the basis that:

- the left-in/left-out layout requires only the relevant half of a Type C driveway, and
- the proposed B2 geometry is equivalent to the relevant half-width geometry, while achieving safe and efficient site access and minimising unnecessary verge and crossing width impacts. (SC6.31 s4.6.4(2)(b); Table 9)

Brisbane City Council's Transport, access, parking and servicing planning scheme policy (SC6.31) states that for left turn entry or exit only driveways, "the relevant half of a Type C standard driveway is used". (SC6.31 s4.6.4(2)(b)).

SC6.31 also identifies that, for a major road frontage and an RCV design vehicle, a Type C2 is the standard driveway type. (SC6.31 Table 9) However, when the access is restricted to left-in/left-out, SC6.31 expressly allows the "half Type C" treatment, rather than a full throat width outcome. (SC6.31 s4.6.4(2)(b)).

The Traffic Impact Assessment (TIA) provided with the original lodgement documentation confirms:

- the proposed combined entry/exit crossover width is 6.5 m and is compliant with AS2890.1 for the nominated access category, with swept paths demonstrating safe and efficient manoeuvring for B99 passenger vehicles and a BCC side loader RCV. (TIA Table 4-1; Swept path appendix)
- the B2 crossover is nominated and detailed on the Functional Layout Plan, with the rationale that the relevant half of a C2 is the appropriate benchmark for left-in/left-out. (TIA access design discussion)

In relation to the specific concern about vehicles entering and exiting at the same time:

- peak hour site traffic is low, up to 12 vehicles per hour, with directional splits of 10 out / 2 in (AM) and 2 out / 10 in (PM).
- the assessment identifies that a vehicle exiting the site at the same time another vehicle enters the Kansas Street left turn movement will occur only up to six times in the AM peak and two times in the PM peak. This supports that concurrent movements are infrequent and are not expected to obstruct the through road or the adjacent left turn movement.

The TIA includes a GTIA-based safety risk assessment for the access, identifying four key risks and assigning Low to Medium risk ratings, with “Rare” likelihood recorded for each risk scenario. The report concludes the risks are not of concern for safety or efficiency of the external road network.

The TIA also records that the access arrangement aligns with the functional requirements and safety intent of the TMR Vehicular Access policy, concluding no safety or efficiency concern on the State-controlled network.

The TIA adopts a Safe Intersection Sight Distance (SISD) requirement of 166 m and identifies that this can be achieved, subject to removal of identified verge vegetation and relocation of the utility pole, with the SISD shown on the Functional Road Layout Plan. These outcomes can be conditioned as part of the approval documentation by SARA.

A full-width Type C2 throat (12 m) is not required to achieve safe left-in/left-out operation because:

- SC6.31 expressly provides that left turn only driveways use the relevant half of Type C.
- the proposed 6.5 m width has been checked against AS2890.1 and swept paths for both passenger and RCV vehicles.
- a wider full C2 throat would increase the crossing distance for cyclists and pedestrians compared to the proposed 6.5 m outcome, without a demonstrated safety or operational benefit for the low site traffic volumes.

Lastly, SC6.31 requires that entry and exit driveways provide for queues so queues do not disrupt traffic operations on the frontage road. (SC6.31 s4.8(1)-(2)) Given the low peak site demand (up to 12 vehicles per hour) and priority-controlled operation, the TIA concludes the development traffic will not substantially impact through bound vehicles on Albany Creek Road nor the Kansas Street left turn movement.

Overall, the proposed left-in/left-out access is appropriately justified and achieves the safety and operational intent of SC6.31. While a Type C2 is the standard for an RCV on a major road frontage, SC6.31 expressly allows the relevant “half Type C” treatment for left-turn-only movements, which the proposed 6.5 m Type B2 crossover achieves in practice. AS2890.1 compliance and swept paths confirm safe manoeuvring for passenger and RCV vehicles, and the TIA confirms low traffic demand and infrequent concurrent movements, with no expected disruption to Albany Creek Road or the Kansas Street left turn. SISD can be achieved through minor verge works that can be conditioned.

Accordingly, it is requested that SARA accept the proposed Type B2 left-in/left-out crossover in lieu of a full-width Type C2, as a compliant and proportionate outcome for the site.

In response to matter raised (b): Please find a Functional Layout Plan included within **Appendix D** that sufficiently addresses the above items.

State-controlled road – Noise impact assessment

Issue:

2. The location of the noise contours, location of the private open space receivers for each lot and the proposed density for the noise barriers conflict with the Department of Transport and Main Roads’ (TMR’s) MRTS15 (Noise Fences - Transport and Main Roads Specifications, March 2019). As such, the height, location, extent and density of the 2m and 2.4m proposed acoustic barriers do not appear to achieve the free field acoustic levels prescribed in Reference Table 2, as referred to in PO38 of State Code 1.

Action:

Provide a revised Noise Impact Assessment to ensure an appropriate height, extent and sufficient density of acoustic barrier is provided, as required under TMR’s MRTS15 technical specification, and complying with Reference Table 2: Maximum free field acoustic levels:

- ≤ 57 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A))
OR
- ≤ 60 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6am and 12 midnight > 45 dB(A)).

The revised Noise Impact Assessment must address the following (but not be limited to):

- Comparison of the free field noise measurement results against free field noise calculations/predictions to verify the noise modelling, given that the Queensland calibration factors are different for free field predictions and façade predictions.
- Confirm that the free-field noise contours (in Appendix B: Road Traffic Noise Calculations) are provided at 1.5m above finished surface.
- Refer to compliance with MRTS15 Specifications for density rather than the notated 12.5kg/m² as it does not comply with the minimum prescribed in TMR's MRTS15 for minimum surface density for noise fencing.

Response: Please condition accordingly.

12th November 2024 additional matters raised:

Vegetation Clearing

- To ensure that the department's driveway access conditions can be fully compliant with sight distance requirements, it is requested the applicant provide Council's acceptance/approval of the removal of the relevant trees as shown on the "VEGETATION CLEARING EXTENTS PLAN – BIODIVERSITY AREAS - LOT 1 RP230211" dated 6/08/2023 to provide sufficient sight distances at the driveway crossover.*
- Include the street trees required to be removed with Council's consent on the amended Albany Creek Road Functional Layout Plan prepared by WSA, dated 02/11/2023, drawing number P22-032-DA-C02.04, revision P1 for compliance with sight distance requirements at the driveway crossover.*

Response: The Traffic Impact Assessment provided in the initial lodgement documentation identifies a Safe Intersection Sight Distance (SISD) requirement of 166 m at the proposed driveway crossover and notes this can be achieved subject to removal of identified verge vegetation (and relocation of the utility pole), with the SISD shown on the Functional Road Layout Plan.

The vegetation clearing extent plan attached within **Appendix A** has now been updated to remove all street trees within the affected frontage to enable the required SISD to be achieved at the crossover. Council consent for removal of the relevant street trees is being progressed and will be provided to TMR as soon as issued, to confirm the driveway access conditions can be fully complied with.

In response to matter raised (b): Please find a Functional Layout Plan included within **Appendix D** that sufficiently addresses the above items.

Should SARA have any outstanding issues associated with the information provided within this report, we formally request that Council informs us prior to making a decision.

Kind regards,



Alexander Steffan | Director
Steffan Harries
Email: alex@steffanharries.au