

Our Reference: C6638

8 June 2026

Brisbane City Council
City Planning and Economic Development Services
Development Services
GPO Box 1434
BRISBANE QLD 4001

Attention: Erik Christensen

**312 St Vincents Road, Banyo
Lot 49 RP 45569**

Dear Erik,

The following letter has been prepared in response to the Council Information Request (application reference: A007006392) dated 22 May 2026 and provides preliminary responses to civil engineering related items for Council's consideration.

Council have indicated the following as part of the engineering assessment of the proposal, with our responses offered in red.

1. Driveway Location (Lot 91)

The proposed driveway location for Lot 91 does not comply with AO1 and AO3.1 of the Transport, Access, Parking and Servicing (TAPS) Code and Table 5 of the TAPS Planning Scheme Policy in respect of reduced spacing from an intersection with a major road.

a. Submit certification from a Registered Professional Engineer of Queensland (RPEQ) demonstrating compliance with PO1 and PO3 of the TAPS Code, including an assessment confirming that the reduced driveway spacing will not result in significant adverse impacts on road safety or traffic operations.

The proposed driveway crossover location for Lot 91 is on Eames Street which is a neighbourhood street within BCC's road hierarchy. Eames Street is the lowest order road fronting the site. St Vincents Road is a higher order suburban road within BCC road hierarchy. The location of the power pole on Eames Street prohibits greater separation of the driveway crossover with the intersection of St Vincents Road. These constraints limit the distance the driveway is located from the intersection with St Vincents Road to 10.0m as shown in Figure 1.



Figure 1: Location of driveway from intersection and power pole

The sight distance from the driveway along Eames Street to the north is more than 84m due to the flat grades and straight road as shown in Figure 2. All traffic travelling south along Eames Street will be slowing to give way at the intersection with St Vincents Road.

The sight distance from the driveway to vehicles travelling east along St Vincents Road towards Eames Street is approximately 34.77m as shown in Figure 3. Vehicles planning to turn left into Eames Street will be travelling at a slower speed to negotiate the corner and avoid the traffic island on Eames Street.

The sight distance from the driveway to vehicles travelling west along St Vincents Road towards Eames Street is approximately 24.5m as shown in Figure 3. Vehicles planning to turn right into Eames Street will be travelling at a slower speed, giving way to vehicles travelling east, negotiating the corner and avoiding the traffic island on Eames Street.



Figure 2: Sight distances to vehicles on Eames Road to the north

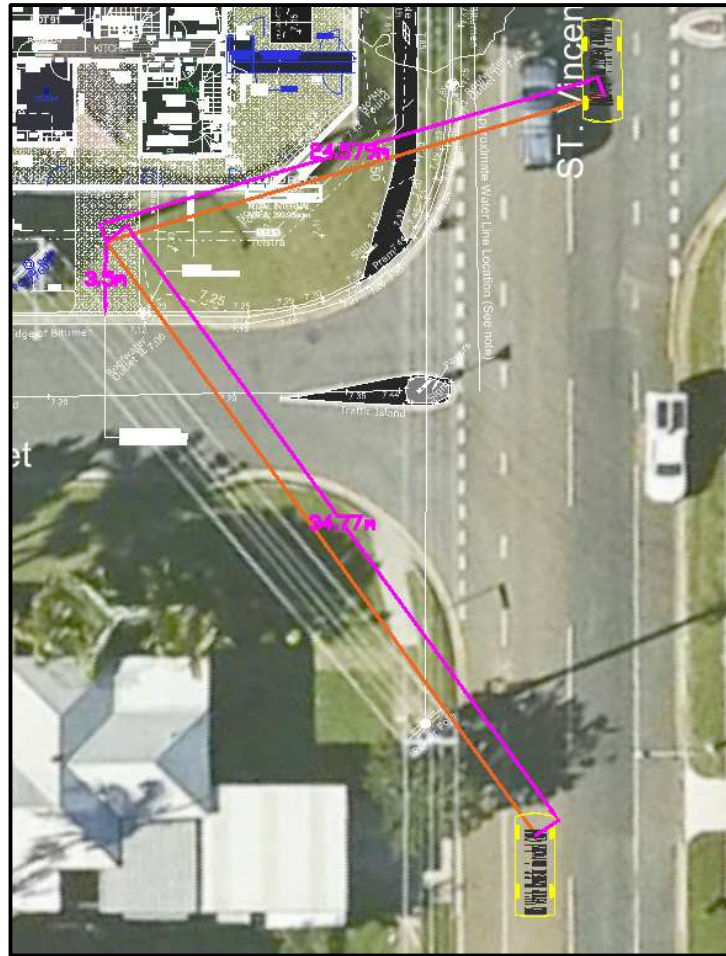


Figure 3: Sight distances to vehicles on St Vincents Road

The trip generation from Lot 91 will be minimal as it is a residential property. The majority of movements from the property will be left turning from the driveway to the south as the road network to the north along Eames Street is restricted by the train line.

The constraints of the driveway crossover location, adequate sight distances and minimal traffic generation all demonstrate that the safety and operational performance of the transport system will not be compromised with the proposed driveway crossover location.

Should you have any queries please do not hesitate to contact our office.

Yours faithfully,
Milanovic Neale Consulting Engineers

Lauren Yarrow
Traffic Engineer

RPEQ - 29008
Richard Dugdell
Senior Civil Engineer

Brisbane City Plan 2014
TRANSPORT, ACCESS, PARKING AND SERVICING CODE
Performance and Acceptable Outcomes Table

| Performance Outcome (PO) | Acceptable Outcome (AO) | Solution* | Comments | Council Use |
|--------------------------|-------------------------|-----------|----------|-------------|
|--------------------------|-------------------------|-----------|----------|-------------|

| Table 9.4.11.3.B – Self-Assessable and Assessable Development | | | | |
|--|--|-----------|--|--|
| <p>PO1 Development is designed:</p> <ol style="list-style-type: none"> to include a technically competent and accurate response to the transport and traffic elements of the development; in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; to ensure the efficient operation and safety of the development and its surrounds. <p><i>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</i></p> <ul style="list-style-type: none"> <i>is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i> | <p>AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p> | <p>PO</p> | <p>The driveway is located closer than 20m to the intersection with the suburban road, St Vincents Road. See PO3 for details.</p> | |

Solutions: AO - Acceptable Outcome; PO - Performance Outcome; N/A - Not Applicable

Site Address: 312 St Vincents Road, Banyo

| | | | | |
|---|---|-----|---|--|
| <ul style="list-style-type: none"> • <i>is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i> • <i>ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.</i> | | | | |
| <p>PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.</p> | <p>A03.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> | PO | <p>The proposed 3.0m driveway is located 10.0m from the intersection with St Vincents Road. It is located on the lowest order road, Eames Street. The location is constrained by the existing power pole on Eames Street. Sight distances along Eames Street to the north and to the turning vehicles at the intersection of St Vincents Road are adequate for the minimal traffic generated by the site. The driveway location is not considered to have significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.</p> | |
| | <p>A03.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.</p> | N/A | | |

Solutions: AO - Acceptable Outcome; PO - Performance Outcome; N/A - Not Applicable

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(C6638-260608-LET-RFI-REVA)

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