

20 August 2026
BMC26044: 392 Old Cleveland Road, Coorparoo

Long Huynh Tran
C/- Ken Drew Town Planning
PO Box 860
HAMILTON QLD 4007

Attn: Ken Drew

RE: 392 Old Cleveland Road, Coorparoo
Traffic Engineering Response to Further Advice Letter
Brisbane City Council Reference A006408815

Dear Ken,

As requested, this advice has been prepared to summarise a traffic engineering review of the site access for 392 Old Cleveland Road, Coorparoo and assist in responding to Brisbane City Council's Further Advice letter dated 3 October 2025. Specifically this advice addresses Items 1 – 3 of the Further Advice letter, with those Items reproduced and responded to directly below.

This advice is based on the updated plan provided at Attachment A, which includes the following in terms of access:

- A single 8.0m wide access crossover for the site, with a Type B2 splay on the western side and a Type B1 splay on the eastern side of the crossover.
- Forward in / forward out accessibility for a 10.235m long rear-load Refuse Collection Vehicle (RCV).

Item 1: Access

The proposal to include an additional access point on the frontage is not supported. One single crossover located as far west as practicable along the site frontage is required. To ensure compliance with PO1 and PO2 of the Road hierarchy overland code and PO1, PO3 and PO9 of the Transport, access, parking and servicing code provide:

- a) Amended plans, redesigning the development layout to establish a single crossover located as far west as practicable along the site frontage, ensuring adequate separation from the adjoining driveway.*

The updated plan provided at Attachment A includes a single crossover located approximately central to the site frontage. This provides separation from the existing crossover on the site's south-western boundary, is clear of the light pole and maintains the crossover splay of the crossover prior to the hold line for the signalised intersection.

- b) Amended plans demonstrating the proposed crossover location and design, addressing vehicle access, servicing vehicle movements and interaction with the adjacent cycle lane. All vehicle manoeuvring is to be demonstrated to be fully contained within the site, with all vehicles entering and exiting the site in a forward direction.*

Swept path assessments have been undertaken testing accessibility of the site forecourt and crossover by the 10.235m long rear-load RCV defined by Brisbane City Council's Standard Drawing BSD-3008. The swept path assessment provided at Attachment B indicates that the amended site layout will be able to accommodate forward in / forward out access of vehicles up to and including the 10.235m RCV.

- c) Provide confirmation how existing services (i.e. street lighting) will be managed or relocated to accommodate the crossover.*

Any services within the clearance zone of the crossover will be relocated as a Condition of Approval.

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ABN 92 154 627 175

Item 2: Refuse Collection Vehicle Manoeuvring

The site layout, on-site servicing arrangements and vehicle swept paths are to be redesigned to suit the above-mentioned single crossover located as far west as practicable along the site frontage, in compliance with PO1, PO15, PO18 and PO19 of the Transport, access, parking and servicing code and PO8 of the Infrastructure design code.

In response to this request, the plans have been updated as per Attachment A. Swept path assessments demonstrating accessibility of the amended crossover and internal design are shown at Attachment B.

A response to the nominated POs is provided below.

Performance Outcome	Design Response
PO1 TAPS Code Development is designed: - 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. <i>Note—The acceptable outcome and performance outcome can be</i> <i>- demonstrated through a development application that:</i> <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> <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>	This advice, <u>which is limited to a review of the site access crossover and accessibility of site by a Refuse Collection Vehicle</u>, has been undertaken by Beth Meehan (RPEQ #8373).
PO15 TAPS Code Development provides a car park layout which allows for on-site vehicle parking that: - is clearly defined, safe and easily accessible; - is designed to contain potential adverse impacts within the site; - does not detract from the aesthetics or amenity of an area; - discourages on-street parking if parking has an adverse traffic management safety or amenity impact; - is consistent with safe and convenient pedestrian and cyclist movement.	This advice, <u>which is limited to a review of the site access crossover and accessibility of site by a Refuse Collection Vehicle</u>, allows all reverse movements associated with Refuse Collection Vehicle access and its loading to be fully contained within the site.

PO18 TAPS Code Development is serviced by an adequate number and size of service vehicles.	The updated plan at Attachment A enables a 10.235m long Refuse Collection Vehicle to load from a position which: 1. Does not block access of the ramp to the basement car parking. 2. Does not require the driver to cross the ramp to service the bins. 3. Enables forward in / forward out access of the RCV. This is subject to maintaining a minimum 3.6m height clearance in the refuse collection vehicle access areas.
PO19 TAPS Code. Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	The changes included at Attachment A enable a 10.235m long Refuse Collection Vehicle to load from a position which is fully within the site.
PO8 Infrastructure Design Code Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	The proposed refuse and recycling collection area is to be screened and roofed to minimise its impact on neighbouring properties and public realm.

Item 3: Refuse Collection Vehicle Manoeuvring

The supplied refuse collection vehicle (RCV) swept path analysis, drawing number 25GCT0089-01 Revision A, has not utilised a lock-to-lock time of six seconds in accordance with Table 5.1 of the Australian Standard ASW2890.2:2018. To ensure safe and efficient RCV manoeuvring and to ensure that the proposed development complies with AO1, AO19.2 and AO19.3 of the Transport, access, parking and servicing code, provide amended swept path drawings.

- a) *Submit a Registered Professional Engineer of Queensland (RPEQ) certified, signed and scaled rear loading RCV swept path assessment that utilises a lock-to-lock time of six seconds and that is free of conflicts when applying a 500mm clearance envelope.*

Swept path assessments have been undertaken for the 10.235m long RCV defined by BCC's Standard Drawing BSD-3008, with the results provided at Attachment B to this advice. These swept paths include a 300mm clearance line, which meets the requirements of Section 5.4(a) of Australian Standard for Off Street Car Parking AS/NZS2890.2:2002 for low speed manoeuvres. Of note, typically clearance over and above the indicated 300mm clearance line is demonstrated.

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The swept path assessments show:

1. The RCV driving forward onto the site and loading in a position clear maintaining accessibility of the basement ramp.
2. The RCV reversing into an area recommended to be dedicated for that purpose, e.g. to be clearly labelled 'No Parking', prior to undertaking a forward exit movement from the site.
3. All reversing is contained within the site.
4. The wheels of the RCV are contained within the proposed crossover on entry and exit.

Note: This advice is specifically contained to the items herein and no further traffic engineering or waste services assessment has been undertaken.

I trust that the above and attached are clear. Naturally, should you have any questions, please reach out.

Yours sincerely,

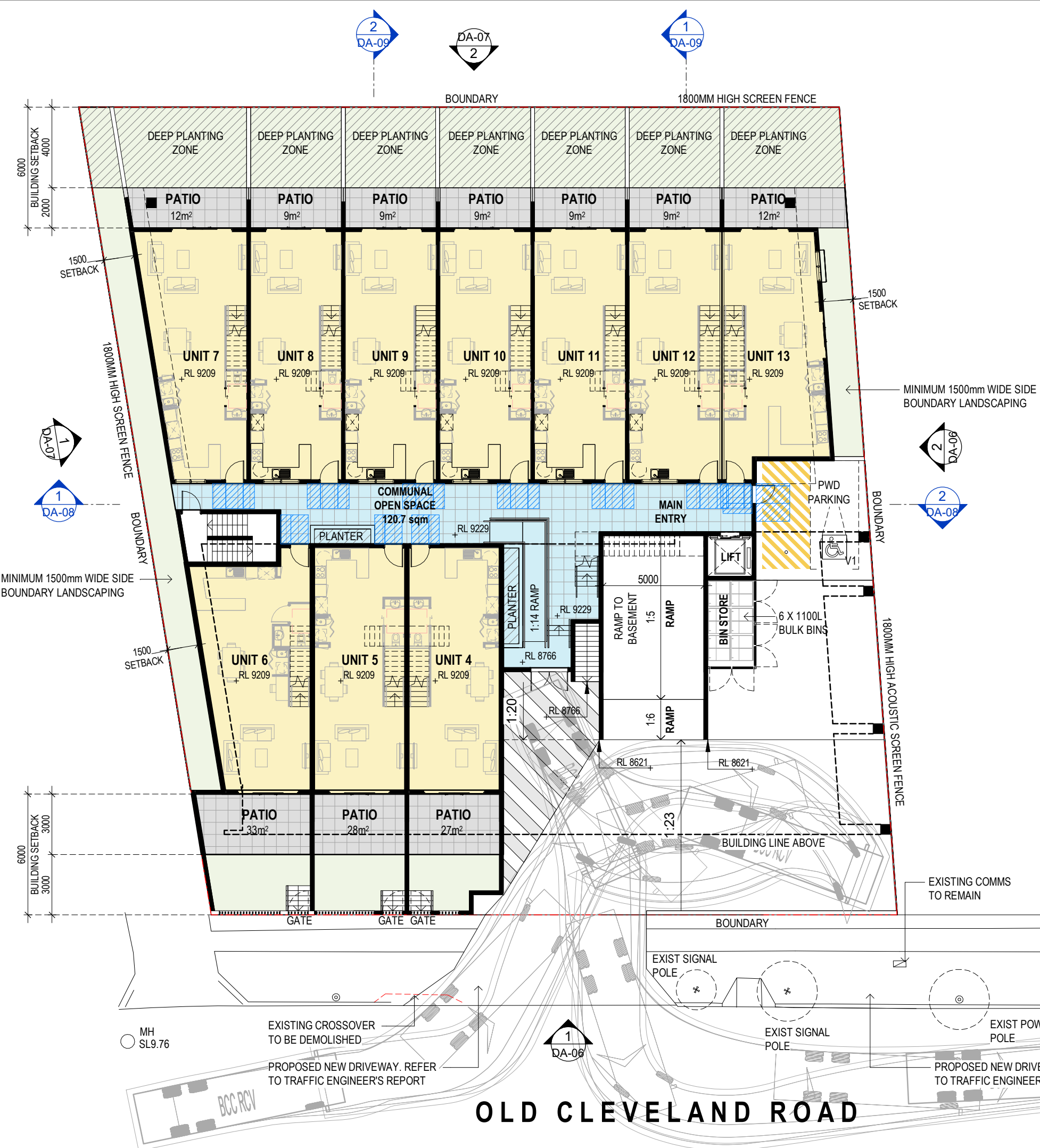
A handwritten signature in blue ink that reads 'Beth Meehan'.

Beth Meehan
Principal Traffic Engineer
BE(Civil)(Hons), RPEQ # 8373, FTPA

Attachment A

Updated Development Plan





LEGENDS

- 3 BED UNIT
- 4 BED UNIT
- PATIO / BALCONY
- COMMUNAL OPEN SPACE
- DEEP PLANTING ZONE

UNIT GFA SUMMARY

UNIT NUMBER	GF	L1	L2	TOTAL	PRIVATE OPEN SPACE
UNIT 1	-	62m ²	63m ²	125m ²	24m ²
UNIT 2	-	55m ²	77m ²	132m ²	24m ²
UNIT 3	-	65m ²	65m ²	130m ²	20m ²
UNIT 4	60m ²	58m ²	58m ²	176m ²	36m ²
UNIT 5	58m ²	58m ²	58m ²	174m ²	37m ²
UNIT 6	64m ²	56m ²	56m ²	176m ²	40m ²
UNIT 7	62m ²	49m ²	49m ²	160m ²	20m ²
UNIT 8	60m ²	60m ²	60m ²	180m ²	16m ²
UNIT 9	60m ²	60m ²	60m ²	180m ²	16m ²
UNIT 10	60m ²	60m ²	60m ²	180m ²	16m ²
UNIT 11	60m ²	60m ²	60m ²	180m ²	16m ²
UNIT 12	60m ²	60m ²	60m ²	180m ²	16m ²
UNIT 13	62m ²	53m ²	53m ²	168m ²	18m ²
TOTAL	606m ²	756m ²	779m ²	2,141m ²	299m ²

According to the Brisbane City Council (BCC) definition, gross floor area, for a building, means the total floor area of all storeys of the building, measured from the outside of the external walls and the centre of any common walls of the building, other than areas used for

- building services, plant or equipment;
- or access between levels;
- or a ground floor public lobby;
- or a mall; or parking;
- loading or manoeuvring vehicles;
- or unenclosed private balconies, whether roofed or not.

SITE AREA SUMMARY

COMMUNAL OPEN SPACE CALCULATION	
COUNCIL REQUIREMENT (5% OF SITE AREA)	72.1 sqm
PROVIDED COMMUNAL OPEN SPACE AREA	100 sqm
PERCENTAGE OF COMMUNAL OPEN SPACE PROVIDED	6.9 %

DEEP ZONED PLANTING PROVISION	
COUNCIL REQUIREMENT (10% OF SITE AREA)	144 sqm
PROVIDED DEEP PLANTING ZONE AREA	150 sqm
PERCENTAGE OF DEEP PLANTING PROVIDED	10.4 %

SITE COVERAGE CALCULATION	
TOTAL SITE AREA	1,442.6 sqm
TOTAL COVERED ROOF AREA	1,009 sqm
SITE COVERAGE	69.9 %

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NOTES

- All construction, materials and building work is to comply with the Queensland Building Act, the National Construction Code and applicable Australian Standards.
- Main Contractor and/or subcontractor to confirm setbacks, levels, setbacks, and critical dimensions on site, including all building services and service fixtures before commencing work on site and during construction.
- Do not scale from this drawing - use figured dimensions only. Dimensions generally relate to structure only, and do not include linings or claddings unless otherwise noted in detail information.
- Any conflicts or discrepancies identified by the building or subcontractor need to be notified to the architect for clarification prior to proceeding with the work.
- The client is to review design and documentation detailed within this document. idearchitecture will assume the design and documentation satisfies the Client's Principal Project Requirements unless written notice is provided within 20 working days from its last issue.
- Main Contractor to provide a finished sample or prototype of each selected item, finish, furniture and fixture, and to obtain approval from idearchitecture and other consultants where relevant, prior to commencing work. Verify lead times for all products and orders placed to ensure procurement times of all selections meet the agreed building program.
- Information noted in the drawing revisions may not be indicative of all changes made.

AMENDMENTS

rev	date	detail	checked
E	19.06.25	PRELIMINARY ISSUE	FI
F	27.06.25	ISSUE FOR DA APPROVAL	FI
G	25.07.25	ADDED CEILING FEATURE	FI
H	30.07.25	REVISED COLUMNS AND BIN STORE	FI
I	01.07.26	REVISED DRIVEWAY	FI
J	04.08.26	REVISED DRAWINGS	FI
K	13.08.26	UPDATED TRAFFIC OVERLAY	FI

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client	LONG TRAN
project	PROPOSED MULTIPLE DWELLING
locale	392-396 OLD CLEVELAND ROAD, COORPAROO QLD 4151
title	GROUND FLOOR PLAN

scale As indicated drawn BK

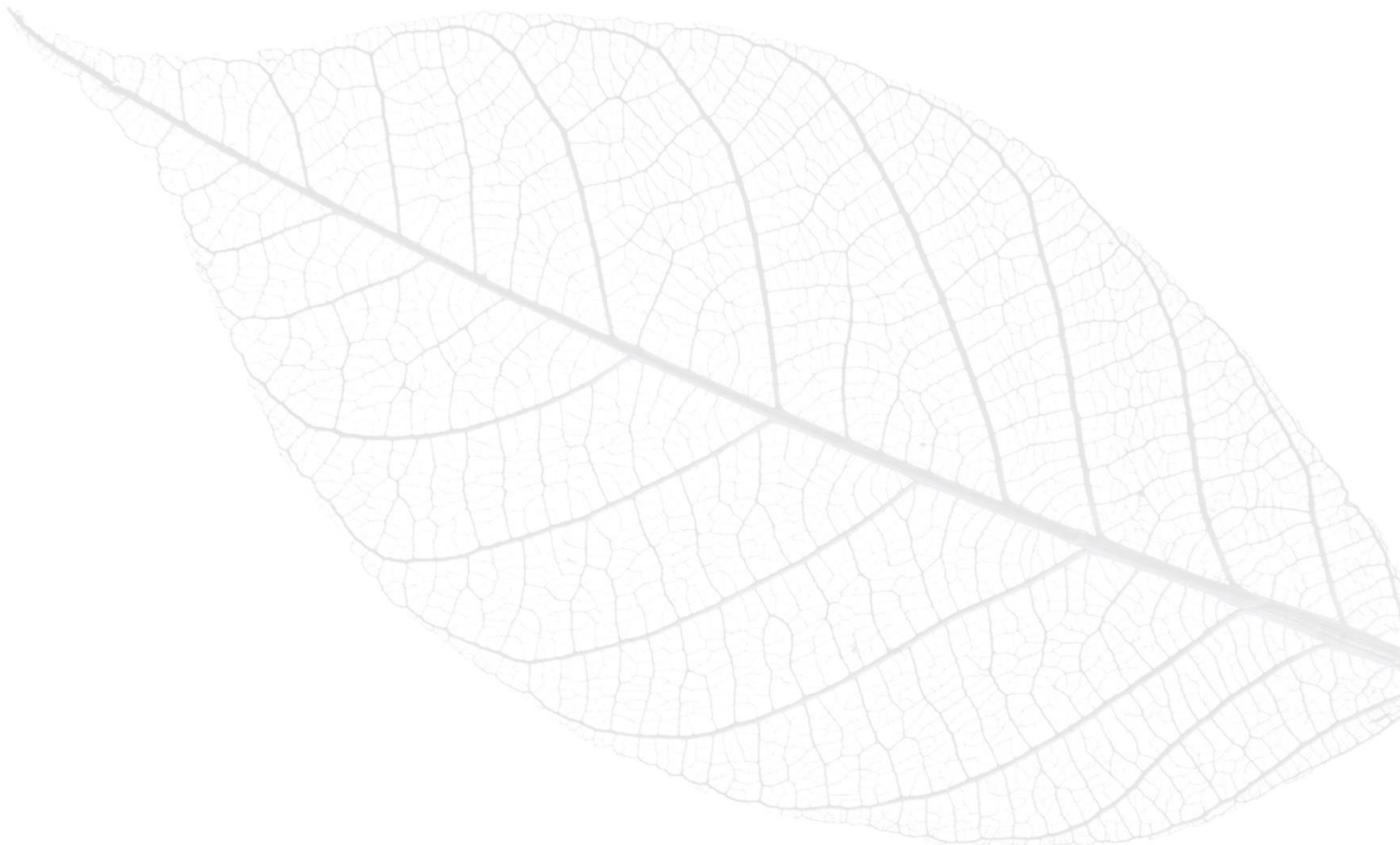
date 26.05.2020 checked FI

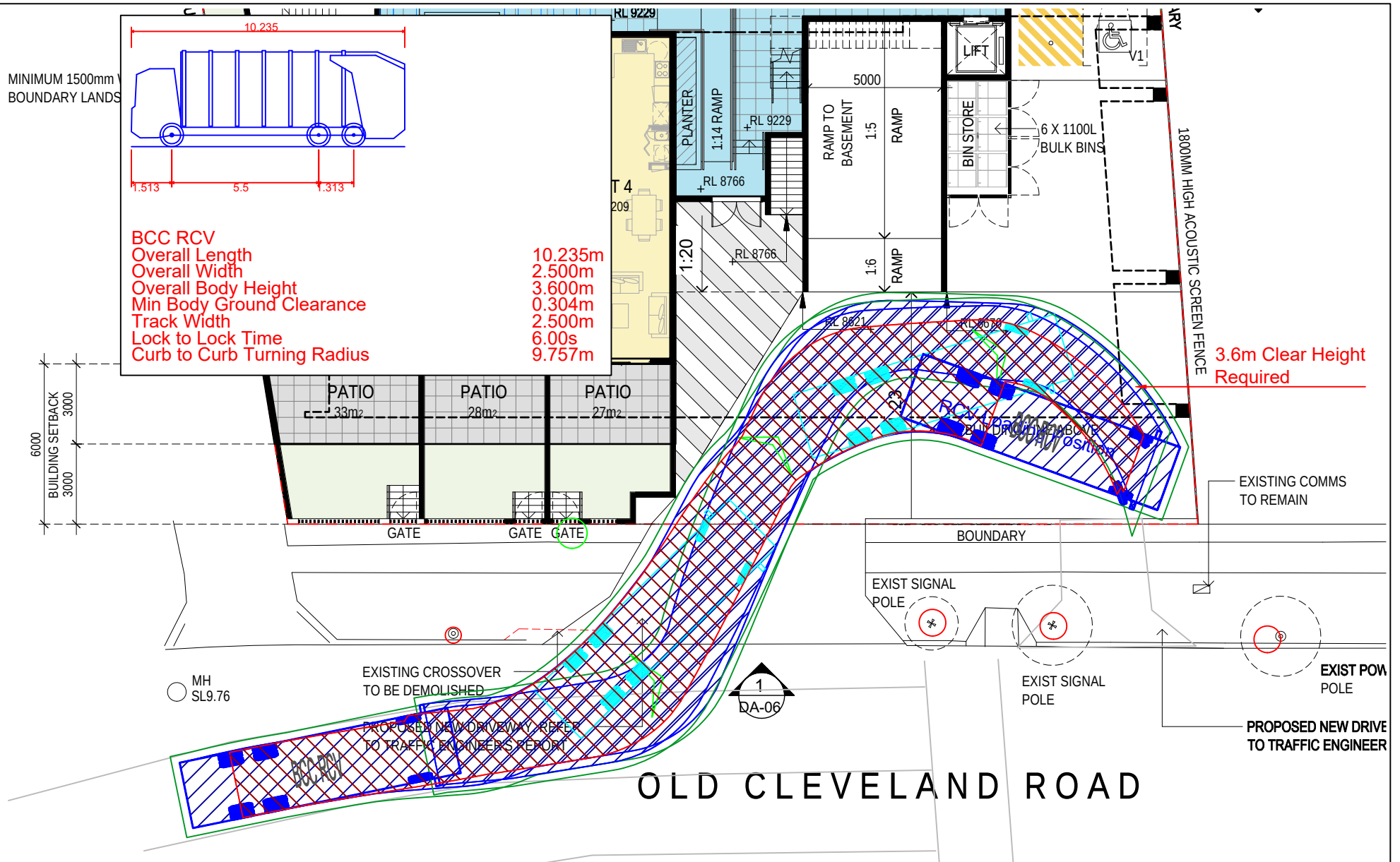
job no 2024_ 1463 dwg no / cadfile DA-02 rev K

status PRELIMINARY

Attachment B

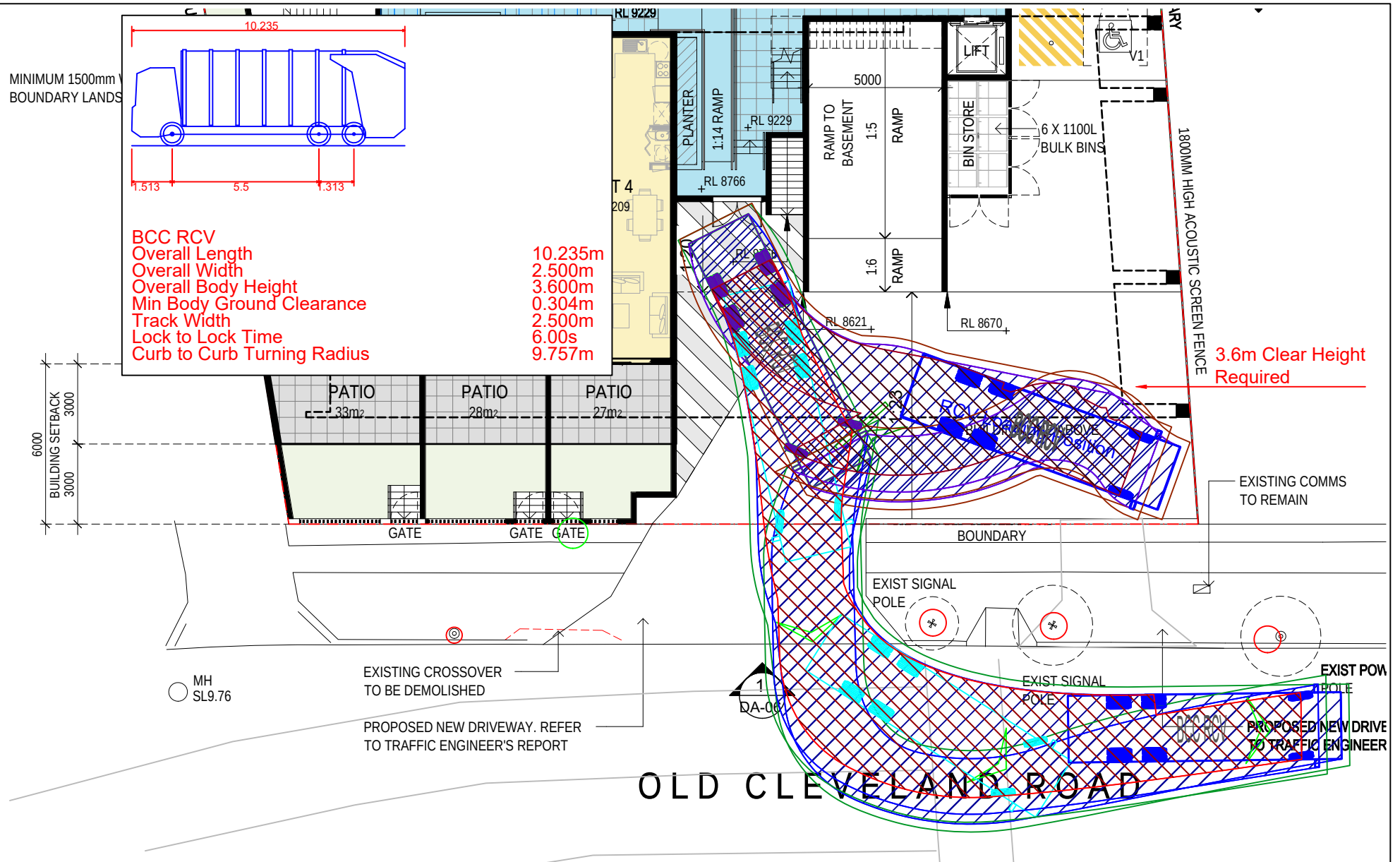
Swept Path Assessments





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Scale 1:200 at A4



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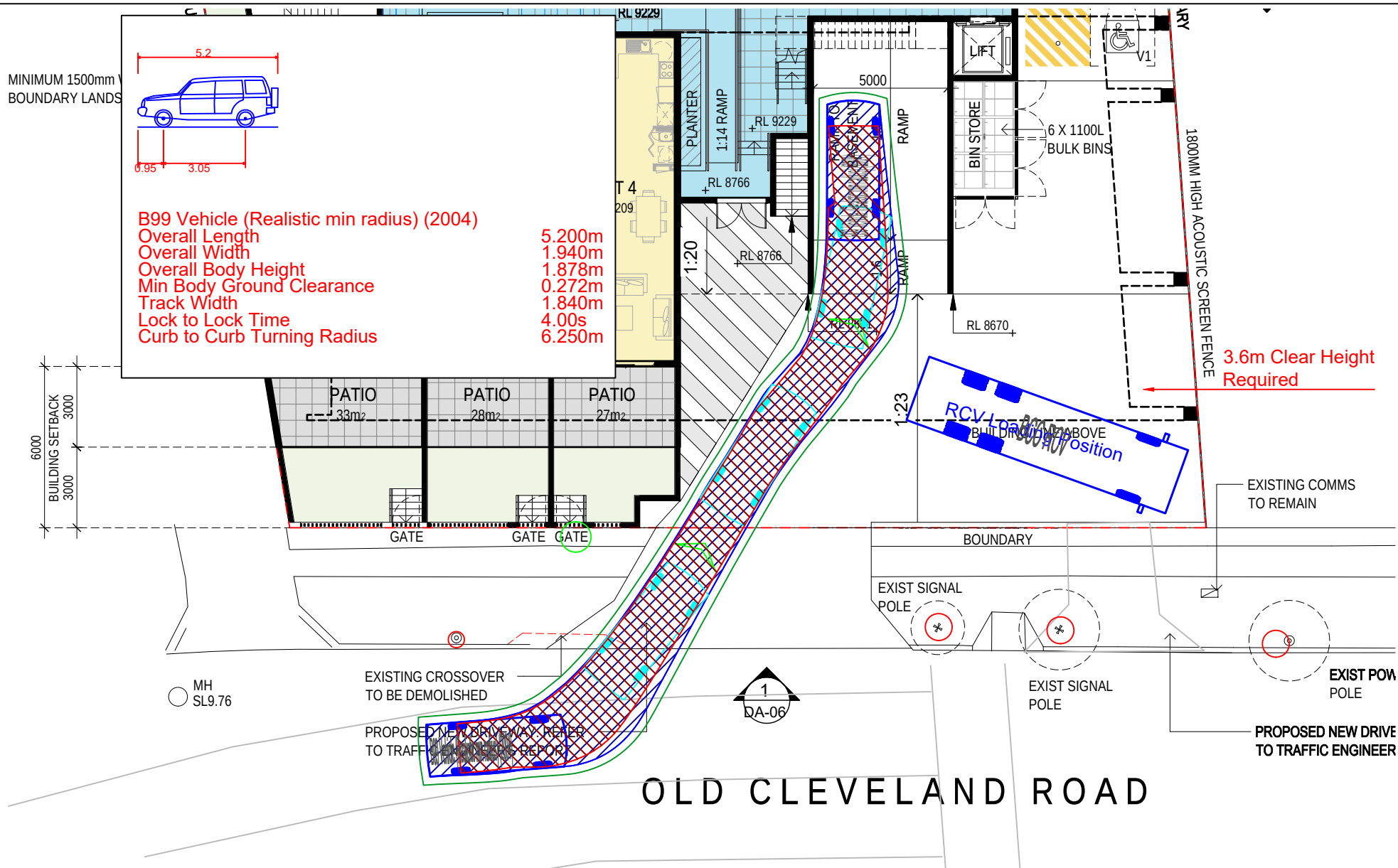
10.235m Refuse Collection Vehicle Exit BCC Std Dwg BSD-3008

Scale 1:200 at A4

392 Old Cleveland Rd, Cooparoo

Drawing No: BMC26044-ATR02 Version: 4

Prepared By: Beth Meehan RPEQ #8373 Date: 20/08/2026



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B99 Ramp Access / RCV Loading

Australian Standard AS/NZS2890.1:2004

Scale 1:200 at A4

392 Old Cleveland Rd, Coorparoo

Drawing No: BMC26044-ATR03 Version: 1

Prepared By: Beth Meehan RPEQ #8373 Date: 20/08/2026