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APPLICATION REF
23/06/2026

15 June 2026

Bolton Clarke
Level 3, 44 Musk Avenue
Kelvin Grove QLD 4059

Attention: David Brophy

Dear David,

**RE: 7 – 11 SARGENT STREET, NEW FARM
RESPONSE TO COUNCIL INFORMATION REQUESTS**

INTRODUCTION

This letter has been prepared by PTT, as requested by Bolton Clarke, in response to traffic engineering related items raised in an information request issued by Brisbane City Council (Council), received via email dated 14 May 2026. The development application (Council Reference: A006989439) seeks approval for a Minor Change to an approved retirement facility over the subject site.

This letter responds to refuse collection advice, with Council requesting the following:

- updated refuse collection vehicle (RCV) swept paths demonstrating that the truck can egress the site while cars are parked adjacent to the exit kerb taper of the crossover, with Council noting that cars can lawfully park immediately adjacent to the taper
- updated RCV swept paths which demonstrate a kerb-to-kerb radius of 9.76m as per Council Standard Drawing BSD-3009

Revised RCV swept paths are attached.

REFUSE COLLECTION

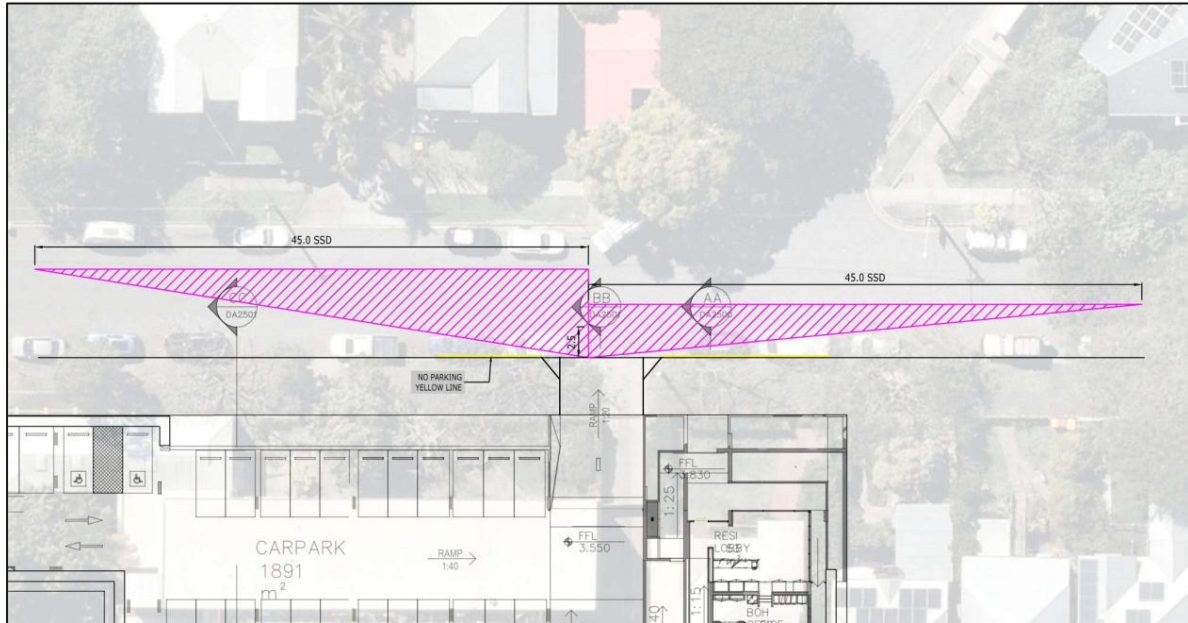
While it may be lawful for a car to park immediately adjacent to the access crossover tapers, it is our view that cars parked at these locations would reduce the available sight distance at the access. For an access driveway carrying less than 100 vehicles per hour and located in a 50km/h speed environment, Table 7 in Council’s Transport, Access, Parking and Servicing (TAPS) Policy requires an absolute minimum sight distance of 70m. By comparison, Australian Standards AS2890.1 Parking Facilities Part 1: Off-Street Car Parking requires an absolute minimum sight distance of 45m. Given the low speed urban environment on Sargent Street and the high demand for on-street parking, we have adopted the AS2890.1 minimum requirement.

Note 3 to Figure 3.2 in Section 3.2.4 of AS2890.1 states that parking on the frontage road ‘may need to be restricted on either side of the driveway so that sight distance required by the above table to an approaching vehicle is not obstructed.’ Thus, in order to achieve the absolute minimum sight distance (ie 45m) required by AS2890.1, on-street parking restrictions are required on both sides of the access



driveway, as shown in Figure 1. It is therefore recommended that no parking yellow lines be installed at these locations to restrict on-street parking.

Figure 1: SSD AT SITE ACCESS



A swept path of a Council rear-lift RCV accessing and egressing the site access is attached. Given the recommended parking restrictions outlined in Figure 1, vehicles parked on Sargent Street would not impact RCV egress movements. The swept path analyses adopts the minimum kerb to kerb radius (ie 9.76m) prescribed in Council Standard Drawing BSD-3009.

No additional changes to the site access are considered necessary to cater for an RCV.

CONCLUSIONS

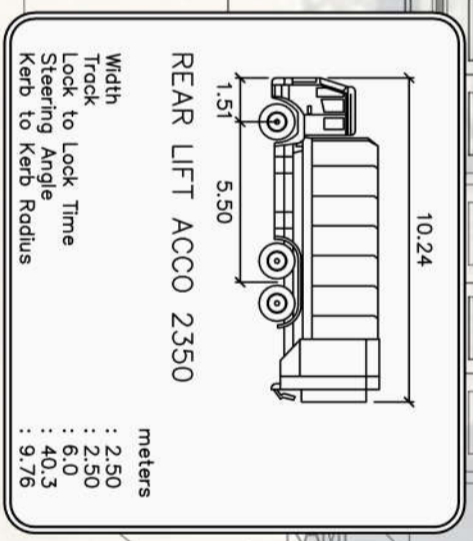
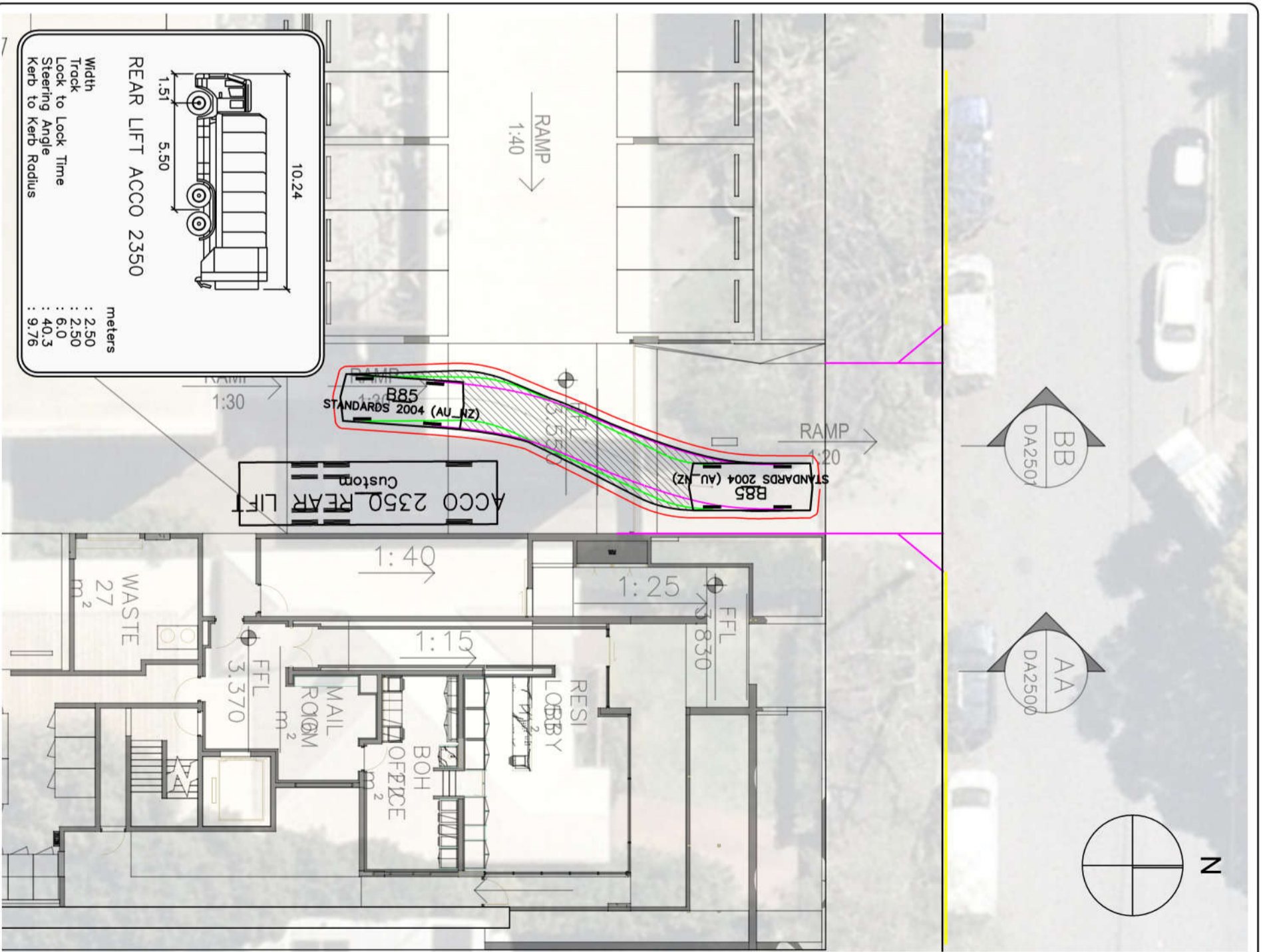
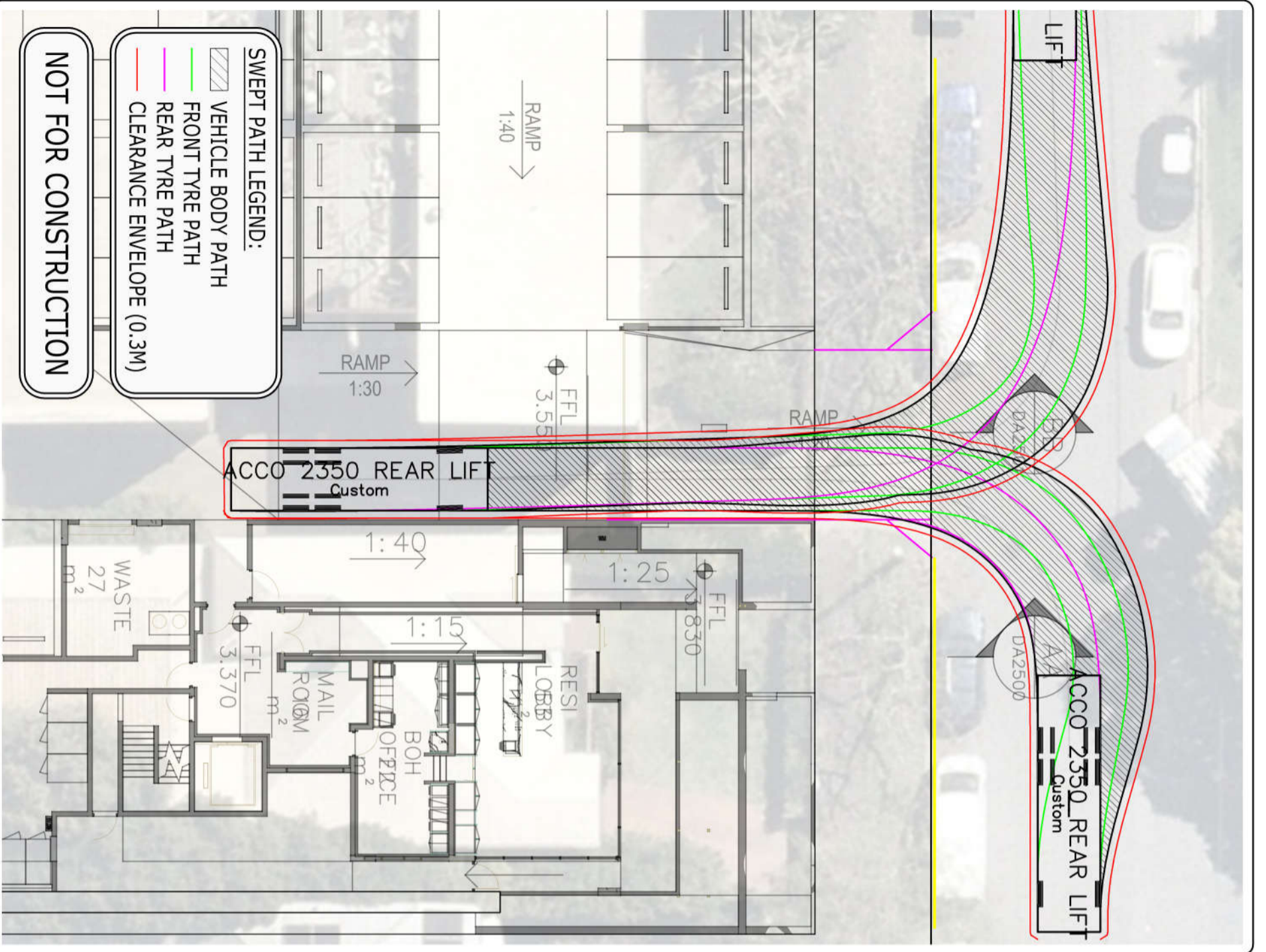
The advice outlined in this letter responds to refuse collection issues raised in Council’s information request, issued via email dated 14 May 2026. It is our view that the revised swept paths and advice presented above adequately addresses Council’s issues.

If you have any questions regarding the issues discussed above, please do not hesitate to contact us.

Yours sincerely,

Casey Glover

Principal Engineer (RPEQ 34450)



PTT
TRAFFIC & TRANSPORT ENGINEERING

ABN 96 067 593 962
P 07 3839 6771 WWW.PTT.COM.AU
Level 2, 62 Astor Tce, Spring Hill QLD 4000

REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	CJ	24/03/26

DRAWING TITLE: **BCC RCV MANOEUVRING**

PROJECT TITLE: **TREETOPS NEW FARM**

DRAWING NO: 26-349-002

CLIENT: **BOLTON CLARKE**

SCALE: 1:200 @ A3

APPROVED BY: *CG* (RPEQ 34450)