

Traffic Engineering Letter

To	Independent Living Australia Pty Ltd	Date	10 July 2026
Prepared by	Bradley Fuller, Modus Senior Traffic Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	200 Bradman Street, Sunnybank		
Subject	Proposed Development - Traffic Engineering Letter		
Status	Final	Attachments	Appendix A: BCC Information Request Appendix B: Revised Development Plans Appendix C: Car Parking Surveys

Introduction

Overview

Modus has been commissioned by Independent Living Australia Pty Ltd to provide traffic and transport advice in relation to the proposed development located at 200 Bradman Street, Sunnybank.

Following the submission of the Development Application, Brisbane City Council (BCC) issued an Information Request requesting additional information regarding the proposed development.

A copy of the Information Request is provided at **Appendix A**.

This Traffic Engineering Letter has been produced by Modus to respond to the relevant traffic / transport related Information Request items in support of the proposed development.

For ease of interpretation, the relevant items have been reproduced within this Traffic Engineering Letter with Modus' response provided directly thereafter.

Revised Development Plans

Furthermore, it is noted that the proposed development plans have been amended since the submission of the Development Application.

A copy of the revised development plans are provided at **Appendix B**.

Information Request Item 3

Council Commentary

The submitted Traffic Engineering Report notes that a maximum of 100 children will be present on-site at once, where the majority of parents do not stay on-site (i.e only conduct drop-off / pick-up trips). This would mean that each child generates two movements (in/out) at drop-off and two at pick-up. With 100 children, that is a high-frequency turnover that can lead to queuing on public roads. In order to demonstrate compliance with PO1 and PO15 of the Transport, access, parking and servicing (TAPS) code, the following is required:

a. Provide a queuing assessment demonstrating that the 36 dedicated car parking spaces and the permeable parking area can accommodate peak drop-off and pickup demand, including early arrivals, without queuing extending to or impacting the external road network. The assessment is to be supported by peak parking utilisation / accumulation data from the existing operation, including arrival patterns and dwell times during class changeover periods.

b. Provide traffic counts from the existing operation during the identified peak periods (3:30 PM – 5:30 PM weekdays and 9:30 AM – 12:30 PM Saturdays) to establish the peak hour trip generation of the proposed development and parking demand / occupancy.

Modus Response

To understand the existing traffic and parking conditions, traffic surveys were undertaken by Matrix Traffic on the 28th March, 31st March and 1st of April 2026.

A copy of the traffic surveys are provided in full at **Appendix C**.

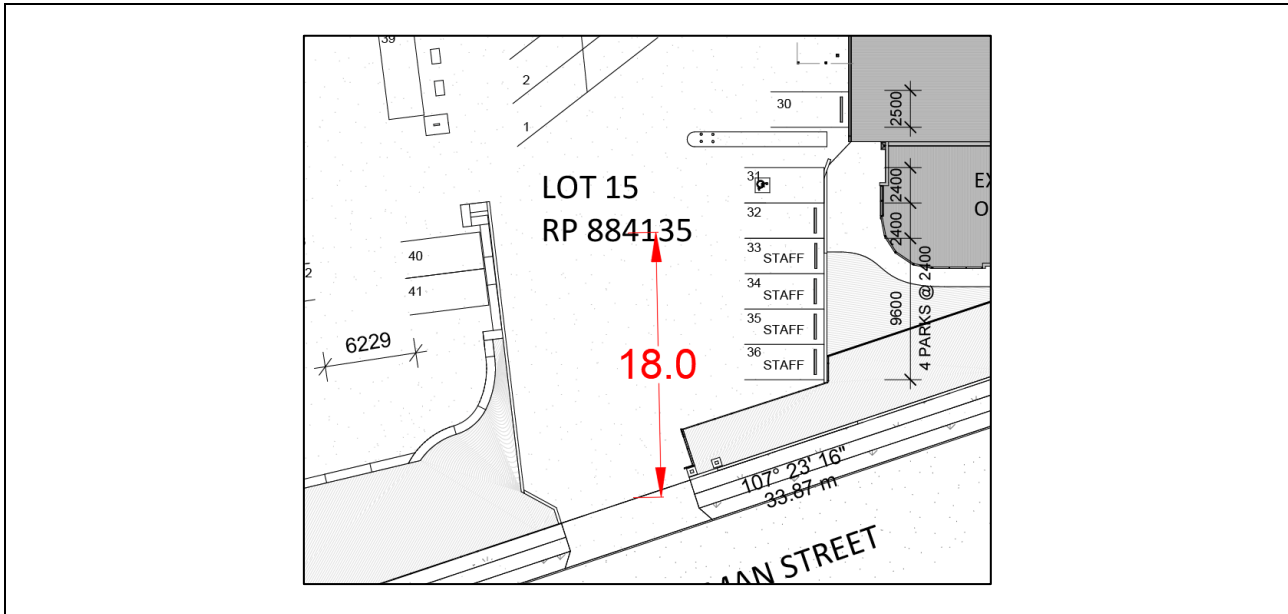
Based on the traffic surveys, the following observations were made:

- ▶ The maximum car parking demand within a 15 minute period was 71 car parking spaces,
- ▶ During a 15 minute period, the maximum number of inbound vehicles was 39 vehicles. On average, this corresponds to one (1) inbound vehicle every 23 seconds.

The revised development plans, provided at **Appendix B**, demonstrate a minimum queuing provision of 18.0m (equivalent to three vehicle lengths) from the property boundary to the first visitor car parking space.

This is illustrated on Figure 1 on the subsequent page for ease of reference.

Figure 1 Minimum Queueing Provisions to First Visitor Space



In accordance with the BCC TAPS PSP, a minimum queueing of 18.0m (equivalent to three vehicle lengths) is required when a car parking accommodate between 51 to 75 parking spaces.

Provided that the peak car parking demand is 71 car parking spaces, in addition to staff vehicle movements being limited during peak hour periods, the queueing provisions are considered acceptable.

Noting that the development will cater for one (1) inbound vehicle every 23 seconds, practically a vehicle will be able to travel through the site and clear the 18.0m queueing requirement within 23 seconds before the next vehicle enters the site.

As such, the proposed queueing provisions are considered acceptable and the development will not have any queueing impacts onto the external road network.

Information Request Item 4

Council Commentary

In accordance with the standards in Table 14 of the TAPS planning scheme policy (PSP), the proposal requires 171 car parking spaces. The proposed plans show a total of 89 car parking spaces with 36 dedicated on-site car parking spaces (including 1 x disabled space) and 53 unmarked car parking spaces. The 82 space shortfall is considered to be a significant car parking shortfall.

To assist in demonstrating compliance with PO7 of the Industry code, and PO1, PO13 and PO15 of the TAPS code, updated car parking documentation is required.

a. Provide a detailed car parking layout plan which clearly shows all line marking, numbered car parking spaces for ease of reference, and all relevant dimensions, including bay widths, lengths, aisle widths, and turning areas.

Modus Response

As detailed above, the maximum car parking demand within a 15 minute period was 71 car parking spaces.

Therefore, the revised development plans, provided at **Appendix B**, demonstrate the dedicated line marking to cater for 71 car parking spaces on-site, of which 35 of these spaces will be accommodated within the existing permeable car park.

Furthermore, the car parking layout of the new 35 car parking spaces ensures compliance with Australian Standards 2890.1.

Modus recommends that any new car parking spaces accommodate suitable surface conditions to comfortably cater for vehicle movements to, within and from the existing permeable car park.

Summary

Therefore, Modus is of the opinion that the proposed development is acceptable from a traffic engineering perspective and there are no outstanding concerns from a traffic engineering perspective.

Should there be any issue with the above, please contact the undersigned.

Yours sincerely,



MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

BCC Information Request



Dedicated to a better Brisbane

09 March 2026

BCD Constructions
C/- Plan A Town Planning Pty Ltd
PO Box 13
FORTITUDE VALLEY QLD 4006

ATTENTION: Emily Hutchinson
Application Reference: A006949522
Address of Site: 200 BRADMAN ST SUNNYBANK HILLS QLD 4109

Dear Emily,

RE: Information request in accordance with the Development Assessment Rules

Council has carried out an initial review of the above application and has identified that further information is required to fully assess the proposal.

Needs assessment

1. The site is located within the Low impact industry zone under the *Brisbane City Plan 2014*. As the total Gross floor area (GFA) of the proposed development is 1,702m², the scale does not meet overall outcome 2.i.i. within Low impact industry zone code, overall outcome 2.i.ii. within the Industry code or performance outcome PO26 within the Industry code. The submitted Town planning assessment report includes a section on planning need, however this assessment does not adequately demonstrate there is a need for an Indoor sport and recreation use in the locality. Further assessment is required to ensure that Industrial uses are adequately catered for in the locality.
 - a. Provide a needs assessment prepared by a suitably qualified person that adequately demonstrates there is a need for an Indoor sport and recreation use in the locality. Additionally, the needs assessment must consider the scale of the development and demonstrate that Industrial uses are adequately catered for in the locality. (Note: There is an additional assessment fee for the review of a needs assessment. Refer to Brisbane City Council's Schedule of Fees and Charges 2025-2026 for details).

Indoor sport and recreation in the Industry zone

2. Further demonstration is required to ensure that there is adequate separation distance from existing industrial uses.
 - a. Provide details that the proposed use complies with the separation distances outlined in AO27/PO27 of the Industry code.

Traffic and queuing

3. The submitted Traffic Engineering Report notes that a maximum of 100 children will be present on-site at once, where the majority of parents do not stay on-site (i.e only conduct drop-off / pick-up trips). This would mean that each child generates two movements (in/out) at drop-off and two at pick-up. With 100 children, that is a high-frequency turnover that can lead to queuing on public roads. In order to demonstrate compliance with PO1 and PO15 of the Transport, access, parking and servicing (TAPS) code, the following is required:

- a. Provide a queuing assessment demonstrating that the 36 dedicated car parking spaces and the permeable parking area can accommodate peak drop-off and pick-up demand, including early arrivals, without queuing extending to or impacting the external road network. The assessment is to be supported by peak parking utilisation / accumulation data from the existing operation, including arrival patterns and dwell times during class changeover periods.
- b. Provide traffic counts from the existing operation during the identified peak periods (3:30 PM – 5:30 PM weekdays and 9:30 AM – 12:30 PM Saturdays) to establish the peak hour trip generation of the proposed development and parking demand / occupancy.

Car parking

4. In accordance with the standards in Table 14 of the TAPS planning scheme policy (PSP), the proposal requires 171 car parking spaces. The proposed plans show a total of 89 car parking spaces with 36 dedicated on-site car parking spaces (including 1 x disabled space) and 53 unmarked car parking spaces. The 82 space shortfall is considered to be a significant car parking shortfall. To assist in demonstrating compliance with PO7 of the Industry code, and PO1, PO13 and PO15 of the TAPS code, updated car parking documentation is required.
 - a. Provide a detailed car parking layout plan which clearly shows all line marking, numbered car parking spaces for ease of reference, and all relevant dimensions, including bay widths, lengths, aisle widths, and turning areas.
 - b. The detailed car parking layout plan is to demonstrate that all car parking areas will be sealed with an appropriate hard surface. Provide details of the proposed surface drainage system, including locations and sizes of pits, pipes, and any other stormwater collection or conveyance infrastructure required to ensure adequate drainage.
 - c. Provide information confirming that the car park will be fitted with adequate lighting to maintain safety and usability during night time and low light conditions.

Refuse collection

5. Further information is required to satisfactorily address the relevant assessment benchmarks related to refuse. In accordance with PO16/AO16 of the Industry code and PO1/AO1.5 of the Indoor sport and recreation code, provide amended plans and supporting documents which address the following requirements:
 - a. Clearly demonstrate the location and size (dimensions and area) of the refuse storage area. The refuse storage area is to be a minimum size of 5.25m² (3,500mm x 1,500mm).
 - b. The refuse storage area is to be housed either within a building or roofed and screened enclosure. Where screening is utilised to form part or all of a refuse storage area, the screening is to have a maximum of 25% openings, with a maximum opening dimension of 50mm, and are to be permanently fixed, durable and maintainable.

Landscaping

6. The submitted Assessment Report states that there is no significant vegetation within the site. While the site is not identified to be within the Natural Assets Local Law (NALL) mapping, or Significant landscape tree (SLT) overlay, a desktop analysis indicates a number of trees that meet one or more criteria for "Significant Vegetation" as described in the Vegetation planning scheme policy.

It is also noted that the vegetation within the site is protected by the Conditions of Approval of A001617129, which includes the requirement for a Vegetation Management Plan (Condition 21) and an approved Detailed Landscape Plan (Condition 24).

- a. In order for this application to demonstrate compliance against AO13.1-AO13.5/PO13 of the Industry code, a Detailed Landscape Plan is required noting the retention of existing trees.

Urban Utilities (UU)

Council does not undertake water and sewer assessment of any planning applications. Contact UU on (07) 3432 2200 to discuss any water and sewer issues and whether you are required to submit an application to UU for assessment.

Responding to this request

Your response should include a summary table which outlines any changes to performance outcomes and plans that have resulted from addressing the issues outlined above. The table should also include details of any supporting documentation.

If a response is not provided within the prescribed response period of three (3) months assessment of the application will continue from the day after the day on which the response period would have otherwise ended.

Email your response to DSPlanningSupport@brisbane.qld.gov.au quoting the application reference number A006949522.

Please phone me on the telephone number below during normal business hours if you have any queries regarding this matter.

Yours sincerely



Alexandria Wood
Urban Planner
Planning Services South
Phone: 31782227
Email: Alexandria.Wood@brisbane.qld.gov.au
Development Services
Brisbane City Council

APPENDIX B

Development Plans

PROPOSED WORK DRAWINGS

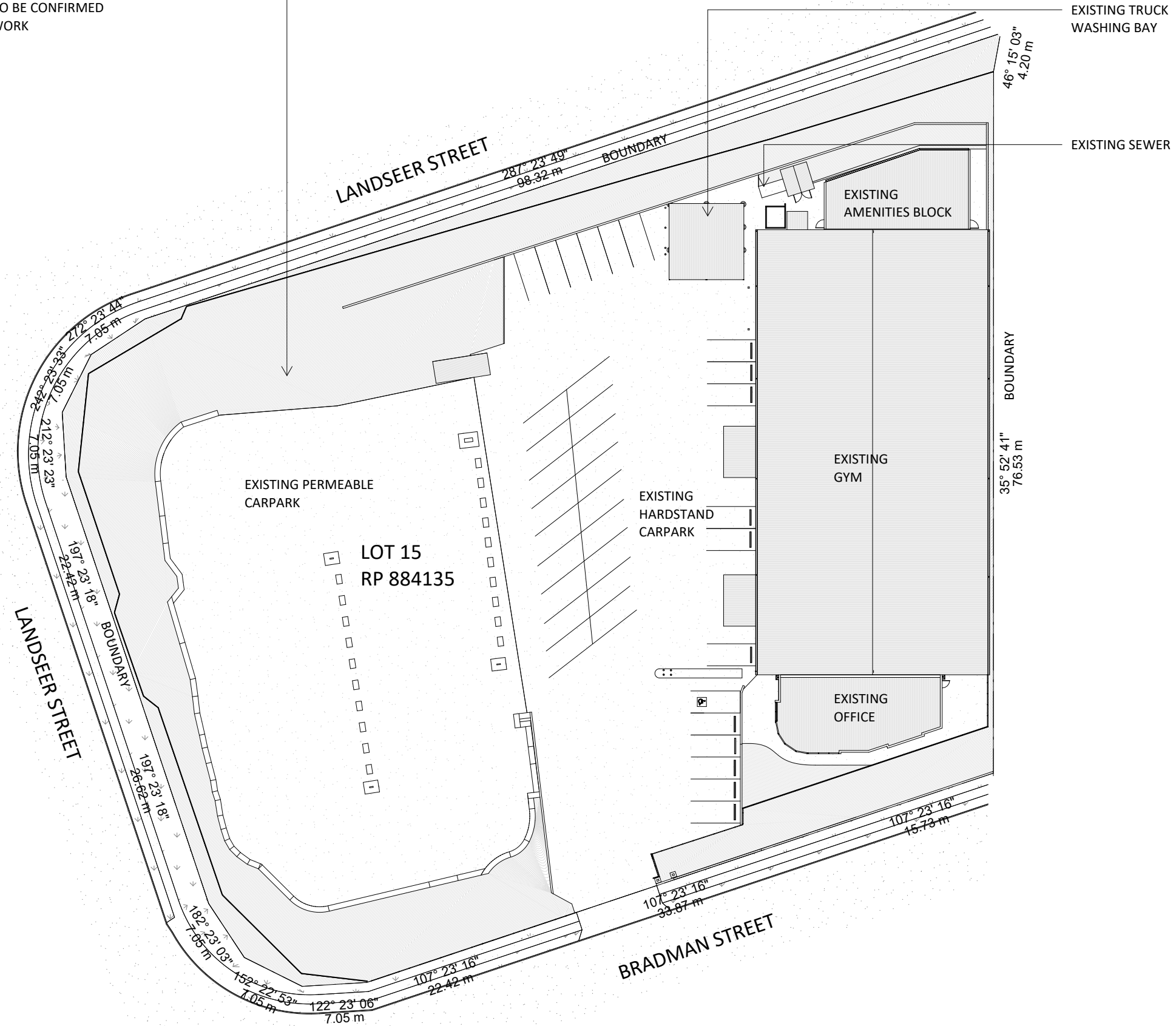
200 BRADMAN ST SUNNYBANK HILLS QLD 4109



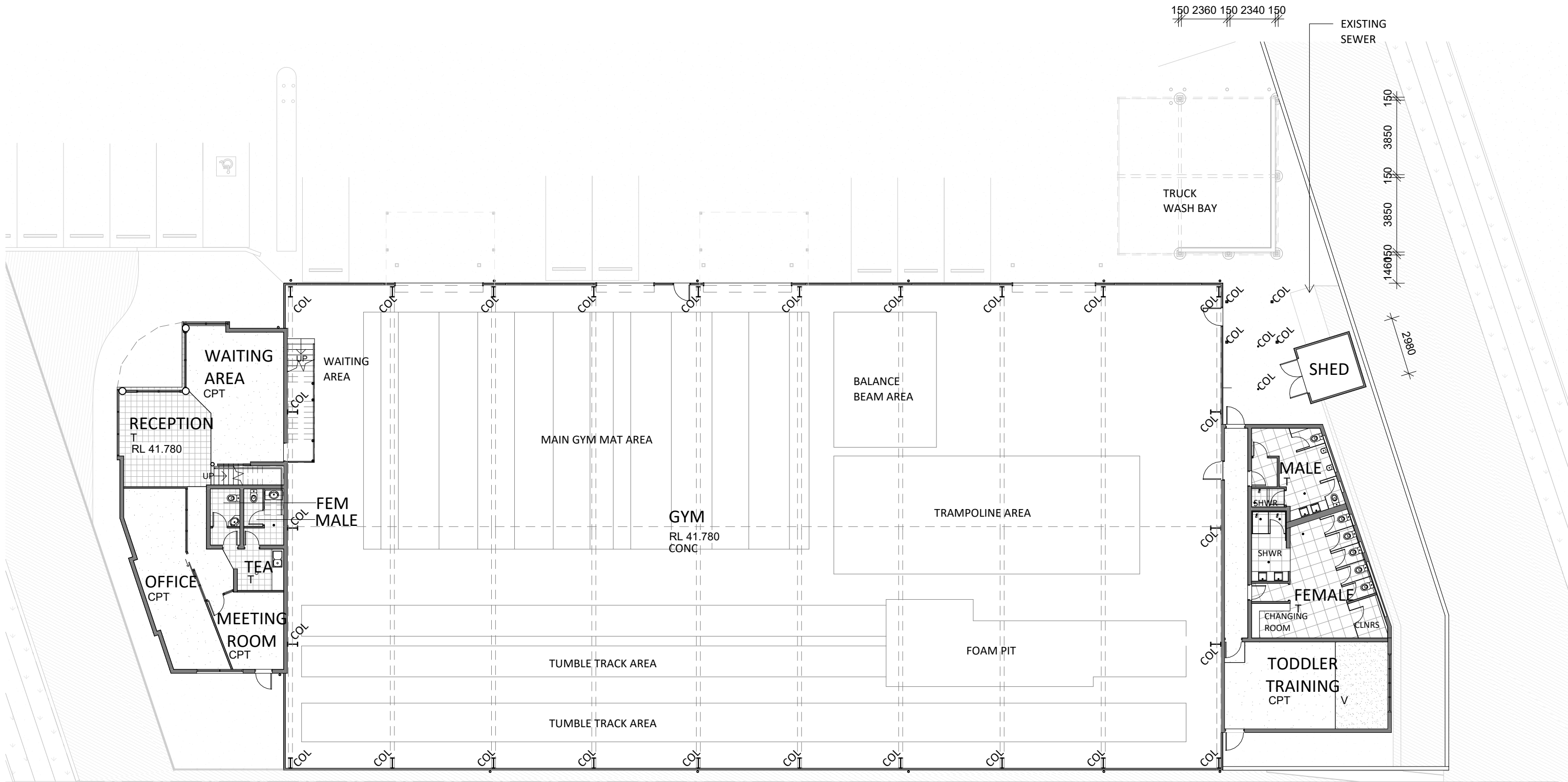
LOCALITY PLAN

DEVELOPMENT STATISTICS			
200 BRADMAN ST SUNNYBANK HILLS QLD 4109			
LOT 15 ON RP 884135 WARD: RUNCORN SITE AREA: 7411m²	EXISTING GYM / OFFICE SITE COVER	-	1542m²
	EXISTING GYM/ OFFICE GFA	-	1574.7m²
	PROPOSED OFFICE / MEZZ SITE COVER	-	67m²
	PROPOSED OFFICE / MEZZ GFA	-	127m²
	PROPOSED BREAKDOWN OF FLOOR AREA:		
	• GROUND FLOOR	-	56.7m²
	• BATHROOM	-	6.8m²
	• MEZZANINE	-	63.5m²
	TOTAL SITE COVER	-	1609m²
	TOTAL GFA	-	1701.7
CARPARKS			
EXISTING	-	36	
PROPOSED	-	71	

AREA EXTENT INCONCLUSIVE
FROM SURVEY TO BE CONFIRMED
PRIOR TO ANY WORK



1 SITE PLAN - EXISTING
1 : 500



1 GROUND FLOOR PLAN - EXISTING

1 : 200

(clements clarke)
architects

T: (07) 3852 3944
9 / 541 BOUNDARY ST
SPRING HILL, QLD 4000
www.clementsclarke.com.au

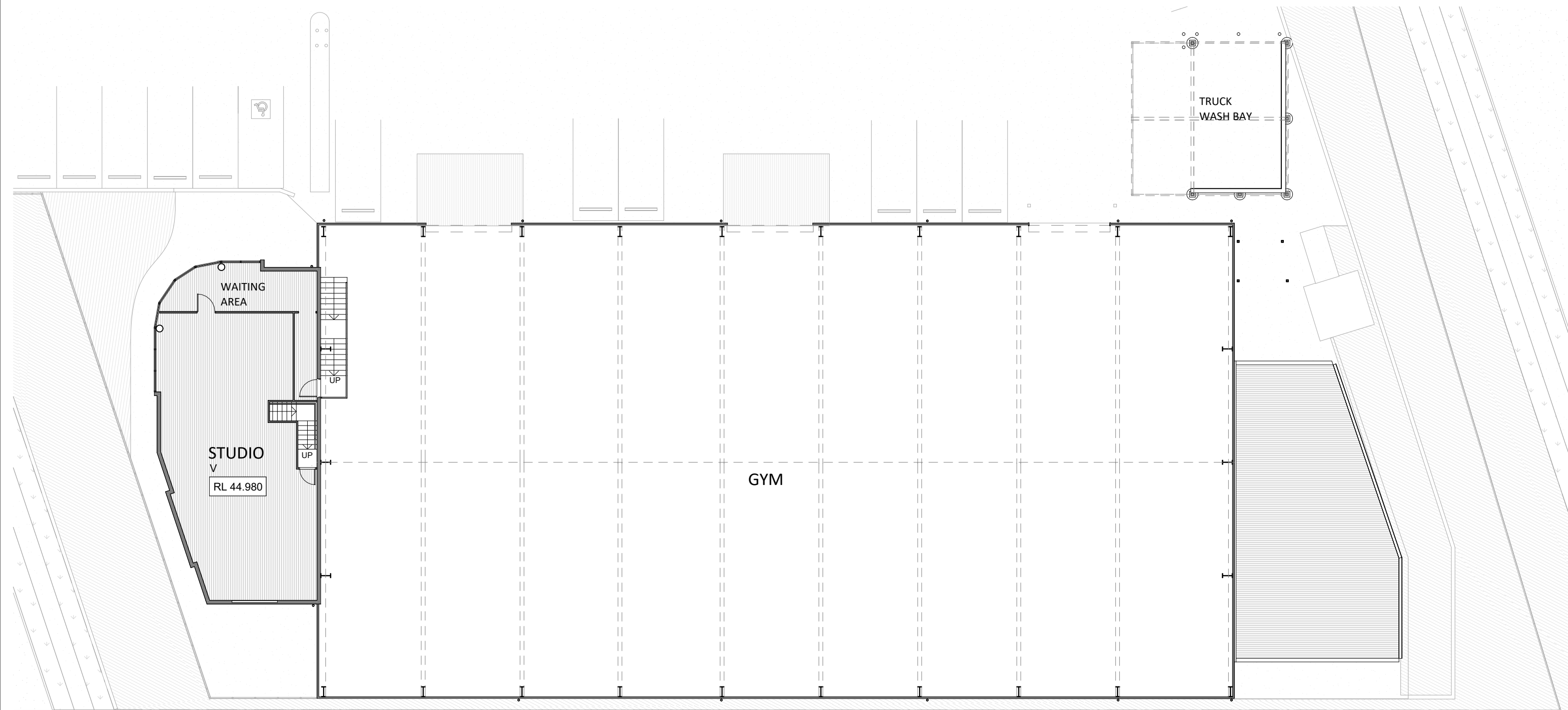
PROJECT
BRADMAN ST
AT
200 BRADMAN ST SUNNYBANK HILLS QLD 4109

CLIENT
BCD CONSTRUCTIONS

PROJECT NUMBER
25129
NOMINATED PRACTICING ARCHITECT:

SK-020
REVISION E

MATTHEW CLEMENTS QLD 3824



1 LEVEL 01 - EXISTING

1 : 200

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architects

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AT
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CLIENT
BCD CONSTRUCTIONS



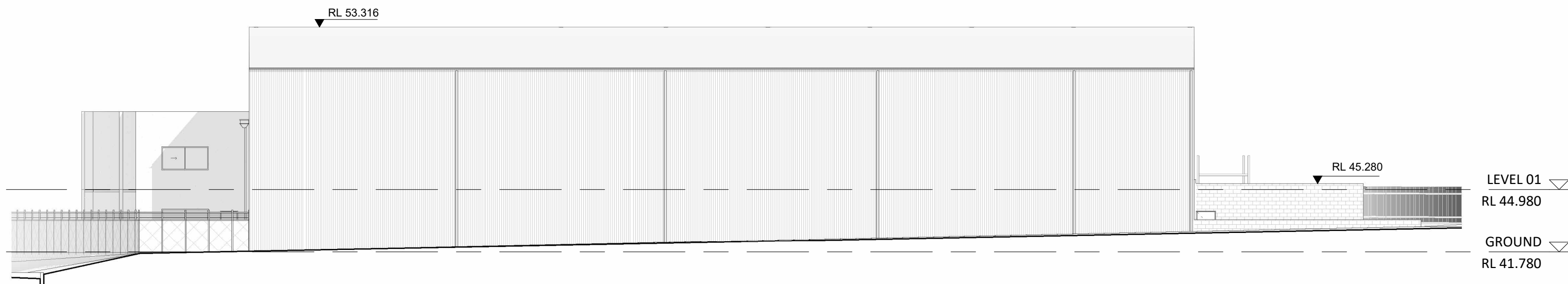
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NOMINATED PRACTICING ARCHITECT: MATTHEW CLEMENTS QLD 3824

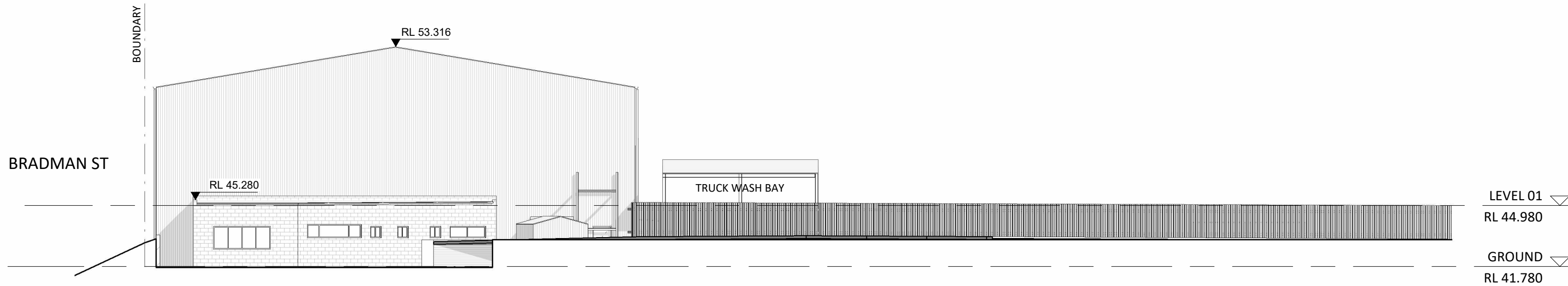
SK-025
REVISION E



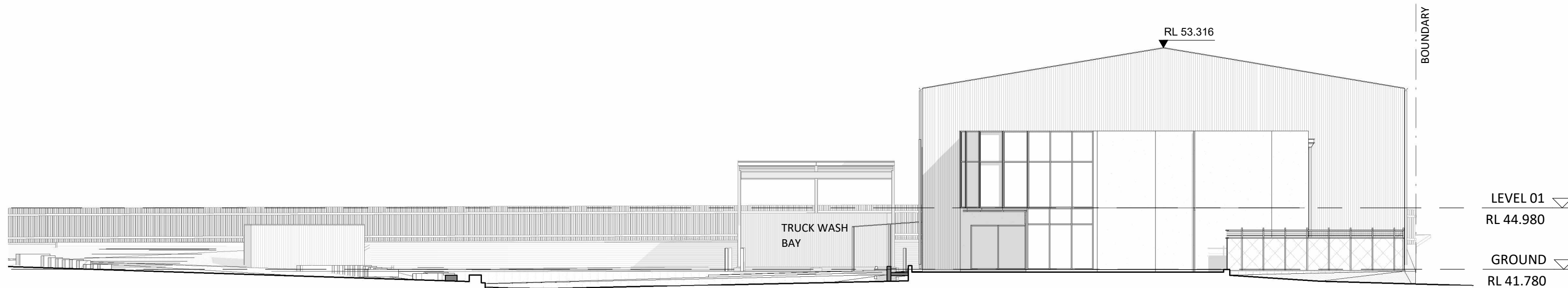
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2 SOUTH ELEVATION - EXISTING
1 : 200



1 EAST ELEVATION - EXISTING
1 : 200



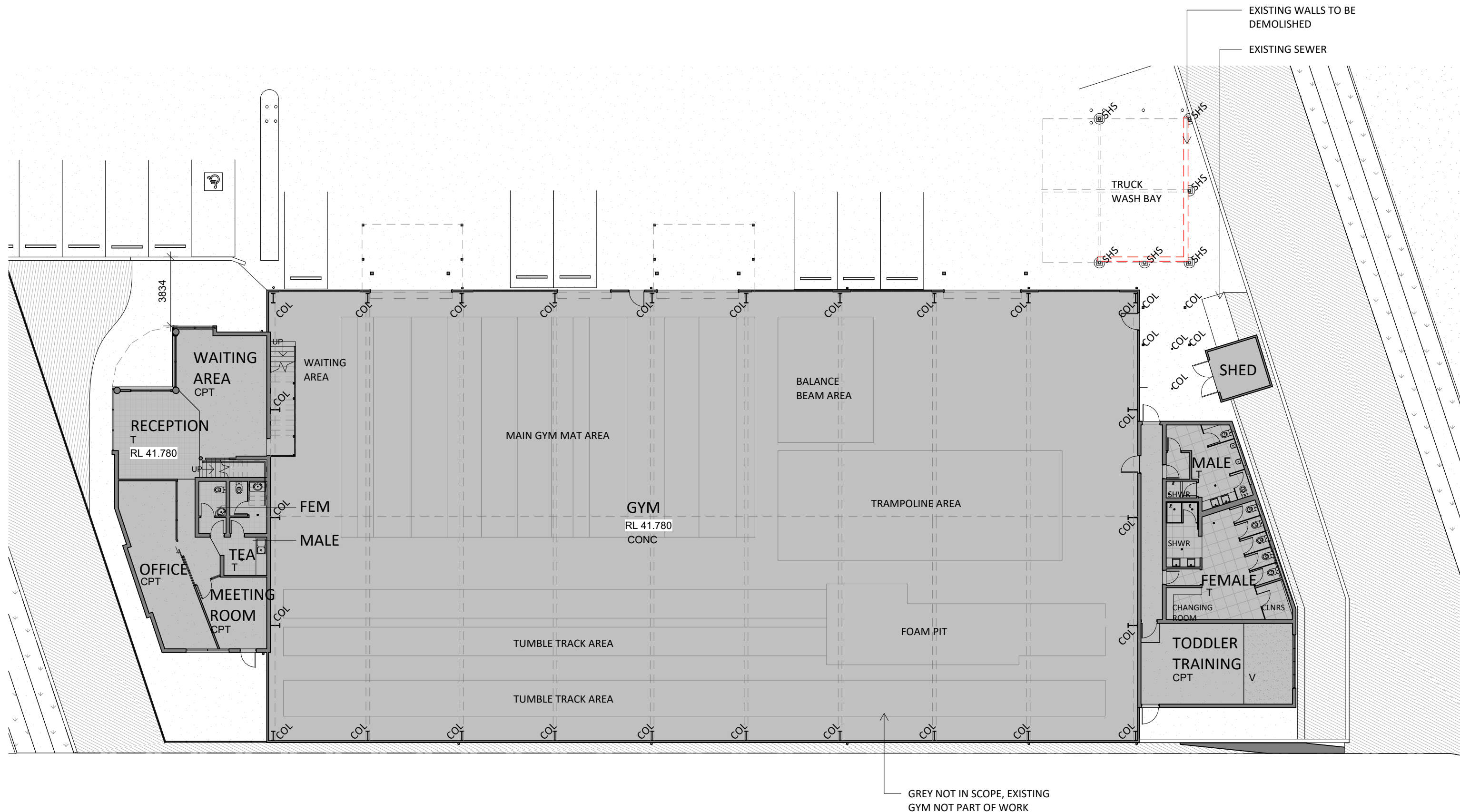
2 WEST ELEVATION - EXISTING
1 : 200

AREA EXTENT INCONCLUSIVE
FROM SURVEY TO BE CONFIRMED
PRIOR TO ANY WORK



1

1 : 500



1 GROUND FLOOR PLAN - DEMOLITION

1 : 200

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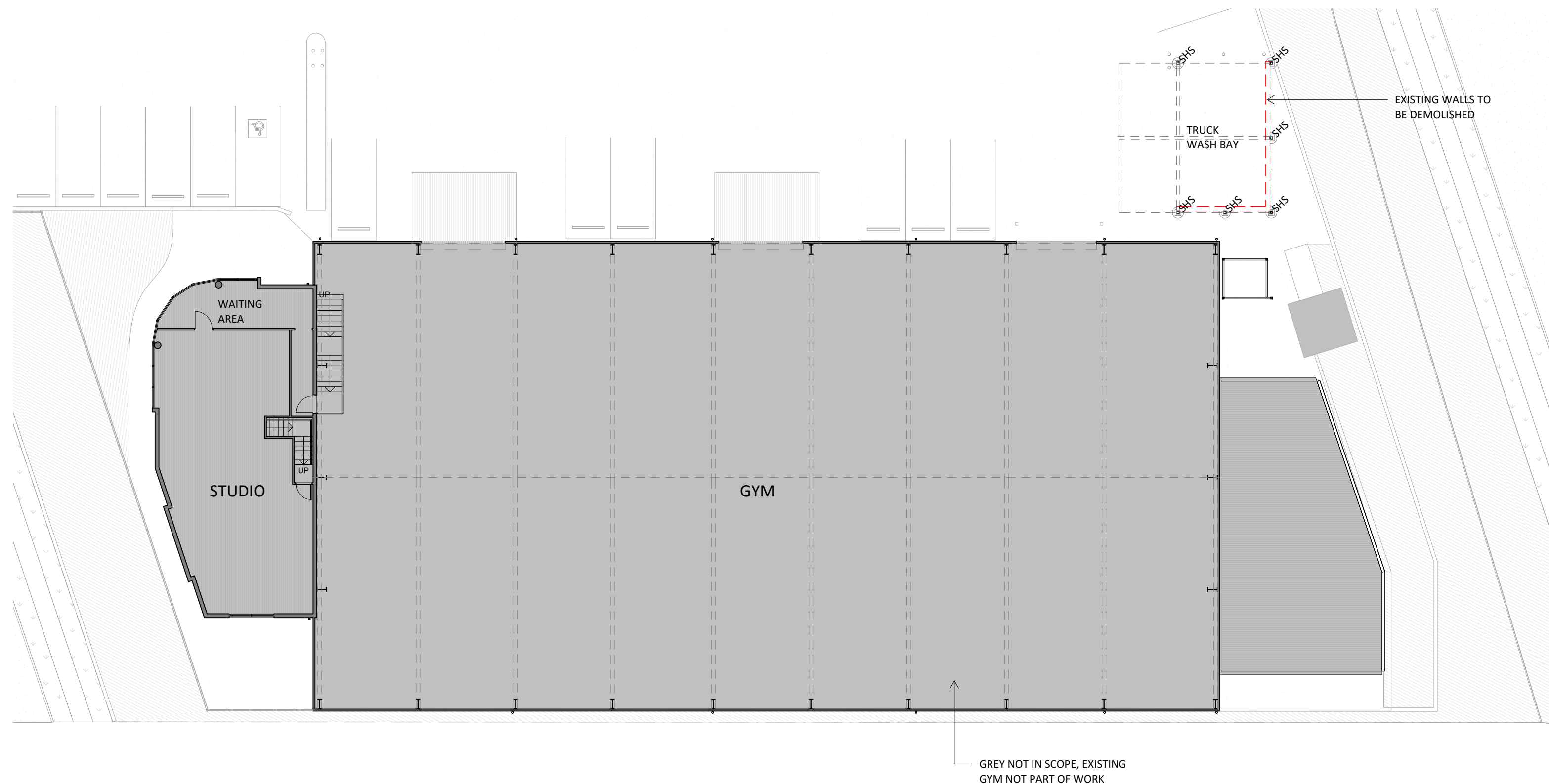
PROJECT
BRADMAN ST
AT
200 BRADMAN ST SUNNYBANK HILLS QLD 4109

CLIENT
BCD CONSTRUCTIONS

PROJECT NUMBER
25129
NOMINATED PRACTICING ARCHITECT:

SK-060
REVISION G

MATTHEW CLEMENTS QLD 3824



1 LEVEL 01 - DEMOLITION

1 : 200

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PROJECT
BRADMAN ST
AT
200 BRADMAN ST SUNNYBANK HILLS QLD 4109

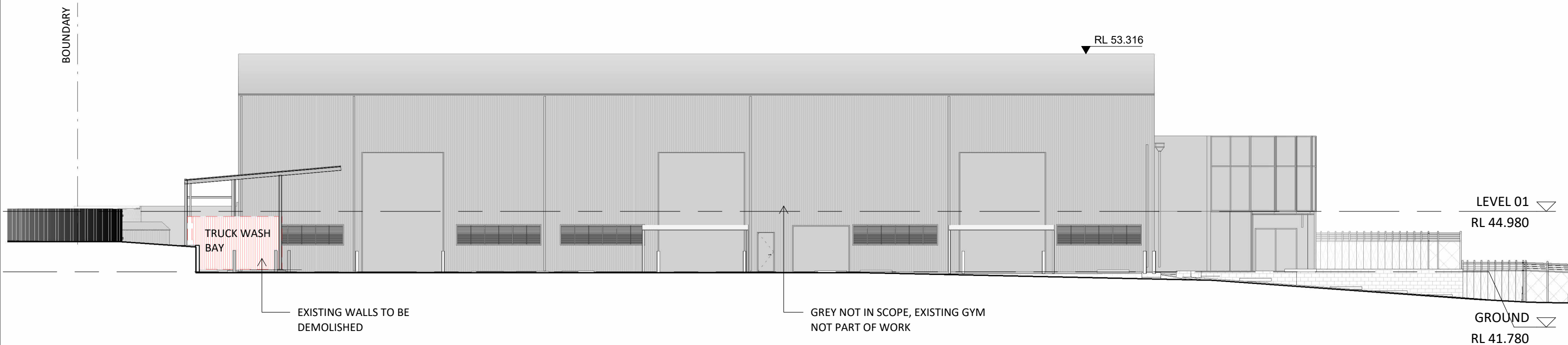
CLIENT
BCD CONSTRUCTIONS



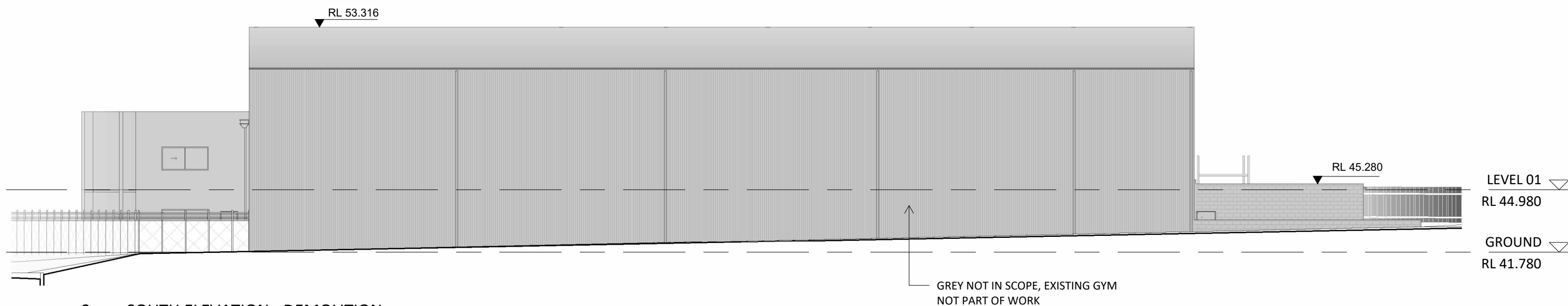
PROJECT NUMBER
25129

NOMINATED PRACTICING ARCHITECT: MATTHEW CLEMENTS QLD 3824

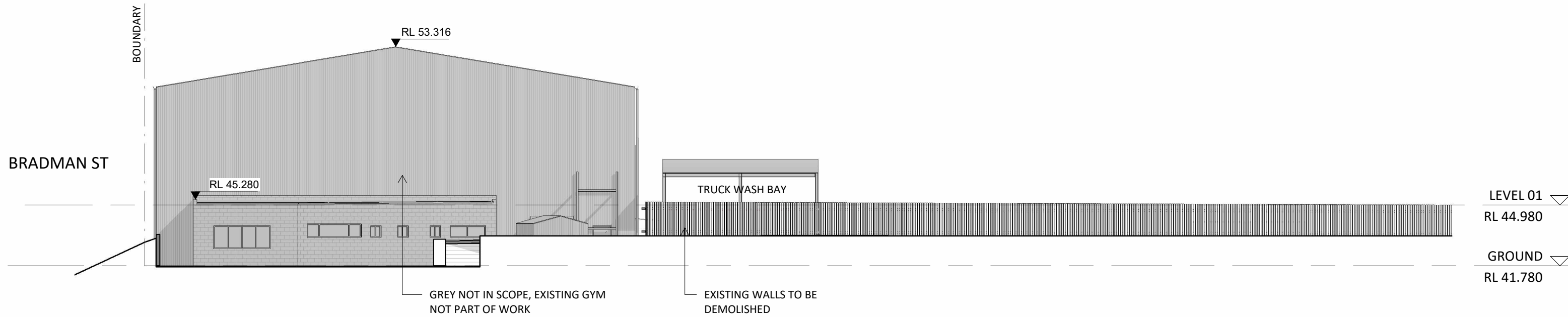
SK-065
REVISION F



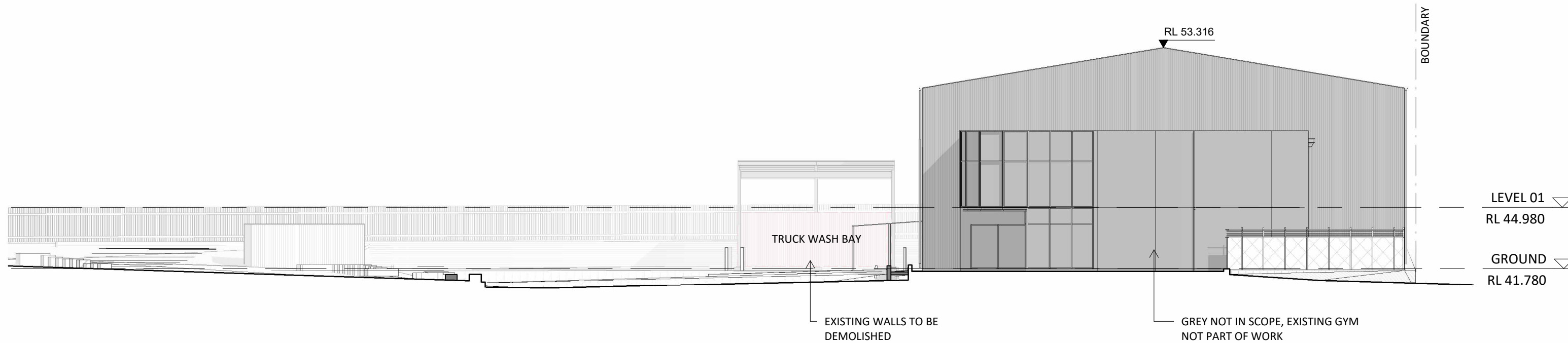
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1 : 200



2 SOUTH ELEVATION - DEMOLITION
1 : 200

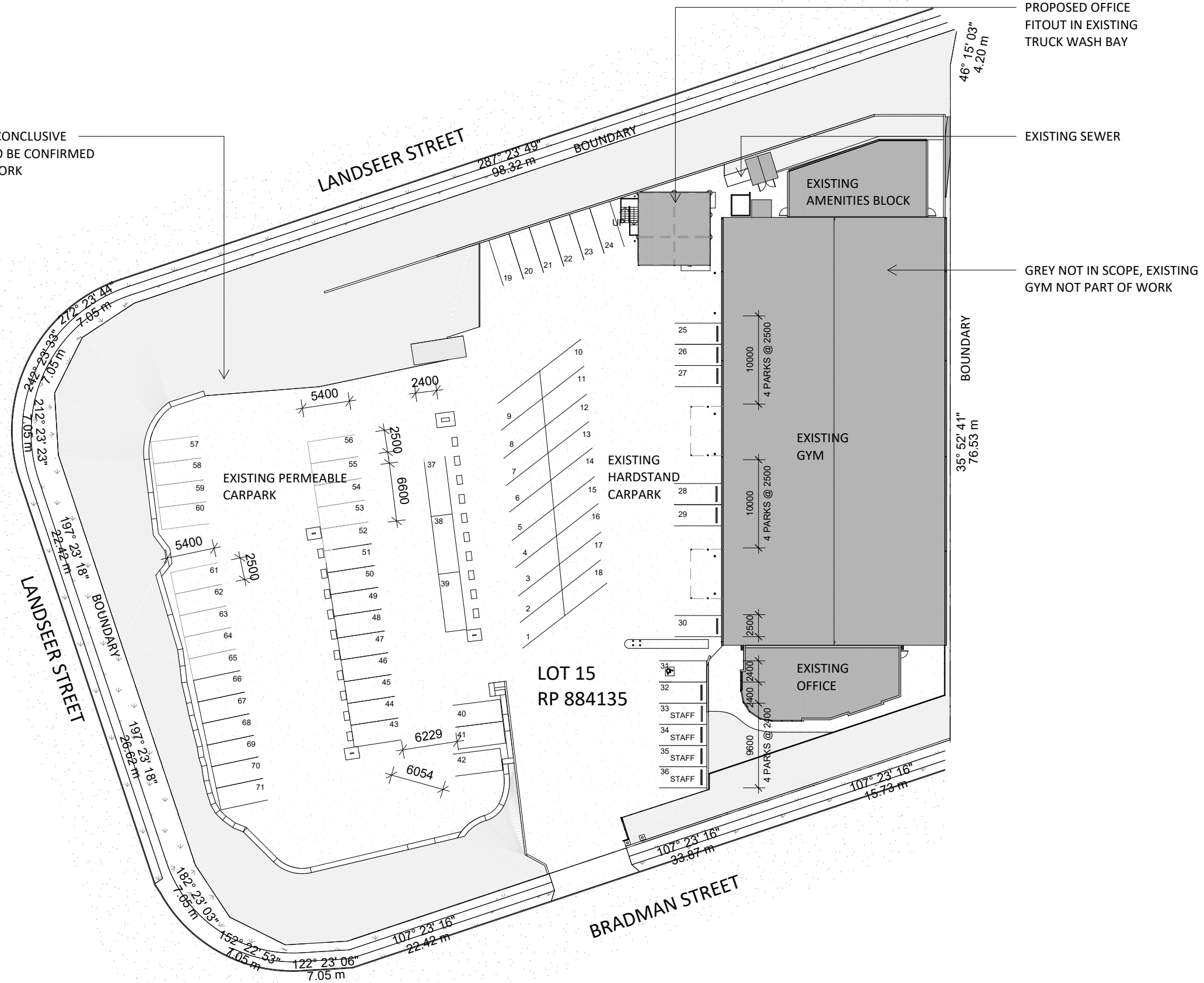


1 EAST ELEVATION - DEMOLITION
1 : 200



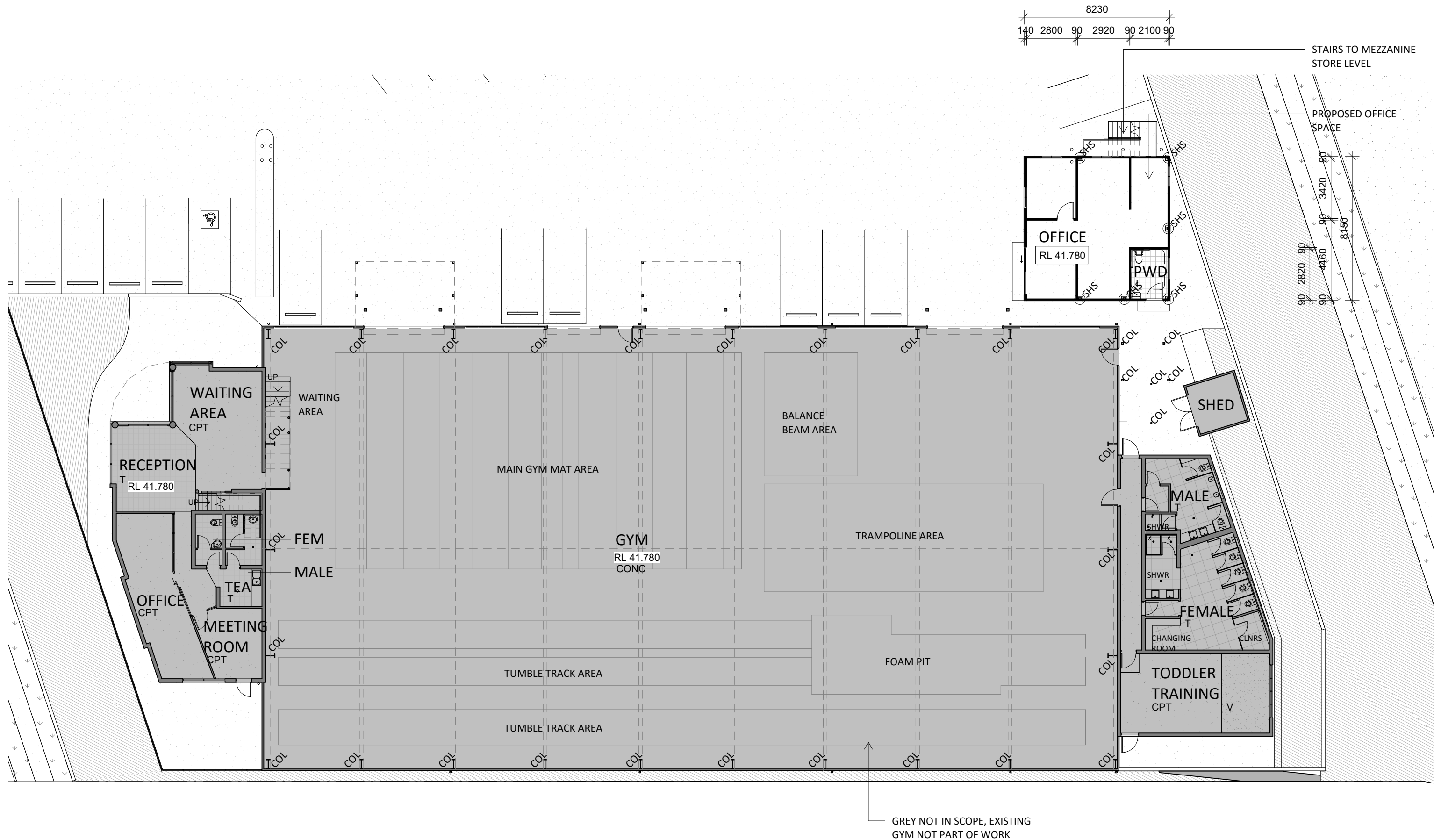
2 WEST ELEVATION - DEMOLITION
1 : 200

AREA EXTENT INCONCLUSIVE
FROM SURVEY TO BE CONFIRMED
PRIOR TO ANY WORK



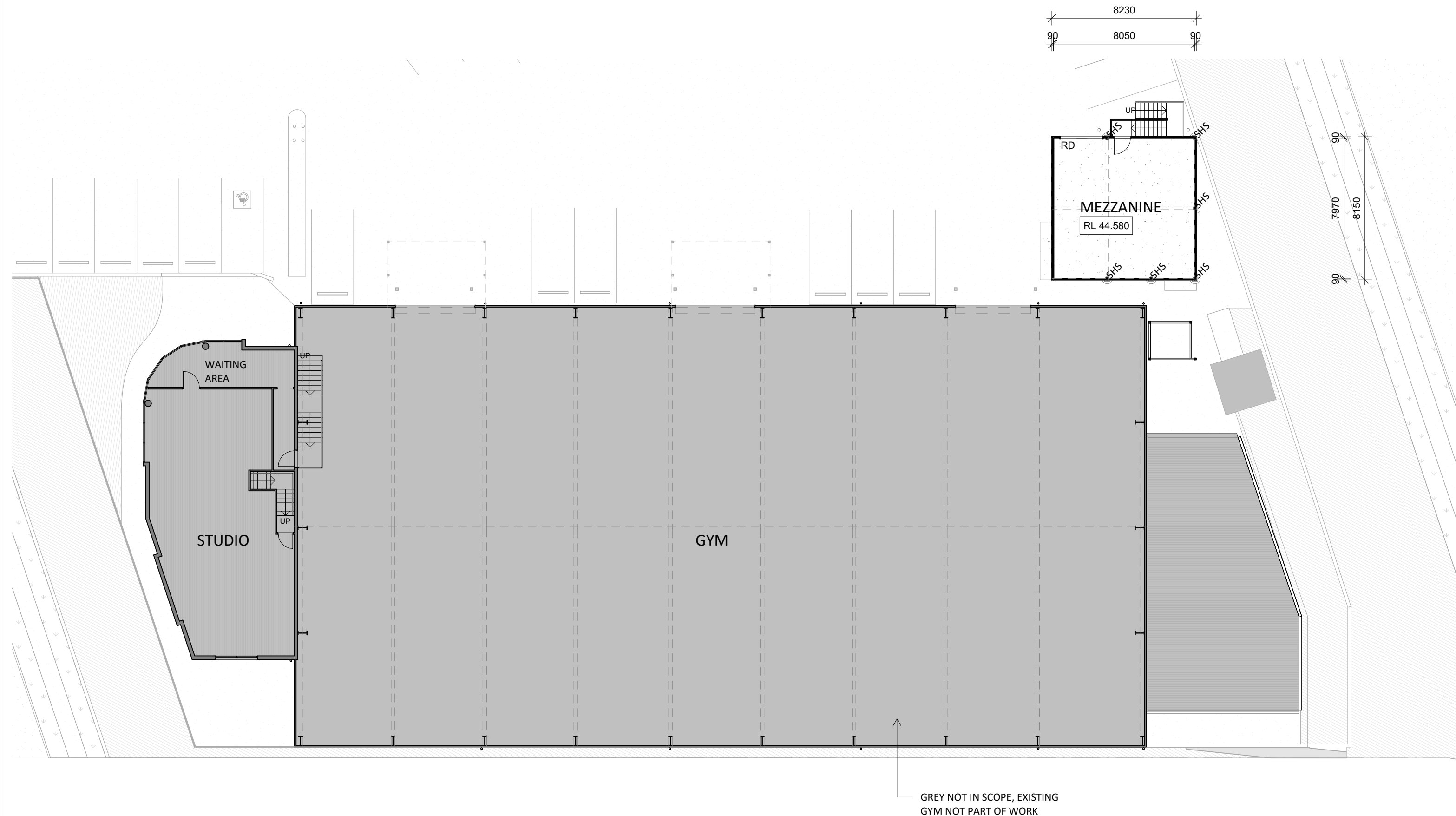
1 SITE PLAN - NEW WORKS

1 : 500



1 GROUND FLOOR PLAN - NEW WORKS

1 : 200



1 LEVEL 01 - NEW WORKS

1 : 200

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architects

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PROJECT
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AT
200 BRADMAN ST SUNNYBANK HILLS QLD 4109

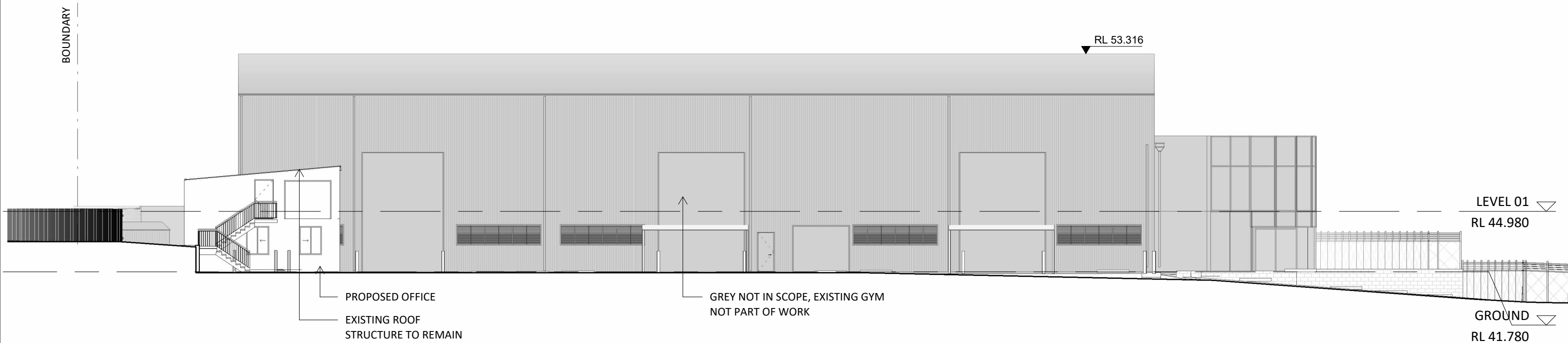
CLIENT
BCD CONSTRUCTIONS



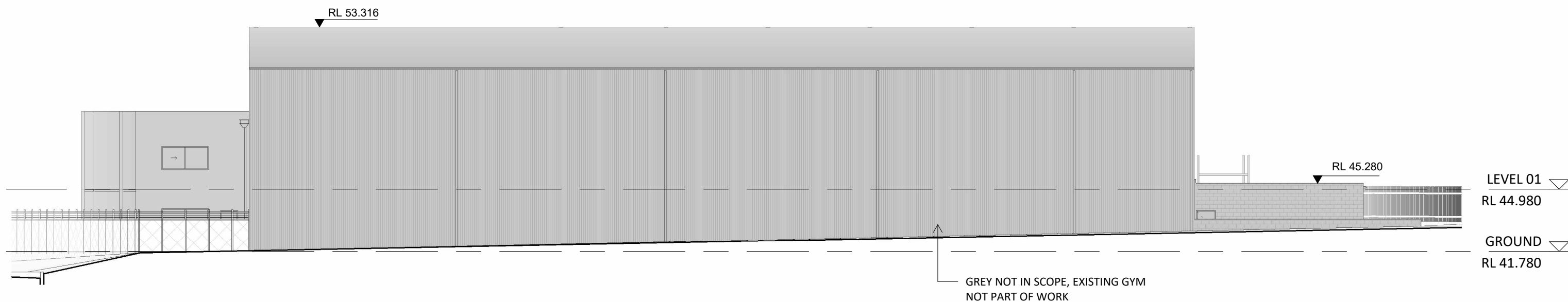
PROJECT NUMBER
25129

NOMINATED PRACTICING ARCHITECT: MATTHEW CLEMENTS QLD 3824

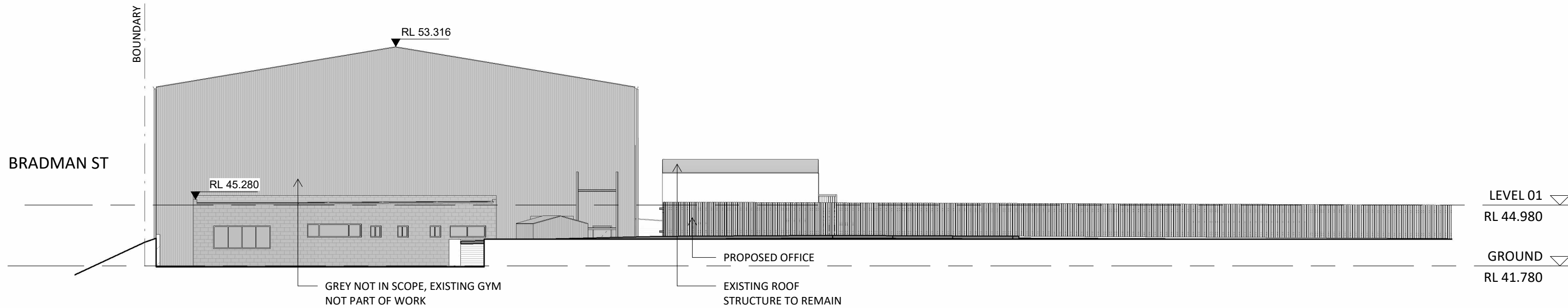
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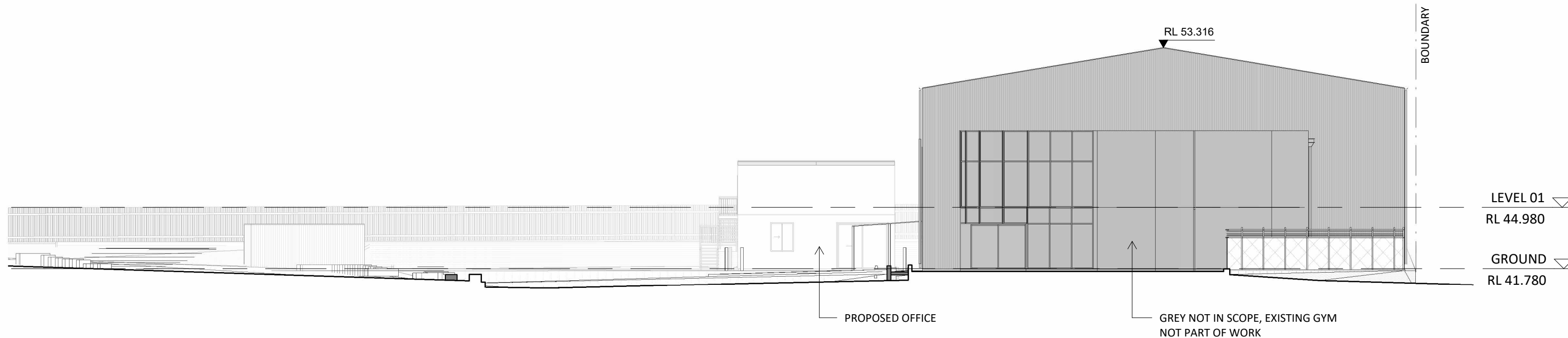
1 NORTH ELEVATION - NEW WORKS
1 : 200



2 SOUTH ELEVATION - NEW WORKS
1 : 200



1 EAST ELEVATION - NEW WORKS
1 : 200



2 WEST ELEVATION - NEW WORKS
1 : 200

APPENDIX C

Traffic Surveys

Client Modus Engineering
 Date Saturday, 28 March 2026
 Time 7:00-12:30
 Description Sunnybank Hills Parking Survey



[15mins interval]

Direction	IN			OUT			Grand Total	Occupancy	% Capacity
Time Periods	Lights	Heavy s	Total	Lights	Heavy s	Total			
7:00 to 7:15	1	0	1	0	0	0	1	3	8%
7:15 to 7:30	4	0	4	3	0	3	7	4	11%
7:30 to 7:45	10	0	10	8	0	8	18	6	17%
7:45 to 8:00	10	0	10	2	0	2	12	14	39%
8:00 to 8:15	12	0	12	0	0	0	12	26	72%
8:15 to 8:30	18	0	18	5	0	5	23	39	108%
8:30 to 8:45	15	0	15	4	0	4	19	50	139%
8:45 to 9:00	19	0	19	13	0	13	32	56	156%
9:00 to 9:15	10	0	10	11	0	11	21	55	153%
9:15 to 9:30	20	0	20	5	0	5	25	70	194%
9:30 to 9:45	11	0	11	25	0	25	36	56	156%
9:45 to 10:00	16	0	16	9	0	9	25	63	175%
10:00 to 10:15	11	0	11	16	0	16	27	58	161%
10:15 to 10:30	9	0	9	3	0	3	12	64	178%
10:30 to 10:45	12	0	12	30	0	30	42	46	128%
10:45 to 11:00	13	0	13	12	0	12	25	47	131%
11:00 to 11:15	19	0	19	18	0	18	37	48	133%
11:15 to 11:30	16	0	16	13	0	13	29	51	142%
11:30 to 11:45	14	0	14	18	0	18	32	47	131%
11:45 to 12:00	10	0	10	2	0	2	12	55	153%
12:00 to 12:15	14	0	14	17	0	17	31	52	144%
12:15 to 12:30	22	0	22	17	0	17	39	57	158%
Totals	286	0	286	231	0	231	517	-	-

Pre-survey Parked Vehicle
2

Client Modus Engineering
Date Tuesday, 31 March 2026
Time 15:00-17:30
Description Sunnybank Hills Parking Survey



[15mins interval]

Direction	IN			OUT			Grand Total	Occupancy	% Capacity
Time Periods	Lights	Heavy s	Total	Lights	Heavy s	Total			
15:00 to 15:15	10	0	10	1	0	1	11	13	36%
15:15 to 15:30	32	0	32	9	0	9	41	36	100%
15:30 to 15:45	18	0	18	12	0	12	30	42	117%
15:45 to 16:00	3	0	3	0	0	0	3	45	125%
16:00 to 16:15	6	0	6	0	0	0	6	51	142%
16:15 to 16:30	21	0	21	3	0	3	24	69	192%
16:30 to 16:45	14	0	14	16	0	16	30	67	186%
16:45 to 17:00	13	0	13	9	0	9	22	71	197%
17:00 to 17:15	11	0	11	12	0	12	23	70	194%
17:15 to 17:30	6	0	6	6	0	6	12	70	194%
Totals	134	0	134	68	0	68	202	-	-

Pre-survey Parked Vehicle
4

Client Modus Engineering
 Date Wednesday, 1 April 2026
 Time 15:00-17:30
 Description Sunnybank Hills Parking Survey



[15mins interval]

Direction	IN			OUT			Grand Total	Occupancy	% Capacity
Time Periods	Lights	Heavy s	Total	Lights	Heavy s	Total			
15:00 to 15:15	10	0	10	1	0	1	11	12	33%
15:15 to 15:30	39	0	39	14	0	14	53	37	103%
15:30 to 15:45	18	0	18	11	0	11	29	44	122%
15:45 to 16:00	4	0	4	3	0	3	7	45	125%
16:00 to 16:15	4	0	4	2	0	2	6	47	131%
16:15 to 16:30	27	0	27	10	0	10	37	64	178%
16:30 to 16:45	25	0	25	22	0	22	47	67	186%
16:45 to 17:00	13	0	13	15	0	15	28	65	181%
17:00 to 17:15	8	0	8	17	0	17	25	56	156%
17:15 to 17:30	5	0	5	6	0	6	11	55	153%
Totals	153	0	153	101	0	101	254	-	-

Pre-survey Parked Vehicle
3