

Traffic Engineering Response to Council Information Request

To	BCB Solutions	Date	27 July 2026
Prepared by	Kevin Liu, Modus Traffic Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	875 Sandgate Road, Clayfield		
Subject	Proposed reconfiguration of an existing lot (ROL) into two (2) lots Development - Traffic Engineering Information Request Response		
Status	Final	Attachments	Appendix A: Council Information Request Appendix B: Modus Drawing Appendix C: Swept Path Assessment

Introduction

Overview

Modus has been commissioned by BCB Solutions to provide traffic and transport advice in relation to the proposed reconfiguration of an existing lot (ROL) into two (2) lots development located at 875 Sandgate Road, Clayfield.

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 2

Council Commentary

As the proposed small lot(s) has a frontage width of less than 10m, the development will need to demonstrate the proposed access or driveway is in a location that minimise impacts to existing street tree(s) and on-street car parking required under AO27.4 of the Subdivision Code. It is noted there are on-street parking along Eliza Street.

Provide amended plans, demonstrating the location of the proposed access or driveway will minimise any impacts to existing on-street car parking and street trees.

- a. Demonstrate the proposed development will not adversely impact on the on-street car parking on Eliza St. Provide RPEQ justification against any performance outcomes sought.*
- b. It is noted that an existing street tree is situated along the Eliza Street frontage within the Council verge. The proposed driveway appears to conflict with the existing street tree. Provide an amended site plan accurately depicting the location of the existing street tree(s), with dimensions and distances measuring from proposed driveway edge. Note: The driveway and its splays must be positioned at a minimum distance of 2m from the trunk of a cylindrical street tree, or 5m from the trunk of a buttress street tree.*

Modus Response

a. On-street Car Parking

The proposed vehicle access has been positioned and restricted to a 3.0m width to minimise its occupation of the Eliza Street frontage, while providing functional access to the proposed lots. The crossover width is consistent with Council's current residential driveway guidance, which limits crossovers serving small lots to a maximum width of 3.0m under the self-assessment criteria.

The revised arrangement provides approximately 5.0m of kerb length to the west of the proposed crossover and approximately 4.9m between the eastern side of the crossover and the existing crossover serving 6 Eliza Street. The eastern section is constrained between two vehicle access points and would not provide a reliable, independently accessible kerbside parking opportunity.

The development therefore results in some reduction in the continuous kerb length presently available along the site frontage. However, the proposed crossover has been located and designed to minimise this impact because:

- ▶ only one shared crossover is proposed to service the two resulting lots;
- ▶ the crossover is limited to 3.0m in width;
- ▶ the crossover has been positioned as far as reasonably practicable from the existing street tree;
- ▶ access from Sandgate Road is not proposed, avoiding a new access directly to the higher-order road; and

- ▶ alternative crossover locations would either increase the impact on the existing street tree, result in a wider separation of access points, or further fragment the available kerbside frontage.

Swept path assessment using a B85 passenger vehicle confirms that vehicles can enter and exit the shared access in a forward and reverse movement without encroaching upon the adjoining driveway or conflicting with the existing street tree. The assessment is provided in **Appendix C**.

Any regulatory line marking within Eliza Street would remain subject to separate consideration and approval by Brisbane City Council. The development does not rely upon the installation of a yellow edge line to establish the functional adequacy of the proposed access.

On balance, the proposed access represents the arrangement that most effectively balances safe and functional vehicle access, retention of the existing street tree and preservation of kerbside parking opportunities. The proposal is therefore considered to satisfy the performance intent of PO27 by minimising, to the greatest practicable extent, impacts on street trees and on-street parking.

b. Street Tree

The revised access arrangement has been positioned to maintain a minimum clearance of 2.0m between the outside face of the existing cylindrical street-tree trunk and the closest part of the proposed vehicle crossover, including its splay.

This separation is consistent with Brisbane City Council's current residential driveway requirements and Standard Drawing BSD-2022, which nominate a minimum 2.0m clearance from the trunk of a cylindrical street tree.

The revised plan identifies the tree location, trunk classification and relevant clearance to the proposed crossover. No removal or relocation of the street tree is proposed.

Construction of the crossover is to be undertaken so that excavation, pavement works and associated disturbance remain outside the nominated 2.0m clearance area. Any pruning or root treatment, should it unexpectedly be required, would be undertaken only with Council approval and in accordance with Council's requirements.

On this basis, the proposed crossover has been located to avoid an unreasonable impact on the existing street tree and is considered to satisfy the relevant performance intent of PO27.

Summary

The revised shared crossover provides functional access to the two proposed lots while limiting the crossover to the minimum practical width and maintaining the required separation from the existing cylindrical street tree. Although the crossover will reduce the continuous kerb length available along the site frontage, its location and configuration minimise that impact to the greatest practicable extent when balanced against tree retention, access functionality and the constraints created by the adjoining driveway.

Subject to the drawing amendments and clarifications identified above, the proposed arrangement is considered acceptable from a traffic engineering perspective and capable of satisfying the performance intent of PO27 of the Subdivision Code.

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

Yours sincerely,

HSingh

MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

Council Information Request



Dedicated to a better Brisbane

26 June 2026

BCB Solutions No. 108 Pty Ltd, BCB Solutions No. 18 Pty Ltd
C/- Murray Bell Planning Co
Level 10, 167 Eagle Street
BRISBANE CITY QLD 4000

ATTENTION: Sam Underwood

Application Reference: A006806371
Address of Site: 875 SANDGATE RD CLAYFIELD QLD 4011

Dear Sam

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.

1. Lawful point of discharge

It is noted that proposed Lot 11 will be able to connect into existing stormwater and pit located within the site and discharge to the underground existing drainage line on Eliza St. However, it has not been demonstrated how proposed Lot 10 will achieve a lawful point of discharge required under the Subdivision code and the Stormwater code.

- a. Provide a concept stormwater layout plan demonstrating how proposed Lot 10 will achieve a lawful point of discharge.

2. Crossover location and street tree(s)

As the proposed small lot(s) has a frontage width of less than 10m, the development will need to demonstrate the proposed access or driveway is in a location that minimise impacts to existing street tree(s) and on-street car parking required under AO27.4 of the Subdivision Code. It is noted there are on-street parking along Eliza Street.

Provide amended plans, demonstrating the location of the proposed access or driveway will minimise any impacts to existing on-street car parking and street trees.

- a. Demonstrate the proposed development will not adversely impact on the on-street car parking on Eliza St. Provide RPEQ justification against any performance outcomes sought.
- b. It is noted that an existing street tree is situated along the Eliza Street frontage within the Council verge. The proposed driveway appears to conflict with the existing street tree. Provide an amended site plan accurately depicting the location of the existing street tree(s), with dimensions and distances measuring from proposed driveway edge. Note: The driveway and its splays must be positioned at a minimum distance of 2m from the trunk of a cylindrical street tree, or 5m from the trunk of a buttress street tree.

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 A006806371.

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

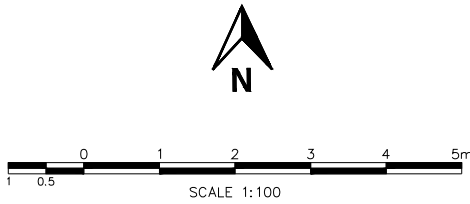
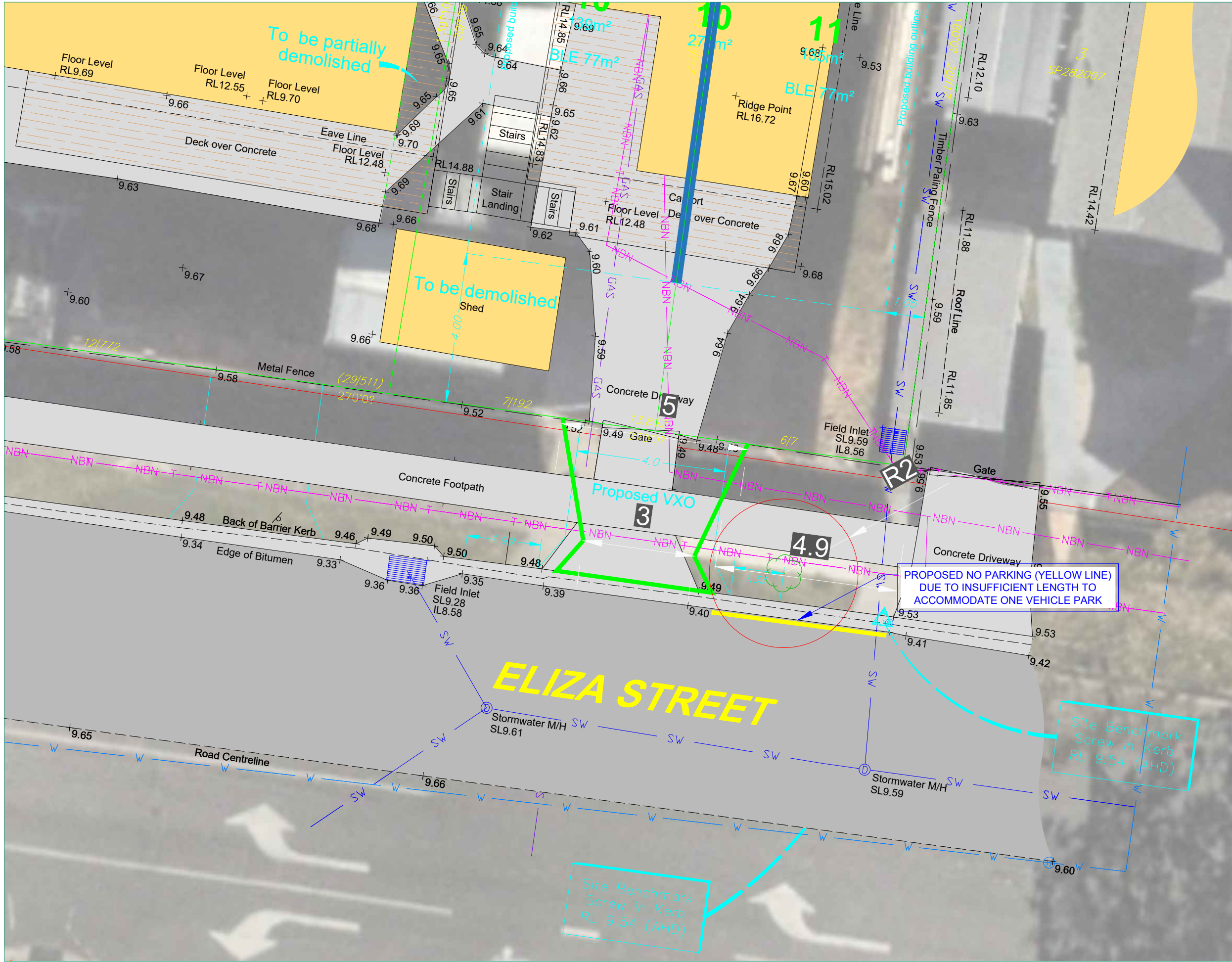
Yours sincerely



Erik Christensen
Urban Planner
Planning Services North
Phone: (07) 31782320
Email: Erik.Christensen@brisbane.qld.gov.au
Development Services
Brisbane City Council

APPENDIX B

Modus Drawing



PROJECT
**875 SANDGATE ROAD,
CLAYFIELD**

CLIENT
BCB SOLUTIONS

DRAWING TITLE
MODUS DESIGN

DRAWING NUMBER
MOD24105QLD - SK04

DATE	REVISION
23 07 2026	B

REV	DRAWN BY	APPROVED	DATE	AMENDMENT DETAILS

MODUS
Transport and Traffic Engineering

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310 Edward Street, BRISBANE CITY QLD 4000
T: 1300 606 408 E: marketing@moduseng.com.au
W: www.modusengineering.com.au

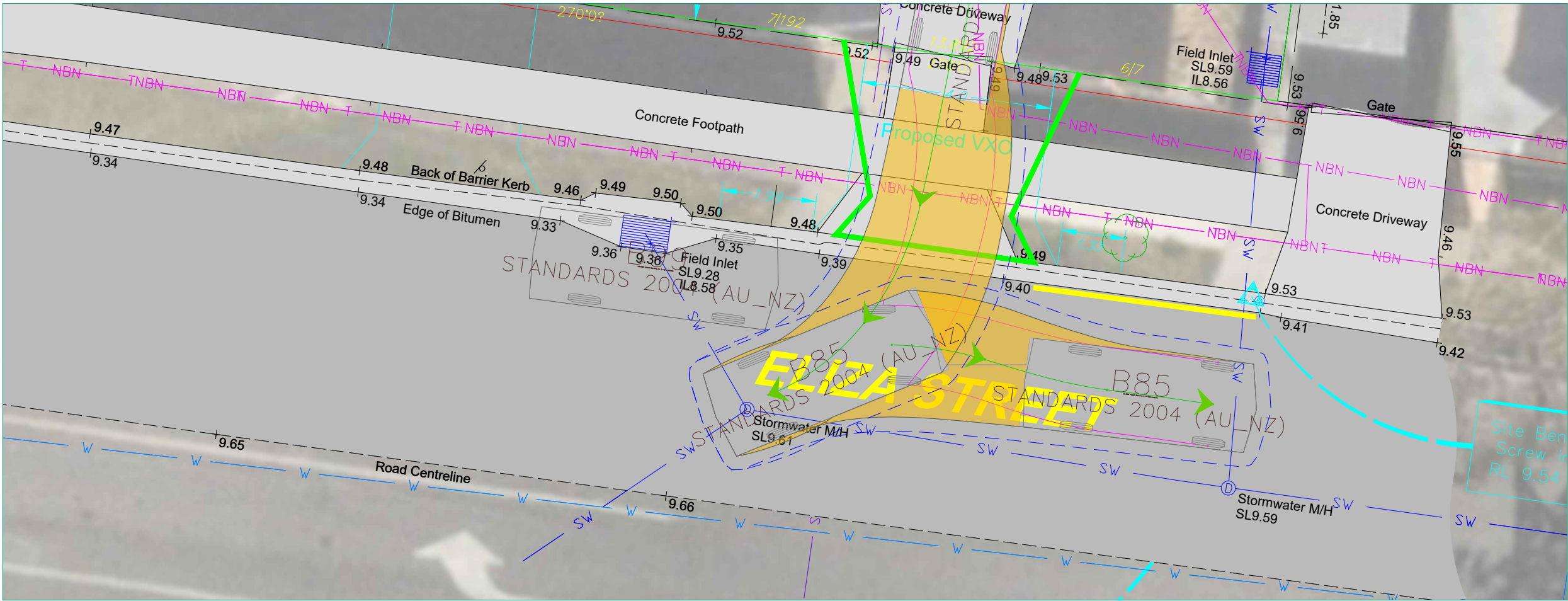
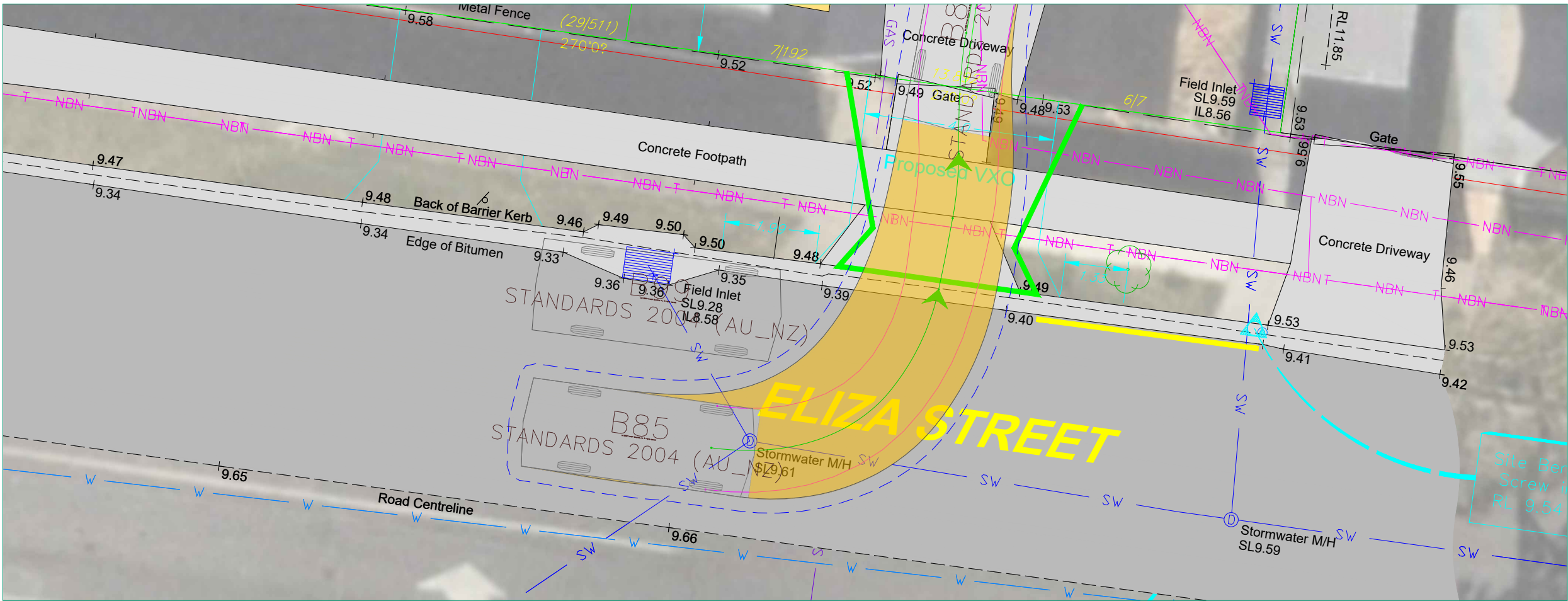
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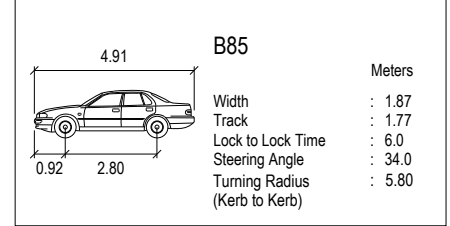
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APPENDIX C

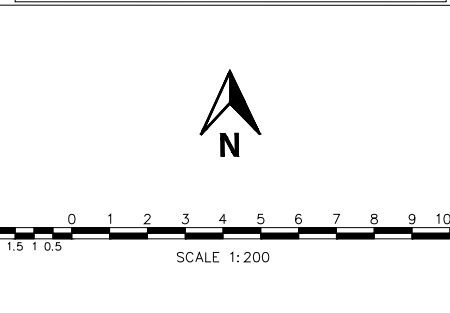
Swept Path Assessment



VEHICLE USED IN SIMULATION



SWEPT PATH LEGEND	
	VEHICLE BODY
	FRONT TIRES
	VEHICLE PATH
	VEHICLE CLEARANCE (300mm)
	VEHICLE CLEARANCE (600mm)
	VEHICLE
	5KM/H DESIGN SPEED



PROJECT
875 SANDGATE ROAD,
CLAYFIELD

CLIENT
BCB SOLUTIONS

DRAWING TITLE
SWEPT PATH ASSESSMENT

DRAWING NUMBER
MOD24105QLD - SK05

DATE	REVISION
23 07 2026	B

REV	DRAWN BY	APPROVED	DATE	AMENDMENT DETAILS

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