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APPLICATION REF
A007134016

Velocity Traffic Engineering

Traffic Technical Memorandum

To	Archer William Property Pty Ltd	**Date**	13 October 2026
Prepared by	Casey Schackow, Velocity, Director	**Approved by**	Harj Singh, Traffic Engineering Advisor (RPEQ 22364)
Location	153 Baskerville Street, Brighton		
Status	Final	**Attachments**	**Appendix A**: Development Plans **Appendix B:** Swept Path Assessment

1 Introduction

1.1 Overview

Velocity has been commissioned by Archer William Property Pty Ltd to provide traffic and transport advice in relation to the proposed development located at 153 Baskerville Street, Brighton.

1.2 References

- Brisbane City Council (BCC), Transport, Access, Parking and Servicing Planning Scheme Policy, 2021 (BCC TAPS)
- BCC, Refuse Planning Scheme Policy, 2022 (BCC RPSP)
- BCC City Plan, 2014 (CP)
- AS2890.1 Australian Standards (AS) Parking Facilities Part 1: Off Street Car Parking (AS2890.1)
- AS2890.2 Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities, 2002 (AS2890.2)
- Roads and Traffic Authority, Guide to Traffic Generating Developments, 2013 Update, (RTA GTGD)

1.3 Limitations

This traffic report was prepared with the usual care and diligence of the consulting profession. It follows accepted traffic engineering practices and standards that were in place at the time of the assessment. However, Velocity cannot be held responsible for any changes to project planning or road conditions that may happen after the assessment is completed.

2 Existing Conditions

2.1 Site Location

The development site is located at 153 Baskerville Street, Brighton and has an area of approximately 1,437sq.m with approximately 25m frontage to Baskerville Street.

An existing dwelling, carport and shed are located on the site. The surrounding area primarily comprises low-density residential development, with Peace Park located opposite the site.

2.2 Existing Road Network

Baskerville Street is classified as a District Road (Major) and provides a two-lane undivided carriageway with kerb and channel along the site frontage.

Table 2-1 outlines characteristics of the existing road network surrounding the site.

Table 2-1 Key Road Characteristics

Road	Hierarchy	Speed Limit	Typical Form
Baskerville Street	District Road (Major)	60km/h	Two-lane undivided carriageway with kerb and channel

2.3 Existing Access Arrangements

The site is currently accessed via a single driveway crossover to Baskerville Street. The driveway provides access to the existing dwelling and carport.

An existing power pole, stormwater gully and underground services are located along the site frontage.

2.4 Existing Development Approval

Brisbane City Council approved a 1 into 2 lot subdivision under Development Application A006866634 on 16 January 2026. The approved layout comprised a 401sq.m frontage lot and a 1,036sq.m rear lot, with the existing dwelling and carport retained on the rear lot.

No separate traffic engineering assessment was provided with the approved application.

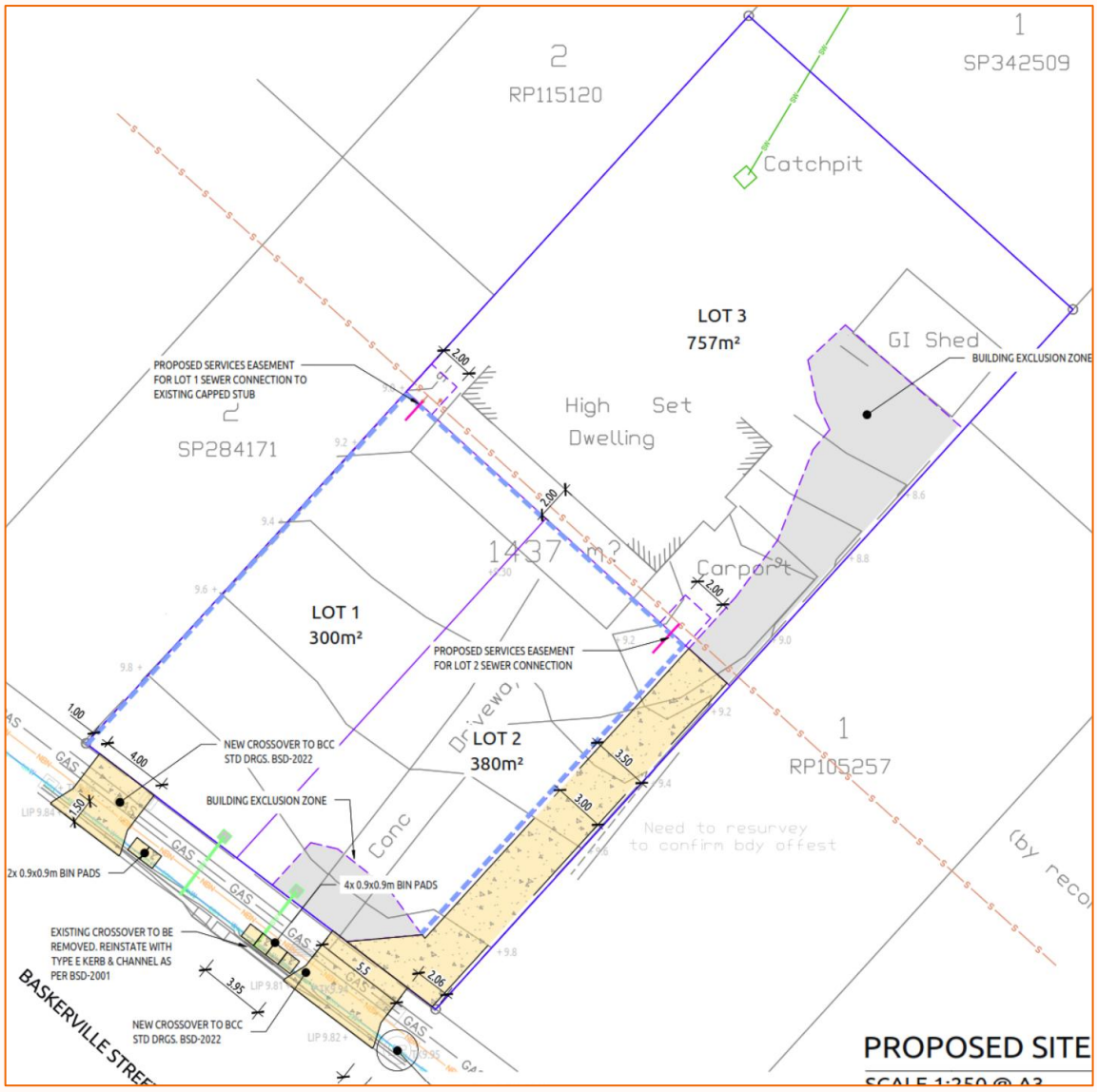
3 Proposed Development

3.1 Proposed Yield

The development proposes a 1-into-3 residential subdivision. The existing dwelling and carport will be retained on Lot 3, with Lots 1 and 2 accommodating future dwellings.

Figure 3-1 illustrates the proposed development plan, with a copy provided in **Appendix A**.

Figure 3-1 Development Plans



Source: Ingeniir, Sheet C13, Rev: 2

3.2 Design Considerations

3.2.1 Access Arrangement

Lot 1 will be accessed directly from Baskerville Street.

Lots 2 and 3 will be accessed via a shared access easement extending from Baskerville Street. The Lot 2 access is located almost directly in line with the shared access, while the easement continues to the existing dwelling and carport on Lot 3.

3.2.2 Access Crossover

In accordance with the *AS2890*, the development driveway is to be designed on the basis of the following characteristics:

- Parking facility Class 1 (Resident)
- Major road frontage
- <25 parking spaces

The easement driveway will also be assessed against Section 4.12 and Table 11 of BCC TAPS for an access serving 1-3 dwellings located within 40m of the dedicated road,

The relevant requirements and proposed design are outlined in Table 3-1.

Table 3-1 Crossover and Driveway Design Compliance

Design Item	Design Criteria	Proposed Design	Compliant
Lot 1 crossover	Type A - 3-5m wide	3m wide + Modified Type A tapers	✓
Lots 2/3 crossover	Type A - 3-5.5m wide	5.5m wide + Modified Type A tapers	✓
Easement	3.5m	3.5m wide	✓
Easement pavement	2.5m	3m wide	✓

As detailed in Table 3-1, the proposed crossovers and shared access arrangement comply with the relevant requirements of AS2890.1 and BCC TAPS. Modified Type A tapers measuring 500mm x 1,500mm are provided at both crossovers to improve vehicle manoeuvrability and resident amenity.

To further demonstrate the adequacy of the shared crossover serving Lots 2 and 3, a width of 5.5m is provided to improve vehicle entry and exit manoeuvrability and support forward departure from both lots.

Also, a swept path assessment has been undertaken for a B99 design vehicle to confirm access between Baskerville Street and Lot 3. The assessment demonstrates that the vehicle can enter and exit the shared crossover and travel along the access handle while maintaining the required 300mm clearance envelope. The swept path assessment is provided in **Appendix B**.

As detailed in Section 4, the shared crossover will carry approximately 1.7 vph during peak periods. Vehicle interactions within the access will therefore be extremely unlikely. In the infrequent event that two vehicles approach at the same time, one vehicle can wait for the access to clear before proceeding.

The shared crossover therefore provides safe and functional access for Lots 2 and 3.

3.2.3 Sight Distance

Baskerville Street has a posted speed limit of 60km/h. The sight distance required by BCC TAPS (Table 7) and AS2890.1, together with the available sight distance at each crossover, is outlined in Table 3-2.

It is noted sight distance is required to be measured 5m from the kerb for *BCC TAPS* and 2.5m for *AS2890.1*. As such, the worst-case of 5m has been used.

Table 3-2 Sight Distance at the Access Driveway

Access	BCC TAPS	AS2890.1 Req.	Proposed Sight Distance		Compliant	
			South	North	TAPS	AS2890.1
Lot 1	**85m**	**83m**	+ 200m	+ 200m	✓	✓
Lots 2 & 3			+ 200m	+ 200m	✓	✓

More than 200m sight distance is available in each direction from both proposed crossover locations. The available sight distance is uninterrupted and exceeds the requirements of BCC TAPS and AS2890.1.

3.2.4 Access Location

Council's Planning Scheme defines Baskerville Street as a Major Road. As such, *BCC TAPS* requires 15m separation between driveways. BSD-2022 also requires 1m separation from power poles and 600mm from stormwater gullies.

Additionally, *AS2890.1* indicates that access driveways should not be located within 6m of the tangent points from adjacent intersections.

Lot 1 Crossover

The Lot 1 crossover is located within the Lot 1 frontage and clear of existing roadside infrastructure.

The crossover complies with the AS2890.1 intersection separation requirements. However, it is located less than 15m from an adjacent residential driveway and has therefore been assessed on a performance basis.

Lots 2 and 3 Crossover

The shared crossover complies with the AS2890.1 intersection separation requirements and is located clear of the prohibited areas surrounding nearby intersections.

The crossover also provides at least 1m separation to the outside of the power pole and more than 600mm separation to the stormwater gully, complying with the relevant BCC standard drawing requirements.

However, the shared crossover is located less than 15m from adjacent residential driveways and has therefore been assessed on a performance basis.

Access Location Performance Outcome

Both crossovers comply with the AS2890.1 intersection separation requirements and the relevant separation requirements from existing roadside infrastructure. The only departure relates to the 15m driveway separation requirement under BCC TAPS.

More than 200m sight distance is available in each direction from both crossover locations. Each crossover will serve only one or two dwellings and will carry very low traffic volumes. The adjoining driveways also serve low-density residential uses and carry similarly low traffic volumes.

Reduced driveway spacing is already present along Baskerville Street, including the recently approved and constructed rear-lot subdivision west of the site.

Given the compliant AS2890.1 intersection separations, compliant separation from roadside infrastructure, uninterrupted sight distance and very low traffic volumes, the reduced driveway separation will not create a material safety or operational issue. Both crossover locations satisfy PO3 and PO9 and are acceptable on a performance basis.

3.2.5 Vehicle Manoeuvring

Provision for vehicles associated with Lots 2 and 3 to enter and exit Baskerville Street in a forward gear is required, particularly given the Major Road frontage and nearby school. Lot 1 does not require a dedicated turning area, as it will operate as a conventional single dwelling driveway with direct access to its own crossover and no reliance on the shared easement.

To account for this requirement, dedicated hardstand areas are provided within Lots 2 and 3 to allow vehicles to turn before returning to the shared access. The Lot 2 hardstand adjoins the near-straight access from the shared crossover, while the Lot 3 hardstand is accessed through the existing drive-through carport.

A swept path assessment has been undertaken for a B85 design vehicle to verify the proposed access and manoeuvring arrangements. For Lot 2, the assessment demonstrates that a vehicle can enter from the shared access, turn within the proposed hardstand area and exit Baskerville Street in a forward gear. For Lot 3, a vehicle can travel through the existing carport, turn within the proposed hardstand area and return along the shared access in a forward gear.

The swept paths maintain the required 300mm clearance envelopes, with all vehicle movements contained within the paved access and hardstand areas and no encroachment beyond the relevant lot or easement boundaries. The swept path assessment is provided in **Appendix B**.

The hardstand areas shown for Lots 2 and 3 form part of the required access and manoeuvring arrangements and must be retained as part of any future building. The drive-through function of the existing Lot 3 carport must also be maintained.

These areas must remain paved and free of buildings, gates, fences, retaining walls, landscaping, stored vehicles and other obstructions. Reversing may occur within the internal access and hardstand areas, but vehicles must not reverse from the shared access onto Baskerville Street.

3.3 Refuse Collection

Refuse collection will occur kerbside using Council's standard side-loading refuse collection vehicle.

Two 900mm x 900mm bin presentation areas are provided for each dwelling. Adequate space is available along the Baskerville Street frontage to accommodate all six bin presentation areas clear of the proposed crossovers.

Residents will transfer their bins to the kerbside on collection day. The transfer distance from the rear lot is less than 40m and complies with the BCC Refuse Planning Scheme Policy.

3.4 Pedestrian Sight Lines

Pedestrian visibility is to be maintained at both proposed crossovers to provide adequate mutual visibility between vehicles departing the site and pedestrians travelling along the Baskerville Street frontage.

Pedestrian sight triangles generally consistent with the requirements of BCC TAPS are to be maintained at the property boundary, comprising a minimum of 2m x 2m wherever applicable.

The sight triangles are to remain clear of fences, landscaping, structures and other visibility obstructions that could prevent a driver and pedestrian from observing one another.

The shared crossover serving Lots 2 and 3 is 5.5m wide at the frontage. While this results in a wider pedestrian crossing area than a conventional single-dwelling crossover, the access is expected to carry only approximately 1.7 vehicle movements during the peak hour. The combination of very low vehicle demand, low-speed driveway operation and maintained pedestrian visibility is considered to provide an acceptable pedestrian environment.

4 Traffic Generation

Traffic generation associated with the proposed development has been estimated using the peak-hour rate for low-density residential dwellings provided by the *Guide to Traffic Generating Developments*. A rate of 0.85 vehicle trips per dwelling during the peak hour has been adopted. This is summarised in Table 4-1.

Table 4-1 Traffic Generation

Access	Land Use	Yield (dwellings)	Peak Hour Rate	Peak Hour Demand (vph)
Lot 1	Low Density Residential	1	0.85 trips per dwelling	0.85 vph
Lot 2 & 3		2		1.7 vph
TOTAL				**2.55 vph**

As such, the completed development is expected to generate up to 3vph during the AM and PM peak periods, with approximately 2 vph using the shared access serving Lots 2 and 3.

As the existing dwelling on Lot 3 will be retained, the proposal represents a net increase of approximately 2 vph. This minor increase will not materially affect the safety or operation of Baskerville Street or the surrounding road network.

5 Summary

Findings for the development at 153 Baskerville Street, Brighton are as follows:

Item	Findings
Existing Conditions	The site contains an existing dwelling, carport and shed and is accessed via a single crossover to Baskerville Street. Baskerville Street is a 60km/h District Road (Major).
Proposed Development	A 1-into-3 residential subdivision is proposed. The existing dwelling and carport will be retained on Lot 3, with future dwellings provided on Lots 1 and 2.
Access Arrangement	Lot 1 will be accessed via a 3m wide Type A crossover. Lots 2 and 3 will share a 5.5m wide Type A crossover connecting to a 3m wide driveway within a 3.5m wide easement. Modified Type A tapers measuring 500mm x 1,500mm are provided to improve manoeuvrability and resident amenity. A B99 swept path confirms suitable access between Baskerville Street and Lot 3 while maintaining the required clearances
Access Location and Sight Distance	Both crossovers comply with the AS2890.1 intersection separation requirements and relevant separations from roadside infrastructure. More than 200m sight distance is available in each direction. The reduced separation to adjacent driveways is acceptable on a performance basis given the compliant sight distance, low traffic volumes and existing driveway spacing along Baskerville Street.
Vehicle Manoeuvring	Dedicated hardstand areas are provided within Lots 2 and 3. B85 swept paths confirm that vehicles can turn within each lot and enter and exit Baskerville Street in a forward gear while maintaining the required 300mm clearances.
Refuse Collection	Refuse collection will occur kerbside using Council's standard side-loading collection vehicle. Six 900mm x 900mm bin presentation areas are provided clear of the crossovers, and the transfer distance from the rear lot is less than 40m.
Pedestrian Sight Lines	The shared crossover provides a departure pedestrian sight splay extending 2m along the frontage in accordance with BCC TAPS. The clear visibility and low frequency of vehicle movements provide a safe pedestrian arrangement.
Traffic Generation	The completed development will generate approximately 3 vph during peak periods, including approximately 2 vph at the shared access. The net increase of approximately 2 vph will not materially affect Baskerville Street or the surrounding road network.

Velocity is of the opinion the proposed is compliant with relevant codes and standards.

Author:

Casey Schackow
Director

Effective Date 13/10/2026

C. Schackow

Approved By:

Harj Singh
Transport Advisor RPEQ 22364

Date Approved 13/10/2026

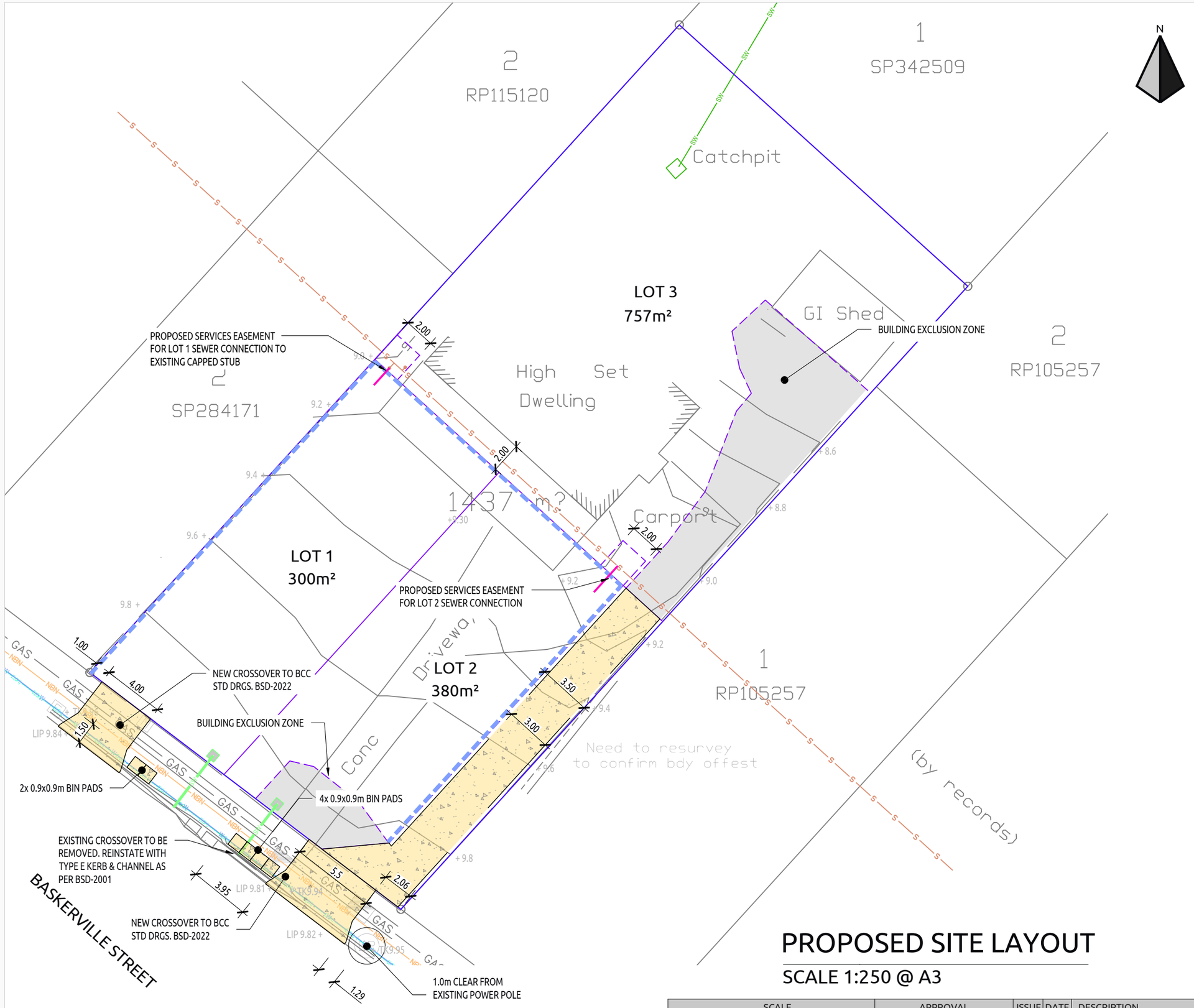
H. Singh

VELOCITY
TRAFFIC
ENGINEERING

APPENDIX A

CONCEPT PLANS





LEGEND

MARK	DESCRIPTION
	CADASTRAL PARCELS
	PROPOSED BUILDING
	ROADWORKS & CARPARKING
	PROPOSED DRIVEWAY/CARPARK
	PROPOSED CROSSOVER
	PROPOSED NEW KERB
CCJ	CONTROL JOINT
SJ	SLAB CUT JOINT
	ELECTRICAL
	POLES
	PILLARS
E(OH)	LINE NETWORK HV (OH)
E(OH)	LINE NETWORK LV (OH)
	11KV HIGH VOLTAGE CABLE (UG)
	LOW VOLTAGE CABLE (UG)
	WATER
	EXISTING SYSTEM VALVE
FH	EXISTING HYDRANT (FH)
W	EXISTING WATER MAIN
	SEWER
	EXISTING MAINTENANCE HOLE (MH)
	EXISTING MAINTENANCE SHAFT (MS)
S	EXISTING SEWER MAIN
	COMMUNICATIONS
NBN	EXISTING COMMUNICATIONS
	STORMWATER
SW	EXISTING STORMWATER PIPE
SW	PROPOSED STORMWATER PIPE
	PROPOSED SWALE DRAIN
	LEVELS & RETAINING
	EXISTING RETAINING WALL
+ 23.750	EXISTING SURFACE LEVEL
	PROPOSED RETAINING WALL
+ FSL 23.750	PROPOSED FINISHED SURFACE LEVEL
FFL 24.00	PROPOSED FINISHED FLOOR LEVEL

PROPOSED SITE LAYOUT

SCALE 1:250 @ A3

PROJECT
RECONFIGURATION OF ALLOTMENT
153 BASKERVILLE STREET BRIGHTON
TITLE
PROPOSED SITE LAYOUT PLAN

CLIENT
ARCHER WILLIAM PROPERTY PTY LTD
ATF ARCHER WILLIAM PROPERTY
TRUST

ingeniir
e admin@ingeniir.com
a PO Box 988 Maroochydore 4558
ABN 99 642 485 363
p 0404 157 187

SCALE
0 2.5 5 7.5 10 12.5m
SCALE 1:250 A3

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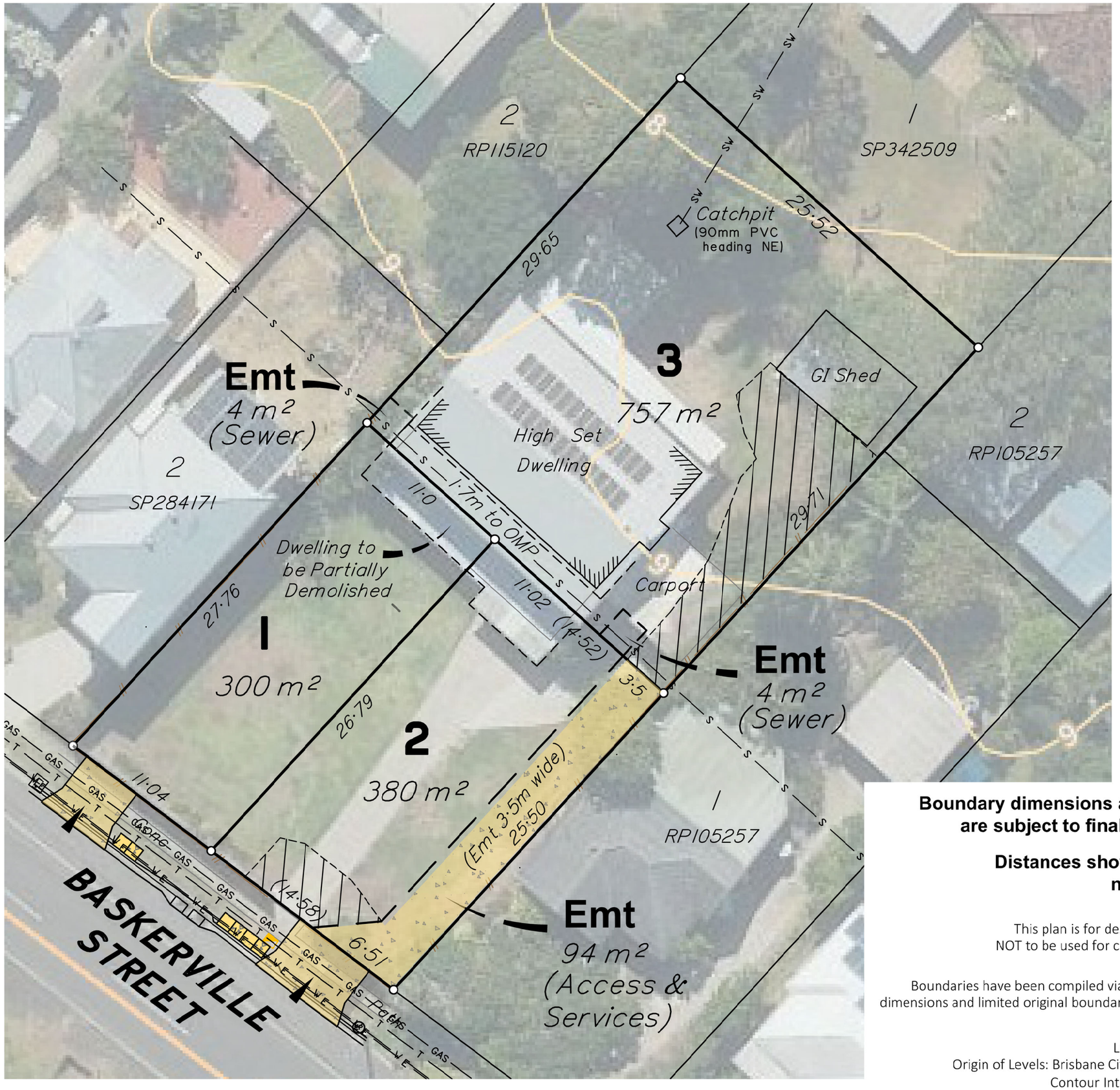
APPROVAL
DANIEL KENNA
(RPEQ 15522)
DRAWING STATUS
FOR APPROVAL

ISSUE	DATE	DESCRIPTION	BY	CHKD
1	29-09-26	FOR APPROVAL	DK	DK
2	01-10-26	UPDATED LAYOUTS	DK	DK

DRAWING DETAILS	
DATUM	AHD
DESIGN	DK
DRAWN	DK
DESIGN CHECK	DK
DATE	01-10-26

PROJECT NUMBER: 253405
SHEET: C13
ISSUE: 2

253405-OPW-02-261001.DWG



Boundary dimensions and lot areas are subject to final field survey

Distances shown are to the nearest 0.01m

NOTE:
This plan is for design purposes only.
NOT to be used for construction setout.

BOUNDARIES
Boundaries have been compiled via original boundary dimensions and limited original boundary reference marks.

LEVEL DATUM
Level Datum is AHD
Origin of Levels: Brisbane City Council Records
Contour Interval is 1.0 metres

LEGEND TO SYMBOLS

- Proposed Vehicular Access
- Proposed No-Build/Exclusion Area
- Proposed Concrete Vehicular Driveway
- Proposed Bin Pads (Concrete)

SW	STORM WATER
S	SEWER MAIN
E	ELECTRICITY
T	TELSTRA
W	WATER
GAS	GAS
15.00	CONTOUR

B	Bldg Setback & Emt changes	9/10/26	
A	Original issue	17/08/26	
REVISION		DATE	ZONE

N

0 2.5 5 7.5

Scale 1:250

KMSurveys
Survey || Mapping || Land Development Consultants
CABOOLTURE: Unit 2/7 East St Caboolture
BRISBANE: 167 Pickering St, Enoggera
Cab: (07) 54 955 977 Bris: (07) 3865 3658
Mob: 0414 322 645
www.kmsurveys.com.au

Surveyor	na	
Drawn	KM	16.08.26
Checked	KM	17/08/26
Approved	KM	17/08/26

153 Baskerville St, BRIGHTON

Plan of Proposed Reconfiguration of Lot 2 on SP342509

Locality: BRIGHTON
Local Government: Brisbane City Council
Drawing No. 26082-PP Rev B
Sheet No. 1 of 1 **26082 PP.dwg**
A3

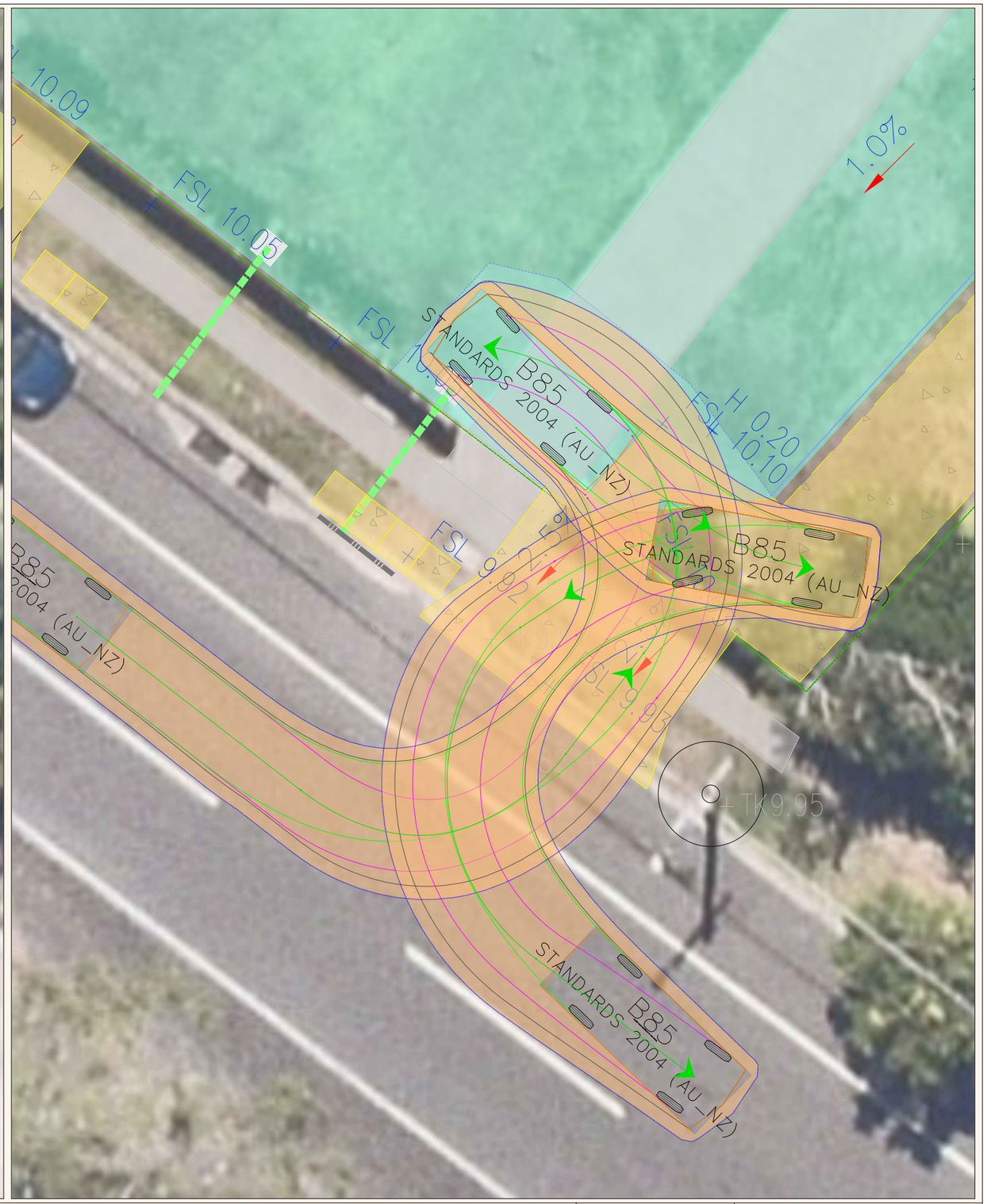
VELOCITY
TRAFFIC
ENGINEERING

APPENDIX B

SWEPT PATH ASSESSMENT

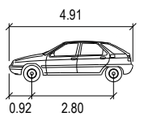






SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



B85 - AS2890.1

		Meters
Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	40.0

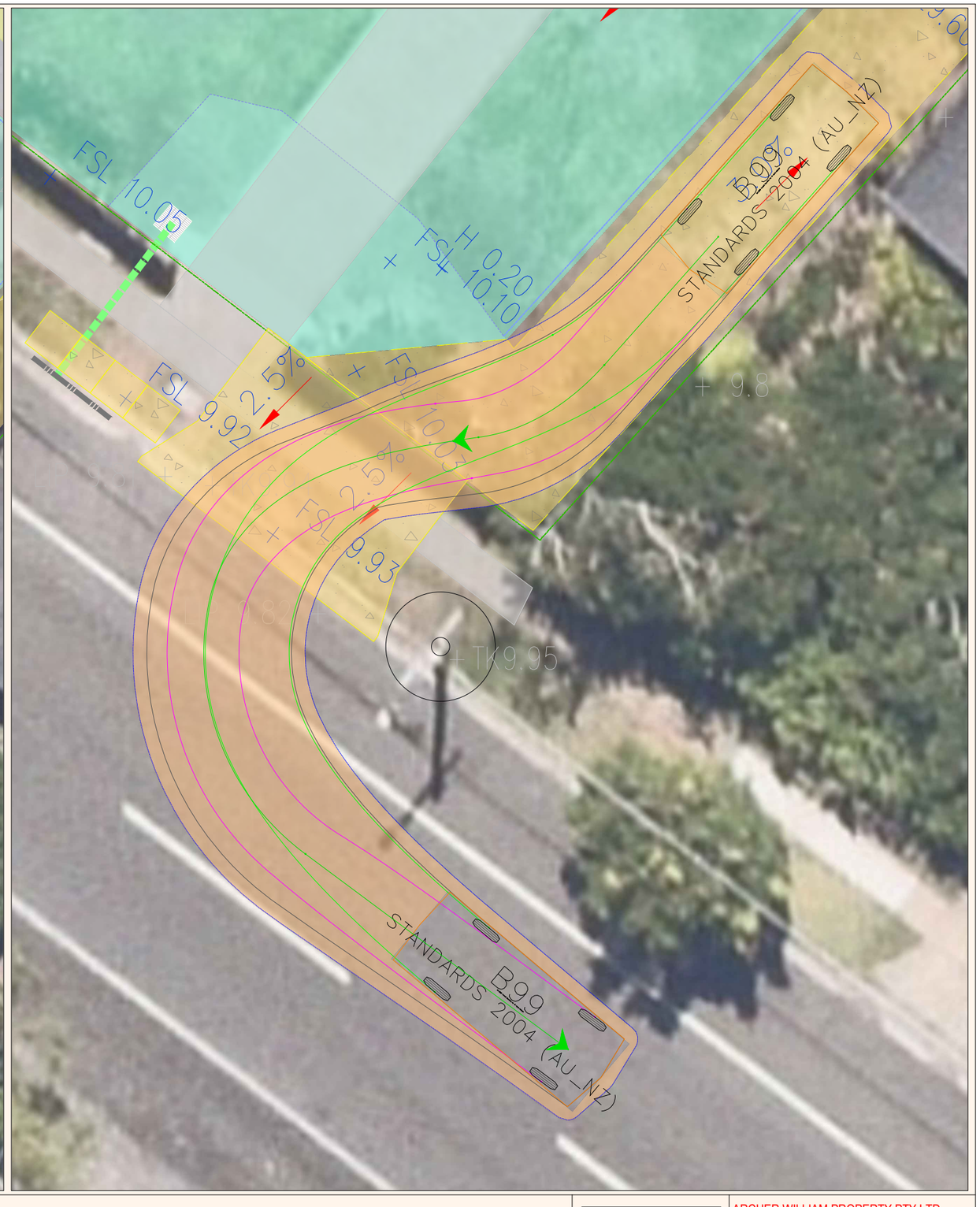
Velocity Traffic Engineering
Velocity Traffic Engineering
T 0413482746
ABN 94 658 980 208

ARCHER WILLIAM PROPERTY PTY LTD
153 BASKERVILLE STREET, BRIGHTON
SWEPT PATH - B85
LEFT: LOT 3
RIGHT: LOT 2

Drawn	Date	Scale	Size
C.Schackow	01/10/2026	1:100	A3

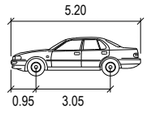
Drawing Number SK01 | Rev A





SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



B99 - AS2890.1

		Meters
Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	40.0

Velocity Traffic Engineering

Velocity Traffic Engineering
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ABN 94 658 980 208

ARCHER WILLIAM PROPERTY PTY LTD
153 BASKERVILLE STREET, BRIGHTON
SWEPT PATH - B99
LEFT: ENTRY
RIGHT: EXIT

Drawn	Date	Scale	Size
C.Schackow	01/10/2026	1:100	A3

Drawing Number: SK02
Rev: A