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Our Ref: 2316_ASW01

Brisbane City Council
GPO Box 1434
Brisbane Q 4001

24 July 2026

For the Attention of Stephen Jones, Urban Planner

Application Reference: A006964253

Activity: Reconfigure a Lot (2 into 3 lots)

Property Address: 165 Trouts Road, Stafford Heights QLD 4053

Subject: Response to Council's Information Request – Traffic Matters

Dear Stephen,

We refer to the application for the reconfiguration of lots (2 into 3 residential lots) upon the land at 165 Trouts Road, Stafford Heights (A006964253). This letter has been prepared in response to Council's Information Request dated 18 March 2026 in respect of the application. It addresses the traffic-related matters therein, which are copied below for ease of reference, with responses provided following.

Reference should be made to the civil plans included as **Attachment 1**, which are discussed in the following sections.

Access and earthworks

1. The development proposes separate access for each of the new lots to Trouts Road, which is classified as a major road, through areas where a significant difference in levels exists between the existing verge and existing unchanged lot level whilst no earthworks are proposed.

Given this, the proposed access arrangements are not currently supported due to being unsafe, the potential to impact on function of the road network and the inability to access a usable building pad.

- a) Provide amended plans and further documentation in accordance with PO1 and PO3 of the Subdivision Code, PO7 of the Road Hierarchy Overlay Code and PO3 and PO9 of the Transport, Access, Parking, and Servicing Code that includes:
 - i. An RPEQ certified Traffic Statement where performance outcomes are proposed for access related items fully detailing proposed solutions for Council's consideration.
 - ii. Shared access arrangements for lots 101 and 102 including reciprocal access easements to limit creation of new access points to the major road.
 - iii. Provision of acceptable pedestrian sight splays in accordance with Section 4.5(8) and Figure C of the TAPS PSP. This is critical where obstructions (retaining wall) may impair driver sight lines.

- iv. The earthworks required within each lot to provide suitable access from any crossovers to the building pad. Ensure maximum grades of access do not exceed those shown on Brisbane Standard Drawing BSD-2024/2025 and provide all details / sections of earthworks to facilitate these accesses. Existing surface is to remain as is within the verge.

Response

The civil plans included as **Attachment 1** document the proposed access arrangements and earthworks required to access each of the three (3) proposed lots, which can be summarised as follows:

- **Proposed Lot 1:** the provision of a crossover towards the southern site boundary which generally follows the existing kerb profile. A small area of cut is proposed to the north of the driveway and a small area of fill is proposed to the south of the driveway to tie into the existing verge levels. No earthworks within the site are proposed or required to achieve the building pad level, which will be approximately RL50.5.
- **Proposed Lot 2:** the provision of a crossover towards the northern site boundary which generally follows the existing kerb profile. A small area of fill is proposed to the north of the driveway to tie into the existing verge levels. Minor earthworks within the site are proposed to achieve the building pad level, which will be approximately RL50.35. These works will however be contained to the driveway area.
- **Proposed Lot 3:** the provision of a crossover towards the southern site boundary which generally follows the existing kerb profile. A small area of fill is proposed to the north of the driveway and a small area of cut is proposed to the south of the driveway to tie into the existing verge levels. Earthworks within the site are proposed to achieve the building pad level, which will be approximately RL50.255.

The traffic-related elements of the proposal are discussed in the following sections.

1. Number of Access Driveways

While the relevant acceptable outcomes in Council's Planning Scheme reflect a general preference to limit direct property access to major roads, the suitability of an access arrangement must ultimately be assessed on its merits having regard to the function and characteristics of the road, the surrounding access environment, available sight distance and the scale and traffic-generating characteristics of the proposed development. In this instance, the provision of three (3) driveways serving three (3) residential lots is considered to represent an acceptable and supportable performance outcome on the following grounds:

- Whilst Trouts Road fronting the subject site is technically classified as a major road, as a district road it is the lowest order major road classification, and is only one level higher than a neighbourhood (minor) road.
- As shown in **Figure 1** over page, the proposed access arrangements and driveway spacing is consistent with the existing access arrangements and driveway spacing on Trouts Road in proximity to the subject site. Trouts Road is clearly not a limited access road, with direct property access provided at an average spacing of approximately 18m.
- The proposed access arrangements satisfy the following minimum separation requirements in Table 5 of Council's Transport, Access, Parking and Servicing (TAPS) Planning Scheme Policy:
 - Minimum 30m separation from a major road intersection (noting that in excess of 55m separation would be provided from the Flockton Street intersection to the proposed northern access driveway); and
 - Minimum 20m separation from a minor road intersection (noting that approximately 70m separation would be provided from the Disney Street intersection to the proposed southern access driveway).



Figure 1: Existing Driveway Spacing on Trouts Road

- Whilst the proposal does not provide 15m separation between driveways as suggested in Table 5 of the TAPS Planning Scheme Policy, there are a considerable number of examples where this 15m separation between driveways is not provided along the length of Trouts Road in proximity to the site, as shown in **Figure 1**. In the context of the development proposed and the very limited traffic generation of each lot (as discussed following), a driveway separation of less than 15m is immaterial from a practical perspective.
- Each of the proposed lots is expected to generate only 0 - 1 vehicle trips in the critical peak hours based upon published trip generation rates for single residential dwellings.
- Given the vertical and horizontal alignment of Trouts Road in proximity to the site, visibility to/from the proposed access driveways will be very good, substantially exceeding the minimum requirement in AS2890.1 for a 60km/hr speed environment (i.e. 55m for domestic property access).

- On the basis of the above, and in my capacity as a Registered Professional Engineer of Queensland, I consider that the relevant performance outcomes in Council's codes regarding vehicular site access are satisfied.

As shown in the civil plans included as **Attachment 1**:

-
- Diagram illustrating the maximum grades for a residential vehicle entrance (single dwelling) cross-section. The diagram shows the profile of the kerb, footpath, and driveway, with various slopes and dimensions indicated.
- Key Dimensions and Slopes:**
- FACE OF KERB:** The vertical face of the kerb.
 - NOMINAL FACE OF KERB:** The nominal vertical face of the kerb.
 - STANDARD FOOTPATH PROFILE ADJACENT TO DRIVEWAY:** The profile of the footpath adjacent to the driveway.
 - TYPE 'E' KERB SHOWN. FOR TYPE 'D' DETAILS REFER BSD-2022:** Reference to the kerb type and standard details.
 - RAMP GRADE: MAXIMUM 1 IN 10:** The maximum slope for the ramp.
 - PROPERTY ALIGNMENT:** The vertical alignment of the property.
 - 238mm ABOVE TOP OF KERB:** The height of the driveway above the kerb.
 - 1 IN 4:** The slope of the driveway.
 - DESIRABLE GRADE 1 IN 50:** The desirable grade for the driveway.
 - 1 IN 6:** The slope of the driveway.
 - 1 IN 12:** The slope of the driveway.
 - 1 IN 10:** The slope of the driveway.
 - 1 IN 50:** The slope of the footpath.
 - FOOTPATH:** The width of the footpath.
 - 1.20:** The width of the footpath.
 - 1.45:** The width of the footpath.
 - 2.65:** The width of the footpath.
 - 3.75:** The width of the footpath.
 - 1.10:** The width of the footpath.
 - 1.00:** The width of the footpath.
 - 37mm BELOW TOP OF KERB:** The height of the driveway below the kerb.
 - LATERAL TRANSITION: GRADE TO EXISTING FOOTPATH MAXIMUM SLOPE 1 IN 10:** The maximum slope for the lateral transition.
- MAXIMUM GRADES**
- RESIDENTIAL VEHICULAR ENTRANCE**
- (SINGLE DWELLING)**

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3. Pedestrian Sight Triangles

All three (3) proposed crossovers are 4m wide (excluding splays), and a passenger car is typically less than 2m in width. Assuming that vehicles enter/exit along the centre of the crossover/driveway (which is typical for a driveway of this width), there would be 1m setback between a vehicle and the edge of the driveway.

As shown in the civil plans included as **Attachment 1**:

- **Proposed Lot 1:** There will be no retaining wall to the south of the driveway. It is recommended that the retaining wall to the north of the driveway be cut back to a distance of at least 1m from the edge of the driveway, to provide 2m separation from an exiting vehicle to the visual obstruction (assuming that vehicles enter/exit along the centre of the crossover/driveway, as described above). It is considered that this would satisfy the intent of Figure c in Council's TAPS Planning Scheme Policy.
- **Proposed Lot 2:** There will be no retaining wall to the north of the driveway, and the retaining wall to the south of the driveway will be set back approximately 4m from the edge of the driveway, satisfying Figure c in Council's TAPS Planning Scheme Policy.
- **Proposed Lot 3:** The retaining wall to the north of the driveway will be set back in excess of 2m from the edge of the driveway, satisfying Figure c in Council's TAPS Planning Scheme Policy. The retaining wall to the south of the driveway will be set back 1m from the edge of the driveway, to provide 2m separation from an exiting vehicle to the visual obstruction (assuming that vehicles enter/exit along the centre of the crossover/driveway, as described above). It is considered that this would satisfy the intent of Figure c in Council's TAPS Planning Scheme Policy.

On the basis of the above, the proposal is considered to represent a satisfactory outcome with respect to visibility between vehicles exiting the lots and pedestrians approaching the driveways along the Trouts Road footpath.

4. Refuse Collection

As shown in the civil plans included as **Attachment 1**, there would be at least 2m available frontage width clear of the driveway for each lot to accommodate two (2) wheelie bins, for kerbside refuse collection. Accordingly, an acceptable refuse collection outcome is able to be achieved for the three (3) lots proposed.

Conclusion and Recommendation

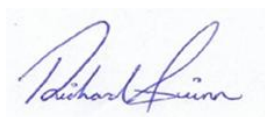
I trust the above information satisfactorily responds to the traffic item in Council's Information Request.

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed development will operate acceptably from a traffic / parking perspective, without any unacceptable impact upon the adjacent road network.

On the basis of the above, it is recommended that the development application be approved from a traffic engineering perspective.

Should you have any queries regarding the above, please do not hesitate to contact the undersigned.

Regards



Richard Quinn
BECivil, MIEAust, RPEQ (08565)
Director – Q Traffic

ATTACHMENT 1

Civil Plans



DO NOT SCALE. CONFIRM ALL DIMENSIONS ON SITE. ORIGINAL DRAWING SIZE - A1		Copyright
ISSUE	AMENDMENT	DATE
A	PRELIMINARY ISSUE	21.05.26
B	DESIGN UPDATE	23.06.26

$H = 0.200m$

RETAINING WALL (HEIGHT SHOWN ON HIGH SIDE)

RETAINING WALL TO BE REMOVED

AREA OF CUT

AREA OF FILL

S EXISTING SEWERAGE

W EXISTING WATERMAIN

G EXISTING GAS

σ FSL 14.588 EXISTING SURFACE LEVEL

σ FSL 14.588 FINISHED SURFACE LEVEL

- - - 0.0 - - - EXISTING SURFACE CONTOURS

EXISTING TREES TO BE REMOVED

PROPOSED CONCRETE

EXISTING CONCRETE TO BE REMOVED

PROJECT
165 TROUTS ROAD
STAFFORD HEIGHTS

CLIENT
BEAVEN GROUP
PTY LTD

TITLE
CONCPET EARTHWORKS
SKETCH



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Designed CM	Drawn CM	Date 23.06.26
Approved		Scale AS SHOWN
Drawing No. CW24151-SK01		Rev. B



NOTE: EXISTING VERGE PROFILE
TO BE RETAINED WHERE NO
WORKS ARE PROPOSED.

NOTE: ENSURE NO DAMAGE OCCURS TO ADJOINING PROPERTIES, STRUCTURES, OR SERVICES AS A RESULT OF THIS WORK. ALL WORKS TO BE WHOLLY WITHIN SITE.

* NOTE: STRUCTURAL ENGINEER TO PROVIDE BRIDGING IN ACCORDANCE WITH THE UU BUILD OVER ASSET REQUIREMENTS. CONTRACTOR TO ENSURE ALL PIPES ARE PROTECTED DURING CONSTRUCTION.

PRELIMINARY
NOT FOR CONSTRUCTION

EARTHWORKS AND RETAINING WALLS NOTE

EARTHWORKS AND RETAINING WALLS ARE REQUIRED TO FACILITATE THE LOT ACCESS CONVEYANCE AND CONSTRUCTION FOR THE DEVELOPMENT.

EARTHWORKS VOLUMES

TOTAL CUT =	103m ³
TOTAL FILL =	1m ³
BALANCE =	102m ³ (EXPORT)

NOTE:
VOLUMES CALCULATED ON ASSUMED TOPSOIL AVERAGE DEPTH OF 100mm. NO
GEOTECHNICAL HAS BEEN UNDERTAKEN TO CONFIRM THIS DEPTH. VOLUMES DO NOT
INCLUDE BULKING OR COMPACTION FACTORS.

PRELIMINARY NOTE

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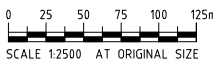
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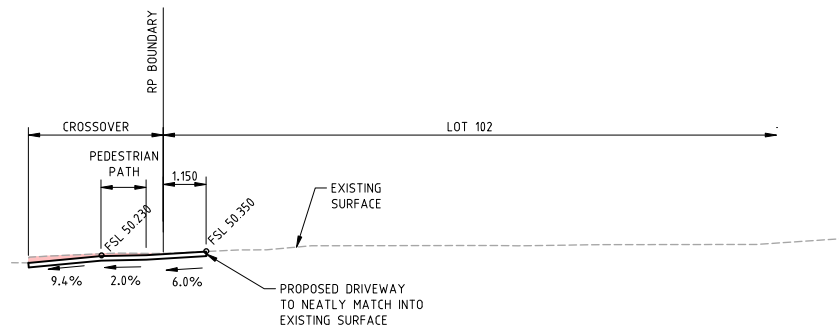
REAL PROPERTY DESCRIPTION

LOT No. 379
PLAN No. RP 113760

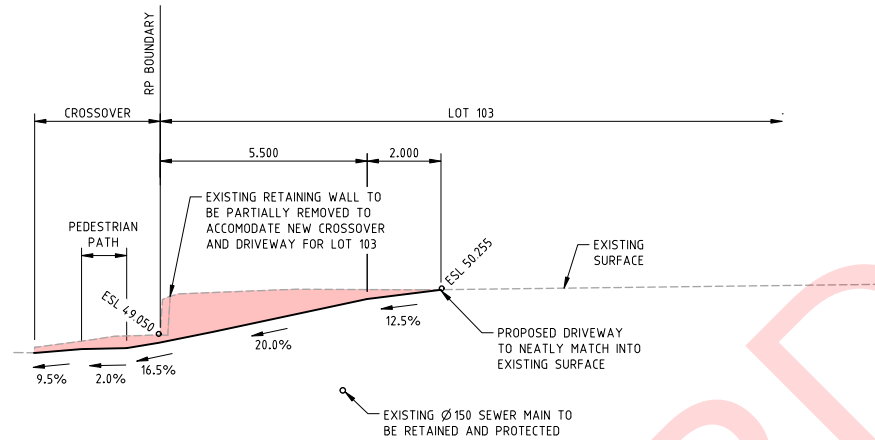
REAL PROPERTY DESCRIPTION

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PLAN No. RP 113760

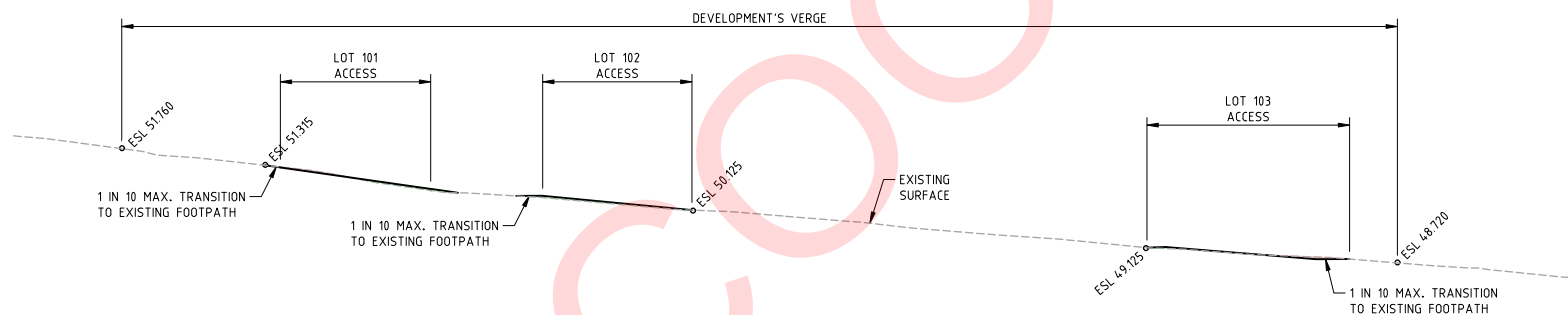




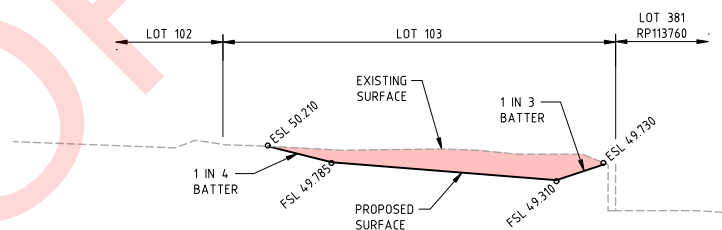
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EW01 SCALE 1:100



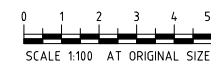
SECTION B
EW01 SCALE 1:100



SECTION C
EW01 SCALE 1:100



SECTION D
EW01 SCALE 1:100



PRELIMINARY
NOT FOR CONSTRUCTION

REAL PROPERTY DESCRIPTION
LOT No. 379
PLAN No. RP 113760

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LOT No. 380
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DO NOT SCALE. CONFIRM ALL DIMENSIONS ON SITE. ORIGINAL DRAWING SIZE - A1		
ISSUE	AMENDMENT	DATE
A	PRELIMINARY ISSUE	21.05.26
B	DESIGN UPDATE	23.06.26

LEGEND

	AREA OF CUT
	AREA OF FILL
	EXISTING SURFACE LEVEL
	FINISHED SURFACE LEVEL

ASSOCIATED CONSULTANT

PROJECT
165 TROUTS ROAD
STAFFORD HEIGHTS

CLIENT
BEAVEN GROUP
PTY LTD
TITLE
CONCEPT EARTHWORKS
SECTIONS



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Designed CM	Drawn CM	Date 23.06.26
Approved	Scale AS SHOWN	Rev. B
Drawing No. CW24151-SK02		