

Our Reference: C4168

2 October 2018

Jesmand Property Pty Ltd ATF Jesmand Property Trust
PO Box 1001
Aspley QLD 4034

Attention: Adam Jones

44 Jerrold Street, Sherwood-Traffic Statement

Dear Adam,

This letter has been prepared to accompany a development application to be lodged with Brisbane City Council for the property at 44 Jerrold Street, Sherwood. The development proposal is for a reconfiguration of a lot from a single lot into 3 Lots.

Development

The site is located at 44 Jerrold Street, Sherwood on Lot number 7 on RP 75889. The site falls in a north easterly direction and demonstrates a mean grade of approximately 2.5% and has a total area of 0.066 ha.

The site currently accommodates a single residential dwelling with vehicle access via a driveway off Jerrold Street.



**Figure 1.1: Subject site frontage of Jerrold Street.
(BCC eBiMap2 2018)**

LODGED
10/10/2018
BCC DS

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Vehicle access, access arrangement and development serviceability have all been addressed in BCC's Transport, Access, Parking and Servicing (TAPS) Planning Policy Scheme. Please refer to Appendix A.

The proposed driveways widths are a shared 5.5m for Lots 1 and 2 and single 3.5m for Lots 3. The single driveway is in accordance with BCC's Transport, Access, Parking and Servicing (TAPS) Planning Policy Scheme, Section 4.6.2, Table 8. The shared 5.5m driveway is supported by Section 3.2.1, Table 3.2 of Australian Standard AS2890.1, which states that a category 1 driveway has minimum driveway width of 3.0m to 5.5m.

TABLE 3.2			
ACCESS DRIVEWAY WIDTHS			
metres			
Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

Table 3.2 Access Driveway Widths (AS 2890.1-2004)

An existing traffic calming device is installed at the intersection of Jerrold street and Coyne Street to control vehicle manoeuvres to and from Jerrold Street. The traffic calming device greatly benefits the proposed development. These benefits included but are not limited too;

- Improved visibility to the intersection.
- Lower exit and entry speeds at the intersection.
- Driver awareness of vehicles egress/ingress from side roads and driveways.
- Increased intersection offset from the proposed driveways (refer to figure 1.2 below).

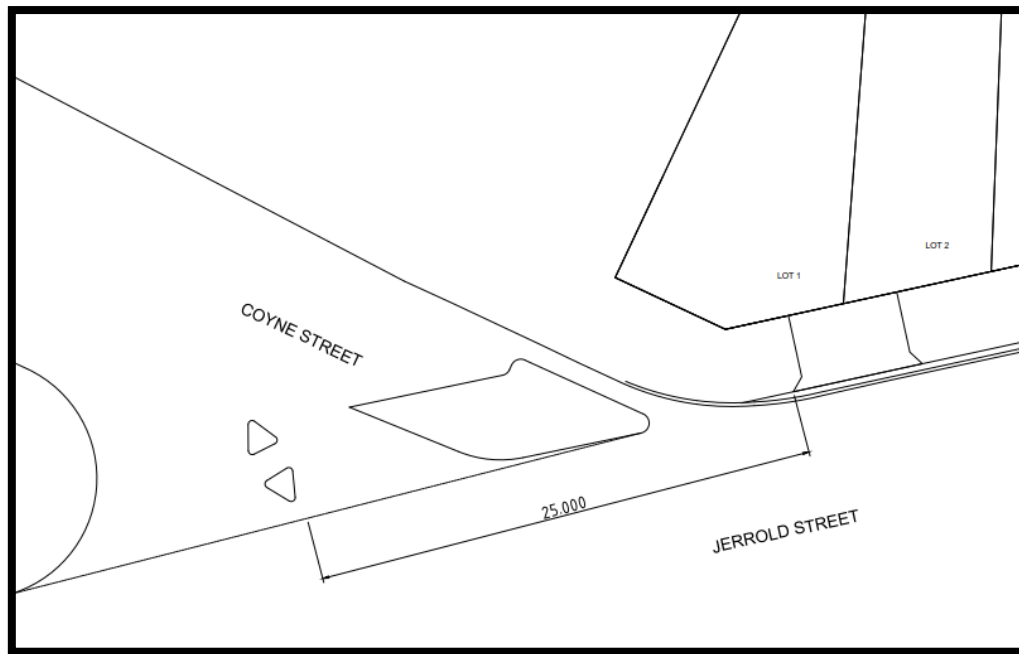


Figure 1.2-Intersection offset to driveway.

The proposed position of the driveways will achieve good visibility between the driveway and Coyne Street and Jerrold Street. Traffic approaching the driveway from all directions will have unimpeded sightlines towards the driveway, or any vehicles turning into or out of the driveway. Traffic seeking to exit the driveway will have unimpeded sightlines towards traffic approaching from Coyne Street and Jerrold Street.

The projected level of traffic generation by the proposed development is considered small and within the range of typical fluctuations in traffic volumes on the road network. On this basis, the development is not expected to impact adversely on the safety or operation of the surrounding road system.

Swept path analyses has been undertaken to confirm manoeuvring to/from the proposed residential Lots. The swept paths demonstrate that vehicles do not cross over Lot boundaries when entering or exiting the proposed Lots. A B85 vehicle was used to demonstrate manoeuvrability as per AS12890.1. The results of this assessment are included in Appendix B.

Conclusion

MNCE have reviewed the parking, access and servicing arrangements for the proposed reconfiguration of a lot from a single lot into 3 Lots development at 44 Jerrold Street, Sherwood. Generally, the parking supply, access, and servicing arrangements comply with BCC requirements and Australian Standards 2890.1.

Any minor refinements (if required) could reasonably be addressed as a condition of the approval, at detailed design stage.

We trust this initial advice letter will be sufficient in assisting the progression of the building plans for the site. Should you have any queries please do not hesitate to contact our office.



Yours faithfully,
Milanovic Neale Consulting Engineers

James Knell
Traffic Engineer

Derek Hower RPEQ 15723
Senior Engineer



Appendix A

Brisbane City Plan 2014
TRANSPORT, ACCESS, PARKING AND SERVICING CODE
Performance and Acceptable Outcomes Table

Performance Outcome (PO)	Acceptable Outcome (AO)	Solution*	Comments	Council Use
Table 9.4.11.3.B – Self-Assessable and Assessable Development				
PO1 Development is designed: a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds. <i>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</i> • <i>is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i> • <i>is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i>	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	AO	The Transport, Access, Parking and Servicing Code has been addressed to demonstrate compliance, including access to each of the proposed lots.	

Solutions: AO - Acceptable Outcome; PO - Performance Outcome; N/A - Not Applicable

Site Address: 44 Jerrold Street, Sherwood.

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TRANSPORT, ACCESS, PARKING AND SERVICING CODE
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ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.				
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the State Government and Council.	AO2 No acceptable outcome is prescribed.	N/A	The development is not a major site The site is located convenient to a bus stop on Oxley Street approximately 220m (2-minute walk) and Corinda Railway Station approximately 700m (7-minute walk)	
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	PO	The proposed driveways are 5.5m and 3.5m wide meets minimum requirements in section 4.6.3 Table 8 of Councils TAPS Planning scheme policy and AS2890.1. Refer to attached sketches for site access design.	
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	N/A		

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Performance and Acceptable Outcomes Table

Performance Outcome (PO)	Acceptable Outcome (AO)	Solution*	Comments	Council Use
PO4 Development provides walking and cycle routes through the site which: a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. <i>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</i>	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	N/A		
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	N/A		
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	N/A		
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building;	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A		
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	N/A		
	AO5.3	N/A		

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c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. <i>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</i>	Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.			
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	N/A		
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A		
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. <i>Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</i>	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A		
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport,	N/A		

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	access, parking and servicing planning scheme policy.			
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	N/A	The development complies Given the nature and scale of the development, the pedestrian / cyclist provisions are considered to be appropriate, and in accordance with the intent of Council's policies.	
PO9 Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	AO	The development complies. The Transport, Access, Parking and Servicing Code has been addressed to demonstrate compliance.	
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	AO	The development complies. The Transport, Access, Parking and Servicing Code has been addressed to demonstrate compliance.	
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO	The development complies.	
	AO9.4 Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy;	PO	The development complies.	

Solutions: AO - Acceptable Outcome; PO - Performance Outcome; N/A - Not Applicable

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	b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.			
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	N/A		
PO10 Redevelopment provides for: a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	AO	The development complies. The Transport, Access, Parking and Servicing Code has been addressed to demonstrate compliance. Existing driveway on Jerrold Street to be removed, kerb reinstated and footpath to be made good.	
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO	The development complies. The proposed access arrangements are generally in accordance with the requirements of Council's <i>Transport, access, parking and servicing planning scheme policy</i>	
	AO11.2 Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	N/A		

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Performance and Acceptable Outcomes Table

Performance Outcome (PO)	Acceptable Outcome (AO)	Solution*	Comments	Council Use
PO12 Development in the City core and City frame as identified in Figure provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. <i>Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</i>	N/A		
PO13 Development outside of the City core and City frame as identified in Figure A provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. <i>Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</i>	N/A		
PO14	AO14.1 Development provides a number of car parking spaces on site equalling the sum of	N/A		

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Performance Outcome (PO)	Acceptable Outcome (AO)	Solution*	Comments	Council Use
Development ensures that the number of car parking spaces and design of the car parking area: a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. <i>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.</i>	the maximum design peak parking demand for the individual uses at any point in time. AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	N/A		
PO15 Development provides a car park layout which allows for on-site vehicle parking that: a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area; d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e. is consistent with safe and convenient pedestrian and cyclist movement.	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	AO	The development complies. The car park area is efficient and legible, and has been designed generally in accordance with the requirements of Council's Transport, access, parking and servicing planning scheme policy. AS12890.1 notes that the residential developments with low traffic turn over and users are generally prepared to accept some inconvenience when entering or exiting a Lot. Given the proposal is for a small residential development, the demand for service vehicles would be limited. With the exception of the occasional furniture delivery vehicle or tradesman/courier. Kerbside collection is proposed for refuse collection. Overall, the proposed servicing / refuse collection	

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Performance Outcome (PO)	Acceptable Outcome (AO)	Solution*	Comments	Council Use
			arrangements are considered to be appropriate given the nature and scale of the development.	
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.	AO	The development complies.	

Solutions: AO - Acceptable Outcome; PO - Performance Outcome; N/A - Not Applicable

Site Address: 44 Jerrold Street, Sherwood.

Performance Outcome (PO)	Acceptable Outcome (AO)	Solution*	Comments	Council Use
	<i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</i>			
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: a. denying access to potential canvas through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. <i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</i>	AO	The development complies.	
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO	The development complies. The Transport, Access, Parking and Servicing Code has been addressed to demonstrate compliance. Refer to PO15	
PO19 Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the	AO19.1 Development ensures that a service bay provided on site: a. is provided and designed to comply with the design vehicle table and service area design standards in the	N/A		

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verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	Transport, access, parking and servicing planning scheme policy; b. is located away from street frontages and screened from adjoining premises.			
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	N/A		
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	AO	The development complies.	
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	AO	The development complies.	
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development).				
PO21 Development which is freight-dependent development ensures that the traffic	AO21.1 Development which is freight-dependent development is located on a site which:	N/A		

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generated by the development does not impact on: a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.			
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	N/A		

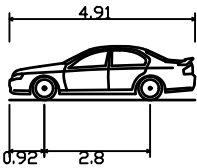
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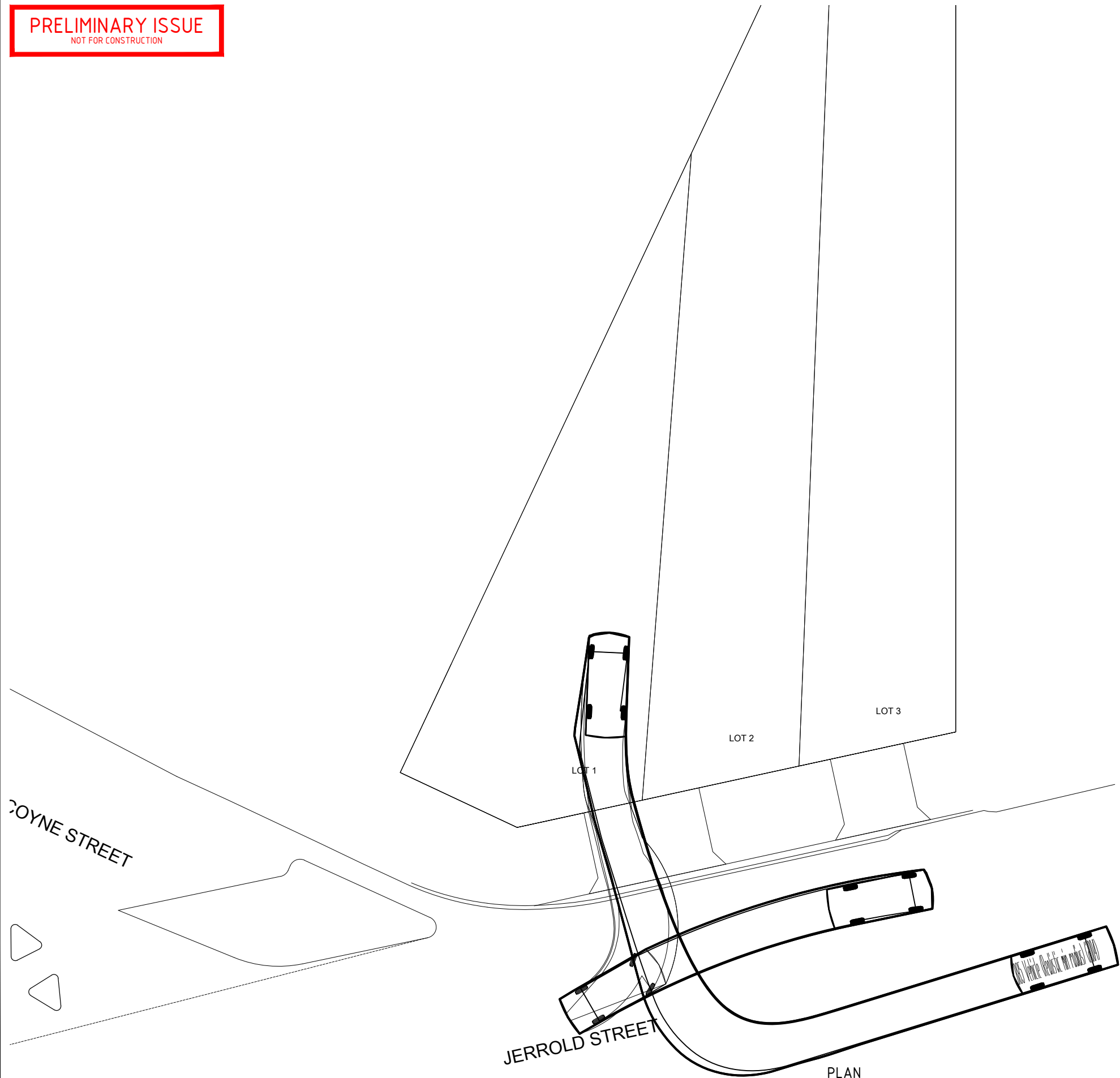


Appendix B

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION



B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m



- NOTES:
- THIS DRAWING TO BE USED FOR DESIGN REVIEW AND ACCESS PERMISSION ONLY. NOT TO BE USED FOR CONSTRUCTION.
 - ALL LEVELS BASED UPON COUNCIL AERIAL CONTOURS.
 - LEVELS ON SITE TO BE CONFIRMED BY DETAILED SURVEY AND DESIGN REVISED PRIOR TO CONSTRUCTION.
 - APPROPRIATE APPROVALS FROM BRISBANE CITY COUNCIL ARE REQUIRED PRIOR TO CONSTRUCTION.

EXISTING SERVICES NOTE:
THIS DESIGN HAS BEEN PREPARED BASED ON SERVICE AUTHORITY AS CONSTRUCTED INFORMATION. NO POT HOLING HAS BEEN UNDERTAKEN TO VERIFY EXISTING SERVICE LOCATIONS AND DEPTHS. IT IS THE CONTRACTORS RESPONSIBILITY TO UNDERTAKEN POT HOLING TO VERIFY THE DESIGN.

SCALE 1:100 (A1)
0 2 4 6m
(SCALE BEFORE REDUCTION)

REAL PROPERTY DESCRIPTION
LOT 7 ON RP 75889

REV.	DESCRIPTION	DATE	INIT.
A	PRELIMINARY ISSUE	02.10.18	JKn

MILANOVIC NEALE
CONSULTING ENGINEERS

BRISBANE
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CIVIL
STRUCTURAL
TRAFFIC
PROJECT MANAGEMENT

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PH No. 1300 827 901

CONTACT DETAILS
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W www.mnce.com.au

CLIENT

JESMAND PROPERTY PTY LTD

PROJECT

44 JERROLD STREET
SHERWOOD

TITLE

VEHICULAR SWEEP PATH SKETCH
SHEET 1 OF 3

DRAWN

JKn

CHECKED

JK

DRAWING No.

C4168 - TR01

DESIGNED

JKn

APPROVED

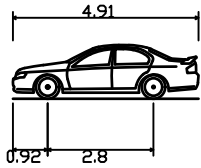
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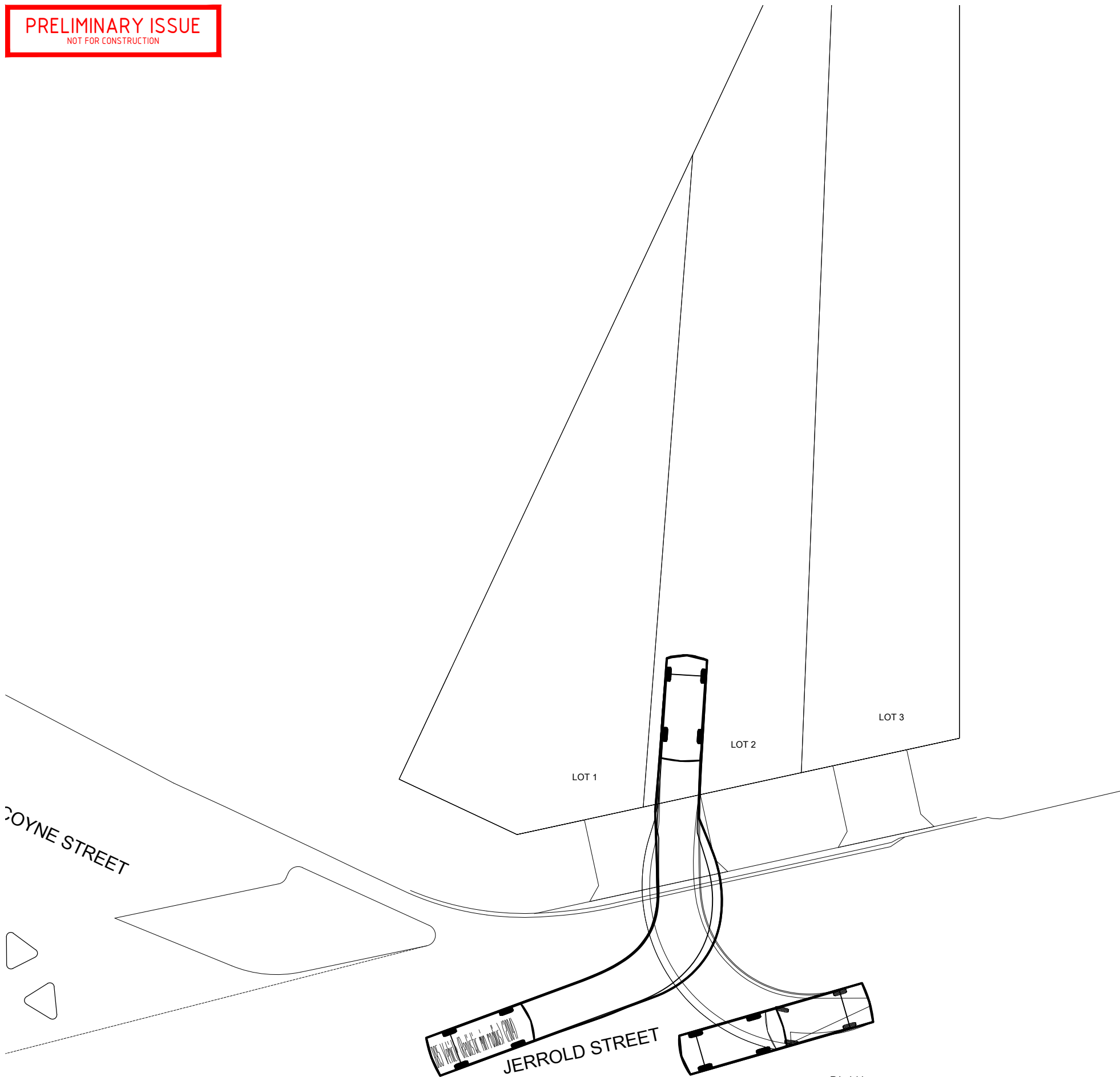
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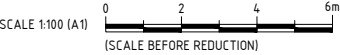


B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m



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REAL PROPERTY DESCRIPTION
LOT 7 ON RP 75889

REV.	DESCRIPTION	DATE	INIT.
A	PRELIMINARY ISSUE	02.10.18	JKn

MILANOVIC NEALE
CONSULTING ENGINEERS
BRISBANE
PH No. (07) 3255 1877
IPSWICH
PH No. (07) 3281 6603

CIVIL
STRUCTURAL
TRAFFIC
PROJECT MANAGEMENT
SYDNEY
PH No. 1300 827 901
GOLD COAST
PH No. 1300 827 901

CONTACT DETAILS
E mail@mnce.com.au
W www.mnce.com.au

CLIENT
JESMAND PROPERTY PTY LTD

PROJECT
**44 JERROLD STREET
SHERWOOD**

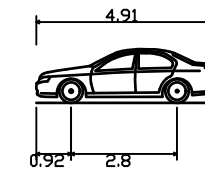
TITLE
**VEHICULAR SWEPT PATH SKETCH
SHEET 2 OF 3**

DRAWN	DESIGNED	DATE
JKn	JKn	OCT 18
CHECKED	APPROVED	
JK		
DRAWING No.	REV.	
C4168 - TR01	B	

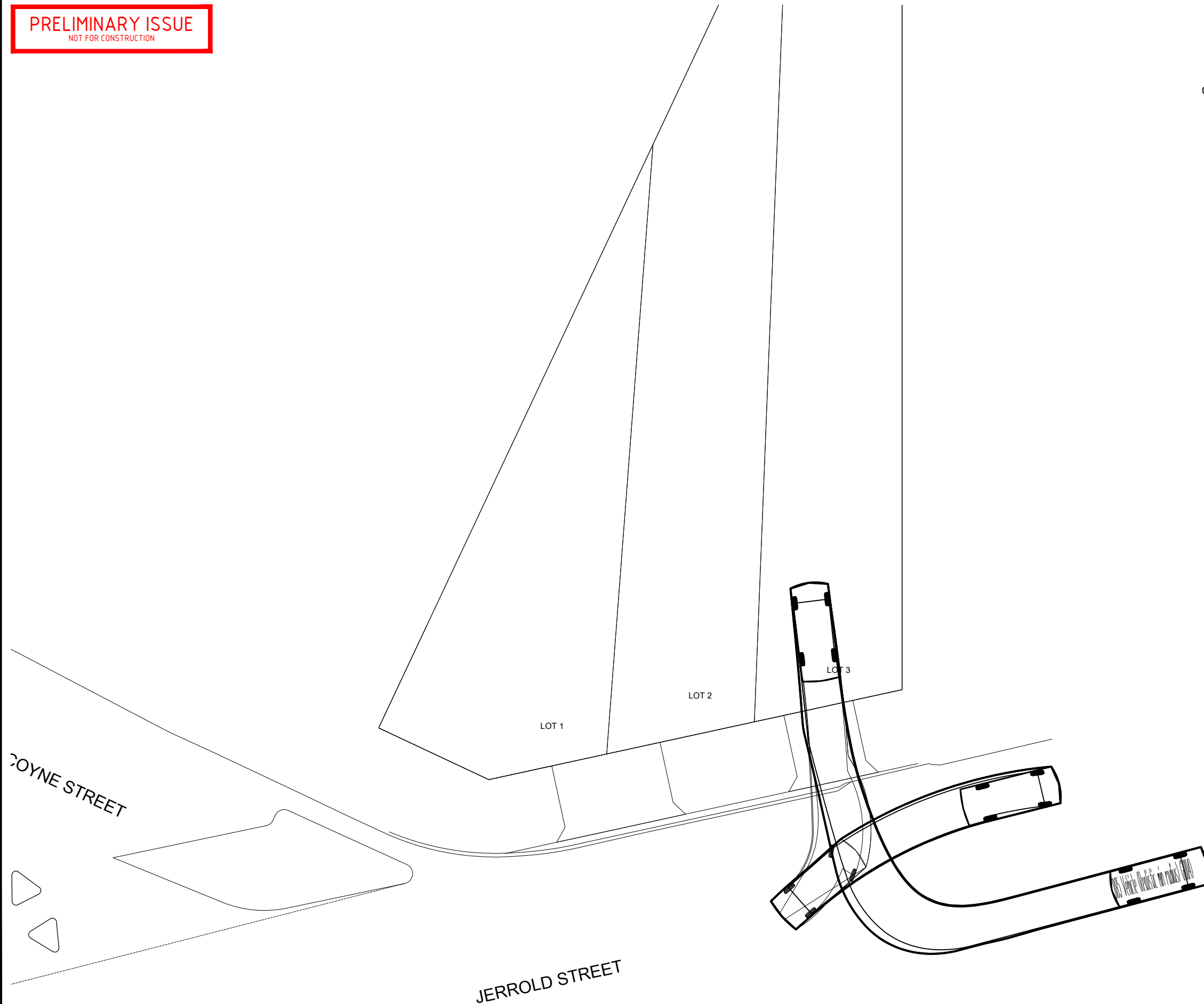
\\TESER\ER00\Synergy\Projects\C4168\44 Jerrold Street, Sherwood\Drawings\Civil\Uncontrolled Sketches\TRAFFIC\C4168-181002-TR01-REV0-dwg - CH###-T02 PLOTTED AT 02-Oct-18 12:05:15 PM BY James Kneil

© MILANOVIC NEALE CONSULTING ENGINEERS

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



NOTES:

1. THIS DRAWING TO BE USED FOR DESIGN REVIEW AND ACCESS PERMISSION ONLY. NOT TO BE USED FOR CONSTRUCTION.
2. ALL LEVELS BASED UPON COUNCIL AERIAL CONTOURS.
3. LEVELS ON SITE TO BE CONFIRMED BY DETAILED SURVEY AND DESIGN REVISED PRIOR TO CONSTRUCTION.
4. APPROPRIATE APPROVALS FROM BRISBANE CITY COUNCIL ARE REQUIRED PRIOR TO CONSTRUCTION.

EXISTING SERVICES NOTE:
THIS DESIGN HAS BEEN PREPARED BASED ON SERVICE AUTHORITY AS
CONSTRUCTED INFORMATION. NO POT HOLING HAS BEEN UNDERTAKEN TO VERIFY
EXISTING SERVICE LOCATIONS AND DEPTHS. IT IS THE CONTRACTORS
RESPONSIBILITY TO UNDERTAKEN POT HOLING TO VERIFY THE DESIGN.

SCALE 1:100 (A1)



(SCALE BEFORE REDUCTION)

REAL PROPERTY DESCRIPTION
LOT 7 ON RP 75889

[illegible]


MILANOVIC NEALE
CONSULTING ENGINEERS
BRISBANE PH No. (07) 3255 1877 IPSWICH PH No. (07) 3281 6603

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TITLE

VEHICULAR SWEEP PATH SKETCH
SHEET 3 OF 3

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