

Traffic Engineering Report

To	The Nazareth Lutheran Church of South Brisbane c/ - Steffan Harries	Date	27 August 2025
Prepared by	Afaf El Harda, Modus Traffic and Transport Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	9 Wilton Street, Woolloongabba		
Subject	Proposed Development - Traffic Engineering Report		
Status	Final	Attachments	Appendix A: Development Plans Appendix B: Swept Path Assessment

1 Introduction

1.1 Overview

Modus has been commissioned by The Nazareth Lutheran Church of South Brisbane, care of Steffan Harries, to provide traffic and transport advice in relation to the proposed development located at 9 Wilton Street, Woolloongabba.

This Traffic Engineering Report has been produced by Modus to assess the traffic and transport engineering items in support of the proposed development to be lodged to Brisbane City Council (BCC). A copy of the proposed development plans has been provided at **Appendix A**.

1.2 References

The following documents and guidelines have been referenced to inform the assessment here in:

- ▶ BCC Transport Access Parking and Servicing Planning Scheme Policy (BCC TAPS PSP),
- ▶ AS2890.1 Australian Standards Parking Facilities Part 1: Off-Street Car Parking.

1.3 Limitations

Modus has completed this traffic report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practises and standards applicable at the time of undertaking the assessment. Modus disclaims responsibility for any changes to project planning or road conditions that may occur after completion of the assessment.

2 Existing Conditions

2.1 Site Location

The site is located at 9 Wilton Street, Woolloongabba and is bounded by Wilton Street to the south, the Nazareth Lutheran Church to the northwest and Residential uses to the northeast, west and east. The site is located within the Medium Density Residential and Mixed-use (Inner city) Zone as per the BCC Planning Scheme. The site location is shown in Figure 2-1.

Figure 2-1 Site Location



2.2 Existing Site Use

The site is currently vacant with access achieved via a single 4m wide crossover along Wilton Street.

2.3 Existing Road Network

Table 2-1 outlines characteristics of the existing road network in the immediate proximity of the proposed development site.

Table 2-1 Key Road Characteristics

Road	Hierarchy	Speed Limit	Typical Form
Wilton Street	Neighbourhood Road	50km/hr*	Two lanes, undivided
Ipswich Road	Arterial Road	60km/hr	Five/Six lanes, undivided
Hawthorne Street	Neighbourhood Road	50km/hr	Two lanes plus parking, undivided
Balaclava Street	Suburban Road	50km/hr / 60km/hr	Four lanes, undivided

**Note: 50km/hr on unsigned roads*

2.4 Active and Public Transport Facilities

The site is well serviced by the external pedestrian network, in which dedicated shared pedestrian pathways are provided around the subject site that connect to the surrounding uses.

Furthermore, the development site is within a 400m radius (comfortable 5-minute walk) of five (5) bus stops and one (1) bus station (Woolloongabba Station). Hence, the subject site is considered to be well serviced by the surrounding public transport network.

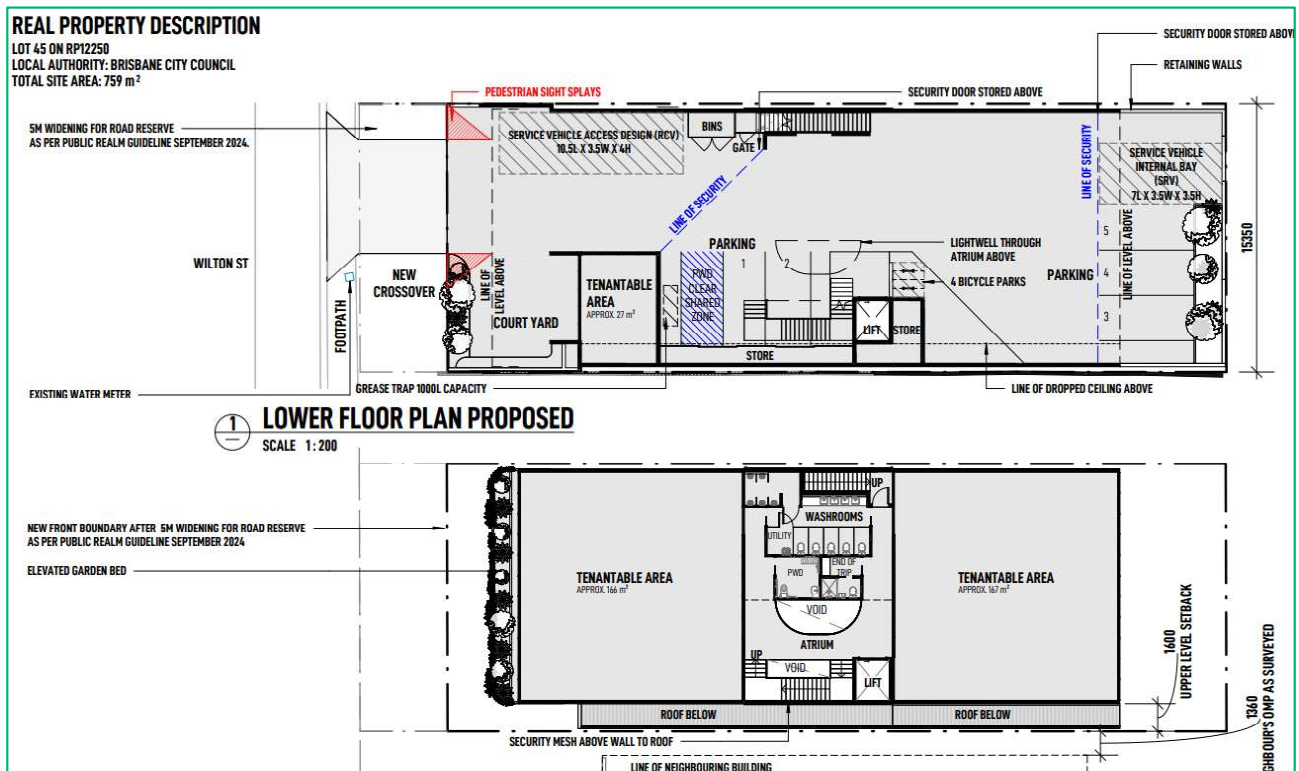
3 Proposed Development

The proposed development is a 2-storey building that consists of three (3) tenancies with a cumulative yield of 454.81 sq.m GFA.

The proposed tenancies may accommodate various uses including Shop, Office, Food and Drink Outlet and/or a Showroom. The development proposes on-site car parking to accommodate five (5) car parking spaces, including one (1) PWD parking space, and four (4) bicycle parking spaces.

Figure 3-1 illustrates the proposed tenancy plans. A copy of the development plan is provided at **Appendix A**.

Figure 3-1 Proposed Tenancy Plans



Source: Place Mate Architects, Job No. PM1124 Issue E, dated 08/07/25

4 Traffic and Transport Advice

4.1 Access Design

4.1.1 Crossover Design

In accordance with the BCC TAPS PSP, the development driveway is to be designed on the basis of the following characteristics:

- ▶ Low/medium turnover rate
- ▶ Minor road frontage
- ▶ <25 parking spaces

Based on the above, Table 4-1 summarises the access requirements.

Table 4-1 Access Design Compliance

Vehicle Type	BCC TAPS PSP Requirements		Proposed Design	Compliant
	Driveway Type	Crossover Width		
General Vehicles	B1	6m-7m combined entry / exit width	Type B1 with 6.5m combined entry / exit	✓

The proposed access design is compliant with the minimum requirements outlined in the BCC TAPS PSP for general vehicles.

4.1.2 Driveway Location

The proposed driveway location has been assessed against the requirements outlined in Table 5 of the BCC TAPS PSP, as illustrated below in Table 4-2.

Table 4-2 Crossover Location & Separation Compliance

Frontage Road	BCC TAPS PSP Requirements	Proposed Separation	Compliant
Neighbourhood Road (Minor Road)	Minimum 10m from the property boundary of the intersecting minor road	>10m from the property boundary of the intersecting minor road	✓
	Minimum 3m along the kerb to the edge of the adjacent driveway	>3m along the kerb to the edge of the adjacent driveway in both directions	✓

Therefore, the proposed driveway location complies with the minimum requirements outlined within the BCC TAPS PSP and is considered acceptable.

4.1.3 Sight Distance

In accordance with Table 7 of the BCC TAPS PSP, the minimum vehicle sight distance requirement is based on the posted speed limit along the frontage road. The minimum sight distance of 45m is required based on a 50km/hr speed environment.

The proposed driveway provides a minimum 50m sight distance in both directions, which exceeds the minimum requirements outlined in the BCC TAPS PSP and is therefore acceptable.

4.1.4 Pedestrian Sight Splay

The development plans demonstrate that a 2.5m x 2m pedestrian sight splay can be accommodated, in accordance with AS2890.1 and is therefore acceptable from a traffic engineering perspective.

4.1.5 Queuing Provision

In accordance with Table 10 of the BCC TAPS PSP, the proposed development requires a queuing provision of one (1) vehicle, which equates to 6m in length from the property boundary to the first conflict point.

The development proposal provides 6m (1 car) queuing to the first internal conflict point of the site. Therefore, the proposed queueing provisions on-site are compliant with the BCC TAPS PSP.

4.2 Parking Provision

4.2.1 Car Parking Provision

Modus has assessed the proposed development parking provision in accordance with Table 13 of the BCC TAPS PSP, as outlined in Table 4-3.

Table 4-3 Proposed Car Parking Provision

Use	Yield	BCC TAPS PSP Requirement	Requirement	Provision	Compliant
Uses other than multiple dwelling, rooming accommodation and short-term accommodation	454.81m	Maximum 1 space per 100sq.m GFA	Maximum 5 spaces	5 spaces	✓

As indicated in Table 4-3, the proposed parking supply meets the maximum number of spaces outlined in the BCC TAPS PSP.

4.2.2 Bicycle Parking Provision

The BCC TAPS PSP does not outline any bicycle parking requirements for developments of a similar size and use. However, the proposed development provides four (4) bicycle parking spaces. On this basis, the bicycle parking supply is considered acceptable.

4.3 Parking Layout

Modus has conducted a design review of the proposed development car park against the BCC TAPS PSP design guidelines. The compliance is summarised in Table 4-4.

Table 4-4 Car Parking Layout Compliance

Design Criteria	BCC TAPS PSP Requirements	Proposed Design	Compliant
Parking Bays			
Standard Bay Length	5.4m	5.4m	✓
Standard Bay Width	2.6m	2.6m	✓
PWD Bay Length	5.4m	5.4m	✓
PWD Bay Width	2.4m plus 2.4m shared zone	2.4m plus 2.4m shared zone	✓
Clearance to walls	0.3m	>0.3m	✓
Parking Aisles			
Parking Aisle Width	6.2m	6.2m	✓
Service Bay			
SRV Bay Width	3.5m	3.5m	✓
SRV Bay Length	7.0m	7.0m	✓
RCV Bay Width	3.5m	3.5m	✓
RCV Bay Length	10.5m	10.5m	✓
Height Clearance			
General Minimum	2.1m	2.3m	✓
PWD	2.5m	2.5m	✓
Service Vehicles (RCV)	4.0m	4.0m	✓
Service Vehicles (SRV)	3.5m	3.5m	✓

Therefore, the proposed parking layout is compliant with the minimum requirements within the BCC TAPS PSP.

4.4 Servicing Arrangements

4.4.3 Design Service Vehicle

In accordance with BCC TAPS PSP, the minimum design service vehicles required to be accommodated on-site for the potential site uses are summarised in Table 4-5.

Table 4-5 Minimum Design Service Vehicle Requirements

Development Type	Yield	General Servicing Minimum Design Service Vehicle		Refuse Collection Minimum Design Service Vehicle	
		BCC TAPS PSP Requirement	Proposed	BCC TAPS PSP Requirement	Proposed
Office	0-999sq.m	SRV	SRV	RCV	RCV
Showroom	<200sq.m	AV	SRV (see below)		
Shop	0-199sq.m	SRV	SRV		
Food and Drink Outlet	0-199sq.m	SRV	SRV		

Therefore, the development meets all minimum design vehicle requirements outlined in BCC TAPS PSP, with the exception of the general minimum design vehicle for a Showroom.

However, the size of the Showroom that the proposed development would accommodate is small and is not required to accommodate an AV. All general servicing requirements for the Showroom is to be conducted by an SRV. Therefore, the largest servicing vehicles expected on site for regular access are an RCV and an SRV, which are suitable for the proposed development use and size.

4.4.4 General Servicing Arrangements

General servicing arrangements are proposed to occur onsite via a 6.4m SRV. The SRV will stand on a dedicated 7.0m x 3.5m service vehicle internal bay. The dimensions of the bay meet the minimum requirements outlined in BCC TAPS PSP.

The SRV is to enter and exit the site in a forward gear. A swept path analysis for the SRV design vehicle has been performed to demonstrate safe manoeuvring, as shown in **Appendix B**. Overall, Modus considers the service vehicle arrangements to be suitable for the proposed development.

4.4.5 Refuse Collection

Refuse collection is expected to occur on-site via a BCC 10.2m Rear Lift RCV. The proposed development provides a 10.5m x 3.5m loading bay for refuse collection, which meets the minimum requirements outlined in the BCC TAPS PSP.

A refuse room has been provided to accommodate the required number of bulk bins for the site, which has been provided adjacent to the loading bay.

The RCV will enter the site via a single reversing manoeuvring and exit the site in a forward gear. A swept path analysis for the RCV design vehicle has been performed to demonstrate safe manoeuvring, as shown in **Appendix B**. Overall, Modus considers the RCV arrangements to be suitable for the proposed development.

5 Traffic Generation

5.1 Proposed Traffic Generation

Modus anticipates that the proposed development will have a low traffic generation (of less than 25 vehicles per hour) based on the following factors:

- ▶ The number of proposed parking spaces (5 spaces),
- ▶ The site's proximity to public transport,
- ▶ The size of tenantable areas, with a total GFA of 454.81sq.m. Each tenantable area has a GFA of less than 200sq.m.

Therefore, the proposed development traffic generation is anticipated to have a negligible impact on the operation of the external road network.

5.2 Warrants for Further Assessment

Acceptable Solution A02 of the Road Hierarchy Overlay Code details that the development traffic impacts be quantified and mitigated for an 'assessable development for material change of use' which meets any of the following triggers:

- ▶ is classified as a major development; or
- ▶ involves an access driveway to a major road; or
- ▶ involves an access driveway within 100m of a signalised intersection.

Note: The BCC TAPS PSP defines a 'major development' as one with a total peak hour vehicle generation rate greater than 25vph.

The proposed development would does not meet any of the above triggers and therefore a detailed Traffic Impact Assessment is not considered necessary and has been limited to a desktop assessment only.

Based on the above, the proposed development is anticipated to have a negligible impact on the operation and safety of the external road network.

6 Summary

Therefore, Modus is of the opinion that the proposed development is acceptable from a traffic engineering perspective and will not have a substantial impact on the safety or efficiency of the external road network.

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

Yours sincerely,

Harj Singh

MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

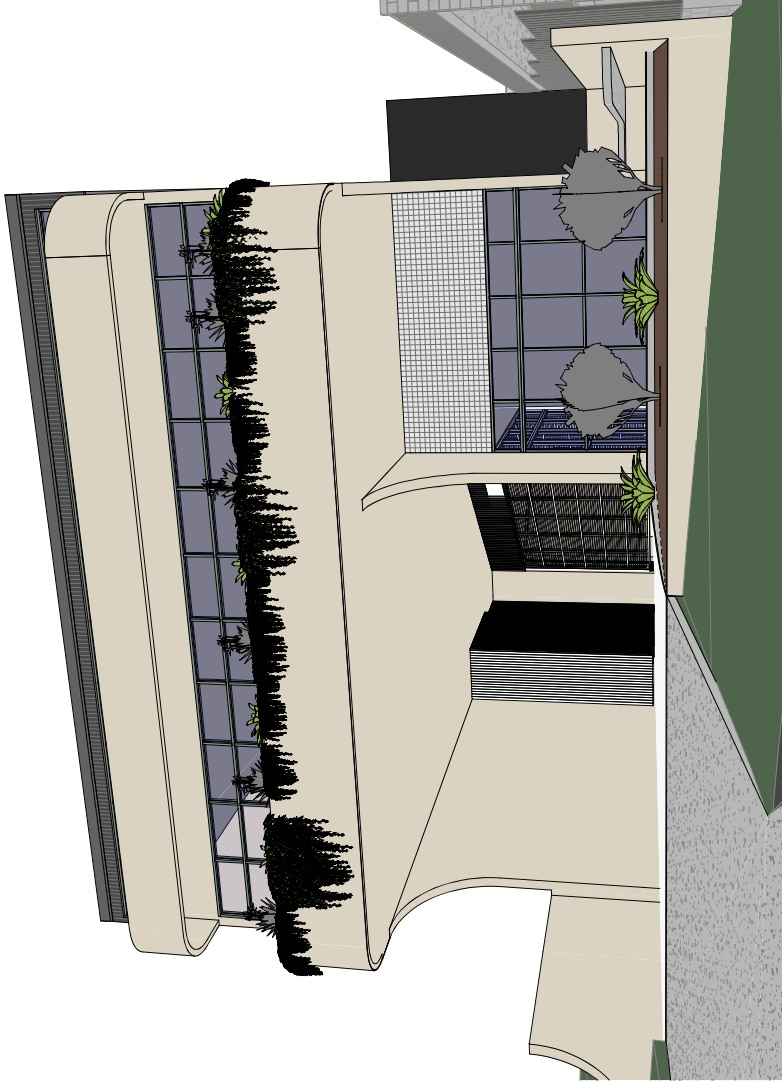
APPENDIX A

Development Plans

9 WILTON STREET, WOOLLOONGABBA QLD

NAZARETH LUTHERAN CHURCH

DEVELOPMENT APPLICATION



1 3D STREET VIEW
SCALE

0 - Owner F - File

C - Certifier S - Structural Engineer

B - Builder

P - Planner

E - Energy Assessor

T - Traffic Engineer

H - Heritage

Client Name Project

NAZARETH LUTHERAN CHURCH
9 WILTON ST,
WOOLLOONGABBA QLD

Drawing Name

COVER PAGE

Scale: Job No: PM1124

Drawn By: DJ Drawing No: DA000

Checked by: KK Date: 08/07/25

Stage: DA Issue: E

DRAWING ISSUE		
Issue	Date	Description
E	08/07/25	REVISED SETBACK

DRAWING LIST			
Pages	Sheet Name	Scale	Issued
DA000	COVER PAGE	N/A	E
DA002	SITE PLAN EXISTING	1:200	E
DA003	SITE PLAN PROPOSED	1:200	E
DA004	FLOOR PLANS PROPOSED	1:200	E
DA005	SOUTH & WEST ELEVATIONS	1:100	E
DA006	NORTH ELEVATION	1:100	E
DA007	EAST ELEVATIONS PROPOSED	1:100	E
DA008	SOLAR CONTEXT ANALYSIS	1:100	E
DA009	WINTER SOLSTICE SOLAR SITE STUDY	1:100	E
DA010	WINTER SOLSTICE SOLAR SECTION STUDY	1:100	E
DA011	SUMMER SOLSTICE SOLAR SITE STUDY	1:100	E
DA012	SUMMER SOLSTICE SOLAR SECTION STUDY	1:100	E
DA013	PREVAILING BREEZE CONTEXT ANALYSIS	1:100	E
DA014	CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)	1:100	E
DA015	CPTED PASSIVE SURVEILLANCE	1:100	E
DA016	CPTED PRIVACY TO ADJOINING NEIGHBOURS	1:100	E
DA017	CPTED CROSS-BLOCK SECURITY	1:100	E
DA018	CONTEXTUALISING FUTURE DEVELOPMENTS	1:100	E

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SCHEME SUMMARY

9 WILTON STREET IS ZONED AS PRECINCT 3 IN THE UPCOMING WOOLLOONGABBA PLANNING SCHEME. THE PROPOSED SCHEME LISTS A NUMBER OF PREFERRED LAND USES FOR FUTURE DEVELOPMENTS. THE PROPOSED DEVELOPMENT WOULD OFFER TENANCY SPACES SUITABLE TO ACCOMMODATE SOME OF THE BELOW USES:

- FOOD AND DRINK OUTLET
- OFFICE
- SHOP (WHERE NO GREATER THAN 250M² FOR ANY INDIVIDUAL TENANCY)

PROPOSED HEIGHT: 2 STOREYS
MAXIMUM HEIGHT AS PER THE WOOLLOONGABBA PLAN SEPTEMBER 2024: 12 STOREYS

HERITAGE CONTEXT

THE NAZARETH LUTHERAN CHURCH, LOCATED AT 12 HAWTHORNE ST, WOOLLOONGABBA, NEIGHBOURS THE DEVELOPMENT SITE, AND IS A PLACE OF SIGNIFICANT VALUE AND HERITAGE TO THE AREA. IN PUTTING FORWARD ANY PROPOSAL FOR SITES NEIGHBOURING THE CHURCH, IT IS ESSENTIAL TO DESIGN IN A WAY THAT MAINTAINS THE RESPECT THAT THIS HERITAGE PLACE DESERVES, NOT ONLY THE CHURCH, BUT THE PROPERTIES EITHER SIDE WHICH ARE PART OF ITS COMMUNITY.

AS PER THE WOOLLOONGABBA PLAN MAY 2024, DEVELOPMENTS MUST PROVIDE: *AN INTERFACE TO THE NAZARETH LUTHERAN CHURCH THAT RESPONDS TO ITS 'SCALE AND ENHANCES THE CHARACTER OF ITS HERITAGE PLACE.*

RECOMMENDATION

THE PROPOSED DEVELOPMENT, SHOULD TAKE THE NAZARETH LUTHERAN CHURCH'S SCALE INTO CONSIDERATION, ENSURING THAT IT DOES NOT CREATE A MASS THAT TOWERS OVER THE CHURCH.

AN APPROPRIATE DESIGN WILL ENSURE THAT THE PROPOSED DEVELOPMENT WILL NOT BE TALLER THAN THE CHURCH OR ITS ADJOINING OWNED BUILDINGS AND ENSURE IT MINIMISES ANY RISK OF REDUCING THE QUALITY OF THE SITES.

THE WILTON STREETScape FEATURES A DIVERSE MIX OF ARCHITECTURAL STYLES, INCLUDING HERITAGE HOMES, MODERN RESIDENTIAL TOWERS, AND COMMERCIAL WAREHOUSE STRUCTURES. WHILE THERE IS LIMITED VISUAL CONSISTENCY AMONG EXISTING FACADES, THE PROPOSED DEVELOPMENT IS DESIGNED TO INTEGRATE SENSITIVELY INTO THIS VARIED CONTEXT AND WILL NOT APPEAR OUT OF PLACE WITHIN THE EXISTING DIVERSE STREETScape.

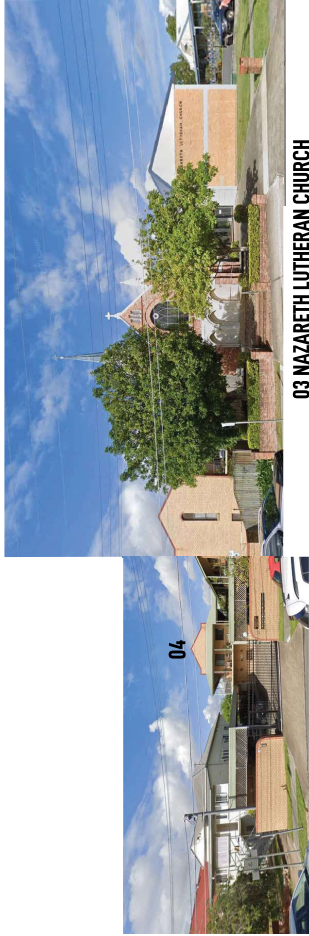


Existing Site Context Map

- 08 DWELLING (IN POSSESSION OF CLIENT)
11 HAWTHORNE ST, WOOLLOONGABBA
- 09 NEIGHBOURING VACANT BLOCK (IN POSSESSION OF CLIENT)
11 HAWTHORNE ST, WOOLLOONGABBA
- 10 PROPOSED VACANT DEVELOPMENT SITE
9 WILTON ST, WOOLLOONGABBA
- 11 NEIGHBOURING MULTI-RESIDENTIAL UNITS
7 WILTON ST WOOLLOONGABBA
- 12 VACANT BLOCK
14 WILTON ST WOOLLOONGABBA
- 13 DWELLING
12 WILTON ST WOOLLOONGABBA
- 14 ON-GRADE PAID CAR PARKING
10 WILTON ST WOOLLOONGABBA

- HAWTHORNE STREET
- 01 NAZARETH RESIDENTIAL AGED CARE
23 HAWTHORNE ST, WOOLLOONGABBA
- 02 NAZARETH LUTHERAN EARLY LEARNING CENTRE
20 HAWTHORNE ST, WOOLLOONGABBA
- 03 NAZARETH LUTHERAN CHURCH
12 HAWTHORNE ST, WOOLLOONGABBA
- 04 NAZARETH LUTHERAN CHURCH RETIREMENT UNITS
10 HAWTHORNE ST, WOOLLOONGABBA

- IPSWICH ROAD
- 05 COMMERCIAL BLOCK LEASED TO LASERFORCE
55 IPSWICH RD, WOOLLOONGABBA
- 06 COMMERCIAL BLOCK OCCUPIED BY EMPIRE OFFICE FURNITURE
61 IPSWICH RD, WOOLLOONGABBA
- 07 COMMERCIAL BLOCKS OCCUPIED BY JAYCAR ELECTRONICS
65 IPSWICH RD, WOOLLOONGABBA



Hawthorne Street View

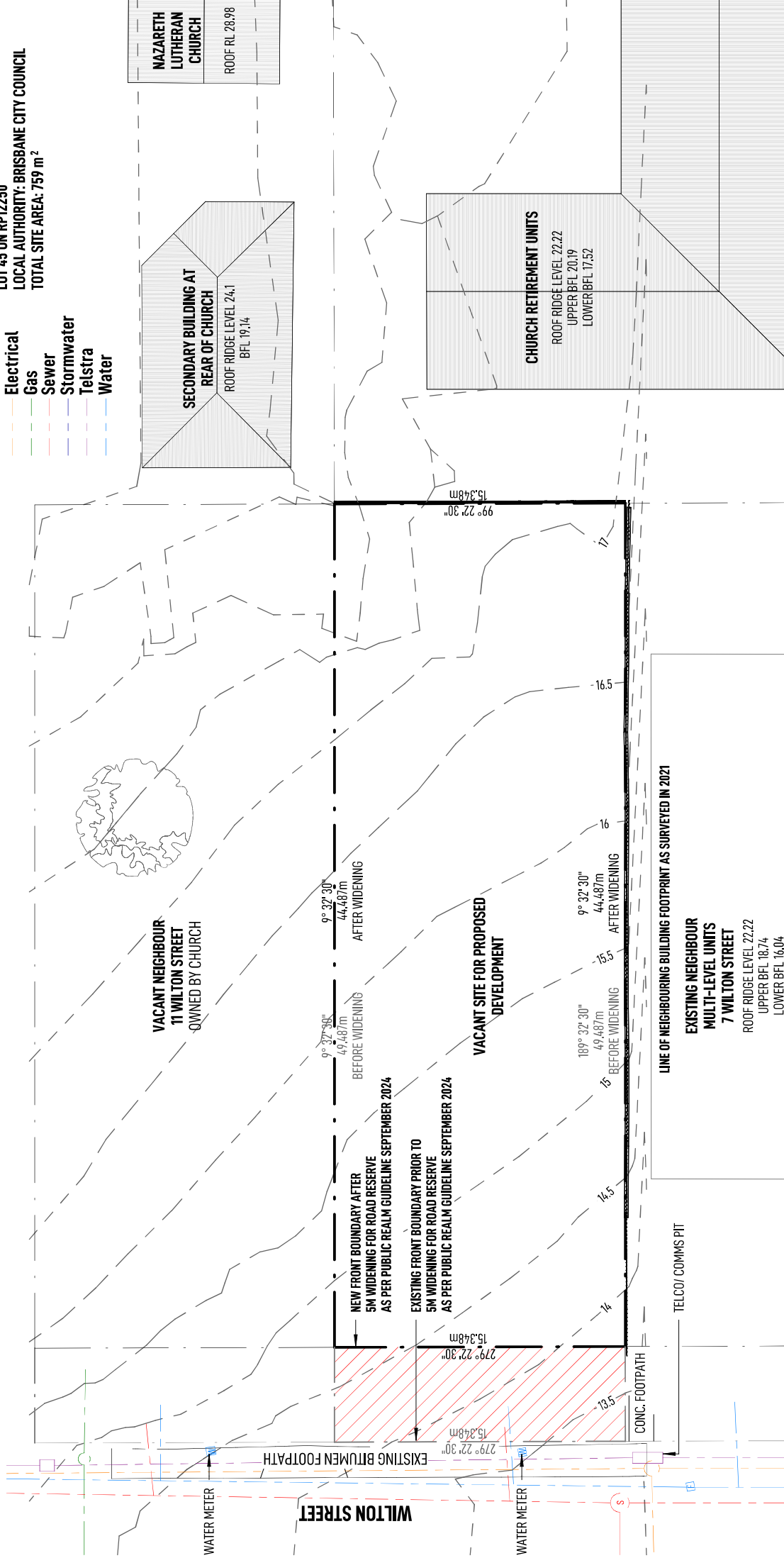


LEGEND

- Electrical
- Gas
- Sewer
- Stormwater
- Telstra
- Water

REAL PROPERTY DESCRIPTION

LOT 45 ON RP12250
LOCAL AUTHORITY: BRISBANE CITY COUNCIL
TOTAL SITE AREA: 759 m²



1 SITE PLAN EXISTING

SCALE 1:200

Client Name NAZARETH LUTHERAN CHURCH
Project 9 WILTON ST,
WOOLLOONGABBA QLD
Drawing Name SITE PLAN EXISTING

Scale: 1:200 **Job No:** PM1124
Drawn By: DJ **Drawing No:** DA002
Checked by: KK **Date:** 08/07/25
Stage: DA **Issue:** E

PLACE
MATE

ARCHITECTS

PROPOSED HEIGHT: 2 STOREYS
MAXIMUM HEIGHT AS PER THE WOOLLOONGABBA PLAN SEPTEMBER 2024: 12 STOREYS

GROSS FLOOR AREA

Name	Area
Lower Level	
Tenantable Area	30.06 m ²
Upper Level	
Atrium Circulation	36.61 m ²
Tenantable Areas	347.78 m ²
Washrooms	40.36 m ²
Total GFA	454.81 m ²

REAL PROPERTY DESCRIPTION
LOT 45 ON RP12250
LOCAL AUTHORITY: BRISBANE CITY COUNCIL
TOTAL SITE AREA: 759 m²

EXISTING FRONT BOUNDARY PRIOR TO
5M WIDENING FOR ROAD RESERVE
AS PER PUBLIC REALM GUIDELINE SEPTEMBER 2024.

NEW FRONT BOUNDARY AFTER
5M WIDENING FOR ROAD RESERVE
AS PER PUBLIC REALM GUIDELINE SEPTEMBER 2024.

ELEVATED GARDEN PLANTER

VACANT NEIGHBOUR
11 WILTON STREET
OWNED BY CHURCH

SECONDARY BUILDING AT
REAR OF CHURCH

ROOF RIDGE LEVEL 24.1
BFL 19.14

NAZARETH
LUTHERAN
CHURCH

ROOF RL 28.98

PROPOSED
NEW DEVELOPMENT
APPROX. LEVELS
SUBJECT TO ENGINEERING
UPPER BFL 19.70
LOWER BFL 14.70

5°

PORTION OF
TRANSLUCENT
ROOF SHEETING

5°

5°

CHURCH RETIREMENT UNITS

ROOF RIDGE LEVEL 22.22
UPPER BFL 20.19
LOWER BFL 17.52

PAVED LANDSCAPED
AREA BELOW

15.348m
279° 22' 30"

15.348m
99° 22' 30"

NEW FENCE ABOVE RETAINING WALL TO COMPLY WITH FALL SAFETY
9° 32' 30"
44.487m
AFTER WIDENING

LINE OF NEIGHBOURING BUILDING FOOTPRINT AS SURVEYED IN 2021

EXISTING NEIGHBOUR
MULTI-LEVEL UNITS
7 WILTON STREET

ROOF RIDGE LEVEL 22.22
UPPER BFL 18.74
LOWER BFL 16.04
CARPARK FL 13.16

9° 32' 30"
44.487m
AFTER WIDENING

6005
OMP

1 SITE PLAN PROPOSED

SCALE 1:200

Client Name

PLACE
MATE

Project

NAZARETH LUTHERAN CHURCH
9 WILTON ST,
WOOLLOONGABBA QLD

Drawing Name

SITE PLAN PROPOSED

Scale: 1:200 Job No: PM1124

Drawn By: DJ Drawing No: DA003

Checked by: KK Date: 08/07/25

Stage: DA Issue: E

REAL PROPERTY DESCRIPTION

LOT 45 ON RP12250
LOCAL AUTHORITY: BRISBANE CITY COUNCIL
TOTAL SITE AREA: 759 m²

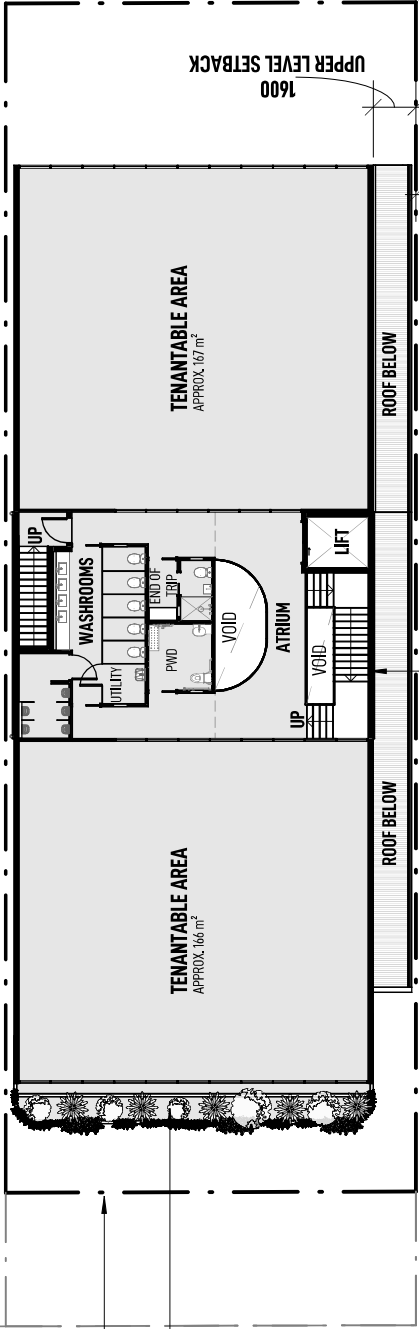
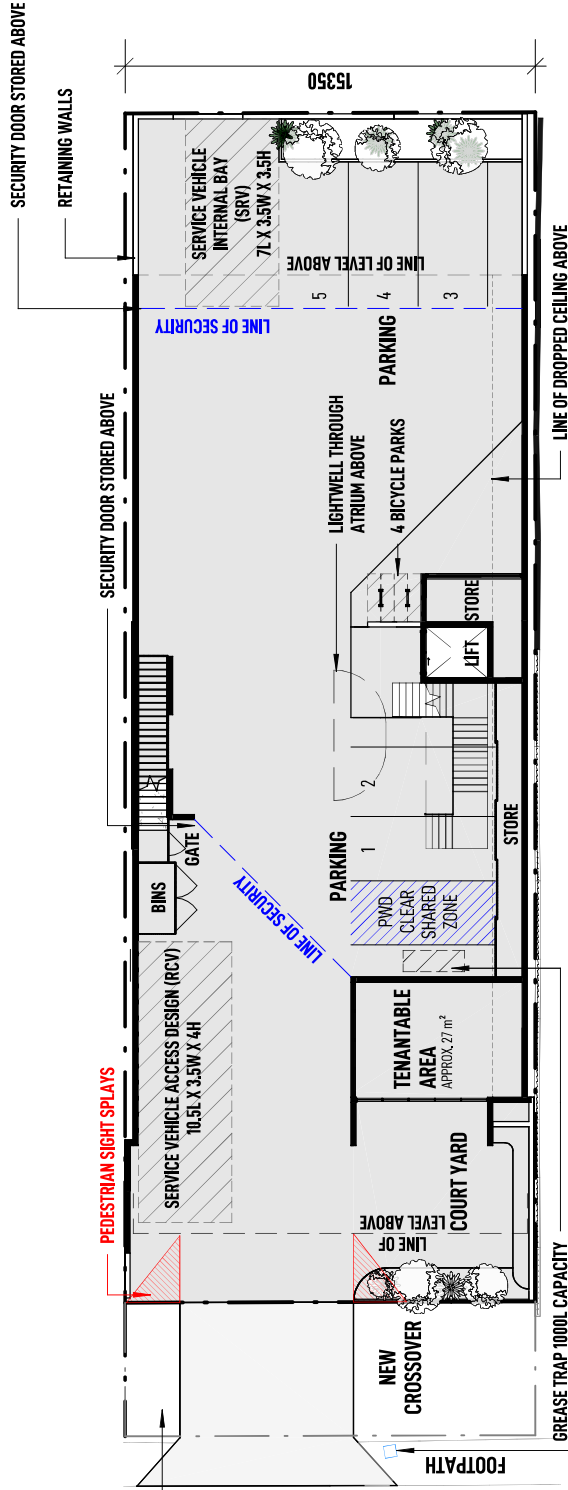
5M WIDENING FOR ROAD RESERVE
AS PER PUBLIC REALM GUIDELINE SEPTEMBER 2024.

WILTON ST

EXISTING WATER METER

1 LOWER FLOOR PLAN PROPOSED

SCALE 1:200



2 UPPER FLOOR PLAN PROPOSED

SCALE 1:200

LINE OF NEIGHBOURING BUILDING
FOOTPRINT AS SURVEYED IN 2021



Client Name

NAZARETH LUTHERAN
CHURCH

Project

9 WILTON ST,
WOOLLOONGABBA QLD

Drawing Name

FLOOR PLANS PROPOSED

Scale: 1:200

Job No: PM1124

Drawn By: DJ

Drawing No: DA004

Checked by: KK

Date: 08/07/25

Stage: DA

Issue: E

PLACE
MATE

ARCHITECTS

APPENDIX B

Swept Path Assessment

SRV

6.40

3.80

1.05

Width

Track

Lock to Lock Time

Steering Angle

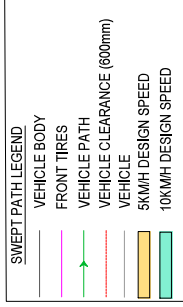
Meters

2.30

2.30

6.0

38.0



9 WILTON STREET,
WOOLLOONGABBA

**NAZARETH LUTHERAN
CHURCH**

SRV SWEEP PATH ASSESSMENT

MOD24382QLD - SK02

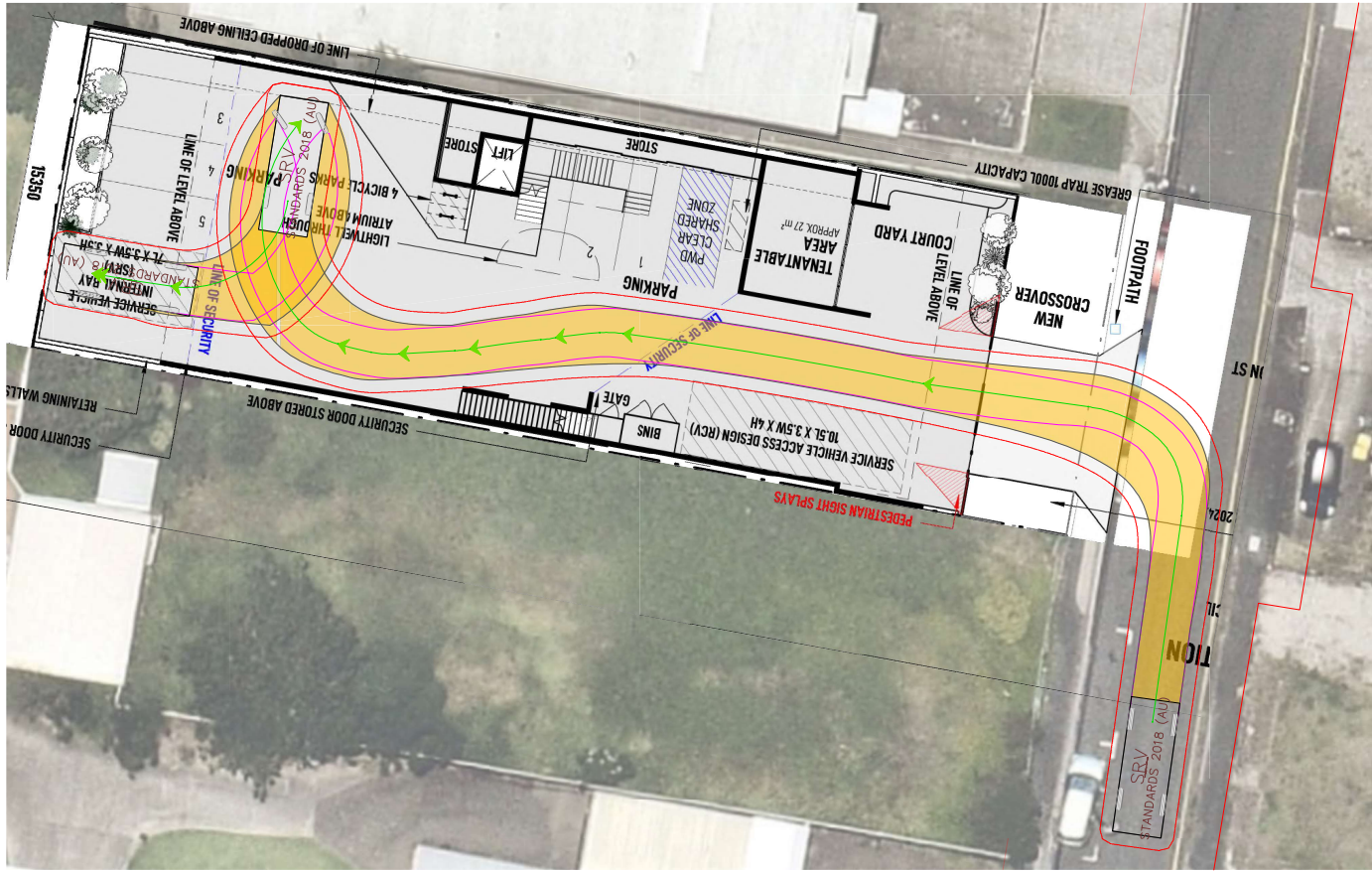
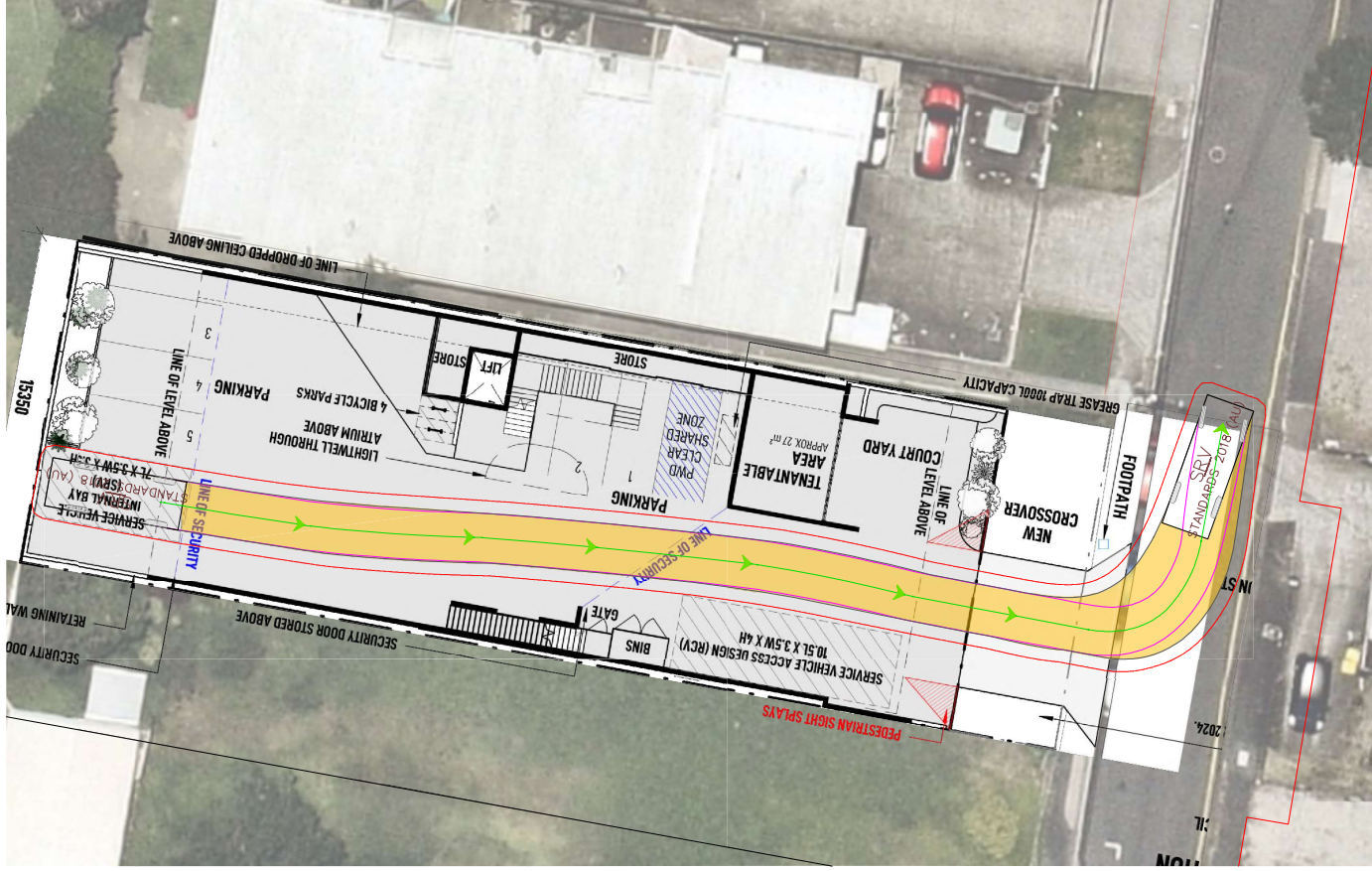
DATE		REVISION	
15 JULY 2025		C	
REV	DRAWN BY	APPROVED	AMENDMENT DETAILS
B	A.E.H	B.F	DESIGN REVIEW
C	A.E.H	B.F	DESIGN REVIEW

MODUS
Transport and Traffic Engineering

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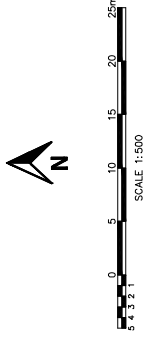
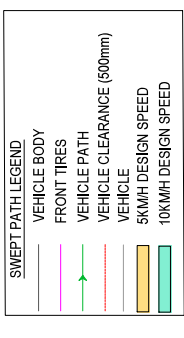
TAPS Code Rear Lift

Width 2.50
 Track 2.50
 Lock Time 40.3
 Swing Angle 3.6
 Travel Height 5.6
 Operating Height 1.515

10.24

5.60

1.515



9 WILTON STREET,
WOOLLOONGABBA

**NAZARETH LUTHERAN
CHURCH**

BCC REAR LOADER RCV SWEEP PATH ASSESSMENT

MOD24382QLD - SK03

DATE		REVISION	
15 JULY 2025		C	
REV	DRAWN BY	APPROVED	DATE
B	A.E.H	B.F	11/02/2025
C	A.E.H	B.F	15/07/2025

MODUS
Transport and Traffic Engineering

GENERAL NOTES:

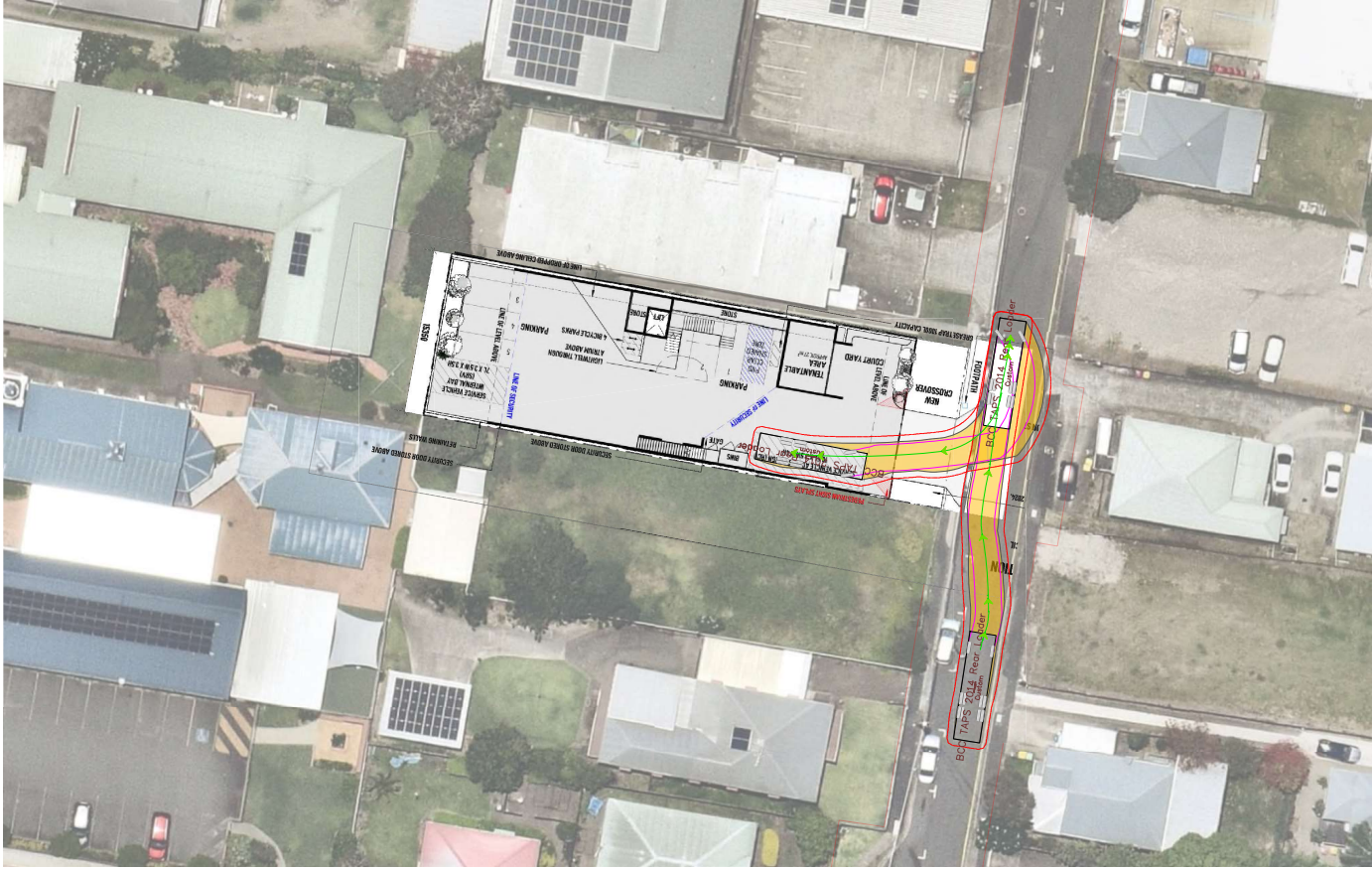
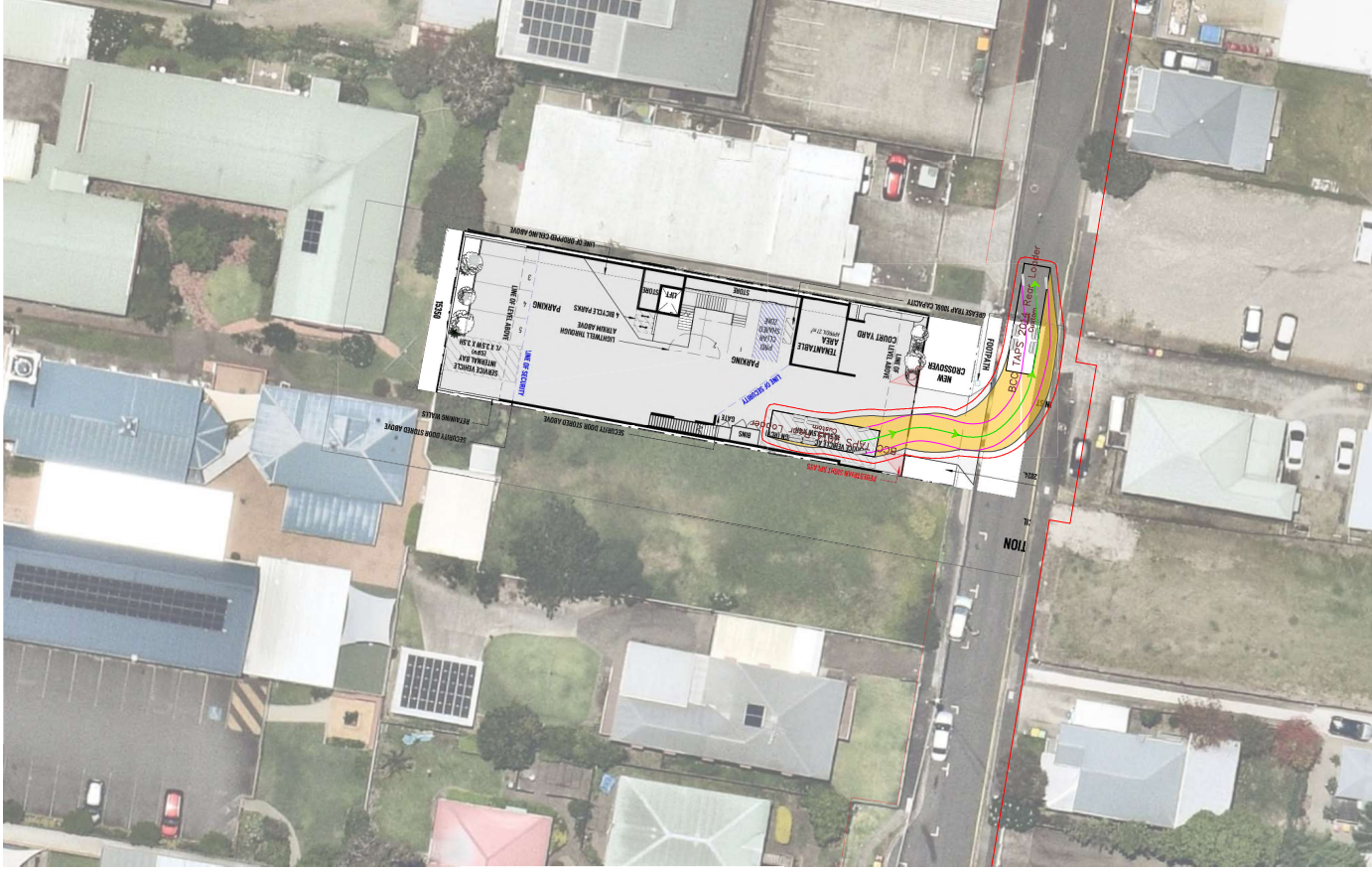
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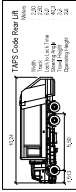
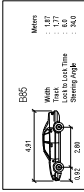
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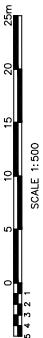
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VEHICLE USED IN SIMULATION



SWEEP PATH LEGEND	
	VEHICLE BODY
	FRONT TIRES
	VEHICLE PATH
	VEHICLE CLEARANCE (500mm)
	VEHICLE
	50KM/H DESIGN SPEED
	100KM/H DESIGN SPEED



PROJECT

9 WILTON STREET,
WOOLLOONGABBA

CLIENT

NAZARETH LUTHERAN
CHURCH

DRAWING TITLE

B85 SWEEP PATH
ASSESSMENT

DRAWING NUMBER

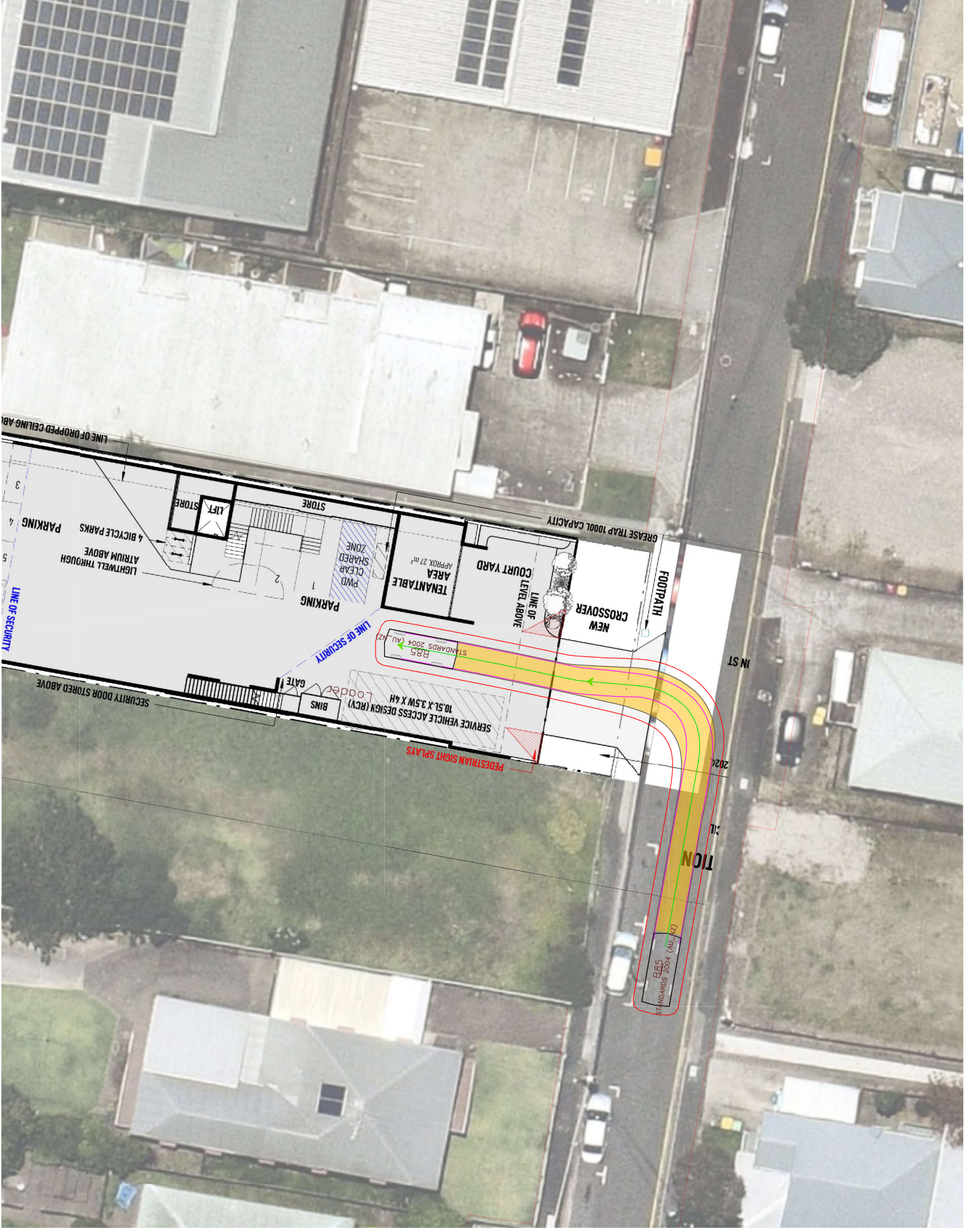
MOD24382QLD - SK04

DATE	REVISION
15 JULY 2025	C

REV	DRAWN BY	APPROVED	DATE	AMENDMENT DETAILS
B	A.E.H	B.F	11/03/2025	DESIGN REVIEW
C	A.E.H	B.F	15/07/2025	DESIGN REVIEW



ABN 49 668 863 283
310 Edward Street, BRISBANE CITY QLD 4000
T: 1300 668 408 E: marketing@moduseng.com.au
W: www.modusengineering.com.au



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