

TTPlus Ref: 10927

21 August 2026

Lancini Property Group
c/- Bayer Studio

Attention: Andy Ong

Dear Andy,

Re: Everleigh Shopping Centre, Greenbank
Traffic Engineering Technical Memorandum – Response to Information Request

Traffic & Transport Plus (**TTPlus**) refers to your request to provide a response to a portion of Economic Development Queensland's information request dated 10 August 2026 (**EDQ IR**) in relation to the Everleigh Shopping Centre, located at the north-eastern corner of the Teviot Road / Anderson Drive intersection, Greenbank (**Subject Site**).

TTPlus has reviewed and addressed traffic-related Item No. 1 of the EDQ IR, with our response provided in this technical memorandum.

1.1 EDQ IR Item No.1 – Sight Distance Assessment

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| 1. Demonstrate that vehicle sight lines are not obstructed at the Anderson Drive intersection as a result of Pylon Sign 2. |
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1.2 Response to EDQ IR Item No.1 – Sight Distance Assessment

The Teviot Road / Anderson Drive intersection and the section of Anderson Drive fronting the Subject Site have recently been constructed. As TTPlus has not undertaken a project-specific site inspection following completion of these works, the posted speed limit applicable to this section of Anderson Drive has not been independently confirmed.

Based on a review of available Google Maps Street View imagery, the posted speed limit on Everleigh Drive, south of the Subject Site, and on other sections of Anderson Drive to the east of the Subject Site is 50km/h. On this basis, it is considered likely that the posted speed limit along Anderson Drive adjacent to the Subject Site is also 50km/h.

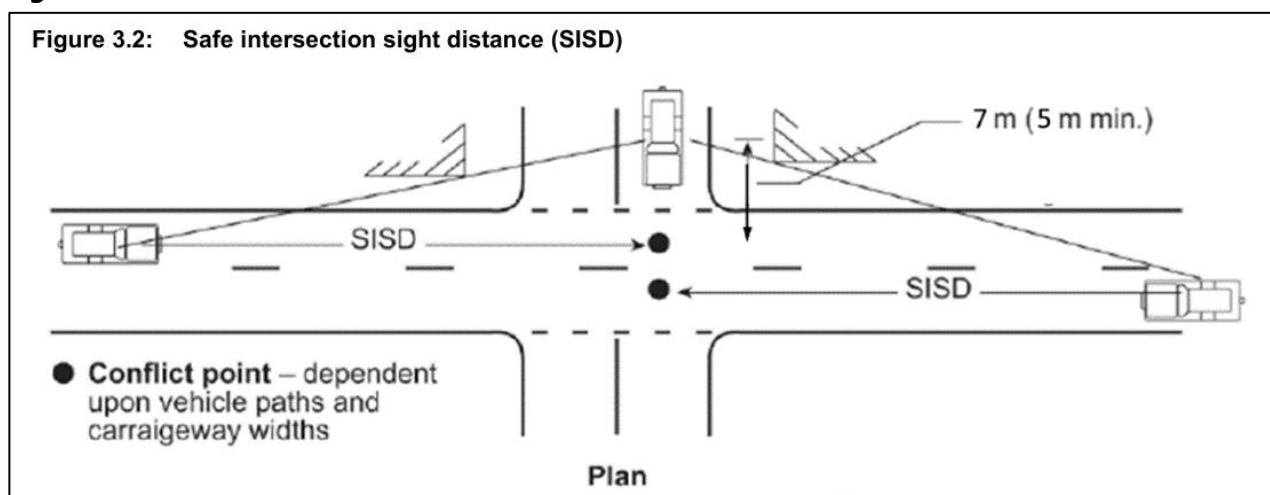
Nevertheless, for completeness and to provide a conservative assessment, TTPlus has considered both 50km/h and 60km/h speed environments.

Table 3.2 of Austroads' *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* (Ref. 1) specifies Safe Intersection Sight Distance (**SISD**) requirements based on the relevant operating speed and observation time. Adopting a reaction time of 2.0 seconds, which is conservative for an urban environment, the corresponding SISD requirements are approximately 97m for a 50km/h speed environment and 123m for a 60km/h speed environment.

Pylon Sign 2 is located at the north-western corner of the Anderson Drive / access road (new road) intersection. Accordingly, the critical sight-distance assessment is for a driver exiting the access road and looking west along Anderson Drive towards approaching eastbound vehicles. Consideration has also been given to the reciprocal sight line between an eastbound vehicle approaching from the west and a vehicle positioned at the access road (or less critically potentially "stalled" part way through a turn from the new road into Anderson Drive).

The method of calculation / determination of the Austroads SISD requirement is to be determined on the basis of the depiction provided as Figure 3.2 of the Austroads Guide; this depiction is duplicated on Figure 1.

Figure 1 – Austroads SISD



TTPlus has undertaken the sight distance assessment having regard to the location and dimensions of Pylon Sign 2. The location of Pylon Sign 2 is illustrated in Figure 2, while the overall structure and supporting 'column' dimensions are illustrated in Figure 3.

The sight distance assessment is included as Figure A1 of Attachment A. The assessment has been undertaken conservatively on the basis that the sight line avoids the full 4,140mm width of the pylon sign structure. In practice, the physical obstruction to the relevant sight line is less than this, as the supporting 'column' occupies only the northern 3,540mm portion of the overall structure, as illustrated in Figure 3. Accordingly, the actual available sight clearance would be greater than that demonstrated in Figure A1.

¹ Guide to Road Design Part 4A: Unsignalised and Signalised Intersections, Austroads, 2023.

Figure 2 – Location of Pylon Sign 2

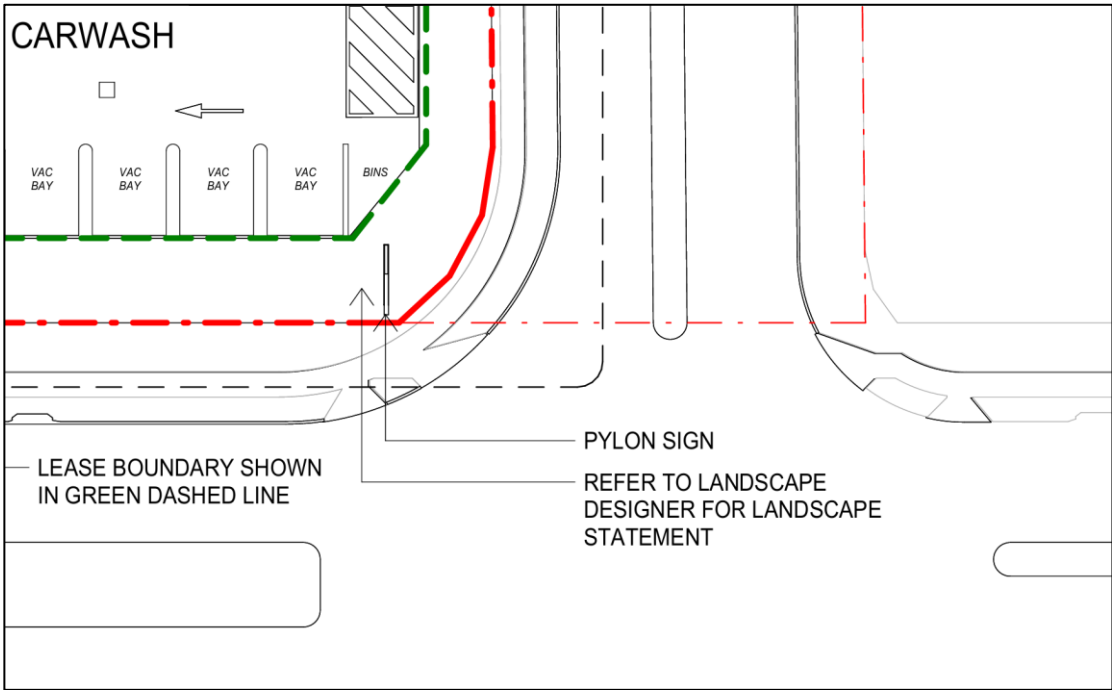
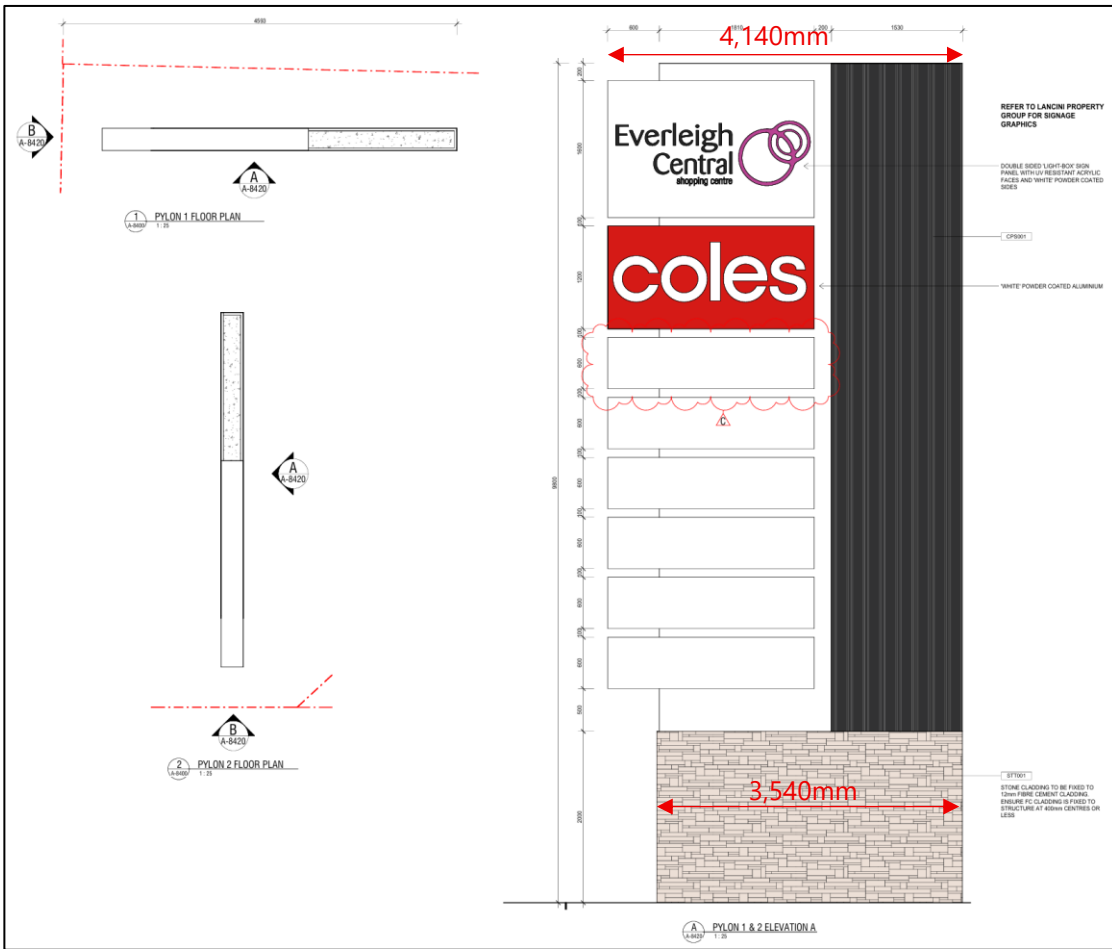


Figure 3 – Structure and 'Column' of Pylon Sign 2



Note: Annotations of dimensions added by TTPlus for clarity.

The results of the assessment indicate that the available sight distance between the access road (a driver's eye positioned the full 7.0m behind the edge of the through lane [which is more conservative than the "conflict point"] and approaching vehicles from the west along Anderson Drive is in the order of 204m, extending to (and if necessary beyond) the Teviot Road / Anderson Drive intersection. This exceeds the applicable Austroads SISD requirements of 97m and 123m for the assessed 50km/h and 60km/h speed environments, respectively.

This approach is highly conservative, as the identified critical 'last plausible emergence of vehicle (shortest distance)' movement is to a car turning, which could not practically be travelling at full speed. Evidently all positions on Anderson Drive to the east of that point are also readily within the sight line (range) available to an egressing driver (ie. not obstructed by Pylon Sign 2). For completeness, it is noted that there are no constraints with regard to the vertical alignment of the sight line and / or Anderson Drive.

Drivers waiting at the access road have visibility to vehicles entering Anderson Drive from the Teviot Road / Anderson Drive intersection, including vehicles turning left from the northern approach and vehicles turning right from the southern approach. Conversely, drivers entering Anderson Drive from the intersection are able to observe vehicles positioned at the access road (or stalled within the intersection). The available sight distance extends effectively to the Teviot Road / Anderson Drive intersection, which represents the practical extent of the relevant sight line given that eastbound vehicles approaching the access road originate from, or pass through, this intersection.

Accordingly, Pylon Sign 2 would not obstruct the required sight lines at the Anderson Drive / access road intersection, and the available sight distance is considered to be satisfactory.

For completeness, we also advise that sight lines to / from the east are acceptable; essentially fully to / from the roundabout (not specifically demonstrated herein, but as is evident from a rudimentary perusal of the geometry).

We trust that this information is of assistance. If you require any additional assistance in relation to this matter, please do not hesitate to contact the undersigned.

Yours faithfully



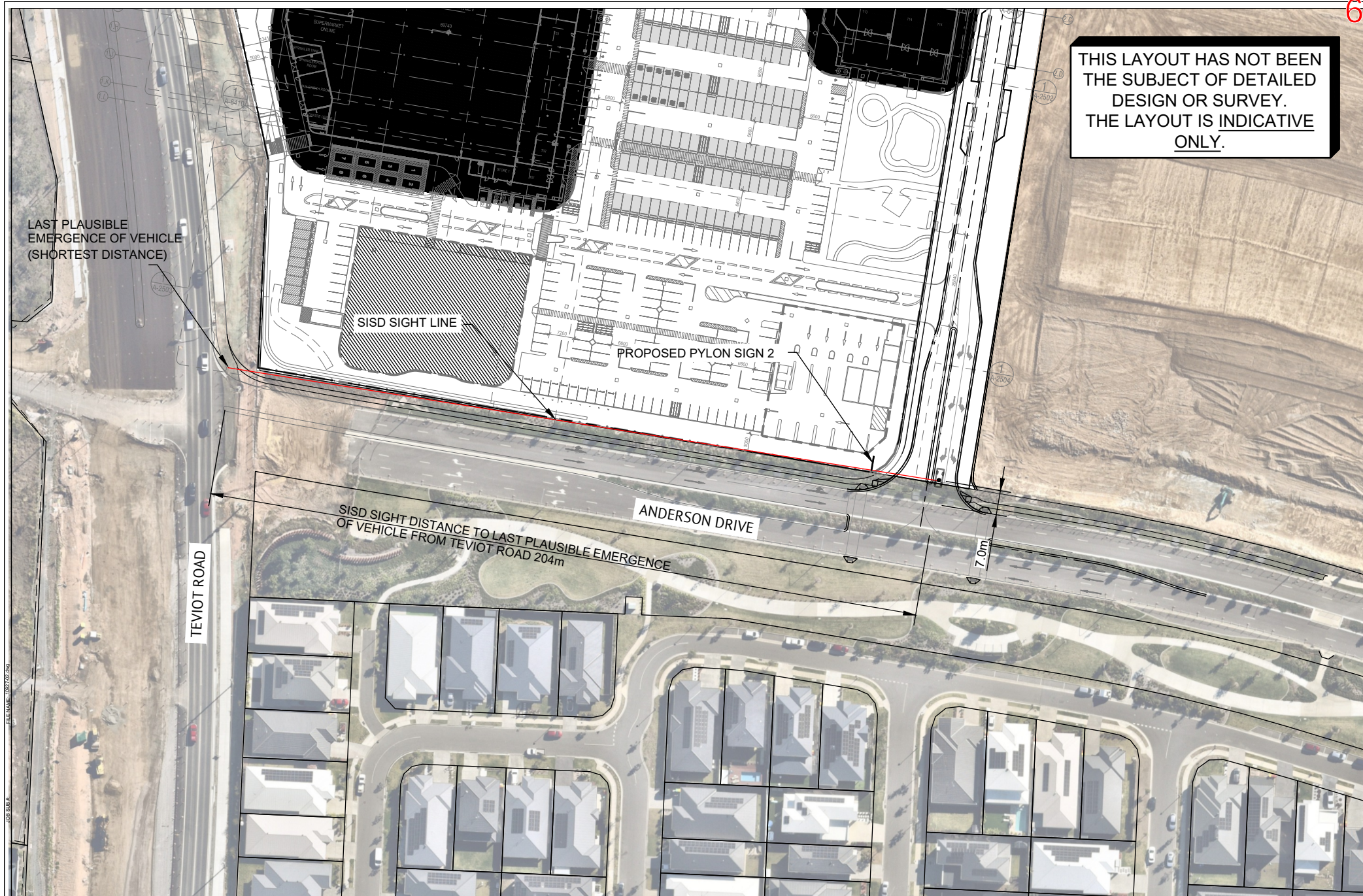
Bryce Trevilyan – RPEQ #07745

Traffic & Transport Plus

Attachment A

Sight Distance Assessment

THIS LAYOUT HAS NOT BEEN
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THE LAYOUT IS INDICATIVE
ONLY.



REV	DESCRIPTION	DATE	BY
1	ORIGINAL ISSUE	17/08/20	BD

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