# Appendix C Transport Engineering Report

# Transport Engineering Report

## 19 River Road, Bundamba

for AR Developments



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## Revision Record

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| | | | | | |

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# Contents


1. Introduction ..... 1
   1.1. Purpose ..... 1
   1.2. Background ..... 1
   1.3. Scope ..... 1
2. Site Location ..... 3
3. The Proposed Development ..... 5
   3.1. Development Profile ..... 5
   3.2. Parking ..... 5
   3.3. Access ..... 5
   3.4. Servicing ..... 6
4. Site Travel Environment ..... 7
   4.1. Public Transport Facilities and Services ..... 7
   4.2. Active Transport Facilities ..... 8
   4.3. The Road Network ..... 9
5. Parking Arrangements ..... 10
   5.1. Parking Supply ..... 10
   5.2. Parking Layout ..... 11
6. Access Arrangements ..... 12
   6.1. Vehicular Access ..... 12
   6.2. Active Transport Access ..... 13
7. Service Vehicle Arrangements ..... 14
   7.1. Council Requirements ..... 14
   7.2. Proposed Servicing Provisions ..... 14
8. Development Transport Demands ..... 15
   8.1. Development Traffic Demands ..... 15
   8.2. Traffic Impact Assessment ..... 15
9. Summary and Conclusions ..... 16
   9.1. Parking Arrangements ..... 16
   9.2. Service Vehicle Arrangements ..... 16
   9.3. Public and Active Transport ..... 16

9.4. Potential Traffic Impacts ..... 16
9.5. Conclusion ..... 16

**Appendix A Development Plans**

**Appendix B Colliers' Drawings**

## Table Index

Table 3-1: Proposed land uses ..... 5
Table 4-1: Surrounding Road Hierarchy ..... 9
Table 5-1: Transport and Parking Code Car Parking Supply Assessment ..... 10
Table 5-2: Transport and Parking Code Bicycle Parking Supply Assessment ..... 10
Table 5-3: AS2890.1:2204 Parking Design Requirements ..... 11
Table 6-1: River Road Access Arrangements ..... 12
Table 6-2: Private Road Arrangements ..... 13
Table 8-1: Traffic Generation Estimate ..... 15

## Figure Index

Figure 2-1: Site Location (Surrounding Context) ..... 3
Figure 2-2: Site Location (Immediate Context) ..... 4
Figure 4-1: Local Bus Stops ..... 7
Figure 4-2: Surrounding Bicycle Provisions ..... 8

# 1. Introduction

## 1.1. Purpose

**Colliers International Engineering and Design (TTMC) Pty Ltd** has been engaged by AR Developments to prepare a Transport Engineering Report investigating a proposed residential development at 19 River Road, Bundamba (subject site). It is understood this report will accompany a Development Application (DA) to be lodged with Economic Development Queensland (EDQ).

## 1.2. Background

Colliers notes a Reconfiguration of Lot (RoL) application has been lodged with Ipswich City Council to establish the subject lot and is currently being considered by Council.

## 1.3. Scope

The scope of the transport aspects investigated includes:

- Reviewing the prevailing traffic and transport conditions surrounding the site.
- Identifying parking supply required to cater for development demands.
- Assessing the parking layout to provide efficient and safe internal circulation and manoeuvring.
- Assessing the access configuration to provide efficient and safe manoeuvring between the site and the public road network for cars, service vehicles, cyclists and pedestrians.
- Identifying the service vehicle needs for the site
- Assessing the internal service vehicle layouts to provide efficiency and safety for on-site service vehicle operation
- Reviewing access to a suitable level of public and active transport provisions.
- Internal road hierarchy to cater for lot access, vehicle design speeds and road user amenity requirements – for new subdivisions only
- Identification of likely traffic volumes and traffic distribution from the development.
- Identification of likely traffic impacts of development on the surrounding road network.

To assess the proposed transport arrangements, the development plans have been assessed against the following guidelines and planning documents:

- Ipswich City Council Planning Scheme (2025), specifically:
  - Transport and Parking Code

- Australian Standards for Parking Facilities, specifically:
  - Part 1: Off-street car parking (AS2890.1:2004)
  - Part 2: Off-street commercial vehicle facilities (AS2890.2:2018)
  - Part 3: Bicycle parking (AS2890.3:2015)
  - Part 6: Off-street parking for people with disabilities (AS2890.6:2009).
- Council Standard Drawings

# 2. Site Location

The subject site is located at 19 River Road, Bundamba, near the intersection of Mary Street and River Road, as shown in Figure 2-1 and Figure 2-2. The subject site has road frontages to River Road to the west and Bird Street to the east. The property description is Lot 3 on SP343391.

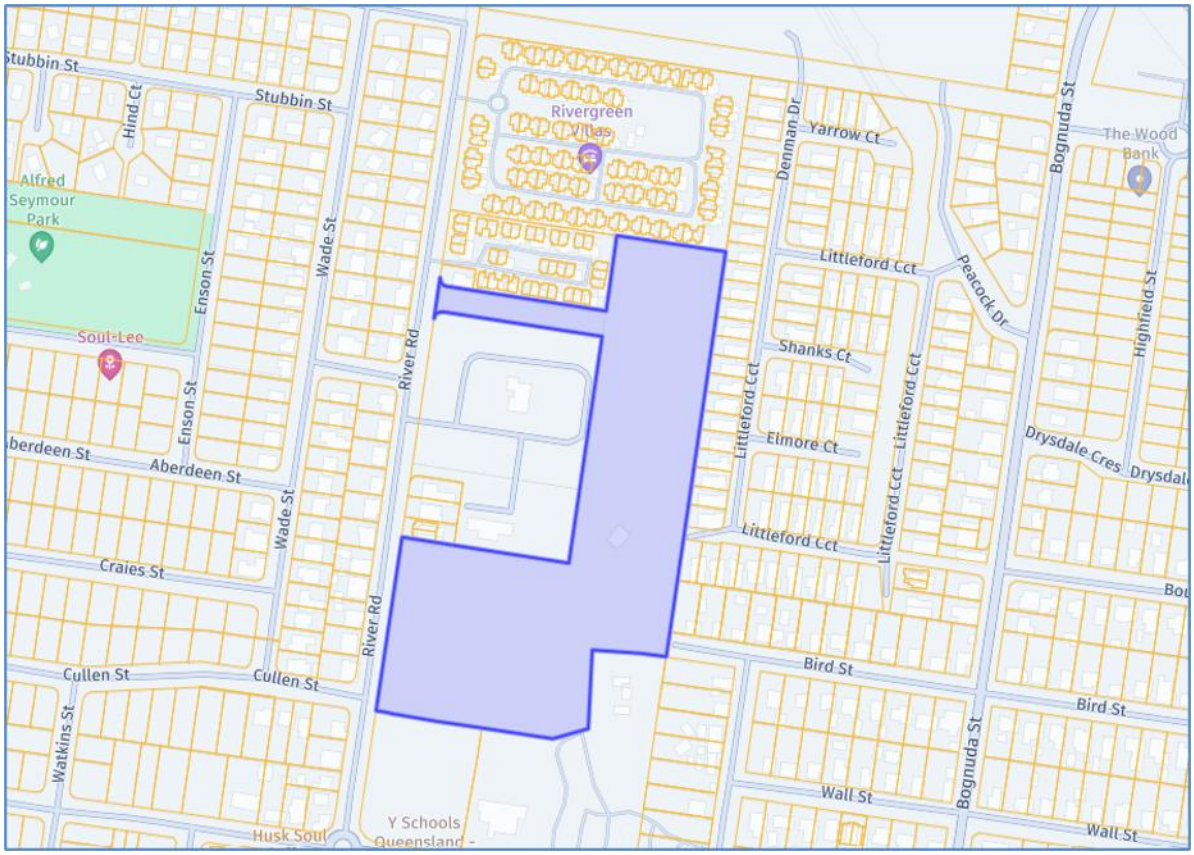



Figure 2-1: Site Location (Surrounding Context)

Source: Nearmap (2026)




Figure 2-2: Site Location (Immediate Context)

Source: Nearmap (2026)

Key site characteristics from a planning perspective include:

- 6.053 hectares (ha.) site area
- Medium density residential zoning
- Located within the Bundamba suburb of Ipswich City Council area

The subject site has recently been excised from the wider Bundamba TAFE campus. The remaining Bundamba TAFE site to the south-east is currently occupied by a childcare centre, car park and TAFE uses which are not part of this application and will remain.

# 3. The Proposed Development

## 3.1. Development Profile

The proposed land uses for this development are summarised in Table 3-1.

Table 3-1: Proposed land uses

| Land Use | Area/Qty |
|---|---|
| Residential:<br>• 3 Bedroom Townhouses<br>• 4 Bedroom Townhouses | <br>124 Dwellings<br>88 Dwellings |

A copy of the proposed development scheme plans, prepared by Paul Ziukelis architects, is included in Appendix A.

## 3.2. Parking

The development plan includes the following parking supply:

- 212 resident spaces located in garages
- 212 resident spaces located in the driveways
- 50 visitor spaces located throughout the development
- Three (3) mail collection spaces located in the entrance of the development

Further details regarding the proposed car and bicycle parking provisions is included in Section 5.

## 3.3. Access

The development plan includes the following access arrangements:

- The subject site will connect to the greater network through a private driveway connecting to the River Road / Cullen Street) intersection – noting that construction of a roundabout intersection (by others).
- Driveway connection (6m wide) to River Road on the northern end of the subject site with all vehicle turn movements allowed.
- A road dedication will be provided (by others) on the east of the subject site to facilitate a public cul-de-sac arrangement at the end of Bird Street.
- Pedestrian access to the River Road frontage and Mary Street via footpath linkages.
- Cyclist access to the River Road frontage via footpath.

Further details regarding the proposed access arrangements is included in Section 4.

## 3.4. Servicing

The development plan allows occasional access for vehicles up to the size of a Waste Collection Vehicle.

Further details regarding the proposed servicing arrangements is included in Section 7.

# 4. Site Travel Environment

## 4.1. Public Transport Facilities and Services

### 4.1.1. Train Services

The subject site is located in close proximity to the Bundamba train station, which is less than 700m walk from the subject site to the south. This rail station provides access to services between Ipswich / Rosewood and Brisbane CBD ad beyond.

The Ipswich line runs to Brisbane City servicing suburbs in between including Goodna and Indooroopilly, and then onto the Caboolture and Sunshine Coast lines beyond. This rail service runs on all days, with weekday peak hour frequencies of 15 minutes and off-peak frequencies of 30 minutes.

The Caboolture line runs between Caboolture and Brisbane servicing suburbs in between including Morayfield, Bowen Hills and Fortitude Valley. This rail service runs on all days, with weekday peak hour frequencies of 15 minutes and off-peak frequencies of 30 minutes.

The Sunshine Coast line runs between Brisbane and Sunshine Coast servicing suburbs in between including Nambour, Petrie and Central. This service runs on all days, with weekday peak hour frequencies of 20 minutes and off-peak frequencies of 90 minutes.

### 4.1.2. Bus Services

The subject site is located in close proximity to local bus stops on River Road less than 200m walk from the subject site to the south – see Figure 4-1. These bus stops are serviced by TransLink Routes 503.

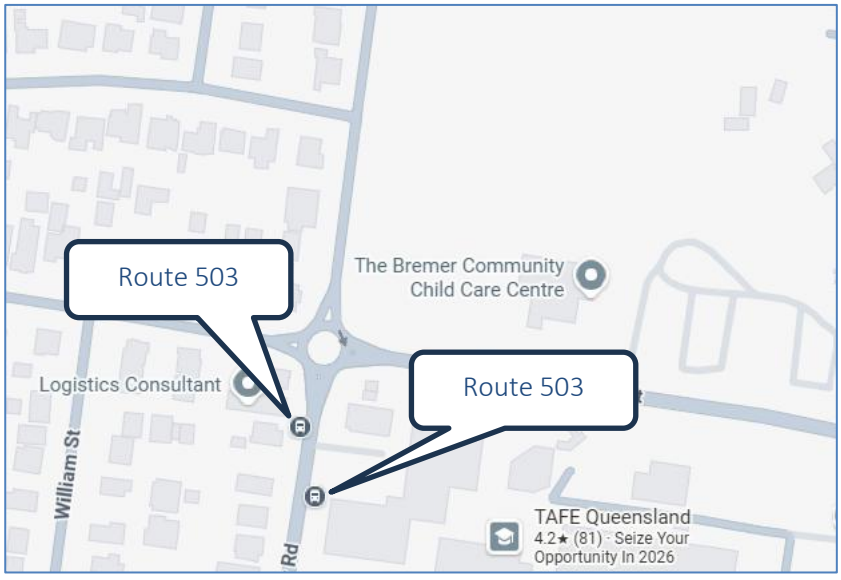



Figure 4-1: Local Bus Stops

Route 503 runs between Bundamba and Ipswich CBD servicing suburbs in between including Booval, Raceview and Newtown. This service runs on all days, with weekday peak hour frequencies of 30 minutes and off-peak frequencies of 60 minutes.

## 4.2. Active Transport Facilities

### 4.2.1. Bicycles

A high-level review indicates that there are minimal cyclist provisions on the more immediate surrounding roads of the site.

It is noted there are family and recreational loops in the Bundamba locality, the subject site is located close to the Brisbane Road which is a 'Principal Cycle Route' under Council's Active Transport Network mapping.

There is also an extensive walking and cycle route running between Bundamba and West Ipswich. Access to this bikeway from the site is possible via River Road, then Gledson Street from south of the subject site as outlined in Ipswich City Council Cycle Paths mapping - as shown in Figure 4-2.

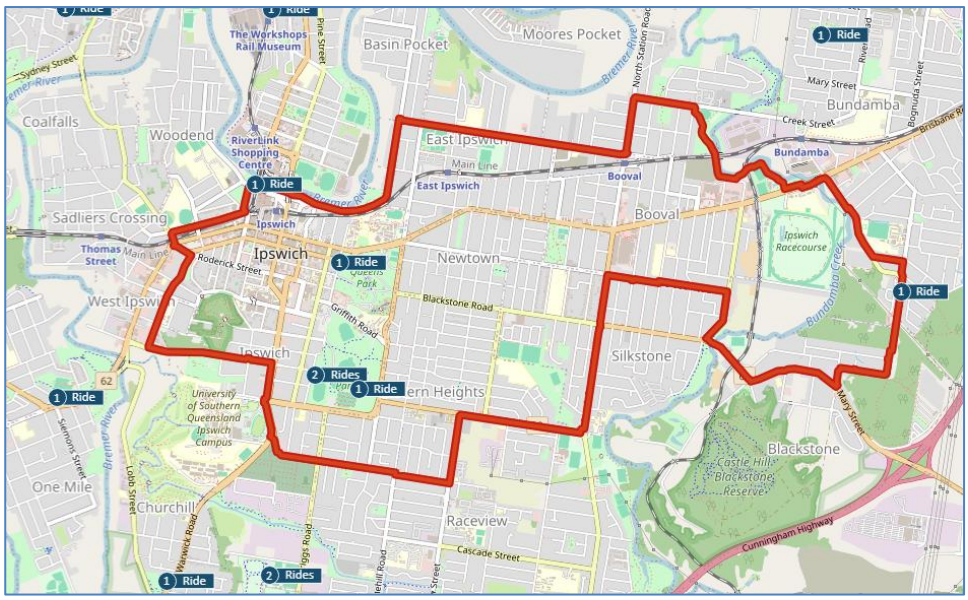



Figure 4-2: Surrounding Bicycle Provisions

Source: Ipswich City Council Cycle Paths Map

Looking at the greater context, Brisbane Road located less than 400m south of the site, is classified as a 'Principal Cycle Route' under the Department of Transport Main Roads (DTMR) SEQ 'Principal Cycle Network Plan'.

Therefore, the subject site has connections available to established cycle routes that connect to the broader cycle network within the Ipswich area.

### 4.2.2. Pedestrians

A high-level review of existing active transport infrastructure indicates that there is no pedestrian footpaths observed along either Bird Street or Byrne Street. These roads are classified as 'Local Roads' under Council's road hierarchy.

Along Mary Street and River Road, there are currently footpaths on one side of the verge. These footpaths are 1.25m wide and 1.5m wide respectively. Mary Street is classified as a 'Major Collector Road' under Council's road hierarchy.

The nearest formal pedestrian crossing is in the form of a 'zebra' crossing located to the east of the southern frontage of the subject site, along Mary Street.

It is noted that external pedestrian infrastructure (paths) will be delivered as part of the RoL application (8605/2025/CA) to establish the site, currently being considered by Council.

## 4.3. The Road Network

### 4.3.1. Road Hierarchy

The hierarchy and characteristics of roads in the immediate vicinity of the site are shown in Table 4-1.

Table 4-1: Surrounding Road Hierarchy

| Road | Speed Limit | Road Configuration | | | Classification | Authority |
|---|---|---|---|---|---|---|
| | | Reserve Width | Carriageway Width | Lane Configuration | | |
| River Road | 60 km/h | 20.0m | 11.0m | 2 divided traffic lanes + shoulder either side | Collector Road | Council |
| Mary Street | 60 km/h | 20.0m | 11.5m | 2 divided traffic lanes + dedicated parallel parking spaces either side | Major Collector Road | Council |
| Byrne Street | 50 km/h[1] | 20.0m | 5.5m - 6.5m | 2 divided traffic lanes + informal kerbside parking | Access Street | Council |
| Bird Street | 50 km/h | 16.5m | 9.0m | 2 divided traffic lanes + informal kerbside parking | Access Street | Council |

[1]Default speed limit on unsigned roads in built up areas in Queensland.

The intersection of River Road and Mary Street is a roundabout controlled intersection.

### 4.3.2. Existing Road Network Performance

The road network performance has been undertaken by Colliers as part of an RoL application (8605/2025/CA) currently being considered by Council. The nearby intersections analysed in the RoL transport assessment were demonstrated acceptable existing operational performance.

# 5. Parking Arrangements

## 5.1. Parking Supply

### 5.1.1. Car parking

The car parking supply requirements for the proposed development land uses have been determined in line with Table 6.4.9.1 of the Transport and Parking Code for 'multiple dwelling' development outside a High-Density Residential Zone.

Table 5-1 provides a summary of the parking supply requirements in line with the Transport and Parking Code, and the proposed car parking supply provisions for the development scheme.

Table 5-1: Transport and Parking Code Car Parking Supply Assessment

| Land Use / Component | Transport and Parking Code Rates | Extent | Requirement | Provision |
|---|---|---|---|---|
| Multiple Dwelling (Residents):<br>• 3 Bedroom<br>• 4 Bedroom<br>• Visitor | <br>2 spaces / unit<br>2 spaces / unit<br>1 visitor space / 4 units | <br>124 units<br>88 units<br>212 units (total) | <br>248 spaces<br>176 spaces<br>**53 spaces** | <br>212 Garage spaces<br>212 Driveway spaces<br>53 Visitor spaces |
| **Total** | | | **477 spaces** | **477 spaces** |

As seen in Table 5-1, the development scheme proposes a total of 477 car parking spaces for residents, provided by way of single garages, tandem spaces and offset parking. Noting the individual residences, motorcycle parking will be managed within each individual dwelling. It is also noted that there is an additional motorcycle (MC) parking space provided within the general parking area – south of the common facilities.

The resident and visitor carparking supplies meet the required by Council's Transport and Parking Code requirements / rates.

### 5.1.2. Bicycle Parking

The bicycle parking supply requirements for the proposed development land uses have been determined in line with Table 6.4.13.1 of Council Transport and Parking Code. Table 5-2 overleaf provides a summary of the proposed bicycle parking for the development scheme assessed against the Transport and Parking Code.

Table 5-2: Transport and Parking Code Bicycle Parking Supply Assessment

| Land Use / Component | Transport and Parking Code Rates | Extent | Requirement | Provision |
|---|---|---|---|---|
| Multiple Dwelling (Residents) | 1 space / unit<br>1 visitor space / 16 units | 212 units | 212 spaces<br>14 spaces | In dwelling / garage<br>Required |
| **Total** | | | **226 spaces** | **212 garages** |

While the proposed development scheme plans do not specify any dedicated bicycle parking facilities, it is expected that all resident bicycle parking will be accommodated within each townhouse – i.e. in garages.

The visitor bicycle parking provisions are identified in Table 5-2, and it is recommended at 14 spaces be provided throughout the development. This can be captured in development approval conditions.

Overall, the bicycle parking supply for the development are considered acceptable.

## 5.2. Parking Layout

Table 5-3 identifies the characteristics of the proposed parking layouts with respect to Council's Transport and Parking Code design provisions, which adopt Australian Standards (AS)2890.1:2004 parameters

Table 5-3: AS2890.1:2204 Parking Design Requirements

| Design Aspect | AS2890.1:2004 | Proposed Design Provision | Compliance |
|---|---|---|---|
| **Car Parking** | | | |
| Parking space length:<br>• Single Garage<br>• Resident space<br>• Visitor Space (90°)<br>• Visitor Space (Parallel)<br>• PWD Space | <br>6.0m (min)<br>5.4m (min)<br>5.4m (min)<br>5.4m - 6.2m (min)<br>5.4m (min) | <br>6.0m<br>5.4m<br>5.4m<br>6.2m<br>5.4m | Compliant |
| Parking space width:<br>• Single Garage<br>• Resident space<br>• Visitor Space (90°)<br>• Visitor Space (Parallel)<br>• PWD Space | <br>3.0m (min)<br>2.4m (min)<br>2.5m (min)<br>2.1m (min)<br>2.4m (min) + 2.4m shared area | <br>3.0m – 3.2m<br>2.4m (min)<br>2.5m<br>2.3m<br>2.6m + 2.6m shared area | Compliant |
| Roadway / Aisle Width | 5.8m | 6.0m | Compliant |
| Maximum Gradient:<br>• Visitor Space<br>• PWD Space<br>• Single Garage | <br>1:16 (6.0%)<br>1:40 (2.5%)<br>1:20 (5.0%) | | |
| Height Clearance:<br>• Visitor Space<br>• PWD Space<br>• Single Garage | <br>2.3m<br>2.5m<br>2.2m | <br>Visitor parking to open-air<br>PWD parking to open-air<br>2.4m | Compliant |

The development parking layouts are generally consistent with the design parameters of Council's Transport and Parking Code / AS2890.1:2004.

# 6. Access Arrangements

## 6.1. Vehicular Access

The development plan includes the following access arrangements:

- 6.0m wide access to River Road western frontage on the northern side of the subject site. This crossover will accommodate access to the residential development including service vehicles up to WCV. This crossover / access provides for all vehicle turning movements.
- 8.0m private driveway, which will provide a southern connection to River Road via a roundabout intersection proposed which reduces to a 6.0m internal driveway within the RoL application. This access will accommodate movement to the residential development including for service vehicles up to WCV.

### 6.1.1. River Road Access

The design provisions of the northern River Road access and the respective provisions of Council's Transport and Parking Code are outlined in Table 6-1.

Table 6-1: River Road Access Arrangements

| Design Aspect | Transport and Parking Code | Proposed Provision | Compliance |
|---|---|---|---|
| Driveway:<br>• Width | 6.5m | 6.0m internal roadway | See Notes |
| Driveway separation from Intersection | 6m from kerb tangent point | 25m from adjacent driveway | Compliant |
| Sight Distance: | 97m (Speed Limit 60 km/h) | 200m+ both directions | Compliant |
| Driveway Sight Splays | 2.0m wide x 2.5m deep (on each side) | 2.0m wide x 3.0m minimum sight lines available at the boundary | Compliant |
| Maximum Driveway grade | 1:20 (5%) maximum within first 6m | 1:20 (5%) maximum within first 6m | Compliant |

The proposed River Road access arrangements are generally consistent with the provisions of Council's Transport and Parking Code. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, are provided in the following.

#### Driveway Width

Although Council's Transport and Parking Code / AS2890 series identifies a width of 6.5m, the proposed internal roadway width of 6.0m is slightly narrower than this. This proposed reduced width is considered to provide safe and functional vehicle access to / from within the proposed site / development. Simultaneous manoeuvring of cars and service vehicles is not expected to occur frequently, however, the proposed 6.0m width provides sufficient width for passing of cars (2.5m width) and service vehicles (3.5m width).

Additionally, service vehicle swept paths can be adequately catered for within the proposed internal roadway arrangement – see Section 7 for further details.

Overall, the proposed northern River Road access is designed generally in accordance with the Transport and Parking Code, apart from some design performance element regarding width, and is deemed fit-for-purpose.

### 6.1.2. Private Road Access

The design provisions of the southern Private Road access and the respective provisions of the Transport and Parking Code are outlined in Table 6-2. The southern access design has been assessed as part of the RoL application.

Table 6-2: Private Road Arrangements

| Design Aspect | Transport and Parking Code | Proposed Provision | Compliance |
|---|---|---|---|
| Driveway:<br>• Width | 6.5m | 8.0m private driveway<br>6.0m internal roadway general<br>4.5m internal one-way section | See Notes |
| Driveway separation from Intersection | 6.0m from kerb tangent point | 35m from adjacent driveway | Compliant |
| Sight Distance: | 97m (Speed Limit 60 km/h) | ~200m in each direction | Compliant |
| Driveway Sight Splays | 2.0m wide x 2.5m deep | Provided to exit side (key) | Compliant |
| Maximum Driveway grade | 1:20 (5%) maximum within first 6m | Relatively flat | Compliant |

The proposed Private Road access arrangements are generally consistent with the provisions of Council's Transport and Parking Code. Further details in relation to deemed compliance of required provisions.

#### Driveway Width

Although Council's Transport and Parking Code require a minimum width of 6.5 m, the proposed internal roadway width of 6.0m is slightly narrower than this. This proposed reduced width is considered to provide safe and functional vehicle access to / from within the proposed site / development. Simultaneous manoeuvring of cars and service vehicles is not expected to occur frequently, however, the proposed 6.0m width provides sufficient width for passing of cars (2.5m width) and service vehicles (3.5m width).

It is noted that there is a section of 4.5m width internal roadway on the western side of the subject site. This will be configured as a one-way internal roadway section from the north to the south.

Additionally, service vehicle swept paths can be adequately catered for within the proposed internal roadway arrangement – see Section 7 for further details.

## 6.2. Active Transport Access

The subject site / proposed development scheme plans provide pedestrian access to the River Road, Mary Street and Bird Street Road frontages. This allows easy access to public transport options in the local bus stops or train station to the south-west. It is noted that this external pedestrian connectivity infrastructure is intended to be delivered as part of the current RoL application.

As outlined previously, cyclist provisions in the immediate surrounding area are minimal, however, cyclist will be able to access the subject site / proposed development via the respective vehicle roadway / driveway connections to River Road.

Overall, the ultimate active transport infrastructure connections for the subject site / proposed development is considered suitable.

# 7. Service Vehicle Arrangements

## 7.1. Council Requirements

Table 6.4.6.1 of the Council's Planning Scheme nominates the Waste Collection Vehicle (WCV) as the minimum standard service vehicle to access the development.

## 7.2. Proposed Servicing Provisions

Refuse collection is proposed to be undertaken via wheelie bins from the kerbside both internally (within the site) and externally (along River Road and Bird Street). The following is noted with regard to the proposed development's kerbside wheelie bin collection arrangements:

- Collection from River Road will occur for 12 dwellings facing River Road
- Collection from Bird Street will occur for eight (8) dwellings within the Bird Street cul-de-sac
- Collection from the southern internal private driveway (from the River / Cullen intersection) will occur for six (6) dwellings (Dwellings 25 - 30) – noting that bin pads will be provided to the east of the intersection for safety - and for dwellings facing the southern internal private driveway (Dwellings 31 – 36).
- Internally, there will be bin pads provided for Dwellings 13 – 24 to improve circulation (reduce reverse manoeuvres) / efficiency.
- The communal area will also be serviced with 3x general waste and 2x recycling wheelie bins.

As per the requirements, a 9.94m side-loading WCV design service vehicle was adopted as the design vehicle. Colliers has conducted a swept path analysis demonstrating WCV design service vehicle manoeuvring within the proposed development scheme layout - refer to Colliers Drawings in Appendix B. These manoeuvres show that the design vehicle can adequately manoeuvre through the proposed internal circulation road layout, including through the one-way road section on the western side of the site.

For deliveries to individual townhouses, it is expected that delivery vehicles will attend the required location internally and temporarily stand kerbside. This will not significantly impact movement throughout the development with other vehicles still able to adequately circulate with some internal kerbside parking.

Additionally, it is also noted that there are three (3) parallel short-term car parking bays provided off the southern internal private driveway located east of the Cullen Street / River Road intersection to facilitate mail collection for the overall development.

Overall, Colliers considers the proposed service vehicle arrangements for the development to be acceptable and in line with the requirements of Council's Planning Scheme.

# 8. Development Transport Demands

## 8.1. Development Traffic Demands

### 8.1.1. Traffic Generation

To estimate the traffic generation expectations of the proposed land uses, reference is made to the Road Transport Authority's (RTA) 'Guide to Traffic Generating Developments' (GTGD) (2002). This indicates the following traffic generation rates should be adopted for the residential (townhouse) use:

#### Residential Use

- Weekday AM / PM peak hour: 0.65 vph per dwelling
- Daily: 6.5 vpd per dwelling
- Directional: splits of 25% IN / 75% OUT in the weekday AM and reverse in the weekday PM peak.

Application of the above generation rates and directional splits would result in proposed development traffic demand estimates as shown in Table 8-1.

Table 8-1: Traffic Generation Estimate

| Land Use | Yield | Generation Rate | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| Residential | 212 units | 0.65 vph per dwelling | 35 vph | 104 vph | 139 vph | 104 vph | 35 vph | 139 vph |
| **Total** | | | **35 vph** | **104 vph** | **139 vph** | **104 vph** | **35 vph** | **139 vph** |

## 8.2. Traffic Impact Assessment

As part of the current RoL application, the road network capacity / operational analysis previously undertaken in that transport assessment used more conservative development yield assumptions (i.e. nominal 300 dwellings) than the proposed development scheme yield (212 dwellings) proposed.

Thus, given that the proposed development scheme has a reduced yield, the road network will operate at an acceptable level, with overall road network performance expected to be equal or better than the outcomes identified in the RoL Transport Assessment Statement 8605/2025/CA Application Supporting Information.

# 9. Summary and Conclusions

Colliers International Engineering and Design (TTMC) Pty Ltd has been engaged by AR Developments to prepare a DA Transport Engineering Report investigating a proposed residential development at 19 River Road, Bundamba (subject site). Colliers notes a Reconfiguration of Lot (RoL) application has been lodged with Ipswich City Council to establish the subject lot and is currently being considered by Council.

## 9.1. Parking Arrangements

The development scheme proposes a total of 477 car parking spaces for residents, which meets the required by Council's Transport and Parking Code requirements / rates for both residents and visitors.

The parking layout complies with the relevant Australian Standards (AS2890 series).

Overall, the parking arrangements are deemed acceptable and fit for purpose.

## 9.2. Service Vehicle Arrangements

Refuse collection is proposed to be undertaken via wheelie bins from the kerbside both internally (within the site) and externally (along River Road and Bird Street). For deliveries to individual townhouses, delivery vehicles will temporarily stand kerbside, with other vehicles still able to adequately circulate.

Overall, the proposed service vehicle arrangements for the development are acceptable.

## 9.3. Public and Active Transport

It is noted that external pedestrian infrastructure (paths) will be delivered as part of the RoL application (8605/2025/CA) to establish the site, currently being considered by Council.

Overall, Colliers considers the public and active transport infrastructure adequate for the development.

## 9.4. Potential Traffic Impacts

Noting that the proposed development scheme has a reduced yield, the road network will operate at an acceptable level, with overall road network performance expected to be equal or better than the outcomes identified in the RoL Transport Assessment Statement 8605/2025/CA Application Supporting Information.

## 9.5. Conclusion

Based on the assessment contained within this report, Colliers see no traffic engineering reason why the relevant approvals should not be granted.

# Appendix A Development Plans

R I V E R R O A D

M A R Y S T R E E T

B I R D S T R E E T

L I T T L E F O R D C I R C U I T

Proposed Padmount Transformer

Turn-around Bay

12 individual mailboxes to River Road fronted dwellings

Estate Signage

Estate Entry

Visitor Short Term Parking Bays

Turn-around Bay

12 Bin Day Pickup Bay from Dwellings A2 (6)

8 Bin Day Pickup Bay from Dwelling D1 (4)

Coach House - 200 Mailboxes

3 Short Term Parking Bays for Mailboxes

motorcycle park

PWD park

landscape planting

bbq gazebo

pool

CF

gazebo

individual mailboxes to Bird Street fronted dwellings

PRIVATE ROAD

ONE-WAY PRIVATE ROAD

LOT 503 on SP 199008

CP on SP 282910

LOT 2 on RP 882877

LOT 1 on RP 882877

LOT 3 on SP 343391

LOT 100 on SP 269663

CP on SP 259664

Lot 26 on RP 22399

Lot 27 on RP 22399

Lot 28 on RP 22399

Lot 29 on RP 22399

Lot 28 on SP 248680

Lot 27 on SP 248680

Lot 29 on SP 248680

Lot 30 on SP 248680

Lot 31 on SP 248680

Lot 32 on SP 248680

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Lot 59 on SP 248680

Lot 60 on SP 248680

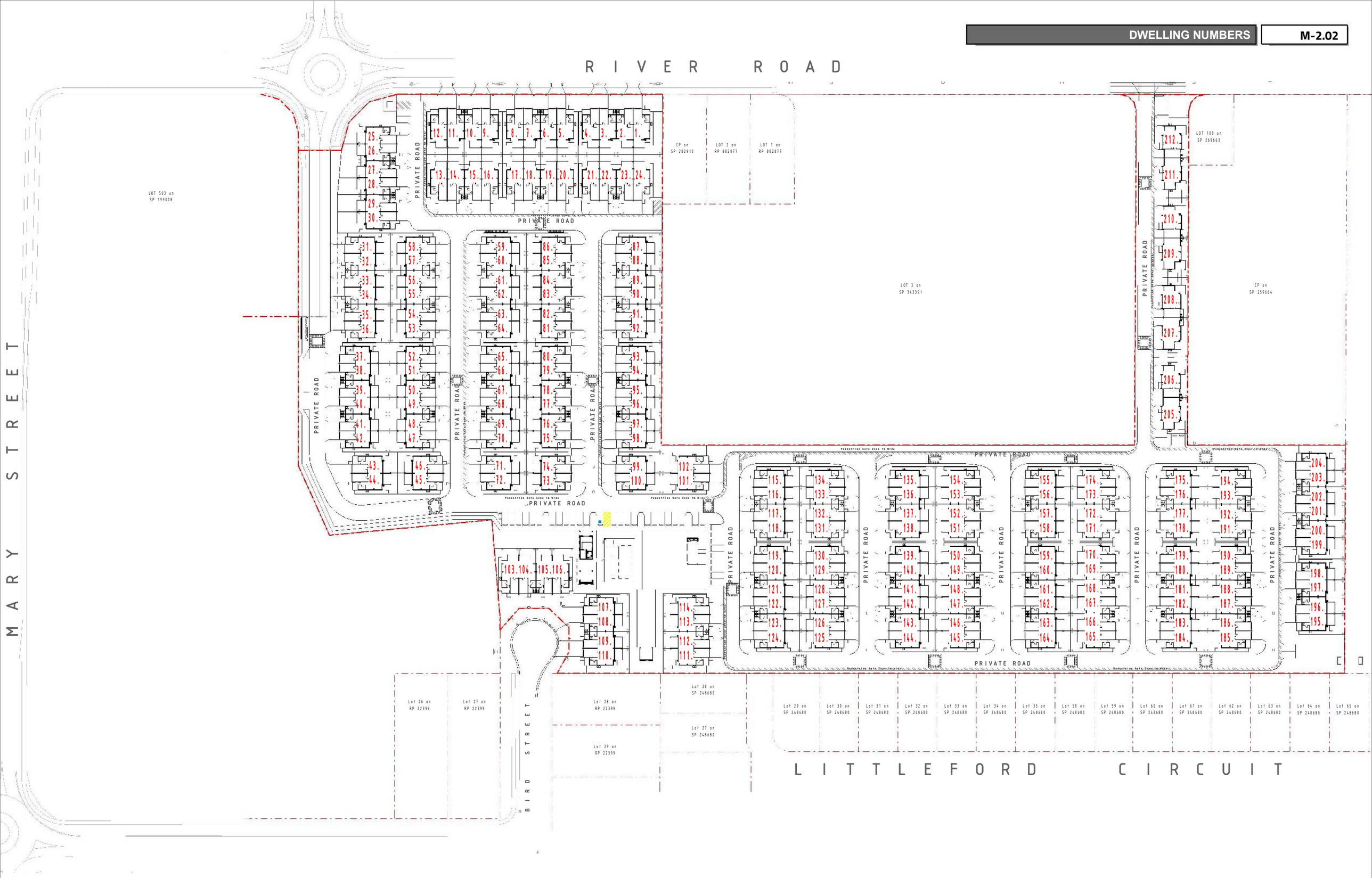
Lot 61 on SP 248680

Lot 62 on SP 248680

Lot 63 on SP 248680

Lot 64 on SP 248680

Lot 65 on SP 248680




DEVELOPMENT APPLICATION project no. **25-024** issue no. **G** date. **SEPT 2026** scale. **1 : 1250 @ A3**

**19 RIVER RD,** BUNDAMBA, QLD

Paul Ziukelis. architects PZa

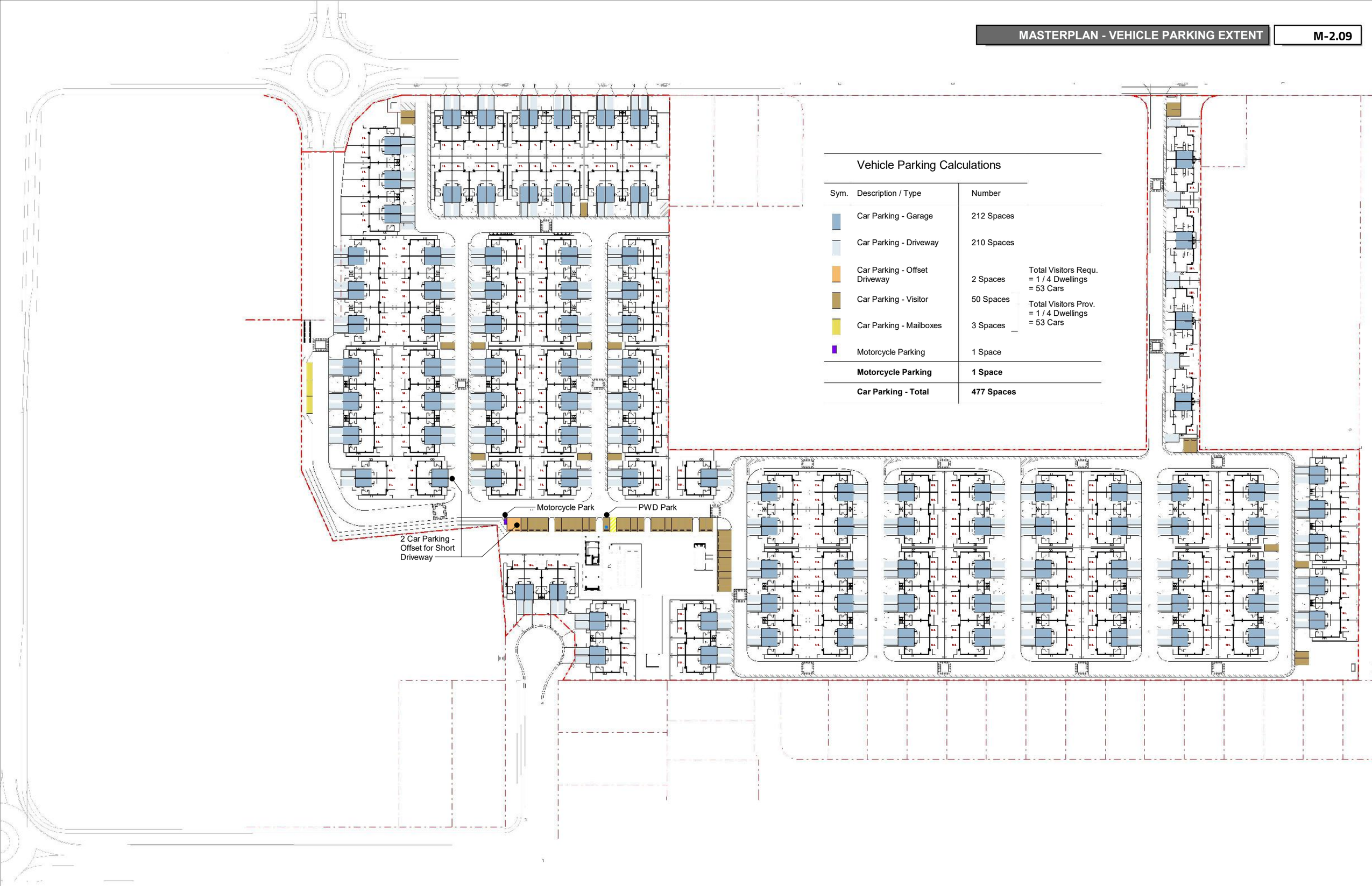


## Yield Calculations

| Sym. | Dwelling Description / Type | Dwelling Numbers | Bed Numbers | Sym. | Dwelling Description / Type | Dwelling Numbers | Bed Numbers |
|---|---|---|---|---|---|---|---|
| | 4 Bed End Units | 88 Dwellings | 352 Beds | | 3 Bed End Units | 8 Dwellings | 24 Beds |
| | 3 Bed Mid Units | 116 Dwellings | 348 Beds | | | | |
| | | | | | **Total** | **212 Dwellings** | **724 Beds** |

## Site Density

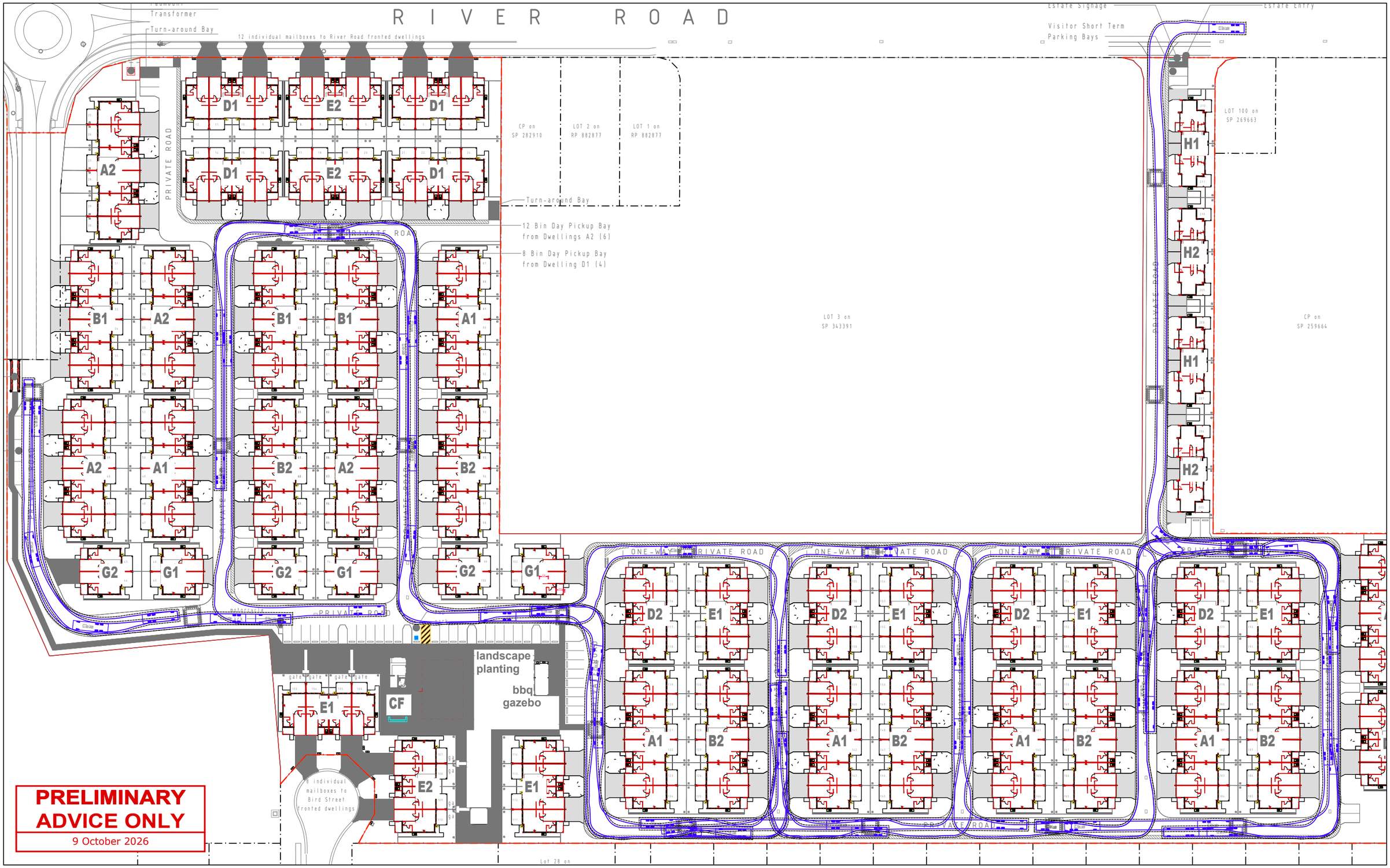
| | |
|---|---|
| Total Site Area | 50,890 m2 |
| Total Number of Dwellings | 212 |
| Square Metre per Dwellings | 1 / 240 m2 |




## Vehicle Parking Calculations

| Sym. | Description / Type | Number | |
|---|---|---|---|
| | Car Parking - Garage | 212 Spaces | |
| | Car Parking - Driveway | 210 Spaces | |
| | Car Parking - Offset Driveway | 2 Spaces | Total Visitors Requ. = 1 / 4 Dwellings = 53 Cars |
| | Car Parking - Visitor | 50 Spaces | Total Visitors Prov. = 1 / 4 Dwellings = 53 Cars |
| | Car Parking - Mailboxes | 3 Spaces | |
| | Motorcycle Parking | 1 Space | |
| | **Motorcycle Parking** | **1 Space** | |
| | **Car Parking - Total** | **477 Spaces** | |

# Appendix B Colliers' Drawings




**PRELIMINARY ADVICE ONLY**

9 October 2026

| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| A | 09-10-26 | FOR EDQ SUBMISSION | NS | NS | DW |

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SCALE 1:1000 AT ORIGINAL SIZE

NORTH

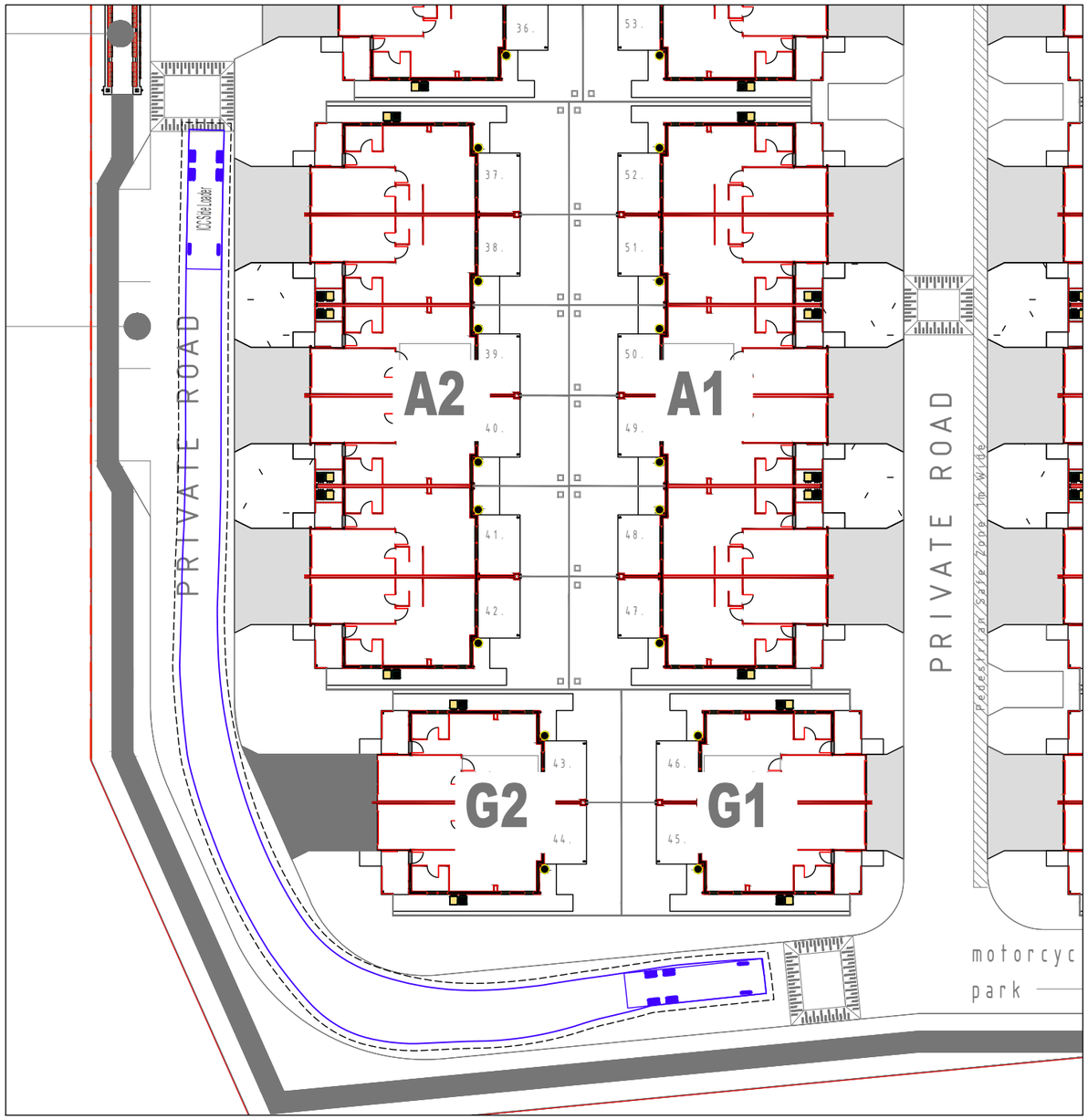
CLIENT: 594 Rode Rd Chermside Pty Ltd

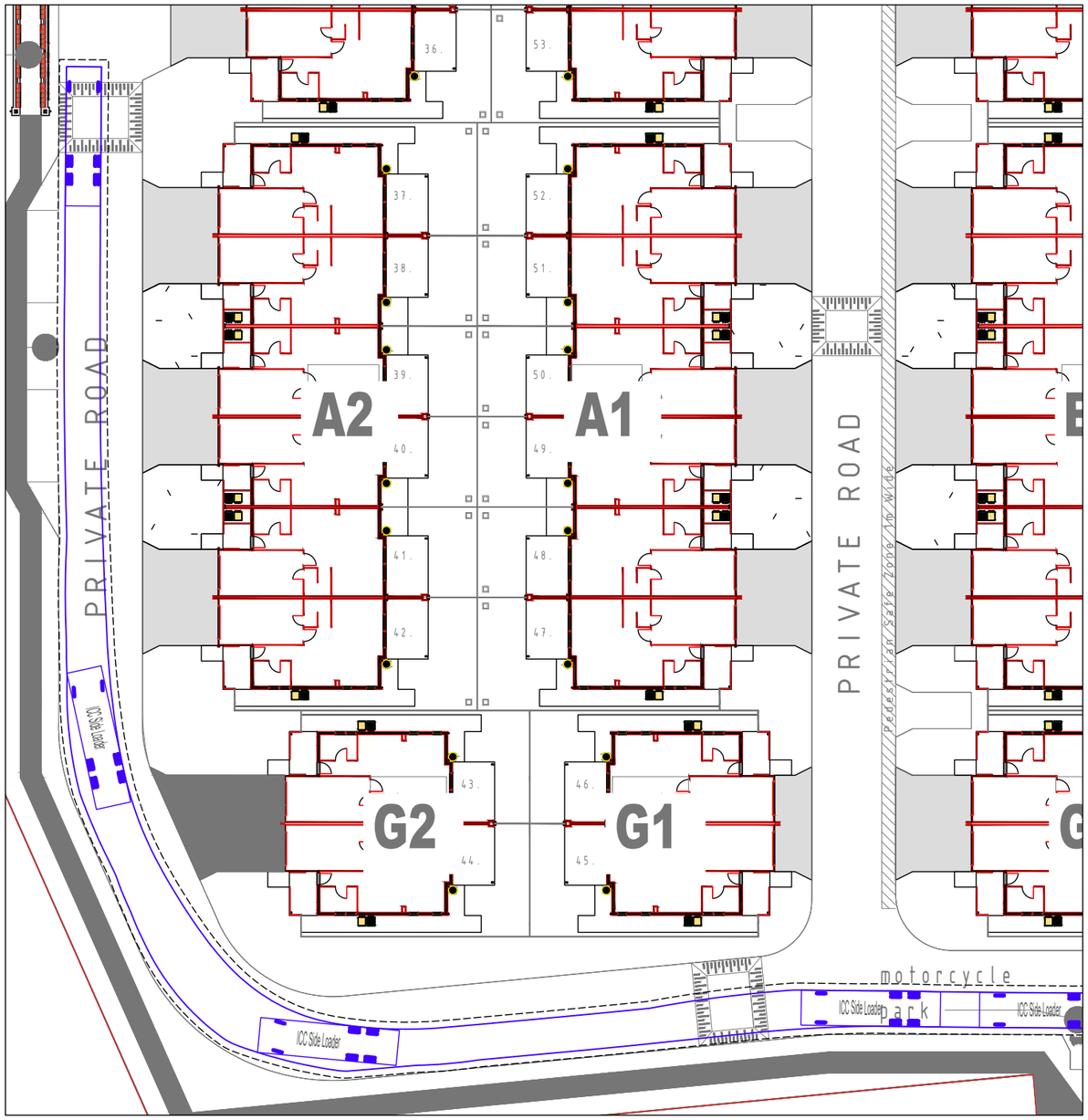

Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
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P.O. BOX 12015, BRISBANE QLD 4003
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E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au


PROJECT: **19 RIVER ROAD, BUNDAMBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - INTERNAL MANOEUVRING**
ICC SIDE LOADER

| PROJECT NUMBER | ORIGINAL SIZE |
|---|---|
| 26BRT0282 | A3 |
| DRAWING NUMBER | REVISION |
| 26BRT0282-01 | A |
| DATE | SHEET |
| 9 Oct 2026 | 1 OF10 |




**PRELIMINARY ADVICE ONLY**

9 October 2026

| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| A | 08-10-26 | FOR EDQ SUBMISSION | NS | NS | DW |

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SCALE 1:400 AT ORIGINAL SIZE

NORTH

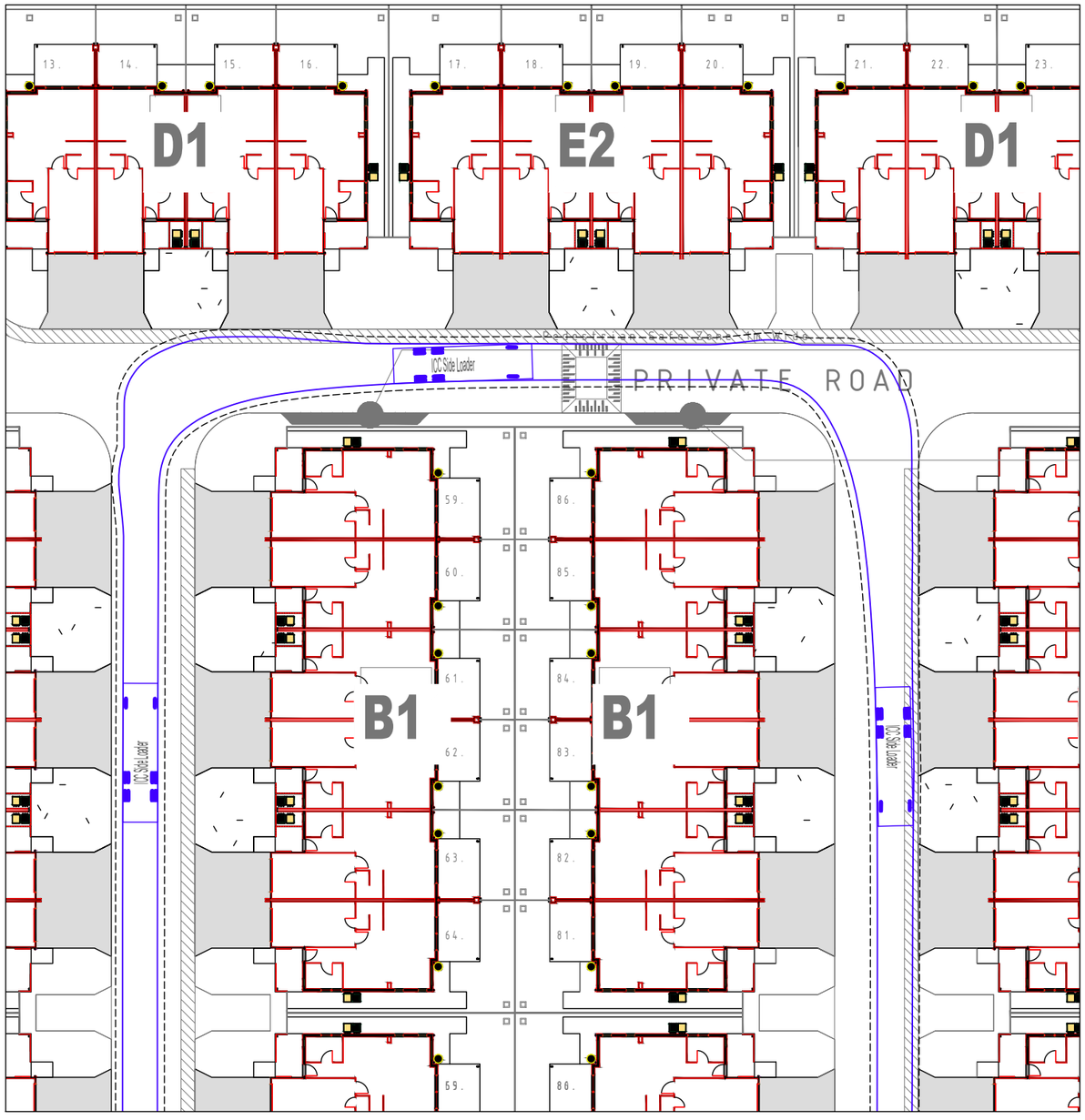
CLIENT: 594 Rode Rd Chermside Pty Ltd

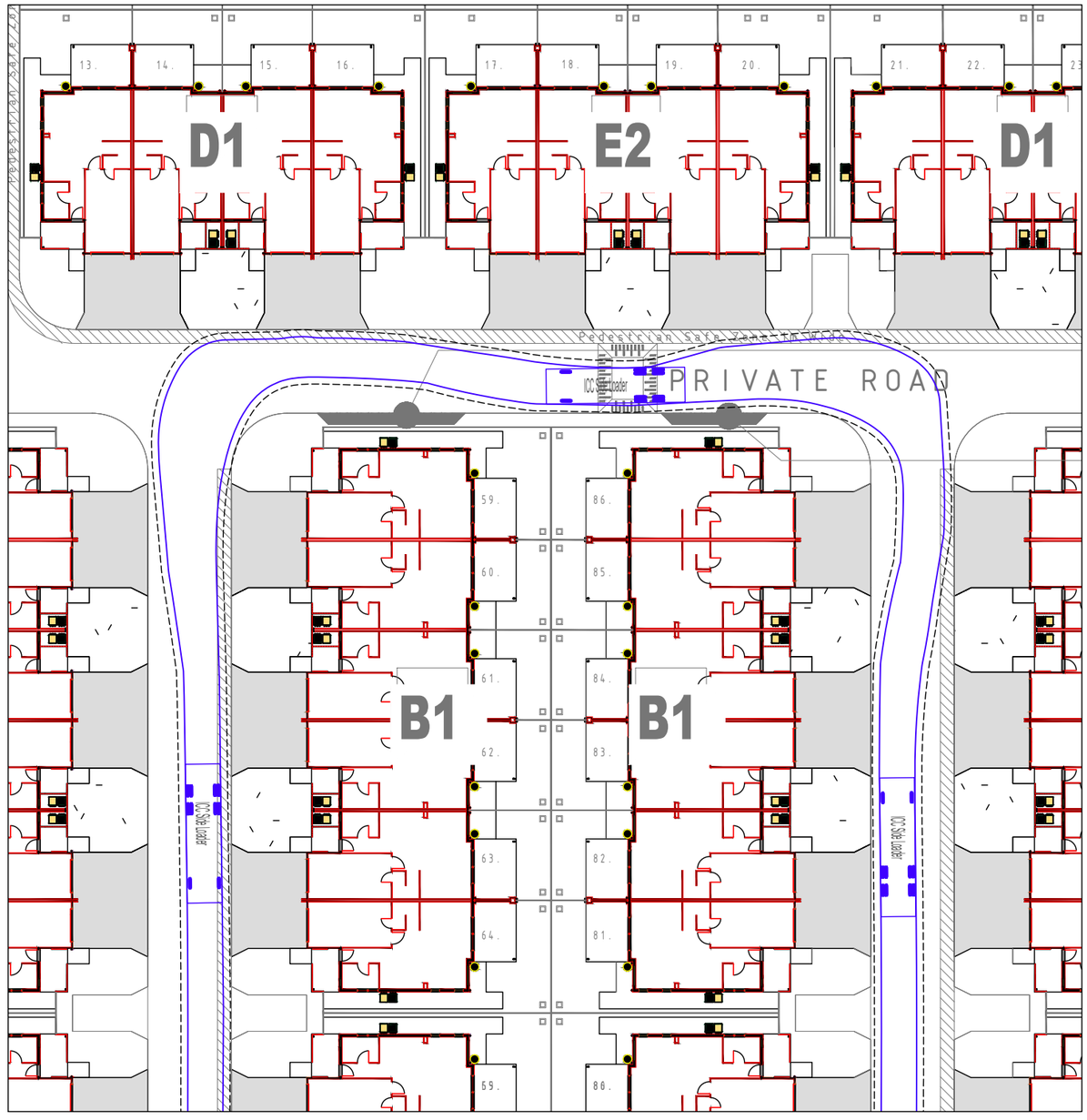
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PROJECT: **19 RIVER ROAD, BUNDAMBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - INTERNAL MANOEUVRING**
ICC SIDE LOADER

| PROJECT NUMBER | ORIGINAL SIZE |
|---|---|
| 26BRT0282 | A3 |
| DRAWING NUMBER | REVISION |
| 26BRT0282-02 | A |
| DATE | SHEET |
| 9 Oct 2026 | 2 OF10 |




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9 October 2026

| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| A | 08-10-26 | FOR EDQ SUBMISSION | NS | NS | DW |

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SCALE 1:400 AT ORIGINAL SIZE

NORTH

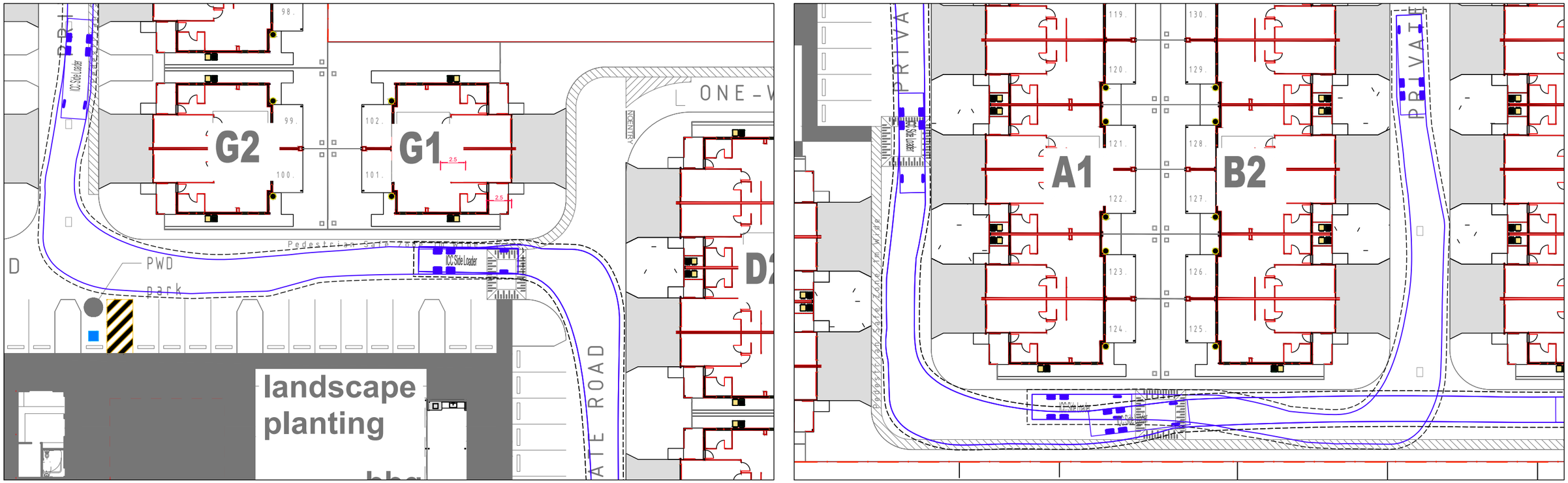
CLIENT
594 Rode Rd Chermside Pty Ltd

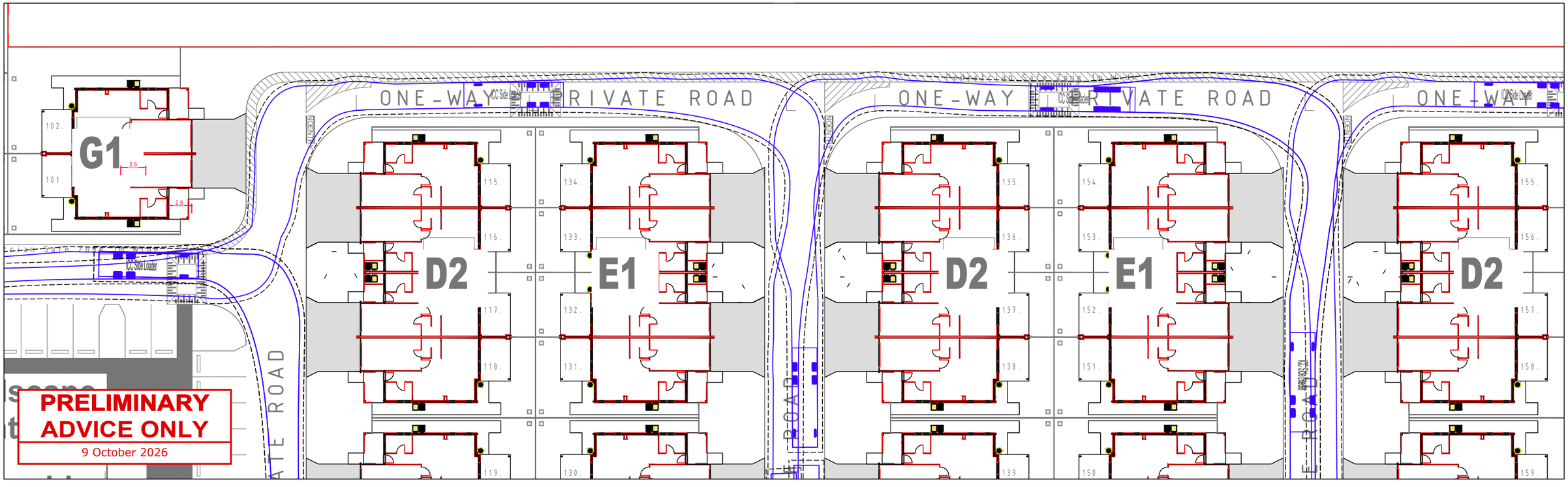
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DRAWING TITLE
**SWEPT PATH ANALYSIS - INTERNAL MANOEUVRING**
ICC SIDE LOADER

| PROJECT NUMBER | ORIGINAL SIZE |
|---|---|
| 26BRT0282 | A3 |
| DRAWING NUMBER | REVISION |
| 26BRT0282-03 | A |
| DATE | SHEET |
| 9 Oct 2026 | 3 OF10 |




| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
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SCALE 1:400 AT ORIGINAL SIZE

NORTH

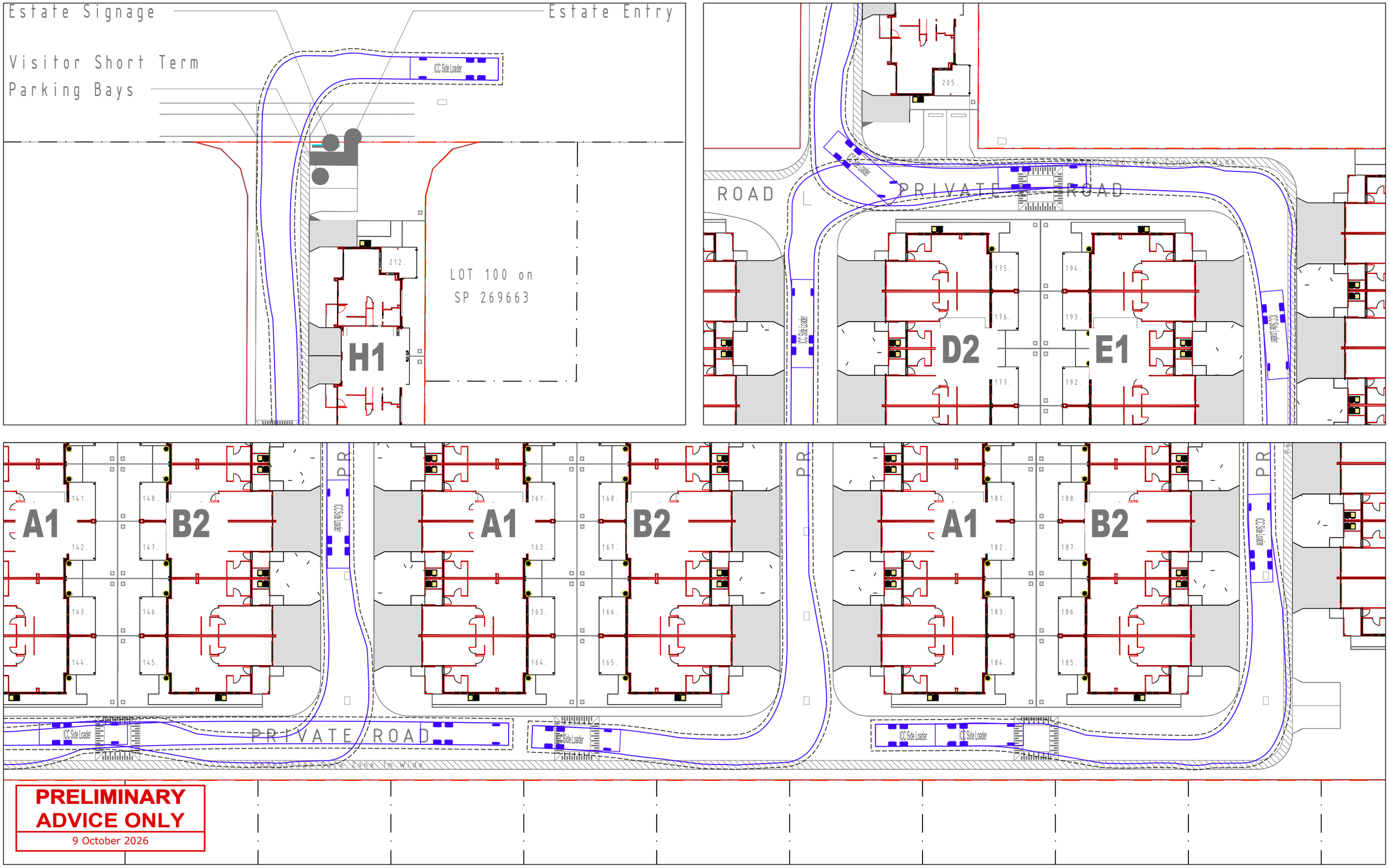
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PROJECT
**19 RIVER ROAD, BUNDAMBA**

DRAWING TITLE
**SWEPT PATH ANALYSIS - INTERNAL MANOEUVRING**
ICC SIDE LOADER

| PROJECT NUMBER | ORIGINAL SIZE |
|---|---|
| 26BRT0282 | A3 |
| DRAWING NUMBER | REVISION |
| 26BRT0282-04 | A |
| DATE | SHEET |
| 9 Oct 2026 | 4 OF10 |




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9 October 2026

| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| A | 08-10-26 | FOR EDQ SUBMISSION | NS | NS | DW |

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SCALE 1:400 AT ORIGINAL SIZE

NORTH

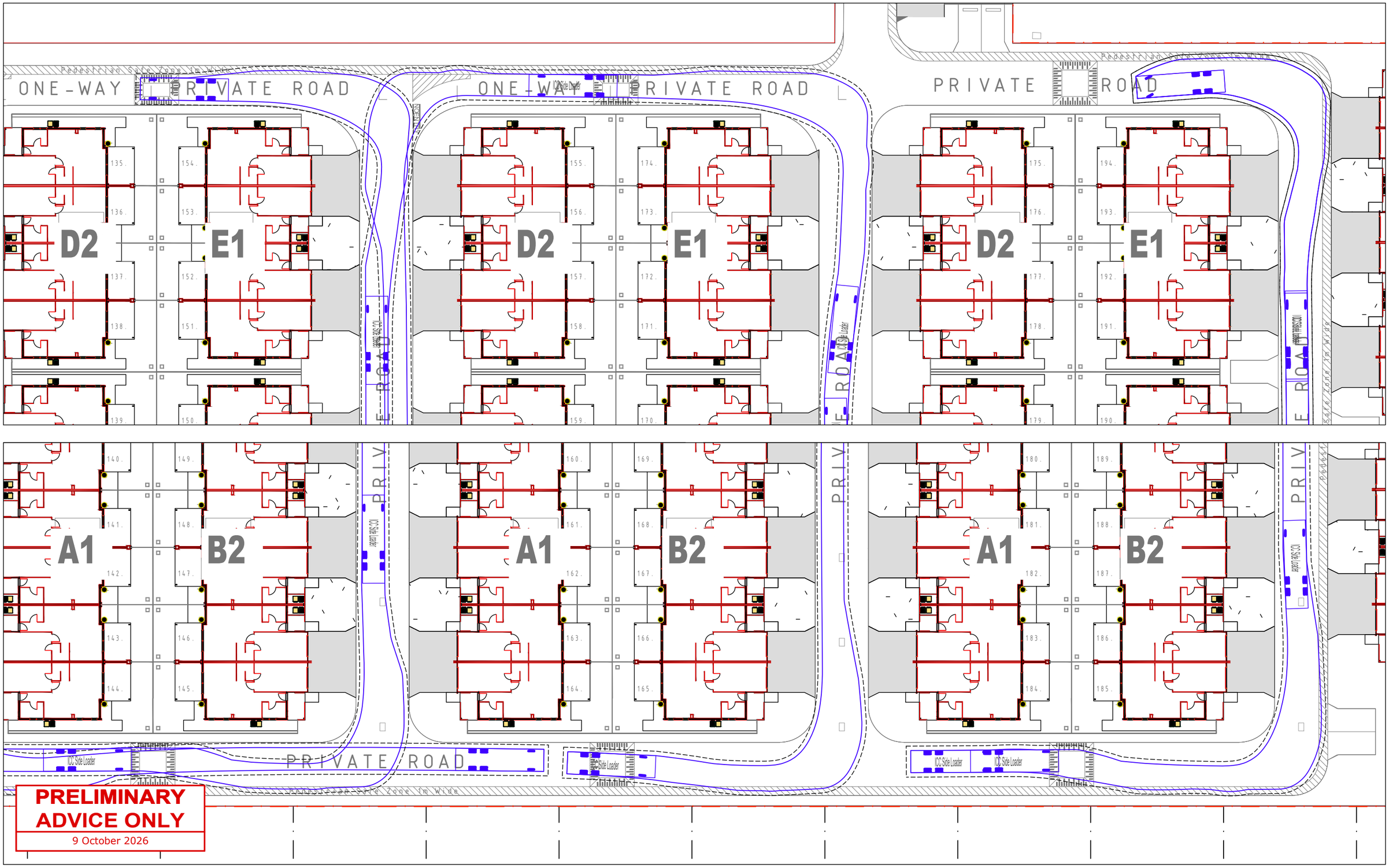
CLIENT
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PROJECT
**19 RIVER ROAD, BUNDAMBA**

DRAWING TITLE
**SWEPT PATH ANALYSIS - INTERNAL MANOEUVRING**
ICC SIDE LOADER

| PROJECT NUMBER | ORIGINAL SIZE |
|---|---|
| 26BRT0282 | A3 |
| DRAWING NUMBER | REVISION |
| 26BRT0282-05 | A |
| DATE | SHEET |
| 9 Oct 2026 | 5 OF10 |




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9 October 2026

| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| A | 08-10-26 | FOR EDQ SUBMISSION | NS | NS | DW |

SCALE 0 4 8 12 16 20m

SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT: 594 Rode Rd Chermside Pty Ltd

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PROJECT: **19 RIVER ROAD, BUNDAMBA**

DRAWING TITLE: **SWEPT PATH ANALYSIS - INTERNAL MANOEUVRING**
ICC SIDE LOADER

| PROJECT NUMBER | ORIGINAL SIZE |
|---|---|
| 26BRT0282 | A3 |
| DRAWING NUMBER | REVISION |
| 26BRT0282-06 | A |
| DATE | SHEET |
| 9 Oct 2026 | 6 OF10 |




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9 October 2026

| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| A | 09-10-26 | FOR EDQ SUBMISSION | NS | NS | DW |

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SCALE 1:1000 AT ORIGINAL SIZE

NORTH

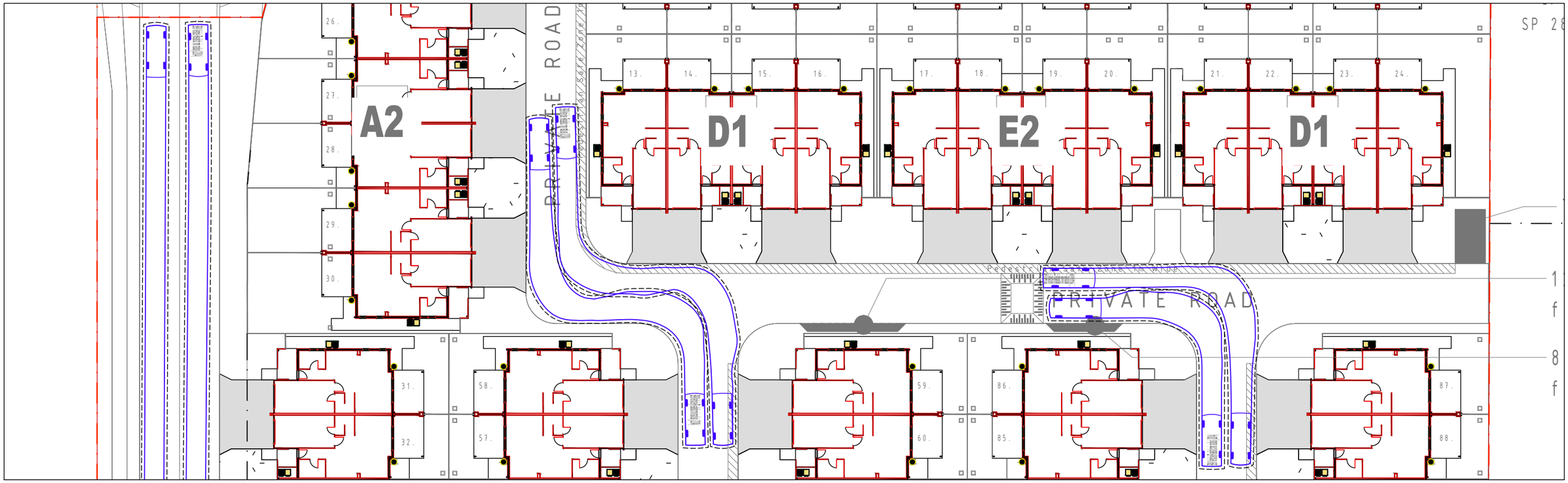
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PROJECT
**19 RIVER ROAD, BUNDAMBA**

DRAWING TITLE
**SWEPT PATH ANALYSIS - INTERNAL MANOEUVRING**
B99 (LARGE) CAR

| | |
|---|---|
| PROJECT NUMBER | 26BRT0282 |
| ORIGINAL SIZE | A3 |
| DRAWING NUMBER | 26BRT0282-07 |
| REVISION | A |
| DATE | 8 Jul 2026 |
| SHEET | 7 OF10 |




| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
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NORTH

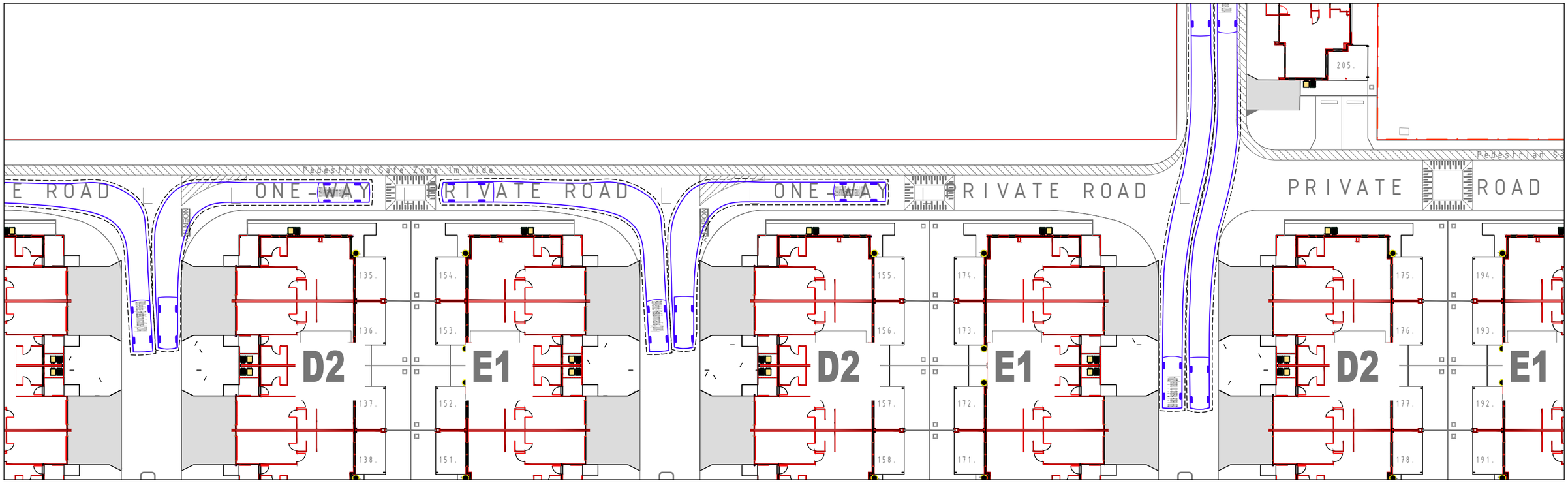
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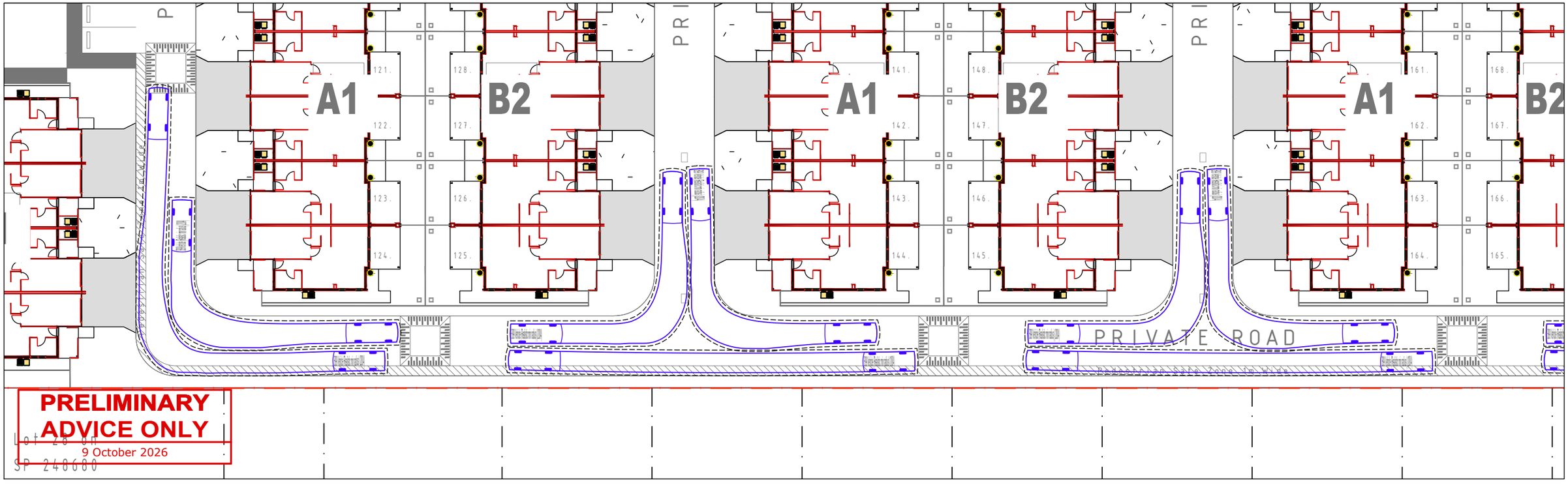
Colliers International Engineering & Design (TTMC) Pty Ltd
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PROJECT
**19 RIVER ROAD, BUNDAMBA**

DRAWING TITLE
**SWEPT PATH ANALYSIS - INTERNAL MANOEUVRING**
B99 (LARGE) CAR

| PROJECT NUMBER | ORIGINAL SIZE |
|---|---|
| 26BRT0282 | A3 |
| DRAWING NUMBER | REVISION |
| 26BRT0282-08 | A |
| DATE | SHEET |
| 9 Oct 2026 | 8 OF10 |




PRELIMINARY
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9 October 2026

Lot 28 on
SP 240600

| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| A | 09-10-26 | FOR EDQ SUBMISSION | NS | NS | DW |

SCALE
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SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT
594 Rode Rd Chermside Pty Ltd

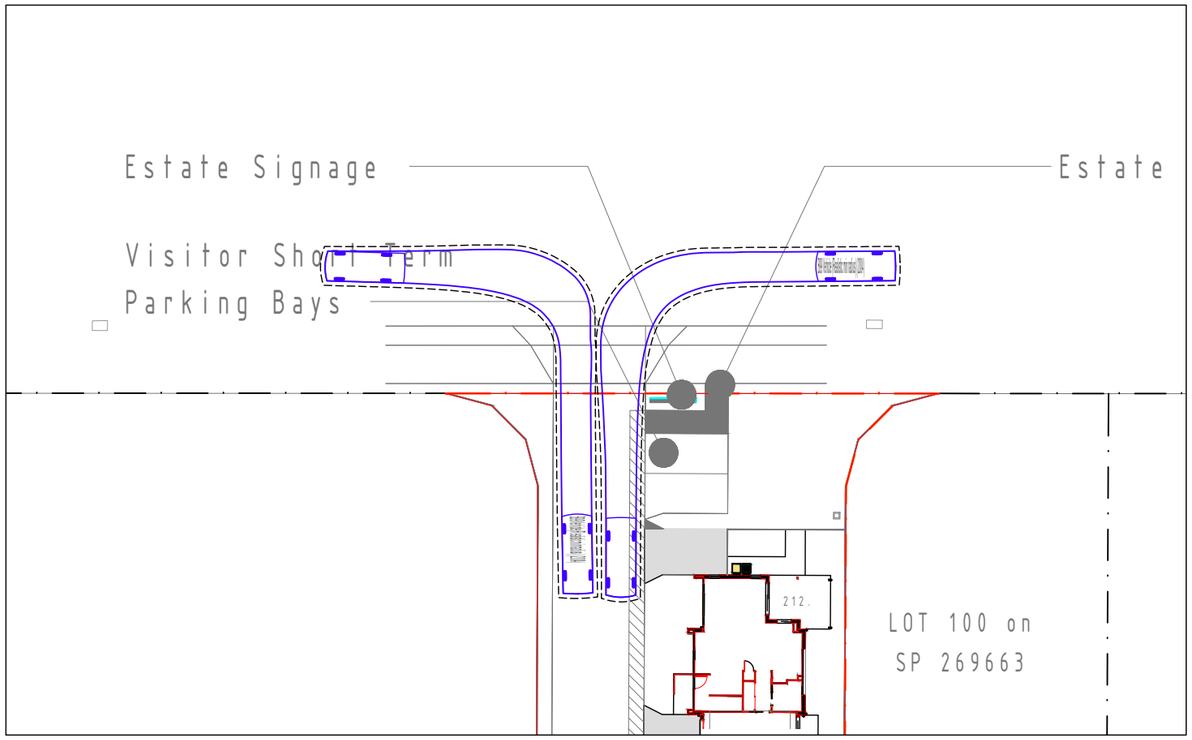
Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003

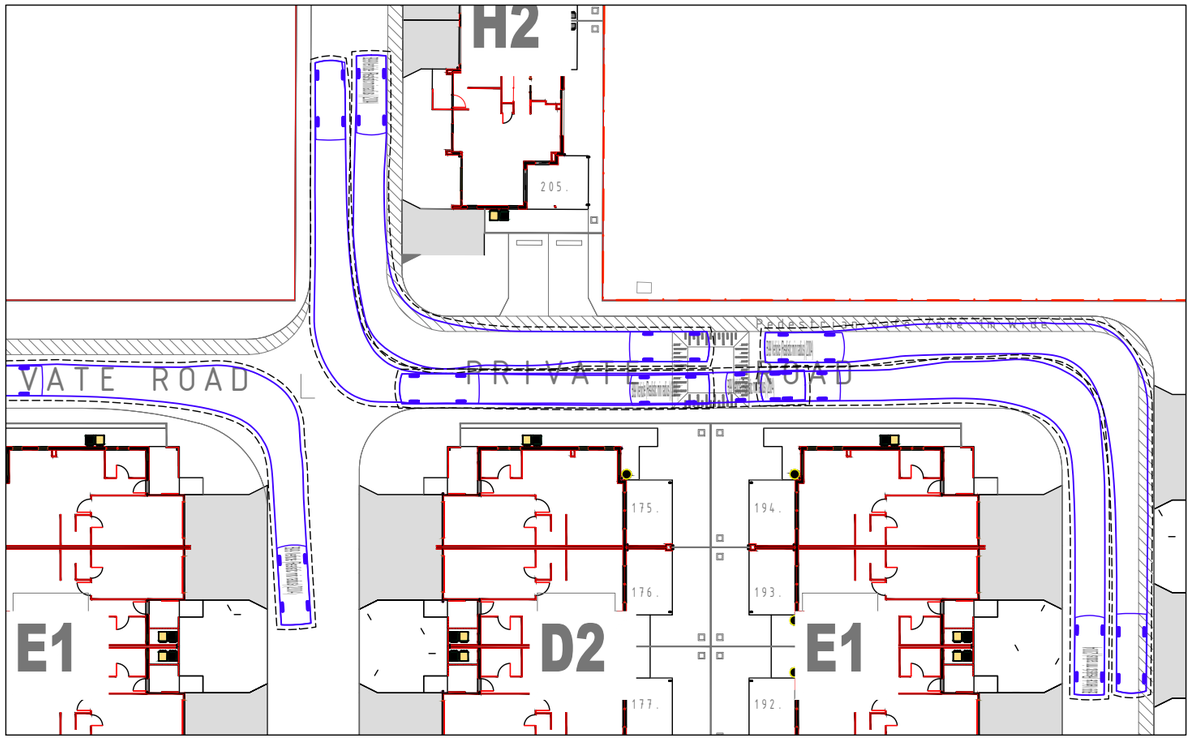
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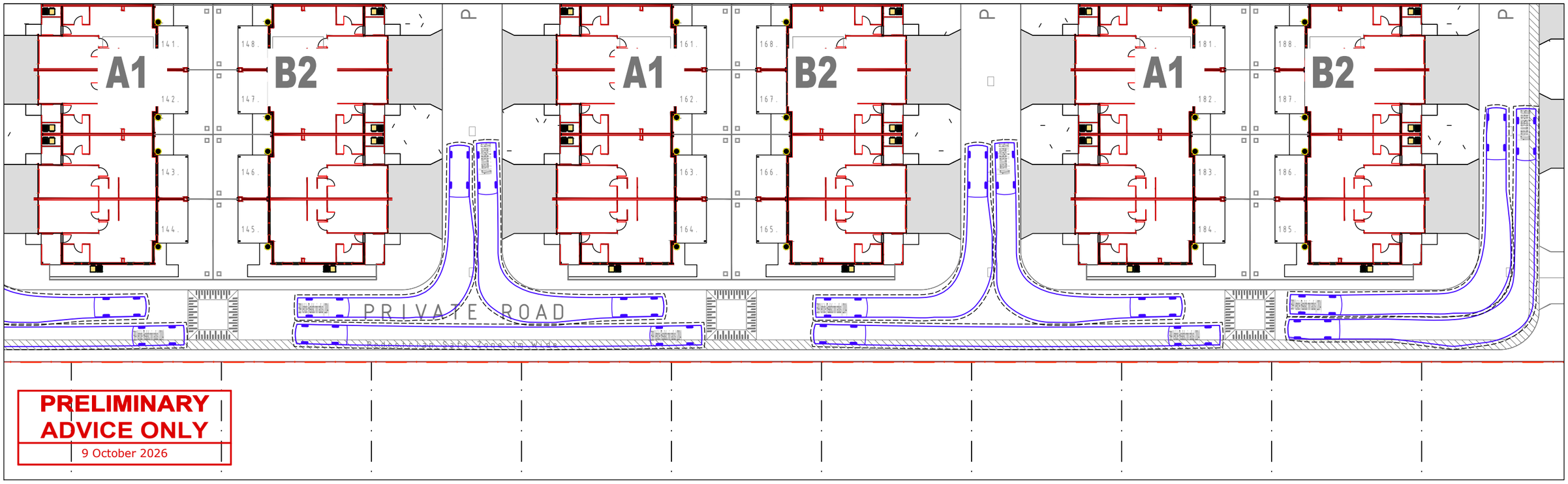
PROJECT
**19 RIVER ROAD, BUNDAMBA**

DRAWING TITLE
**SWEPT PATH ANALYSIS - INTERNAL MANOEUVRING**
B99 (LARGE) CAR

| PROJECT NUMBER | ORIGINAL SIZE |
|---|---|
| 26BRT0282 | A3 |
| DRAWING NUMBER | REVISION |
| 26BRT0282-09 | A |
| DATE | SHEET |
| 9 Oct 2026 | 9 OF10 |




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9 October 2026

| REV. | DATE | AMENDMENT DESCRIPTION | DRAWN | CHECKED | APPROVED |
|---|---|---|---|---|---|
| A | 09-10-26 | FOR EDQ SUBMISSION | NS | NS | DW |

SCALE 0 4 8 12 16 20m

SCALE 1:400 AT ORIGINAL SIZE

NORTH

CLIENT: 594 Rode Rd Chermside Pty Ltd

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B99 (LARGE) CAR

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|---|---|
| 26BRT0282 | A3 |
| DRAWING NUMBER | REVISION |
| 26BRT0282-10 | A |
| DATE | SHEET |
| 9 Oct 2026 | 10OF10 |