APPENDIX D TRAFFIC REPORT

Prepared by

PTT

TRAFFIC & TRANSPORT ENGINEERING

Level 2 | 62 Astor Terrace | Spring Hill QLD 4000
PO Box 272| Spring Hill QLD 4004
ABN 96 067 593 962
P 07 3839 6771
E mail@ptt.com.au
WWW.PTT.COM.AU

7 September 2026

Dux Development Group
61 Stokes Road
Pine Mountain QLD 4306

Attention: Nathan Dux

Dear Nathan,

RE: 2 AUSTER STREET, REDLAND BAY
TRAFFIC ENGINEERING ASSESSMENT

INTRODUCTION

This letter has been prepared by PTT, as requested by Viva Property Group, to assess the traffic engineering aspects of a proposed residential development comprising seven townhouses at 2 Auster Street, Redland Bay.

The aim of this assessment is to review the proposed development in terms of its site access, parking and servicing arrangements in accordance with the Weinam Creek Priority Development Area (PDA) Scheme, Redland City Council's (RCC) Transport, Servicing, Access and Parking Code and Australian Standards AS2890.1 Parking Facilities Part 1: Off-Street Car Parking.

EXISTING CONDITIONS

SUBJECT SITE

The subject site is formally identified as Lot 6 on RP75327 and is located within the Weinam Creek PDA. The site has an approximate area of 1,095m^2 and is bounded by residential uses to the north and west, Auster Street to the south and an Esplanade to the east, as shown in Figure 1. The surrounding area predominantly comprises residential and marine uses, including the Redland Bay Marina and Redland Bay Pier.

ACCESS

The site is currently accessed via single 7.5m wide crossover on Auster Street, as indicated in Figure 1. The existing access is located approximately 20m from the Auster Street / Esplanade intersection.

ROAD NETWORK

Auster Street is classified as a Local Street (ie minor road). It has an 8.0m wide carriageway (kerb to kerb), with a default (urban) speed limit of 50km/hr.

Figure 1: SUBJECT SITE



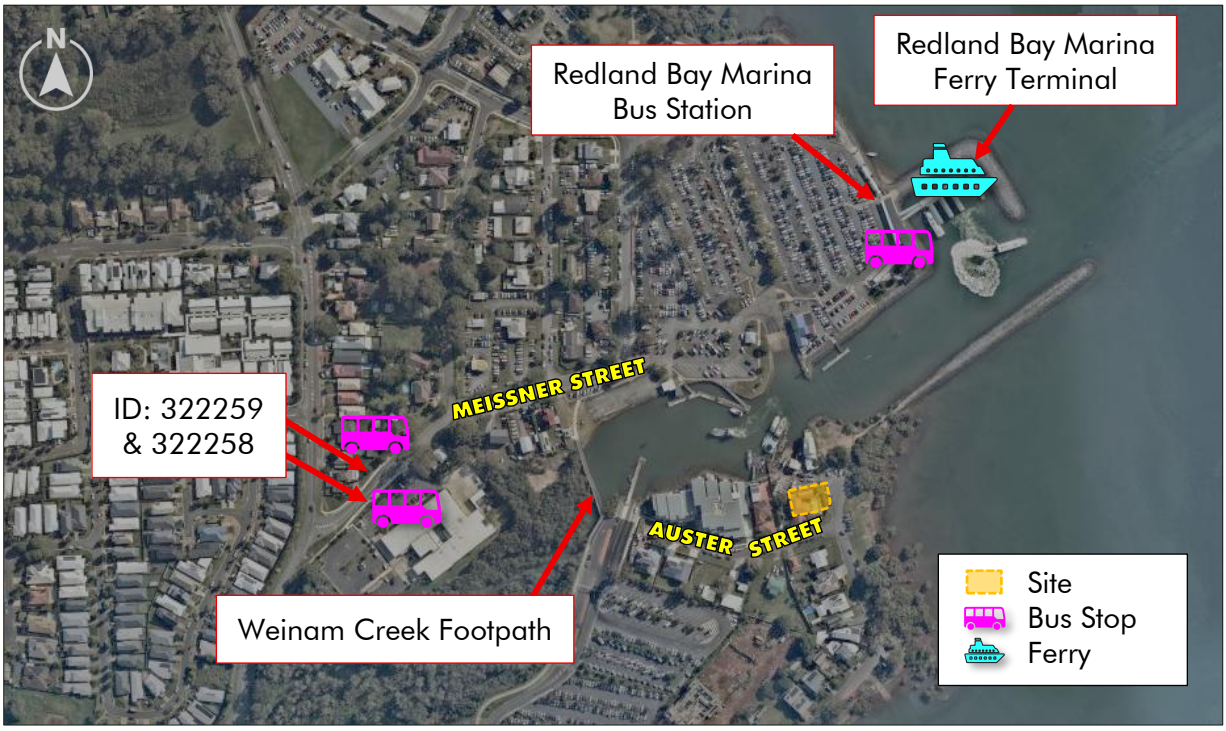
ACTIVE & PUBLIC TRANSPORT

No footpaths are provided on Auster Street adjacent of the subject site. However, a pedestrian footpath is located to the west, on the northern side of Auster Street, which connects to the Weinam Creek Boat Ramp.

A bus stop pair (ID: 322259 and 322258) is located to west of the site on Meissner Street, opposite the Redland Satellite Health Centre, and is accessible via the pedestrian footbridge adjacent to the Weinam Creek Boat Ramp. These bus stops are located within approximately 400m walking distance of the subject site and are served by TransLink Routes 280, 281 and 282.

The Redland Bay Marina is located approximately 630m north-west of the subject site, as shown in Figure 2. The marina functions as a key public transport interchange within the Redlands Coast region, and is serviced by TransLink bus Routes 250, 280, 281 and 282. These routes provide connections between Redland Bay and Carindale, via Victoria Point, Cleveland and Cleveland Railway Station. The marina also accommodates the Southern Moreton Bay Islands (SMBI) ferry service, which provides regular passenger ferry connections to Karragarra Island, Macleay Island, Lamb Island and Russell Island. Ferry services operate seven days per week throughout the year, with frequent departures during weekday peak periods and generally operating at 30-minute intervals during off-peak and weekend periods.

Figure 2: ACTIVE AND PUBLIC TRANSPORT INFRASTRUCTURE

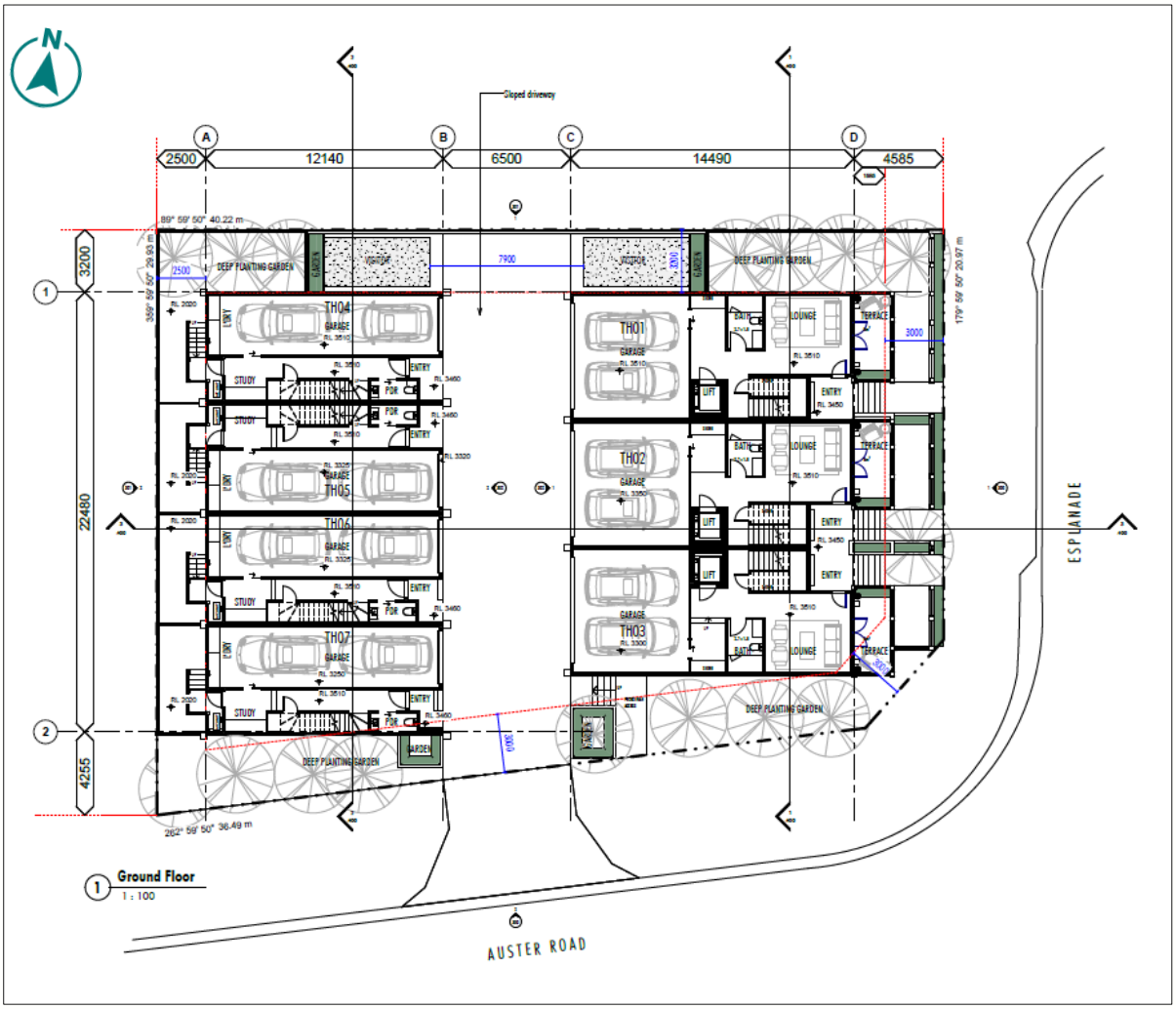


PROPOSED DEVELOPMENT

OVERVIEW

The development application seeks approval for a Material Change of Use (MCU) for a residential development involving the construction of seven townhouses (each comprising three or four bedrooms). The development would be supported by 14 residential parking bays (ie within double garages or tandem parking arrangement) and two visitor parking spaces. The proposed site layout is shown in Figure 3 with dimensioned plans attached.

Figure 3: PROPOSED SITE LAYOUT



ACCESS

LOCATION

Access to the development is proposed via a single all-movements crossover on Auster Street, generally located as per the existing access. The proposed access would be located approximately 19.0m west of the Auster Street / Esplanade intersection. The proposed access location therefore complies with AS2890.1 and is considered acceptable.

DESIGN

RCC's Transport, Servicing, Access and Parking Code requires new accesses to be designed in accordance with AS2890.1. A 6.5m wide access is proposed, which would adequately cater for two-way vehicle movements in accordance with AS2890.1.

It is recommended that the access crossover be on General Flare design, in accordance with Institute of Public Works Engineering Australasia (IPWEA) Standard Drawing RS-102.

The proposed access design is considered appropriate for the scale of development, given that two-way traffic volumes on the driveway are expected to be very low (approximately six two-way movements per hour).

SIGHT DISTANCE

For a 50km/h unposted speed on Auster Street, AS2890.1 requires a domestic property access sight distance of 40m, an absolute minimum sight distance of 45m and a desirable sight distance of 69m. A desktop review of the site indicates that the proposed access would in the order of achieve 60m sight distance to the west on Auster Street, which complies with AS2890.1. Although this is marginally below the desirable sight distance due to the horizontal curvature of Auster Street, the available sight distance exceeds the absolute minimum requirement and is considered acceptable. Sight distance to the east appears to be in the order of 28m to the Esplanade T-intersection. Vehicles approaching the proposed site access from the east are likely to be travelling at low speed (ie around 20km/h), having just turned left into Auster Street from the Esplanade. Thus, the available sight distance to the east is considered adequate.

QUEUING

Approximately 5.0m (ie approximately 0.8 vehicles) of queue storage would be provided at the site access, measured between the Auster Street property boundary and the first garage access. As demonstrated in Figure 4, a car would slightly encroach the Auster Street verge as it queues (while a car egresses the townhouse 7 garage). This is considered appropriate given that (a) the likelihood of this occurring would be low and (b) the queued car would stand clear of the new pedestrian footpath on Auster Street (which is recommended below).

PARKING

REQUIREMENT

The Weinam Creek Development Scheme refers to the RCC Planning Scheme with respect to parking for new developments in the PDA. RCC's Transport, Servicing, Access and Parking Code requires on-site parking for multiple dwellings be provided at the following rates:

- residents: two spaces per dwelling comprising two or more bedrooms
- visitors: one space per four dwellings

Accordingly, a minimum of 14 residential and two visitor parking spaces are required to the proposed scale of development.

PROVISION

The proposed layout provides 14 on-site residential and two visitor parking spaces, which accords with RCC's minimum parking requirement.

DESIGN

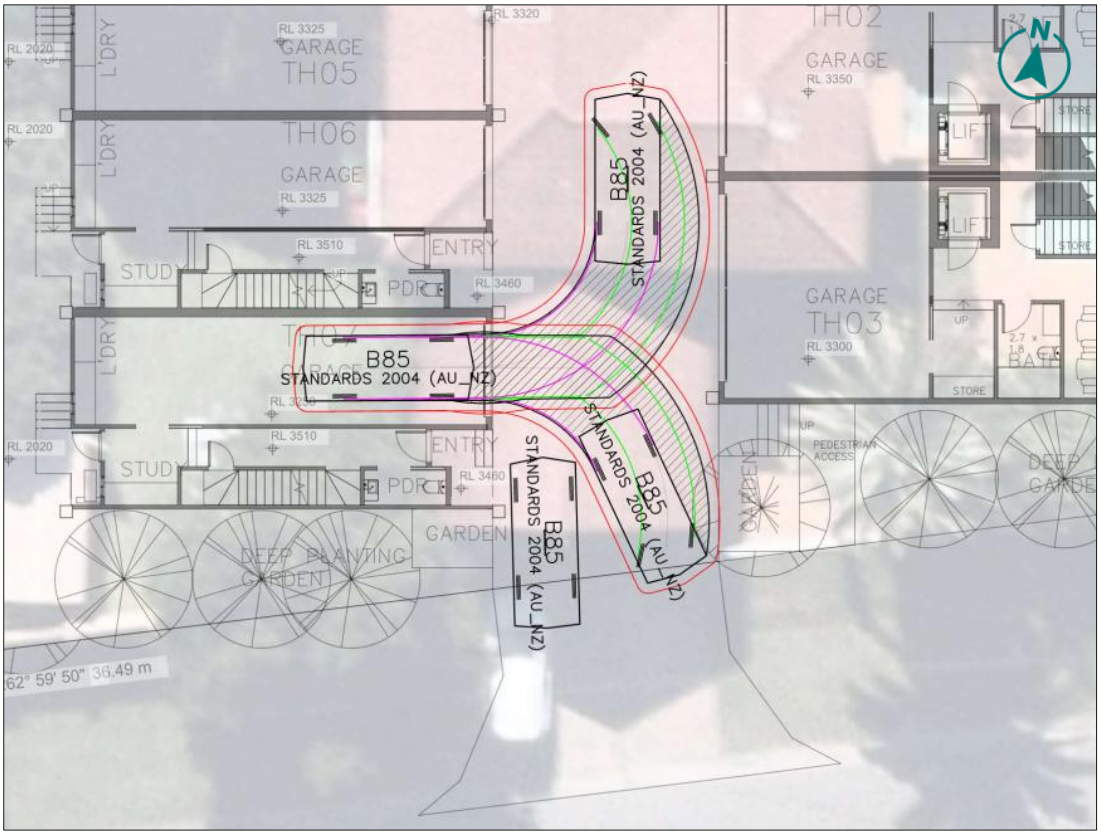
The proposed parking facilities have been designed generally in accordance with RCC's Transport, Servicing, Access and Parking Code and AS2890.1 in terms of garage and bay dimensions, aisle widths, vehicle circulation and manoeuvring. This is typified by:

- residential double garages – dimensioned minimum 6.3m wide by 5.9m long, with a 5.4m wide door opening
- residential tandem garages – dimensioned minimum 3.1m wide by 11.8m long, with a 2.7m wide door opening
- visitor parking spaces – dimensioned minimum 2.5m wide by 5.4m long
- parking aisle, serving garages – dimensioned 6.5m wide
- a wider aisle, serving visitor parking spaces – dimensioned 7.9 wide

The parking aisle width between the visitor spaces is dimensioned at 7.9m. Swept paths of a B85 car egressing the visitor bays are attached.

The proposed garage door and parking aisle widths comply with Figure 5.4 in AS2890.1.

Figure 4: QUEUING AT SITE ACCESS



SERVICING

Kerbside refuse collection is proposed from Auster Street and the Esplanade. RCC's Waste Management Planning Scheme Policy permits refuse for residential developments comprising less than 10 dwellings be collected kerbside. The proposed kerbside collection arrangement generally complies with RCC's Waste Management Policy.

Where kerbside waste collection is proposed, Section 3.9 of RCC's Infrastructure Works Planning Scheme Policy requires that residential uses cater for onsite Small Rigid Vehicle (SRV) servicing. A swept path of an SRV reversing into the site from Auster Street and standing on the internal parking aisle is attached. The proposed servicing arrangement is considered acceptable for the number of townhouses proposed, noting that on-site servicing is expected to be very low. Thus, the proposed servicing arrangement complies with RCC's Infrastructure Works Policy. No additional changes to the proposed layout are considered necessary to cater for commercial vehicle servicing.

ACTIVE TRANSPORT

PEDESTRIANS

Dedicated pedestrian entrances are provided for townhouses 1, 2 and 3 on the Esplanade frontage. Pedestrians for the remaining four townhouses would access / egress the site via a dedicated pedestrian access on Auster Street (ie separate to the vehicular driveway at the property frontage). A dedicated pedestrian pathway internal to the site, separate to the vehicular driveway, is not considered necessary because:

- it would operate no differently to a parking aisle in a typical parking area, where pedestrians and vehicles share the aisle
- pedestrian volumes generated by the four townhouses would be very low (ie less than three pedestrian movements per hour)
- vehicular volumes on the parking aisle would be very low (ie around six two-way movements per hour)
- the likelihood of two vehicles needing to pass while a pedestrian is on the driveway is expected to be extremely rare

It is recommended that a pedestrian footpath be provided along the Auster Street and Esplanade site frontages.

It is also recommended that landscaping on the exit side of the site access be low (ie 500mm maximum height) to ensure a 2.0m wide by 2.5m deep pedestrian sight splay is achieved, in accordance with AS2890.1.

CYCLISTS

Neither RCC's Transport, Servicing, Access and Parking Code or the Weinam Creek PDA Scheme specify a minimum bicycle parking requirement for a multiple dwelling. However, it is expected that each garage would cater for at least one residential bicycle.

CONCLUSIONS

The proposed development has been evaluated in terms of its site access, parking and servicing arrangements. The main points to note are:

- the development application seeks approval for seven townhouses
- access is proposed via a 6.5m wide crossover on Auster Street
- the proposed access design and location is considered acceptable and is generally consistent with RCC's Transport, Servicing, Access and Parking Code and AS2890.1
- sight distance at the proposed access is considered adequate
- a total of 14 residential parking spaces and two visitor parking spaces would be provided on-site, compliant to RCC's minimum parking requirement
- kerbside refuse collection is proposed on Rye Street, which accords with RCC's Waste Policy
- the proposed layout caters for on-site SRV servicing, in accordance with RCC's Transport, Servicing, Access and Parking Code
- the proposed pedestrian access arrangements are considered acceptable for the proposed scale of development

RECOMMENDATIONS

Based on the above, it is recommended that:

- the access crossover be designed in accordance with IPWEA Standard Drawing RS-102.
- a pedestrian footpath be provided along the Auster Street and Esplanade site frontages.
- landscaping on the exit side of the site access be low to ensure a 2.0m wide by 2.5m deep pedestrian sight splay is achieved, in accordance with AS2890.1.

If you have any questions regarding the issues discussed above, please do not hesitate to contact us.

Yours sincerely,



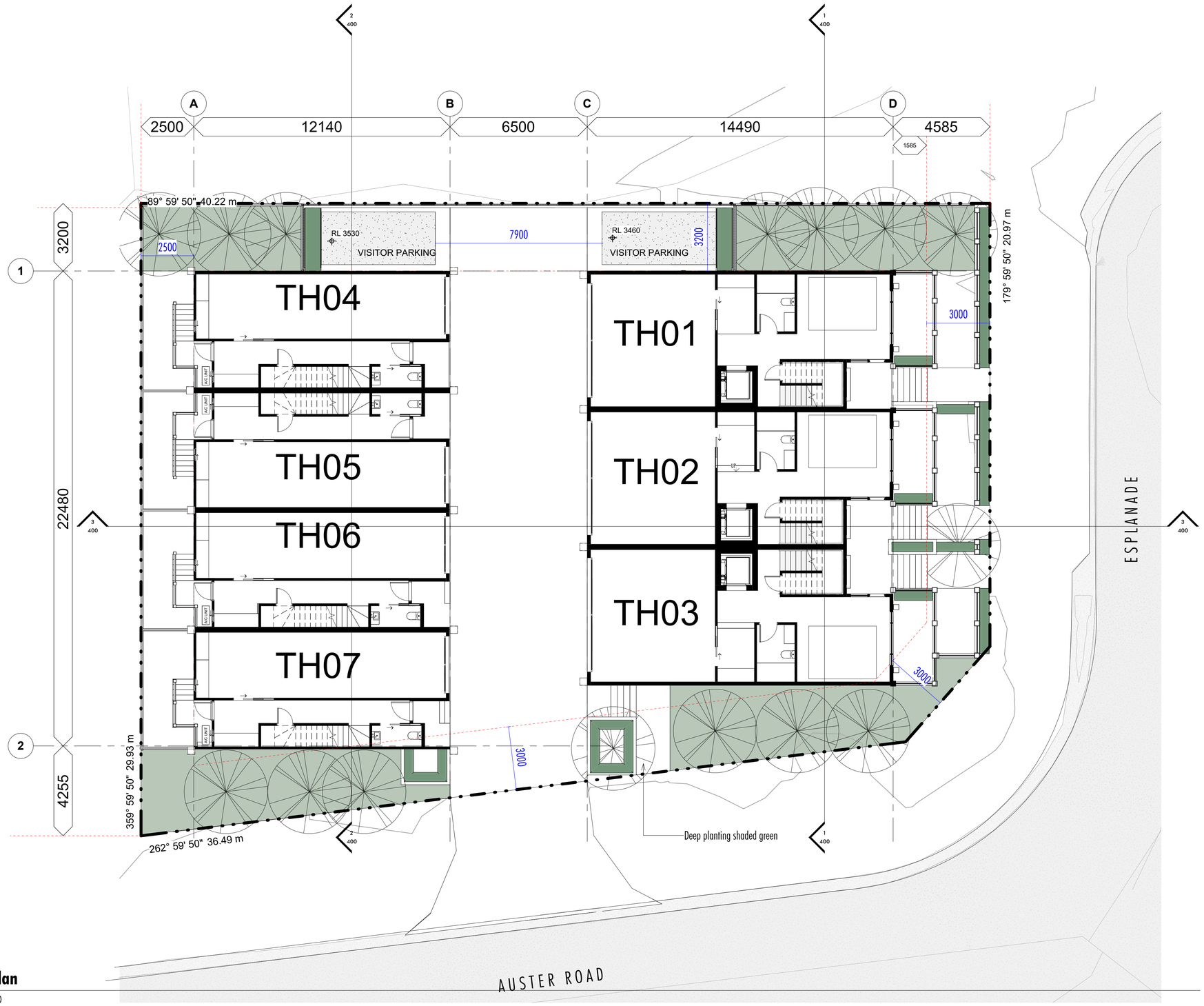
Casey Glover
Principal Engineer (RPEQ 34450)

DANIELLI
ARCHITECTS

AUSTER TOWNHOUSES

260501-AUSTER

2 AUSTER STREET,
REDLAND BAY QLD 4165



1 Site Plan
1 : 100

SITE ANALYSIS

SITE: 1,096m²
SITE COVER: 603m² OR 55%
DEEP PLANTING: 143m²
UNITS / UNIT MIX
TH 01 - TH 03 = 4 BED, 2.5 BATH, 2 GARAGE
TH 04 - TH 07 = 3 BED, 2.5 BATH, 2 GARAGE

CAR PARKING
14 PARKING SPACES + 2 VISITOR

PRIVATE OPEN SPACE
TH 01 67.6 m²
TH 02 34.8 m²
TH 03 31.3 m²
TH 04 49 m²
TH 05 43.2 m²
TH 06 43.2 m²
TH 07 49.7 m²

DA ISSUE
NOT FOR CONSTRUCTION

PRINTING NOTE:
THIS DRAWING CONTAINS COLOUR INFORMATION

DANIELLI ARCHITECTS

DISCLAIMER:
- All work shall comply with the Australian National Construction Code and all relevant and associated standards, codes and territorial authority by-laws including terms and conditions of the building consent and any resource consents issued for project.
- FC issued drawings are to be read in conjunction with General Notes page. When required, contact the design manager for clarification prior to commencement of work.
- Architectural drawings are to be read in conjunction with the all relevant engineer's drawings and vice versa.
- All proprietary items and materials shall be fixed, installed or applied in strict accordance with the manufacturer's recommendations and specifications.
- Verify location of existing services prior to commencement.
- The builder is responsible for the setting out of the works, the checking of all dimensions and levels on site, and the reporting of any discrepancies prior to commencement of work. Do not scale from these drawings.

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ISSUE	DESCRIPTION	DATE
E	DA Submission	30.08.26
D	DA Preliminary	19.08.26
C	Information update	11.08.26
B	Information Update	22.07.26
A	Preliminary Issue	10.07.26

PROJECT:
AUSTER

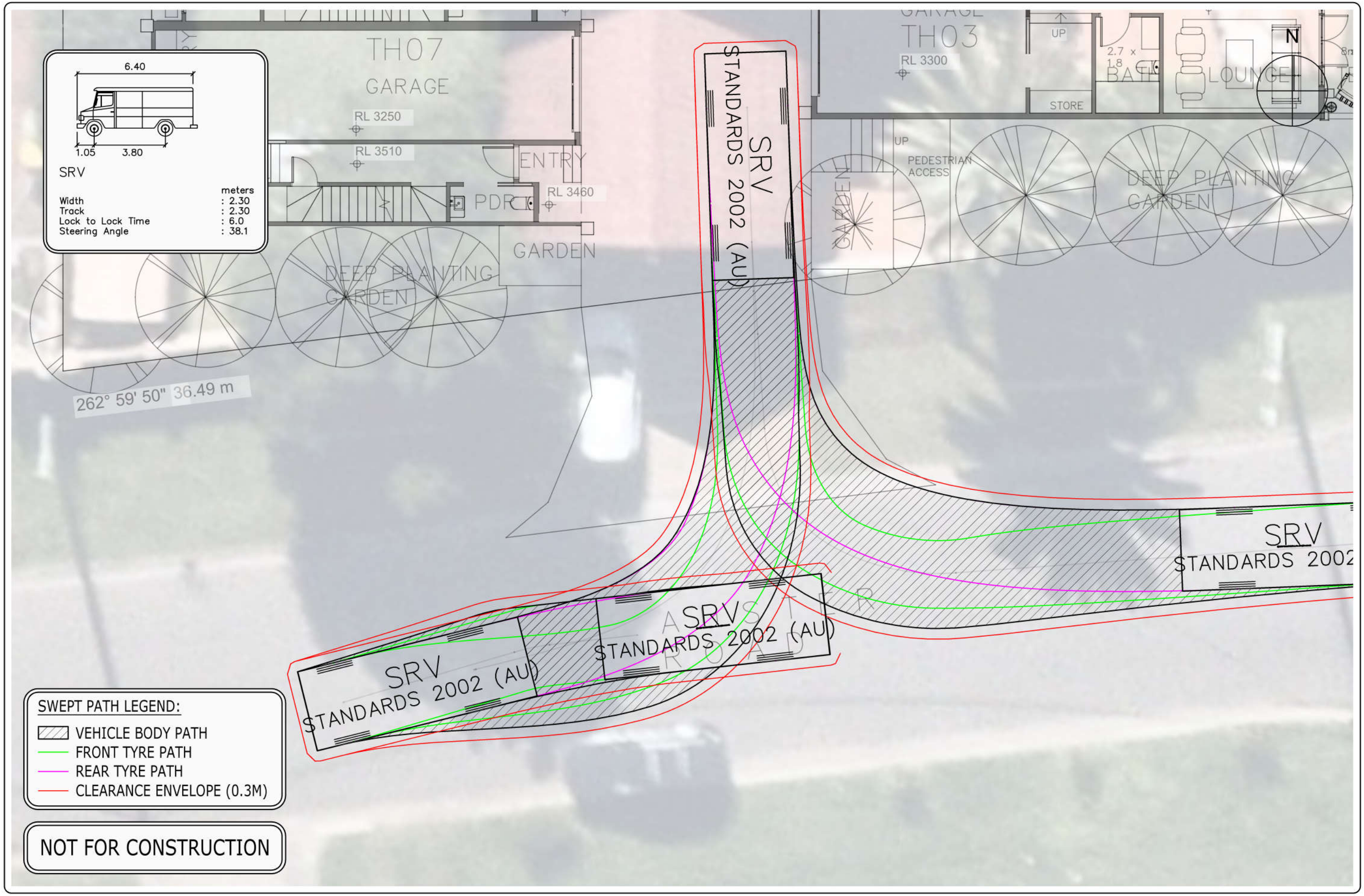
ADDRESS:
2 AUSTER STREET,
REDLAND BAY QLD 4165

JOB NO:
260501

DRAWN:	APPROVED:	SCALE @ A1:
AD	**AD**	**As indicated**

PAGE TITLE:
SITE PLAN

DRAWING No.	REVISION
DA-200	**E**

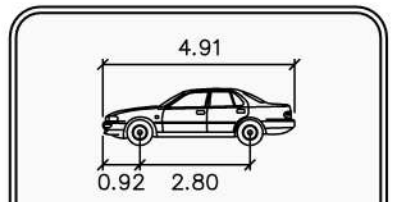


PTT
TRAFFIC & TRANSPORT ENGINEERING
PTT
ABN 96 067 593 962
P 07 3839 6771 WWW.PTT.COM.AU
Level 2, 62 Astor Tce, Spring Hill QLD 4000

REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	CG	07/09/26

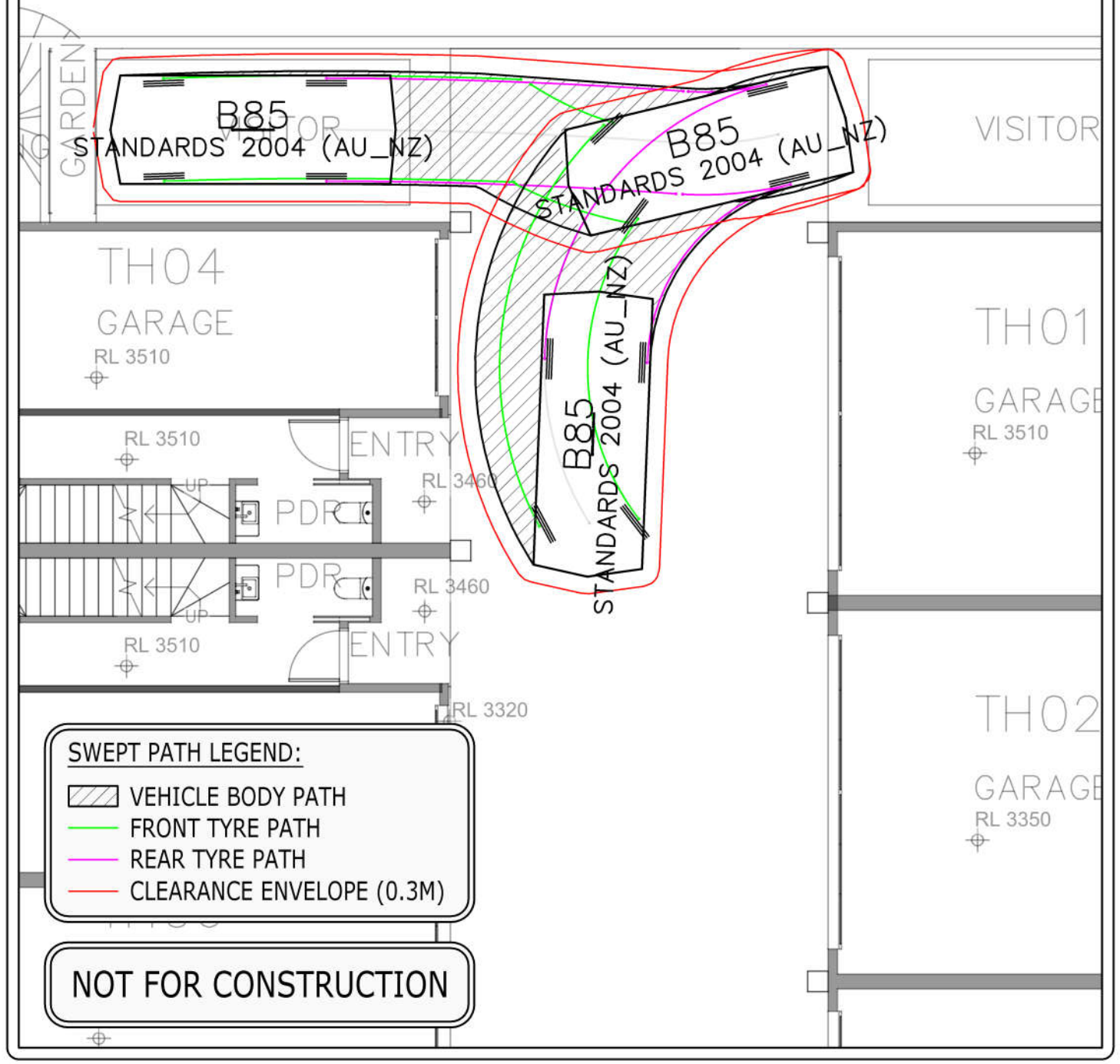
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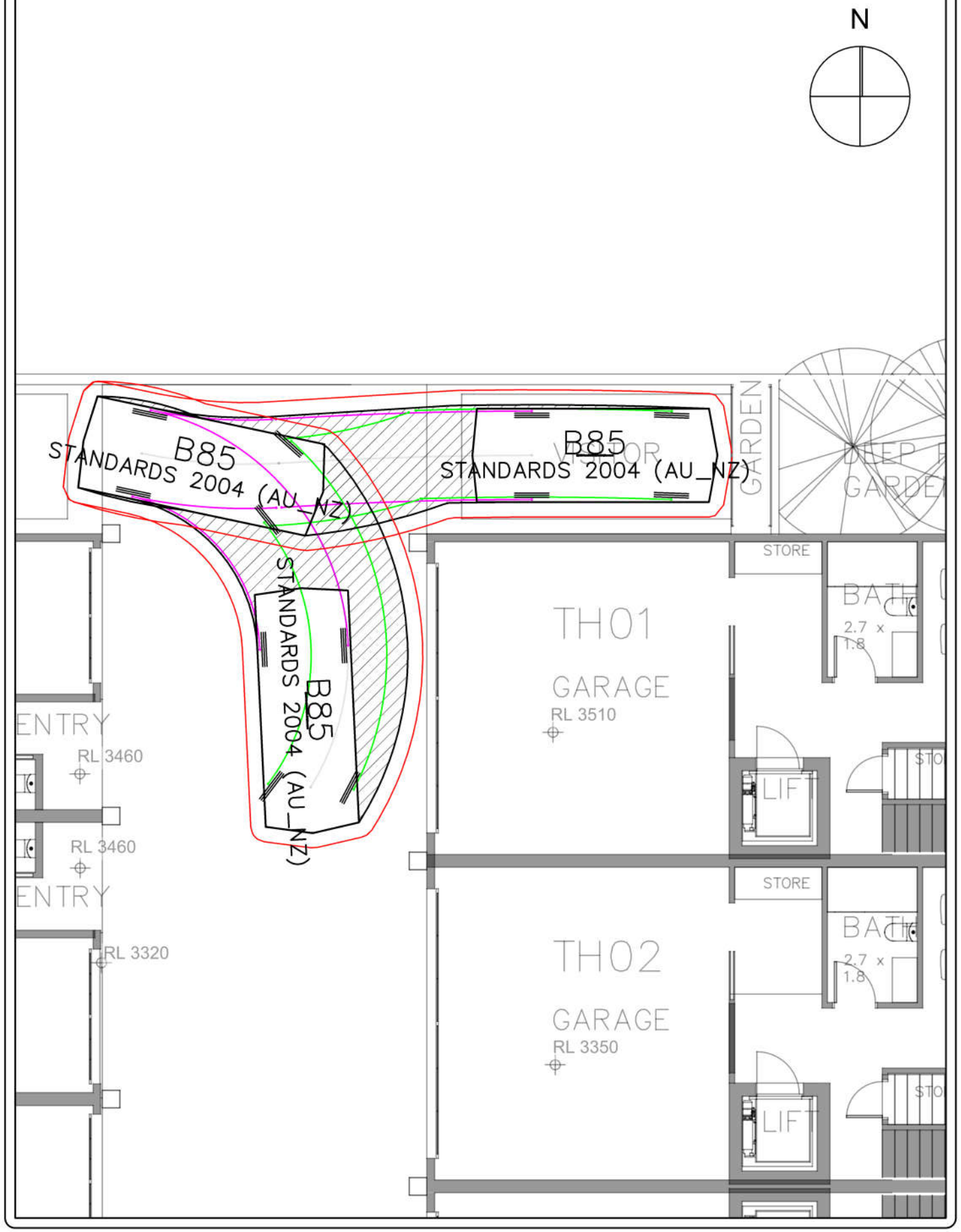
P:\2026-27\27-050 2 Auster Street, Redland Bay\Calcs\SK-001



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1





PTT
TRAFFIC & TRANSPORT ENGINEERING
PTT
ABN 96 067 593 962
P 07 3839 6771 WWW.PTT.COM.AU
Level 2, 62 Astor Tce, Spring Hill QLD 4000

REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	CG	07/09/26

DRAWING TITLE: VISITOR CAR MANOEUVRING	DRAWING NO: 27-050-002	REV: A	SCALE: 1:100 @ A3	APPROVED BY: CG (RPEQ 34450)
PROJECT TITLE: 2 AUSTER ST, REDLAND BAY	CLIENT: DUX DEVELOPMENT			

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