Traffic Impact Assessment Report

10 Poole Way, Bushland Beach

Proposed Townhouse Development

On behalf of BG Constructions

Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025

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Revision Record

No.	Author	Reviewed/Approved	Description	Date
A	J. Harrison		DA Report (Draft)	26/09/2025
B	J. Harrison	M. Grierson	DA Report	29/10/2025

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1. Introduction

1.1. Purpose

Colliers International Engineering & Design (TTMC) Pty Ltd (Colliers) has been engaged by BG Construction to prepare a traffic engineering report investigating a proposed Townhouse development at 10 Poole Way, Bushland Beach. It is understood this report will accompany a Development Application (DA) to be lodged with Townsville Regional Council ('Council').

1.2. Scope

This report examines the transport-related aspects of the proposed development. The scope of the investigation includes the following:

- Reviewing the prevailing traffic and transport conditions surrounding the site.
- Identifying parking supply required to cater for the future 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.
- 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.
- Identification of expected traffic volumes and traffic distribution from the development and the 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:

- Townsville City Council Planning Scheme, specifically:
  - 9.3.5 Transport Impact, Access and Parking Code
- Australian Standards for Parking Facilities, specifically:
  - Part 1: Off-streetcar parking (AS2890.1:2004)
  - Part 2: Off-street commercial vehicle facilities (AS2890.2:2018)
- Austroads 'Guide to Traffic Management Part 2: Traffic Theory Concepts' (2020).
- Transport for New South Wales (TfNSW) 'Guide to Transport Impact Assessment' (2024).

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2. Site Location

The subject site is located at 10 Poole Way, Bushland Beach, with dual frontages to Mount Low Parkway along the eastern boundary and Poole Way along the southern boundary. The property is legally described as Lot 4 on SP33154 and is currently vacant. The site falls within a Priority Infrastructure Area (PIA) and is zoned Low Density Residential. The site location is illustrated in Figure 2-1 and Figure 2-2.

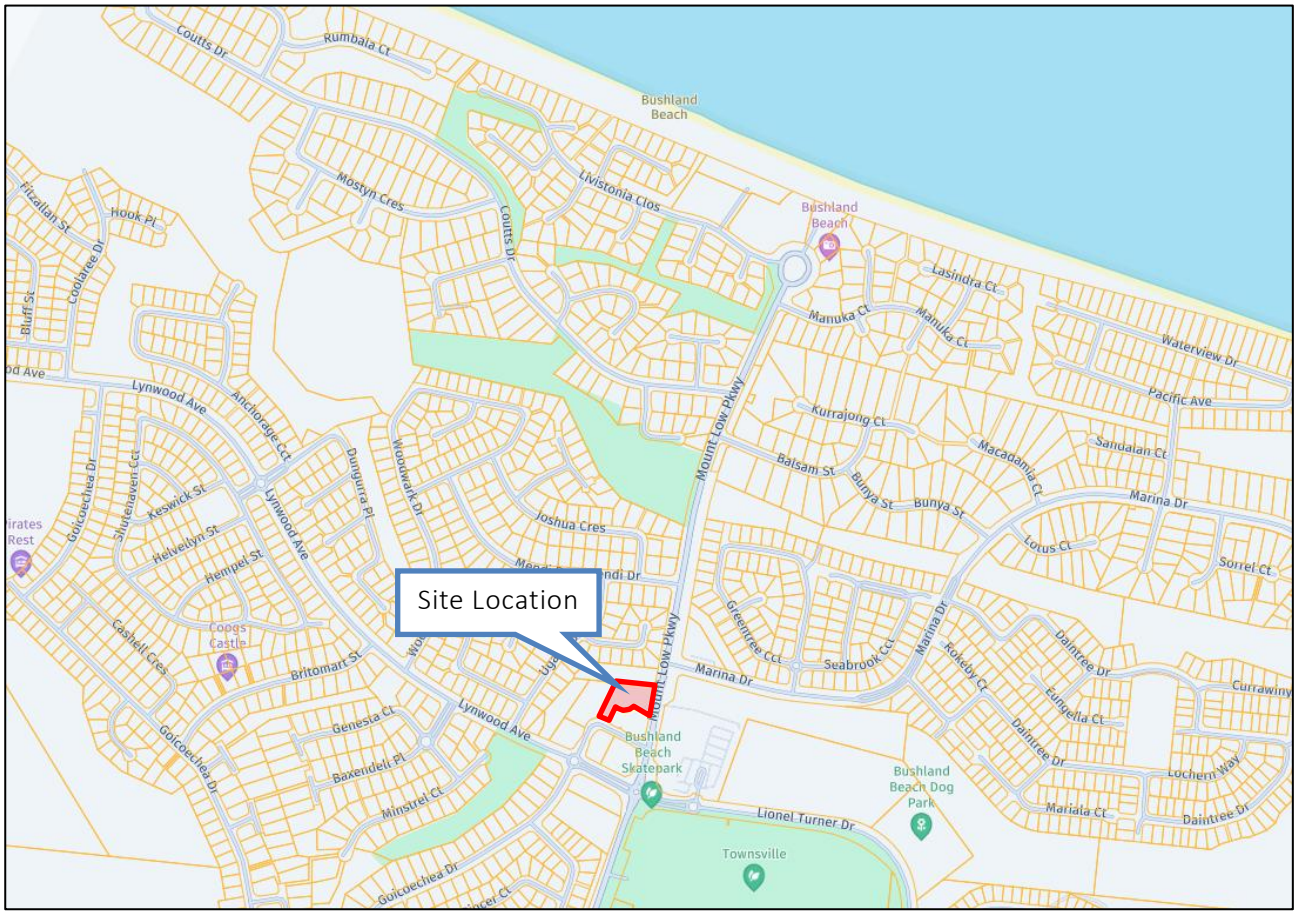

Figure 2-1: Site Location – Surrounding Context (Source: Nearmap)

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Figure 2-2: Approximate Site Location – Immediate Context (Source: Nearmap)

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3. Site Travel Environment

3.1. Road Network

All roads in the immediate vicinity of the site are under the jurisdiction of TCC. The nearby intersections include the Poole Way / Lynwood Avenue / Goicoechea Drive roundabout and the Mount Low Parkway / Lynwood Avenue roundabout, both are configured as four-leg roundabouts. In addition, the Poole Way / Mount Low Parkway intersection operates as a priority-controlled T-intersection permitting left-in / left-out movements only. The hierarchy and characteristics of these roads are summarised in Table 3-1.

Table 3-1: Local Road Hierarchy

Road	Speed Limit	Lanes/Configuration	Classification	Authority
Poole Way	50km/h[1]	2 lanes, two-way, undivided	Local Street	Council
Mount Low Parkway	60km/h	2 lanes, two-way, divided in sections	Major Collector (north of Lynwood Ave) Sub Arterial (south of Lynwood Ave)	Council
Lynwood Avenue	60km/h	2 lanes, two-way, divided in sections	Major Collector	Council
Goicoechea Drive	50km/h[1]	2 lanes, two-way, undivided	Local Street	Council
Lionel Turner Drive	60km/h	2 lanes, two-way, divided in sections	Local Street	Council

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

3.2. Transport Planning

Colliers has reviewed Council's LGIP planning maps to identify any potential road works in the vicinity of the site. This review confirms that there are no planned works in the area that would affect, or be affected by, the proposed development.

3.3. Public Transport and Pedestrian Facilities

Bus Services

A bus stop is located on Lynwood Avenue between Poole Way and Mount Low Parkway, approximately 60–70m from the subject site. This stop is serviced by Translink Route 233, which operates between Bushland Beach and Townsville Shopping Centre, with stops at Mount Low, Jensen, Deeragun, Burdell, Garbutt, and Domain Central. Services operate Monday to Saturday, with weekday frequencies of approximately every 45–60 minutes between 6:05 AM and 6:20 PM, and Saturday services operating every 1–2 hours between 7:42 AM and 5:42 PM.

Pedestrians

Formal pedestrian footpaths are provided along the western and northern sides of Poole Way, with additional footpaths available along Mount Low Parkway, Lynwood Avenue, and Lionel Turner Drive. Pedestrian crossing facilities, including refuge islands and kerb ramps, are located on Mount Low Parkway and Lynwood Avenue.

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4. Proposed Development

4.1. Development Profile

The development proposes to construct 20 x 3-bedroom townhouses.

A copy of the development plans, prepared by Blackburne Jackson, is included in Appendix A.

4.2. Parking

The proposed site plan includes a total of 39 parking spaces, including 34 resident spaces, 4 visitor spaces and 1 car wash space.

Further details regarding the proposed parking provisions are included in Section 5.

4.3. Access

The development plan includes the following access arrangements:

- 7.0m wide access from Poole Way, tapering to 6.8m at the security gate. This access will operate as an all-movements crossover
- Designated entry and exit lanes separated by a 0.45m median.
  - Lanes are recommended to be widened to 3.5m each to accommodate the 10.5m Refuse Collection Vehicle (RCV)
- Cyclist access to Poole Way via the proposed vehicular driveway
- Pedestrian access supported by formal footpaths along Poole Way

Further details regarding the proposed access arrangements are included in Section 6.

4.4. Servicing

The development plan includes the following servicing arrangements:

- Primary servicing demand will be met by an 8.8m Medium Rigid Vehicle (MRV), which can be accommodated on-site
- On-site refuse collection by a 10.5m Front Lift Refuse Collection Vehicle (RCV)

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

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5. Parking Arrangements

5.1. Parking Supply

5.1.1. Car Parking

Table SC6.10.2.1 of Townsville City Council's (TCC) Transport, Access and Parking Code outlines the parking requirements applicable to Multiple Dwelling uses. These requirements, along with the proposed parking provisions, are summarised in Table 5-1.

Table 5-1: Parking Requirements and Proposed Provisions

Land Use	Council Requirement	Extent	Requirement	Provision
Multiple Dwelling	1.7 spaces per dwelling 0.2 spaces per dwelling for visitors 1 dedicated car washing bay	20 units	34 residential spaces 4 visitor spaces 1 car wash space TOTAL 39 spaces	**34 residential spaces** **4 visitor spaces** **1 car wash space** **(TOTAL 39 spaces)**

As detailed in Table 5-1, the development provides a total of 39 spaces, comprising 34 residential spaces, 4 visitor spaces, and 1 car wash space. Each of the 20 units is allocated one enclosed garage. In addition, 14 supplementary resident spaces are provided in front/beside the units, including 8 tandem spaces located directly in front of the garage enclosures. The 4 visitor spaces proposed comply with Council's requirements, as does the provision of a single dedicated car wash bay.

PWD Parking

No designated PWD parking is proposed. Under the National Construction Code 2022 (NCC), there is no mandatory requirement for PWD parking spaces within a Class 2 building, defined as a structure containing two or more sole-occupancy units used as separate dwellings. Furthermore, Section D3.5 of the Disability (Access to Premises – Buildings) Standards 2010 specifies that accessible car parking is not required where fewer than five car parking spaces are provided, to avoid restricting the limited supply of spaces to exclusive use. As the development includes only 4 visitor spaces, PWD parking provisions are not considered necessary.

Colliers considers the proposed parking provisions sufficient to cater to the proposed development's anticipated car parking demands for both residents and visitors.

5.2. Parking Layout

Table 5-2 identifies the characteristics of the proposed parking layouts with respect to the TCC Planning Scheme requirements, which generally defers to AS2890.

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Table 5-2: AS2890 Parking Design Requirements and Proposed Provisions

Design Aspect	Council / AS2890 Requirement	Proposed Provision	Compliance
Car Parking			
Parking space length: – General spaces (Class 1) – Visitor spaces (Class 3) – Enclosed spaces – Car wash space	 5.4m (min) 5.4m (min) 6.0m (min) n/a	 5.4m 5.4m 6.0m 5.4m	 AS2890.1:2004 compliant AS2890.1:2004 compliant AS2890.1:2004 compliant Further details below
Parking space width: – General spaces (Class 1) – Visitor spaces (Class 1) – Enclosed spaces – Car wash space	 2.4m (min) 2.4m (min) 2.4m + 0.3 clearance to walls n/a	 2.4m – 2.5m 2.5m 2.4m + 0.3 clearance to walls 3.1m	 AS2890.1:2004 compliant AS2890.1:2004 compliant AS2890.1:2004 compliant Further details below
Garage door width	2.4m (min)	3.0m	AS2890.1:2004 compliant
Parking envelope clearance	Located as per Figure 5.2 of AS2890.1	Located as per Figure 5.2 of AS2890.1	Further details below
Aisle width	5.8m (min) + 0.3m clearances	6.2m + clearances	AS2890.1:2004 compliant
End of aisle extension	1.0m (min)	1.2m	AS2890.1:2004 compliant
Maximum Gradient: – Parallel to parking – In any other direction	 1:20 (5.0%) max 1:16 (6.25%) max	 To be 1:20 To be 1:16	 Further details below Further details below
Maximum Gradient Transitions – Passenger Vehicles – Design Service Vehicle	 1:8 (12.5%) summit 1:6.67 (15.0%) sag 1:16 (6.25%)	 To be ≤ 1:8 To be ≤ 1:6.67 To be ≤ 1:16	 Further details below Further details below Further details below
Height clearance: – Service vehicles – General height clearance	 4.5m (12.5m HRV) 2.2m (garage internals)	 Open air To be 2.2m minimum	 AS2890.2:2018 compliant Further details below

The development parking layout is generally consistent with the provisions of the AS2890.1:2004. Further details in relation to deemed compliance are provided below.

Car Wash Bay

A dedicated car wash space is provided, measuring 5.4m in length and 3.1m in width. While the AS2890 series does not prescribe specific dimensions for this type of space, the proposed width of 3.1m ensures sufficient clearance for vehicle door opening and access around the vehicle to accommodate washing and cleaning activities.

Parking Envelope Clearance

The internal dimensions of the enclosed garages are a minimum of 6.0m in length and 3.0m in width, which complies with AS2890.1:2004. It is noted, however, that most internal garage doors (providing access

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between the garage and the dwelling) are designed to swing inward into the garage. When open, these doors may encroach into the parking envelope and potentially affect their operability when a vehicle is parked inside. To avoid this conflict, Colliers recommends that these doors be provided as cavity sliders, thereby eliminating any interference between door operation and a parked vehicle.

Maximum Gradients/Height Clearances

The development plans indicate that the internal driveway areas will be relatively flat. The following maximum gradients are required in accordance with AS2890.1:2004 and AS2890.2:2015:

- Maximum gradients:
  - Standard parking: 1 in 20 (5.0%) measured parallel to the angle of parking
  - Standard parking: 1 in 16 (6.25%) measured in any other direction to the angle of parking
- Maximum grade transitions (passenger vehicles):
  - Summit: 1 in 8 (12.5%)
  - Sag: 1 in 6.67 (15.0%)
- Largest design service vehicle:
  - Maximum grade transition: 1 in 16 (6.25%)

The following maximum vertical clearances (with respect to the enclosed garages) are required in accordance with AS2890.1:2004:

- Minimum vertical clearances:
  - General minimum: 2.2 m (applicable to garage internals)

Tandem Parking:

Several parking spaces are located directly in front of the enclosed garages, effectively functioning as tandem bays. Each tandem arrangement (the enclosed garage bay and the space in front) will be allocated to the same dwelling, allowing parking to be managed by the respective unit owner/occupier.

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6. Site Access Arrangements

6.1. Vehicle Access Arrangements

Access to the site is proposed from the southern frontage to Poole Way and will operate as an all-movements crossover. The proposed design characteristics of this access are detailed in Table 6-1.

Table 6-1: Driveway Requirements for Access

Design Aspect	Council / AS2890 Requirement	Proposed Provision	Compliance
Crossover design type	Type General Wide Flared (RS-051)	General Wide Flared (RS-051)	Compliant
Crossover width	6.5m (min) Subject to swept path assessment	7.0m	Further details below
Sight distance[1]	69m (desirable) 45m (minimum)	~100m to the east (clear to intersection) ~80m to the south (clear to intersection)	AS2890.1:2004 compliant
Driveway sight splays[2]	2.0m wide x 2.5m deep (on both sides)	To be 2.0m wide x 2.5m deep (on both sides)	Further details below
Minimum queuing provision	2 vehicles (12m)	1 vehicle	Performance Solution
Entry Grading	1:20(5%) first 6m into the site (max)	To be 1:20	Further details below

[1] Based on a sign-posted speed limit of 50km/h

[2] All landscaping within the pedestrian visibility splay zone, as nominated in the development plans, will need to be limited to a maximum height of 0.6m

The proposed access arrangements generally comply with Council, AS2890.1:2004 and AS2890.2:2018 requirements. Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, are provided below.

Crossover

The proposed crossover is 7.0m wide at the property boundary, tapering to approximately 6.8m within 6m of the site, where a security gate is proposed. The layout provides separate entry and exit lanes divided by a 0.45m median, resulting in effective lane widths of 3.2 m (entry) and 3.15 m (exit). Colliers recommends widening these lanes to a minimum of 3.8m (entry) and 3.5m (exit) to accommodate the swept path requirements of the largest design vehicle (10.507m RCV). The recommended modifications are shown in Colliers Drawing 25BRT0260-03 (Appendix B).

Driveway Sight Splays

In accordance with AS2890.1:2004, pedestrian sight triangles measuring 2.0m wide by 2.5m deep are required on the exit of a driveway. There is sufficient area on the exit side of the proposed driveway to accommodate this splay. It is Colliers' recommendation that the sight splay be shown on the development plans, and that only low-height landscaping be planted and maintained within this area to maintain visibility.

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It is noted that accommodating a compliant sight splay on the entry side of the driveway is constrained, as the driveway is positioned hard against the property boundary. However, it is the exit side sightline that is most critical to pedestrian safety. Vehicles will exit the site via the security gate, and once beyond the gate will have a clear, unobstructed view of the adjoining footpath to the west. Accordingly, the proposed arrangement is considered acceptable from a traffic engineering perspective.

Queueing Provisions

A queuing provision of ~6.0m is available to the first conflict point (the security gate), allowing one vehicle to queue within the development property boundary. To assess the adequacy of the queue provision, reference is made to Equation 3.5 of the Austroads Guide to Traffic Management – Part 2: Traffic Theory (Poisson Distribution). For an arrival rate of 8 vehicles per hour (please see Section 8 for anticipated development traffic) and an average gate opening time of 30 seconds, the probability of two or more vehicles arriving simultaneously (and waiting for the gate to open) is less than 1%. Therefore, the likelihood of queuing beyond a single vehicle is considered very low. The proposed 6.0m (one-vehicle) queue provision is accordingly considered sufficient.

Entry Grading

The development plans indicate that the driveway grading will be generally flat. In accordance with AS2890.1:2004, the first 6.0 m into the site should be constructed at a maximum grade of 1 in 20 (5%).

If the above recommendations regarding lane widening and grading are adopted, Colliers considers the proposed access arrangements to be fit for purpose and compliant with relevant standards.

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7. Service Vehicle Arrangements

To assess the required number of service bays for the development, Colliers has referred to the Council requirements for service vehicles. Table 9.3.5.3 of the Transport impact, access and parking code states:

Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that:

- *are adequate to meet the demands generated by the development;*
- *are able to accommodate the design service vehicle requirements; and*
- *does not unduly impede vehicular, cyclist and pedestrian safety and convenience both within the site and external to the site*

Design Vehicle

The primary servicing demand for a multiple dwelling development is expected to consist of furniture deliveries and general delivery vehicles (e.g., mail and groceries). Colliers notes that requiring occasional access for a 12.5m Heavy Rigid Vehicle (HRV), typically representative of large furniture trucks, is considered unnecessarily onerous for a development of this scale. Based on Colliers' experience, a Medium Rigid Vehicle (MRV) provides a more appropriate and practical design basis.

As demonstrated in Colliers Drawing 25BRT0260-02 (Appendix B), the internal road layout adequately accommodates the on-site manoeuvring requirements of an 8.8m MRV.

Refuse Collection

Swept path analysis has also been undertaken for a 10.5m Front Lift Refuse Collection Vehicle (RCV), as shown in Colliers Drawing 25BRT0260-01 (Appendix B). The analysis confirms that the RCV can enter the site in forward gear, manoeuvre to the designated refuse collection points, turn at the internal T-intersection, and exit the site in forward gear.

The development plans indicate that the internal circulation road will be generally flat. In accordance with AS2890.2:2018, all areas where service vehicles would stand) would need to have a maximum gradient of 1 in 25 (4.0%). Further, as identified in Section 4.3, modifications to the development access, including crossover design and driveway width, are required to accommodate the nominated design vehicles.

Provided that the internal grading complies with AS2890.2:2018 requirements, the proposed servicing arrangements are considered fit for purpose. The nominated design vehicles are appropriate, and the internal layout will be capable of accommodating their manoeuvring requirements.

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8. Development Transport Demand

8.1. Estimated Development Traffic Generation

For the purposes of calculating the traffic generation potential of the proposed development, reference is made to the NSW Government Guide to Transport Impact Assessment (TS 00085 v1.1). The guide recommends adopting the following traffic generation rates for Medium Density Dwellings:

- 0.39vph per dwelling (AM peak hour)
- 0.37vph per dwelling (PM peak hour)
- 2.72 vehicles per dwelling (daily)

Application of the above-mentioned generation rates to the proposed development (20 dwellings) is anticipated to generate:

- 8vph per dwelling (AM peak hour)
- 8vph per dwelling (PM peak hour)
- 55 vehicles per dwelling (daily)

8.2. Warrants for Traffic Impact Assessment

As indicated in Section 8.1, the proposed development is anticipated to generate approximately 8 vehicles per hour (vph) in the AM and PM peak periods. This equates to approximately 1 additional vehicle on the road network every 7.5 minutes. When distributed on the local road network this level of development traffic is insignificant in terms of intersection capacity and operation and is anticipated to result in no adverse impacts on the surrounding road network. Colliers considers that further detailed analysis of potential traffic impacts is not warranted.

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9. Active Transport

9.1. Public Transport

The subject site has access to public transport, with a bus stop located on Lynwood Avenue within approximately 70 metres of the site. This stop is serviced by a single bus route, providing connections to key local centres and destinations with services operating Monday to Saturday.

9.2. Pedestrian Access

Pedestrian access to the site is supported by formal footpaths along the western and northern sides of Poole Way, as well as along Mount Low Parkway, Lynwood Avenue, and Lionel Turner Drive. Pedestrian crossing facilities, including refuge islands and kerb ramps, are also provided on Mount Low Parkway and Lynwood Avenue.

9.3. Cyclist Facilities

No formal bicycle parking is required under the Townsville City Council Planning Scheme. Bicycle storage for residents and visitors will be accommodated within the garages.

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10. Summary and Conclusions

10.1. Proposed Development

The proposed development involves the establishment of 20 three-bedroom townhouses at 10 Poole Way, Bushland Beach. The site has dual frontages to Poole Way and Mount Low Parkway and is zoned Low Density Residential under the Townsville City Council Planning Scheme.

10.2. Parking Arrangements

A total of 39 on-site car parking spaces are proposed, comprising 34 resident spaces, 4 visitor spaces, and 1 dedicated car wash bay. This provision satisfies Council's requirements for Multiple Dwellings. Each unit is allocated one enclosed garage, with supplementary resident spaces, including 8 tandem bays, located directly in front of the garages.

The parking layout is generally consistent with AS2890 requirements, with minor refinements recommended to internal grading and door configurations.

10.3. Access Arrangements

Vehicle access is proposed via a 7.0m wide crossover to Poole Way, tapering to 6.8 m at a security gate. Designated entry and exit lanes are separated by a 0.45 m median, with widening to 3.8m (entry) and 3.5m (exit) recommended to accommodate the proposed design vehicles. Other aspects of the proposed driveway are generally in compliance with AS2890.1:2004 and AS2890.2:2018 requirements

10.4. Service Vehicle Arrangements

Servicing demand will primarily consist of furniture and general deliveries, which is expected to be via an 8.8m MRV (or smaller). Swept path analysis demonstrates that the internal road layout adequately accommodates MRV manoeuvres. Refuse collection will be undertaken on-site by a 10.5m Front Lift RCV, which can enter and exit the site in forward gear.

10.5. Traffic Impact Assessment

The proposed development is anticipated to generate approximately 8 vehicle movements in both the AM and PM peak hours, equating to around 1 additional vehicle on the road network every 7.5 minutes. This level of traffic generation is considered negligible in the context of the surrounding road network and will not result in any adverse impacts on nearby intersection capacity or operation.

10.6. Active Transport

The subject site has access to public transport, with a bus stop located on Lynwood Avenue approximately 70m from the site. Pedestrian facilities include formal footpaths along Poole Way, Mount Low Parkway, Lynwood Avenue, and Lionel Turner Drive, with crossing facilities provided on Mount Low Parkway and

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Lynwood Avenue. No formal bicycle parking is required under the Planning Scheme, with bicycle storage to be accommodated within resident garages.

10.7. Conclusion

From the assessments undertaken and summarised in this report and, provided that the recommendations identified are adopted, Colliers does not see any transport engineering reason that would preclude approval of the proposed development.

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Appendix A Proposed Site Plan

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02 SITE PLAN LEVEL 1
1:200

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

SITE PLAN LEVEL 1

PRELIMINARY
scale : 1:200 @A1 1:400@A3
issue : 04 date : 22-10-25

7340-DA03

north

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1 SITE PLAN LEVEL 2
1:200

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

SITE PLAN LEVEL 2

PRELIMINARY
scale : 1:200 @A1 1:400@A3
issue : 04 date : 22-10-25

7340-DA04

north

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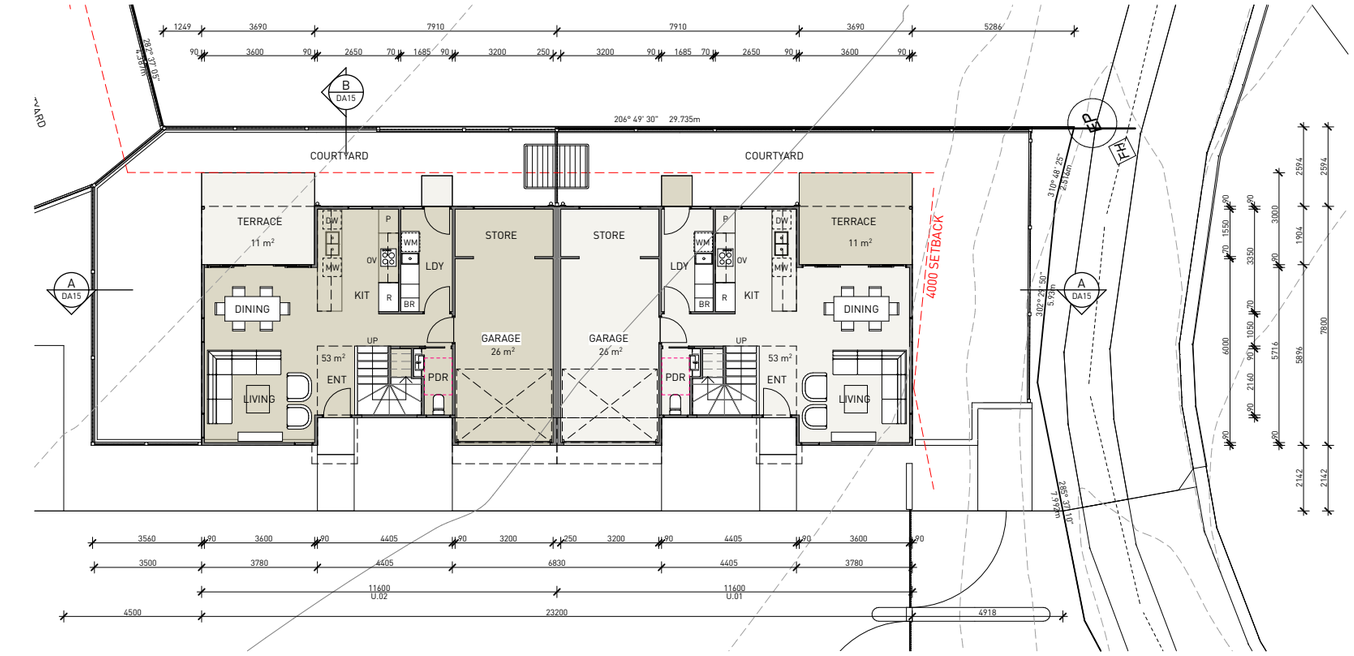
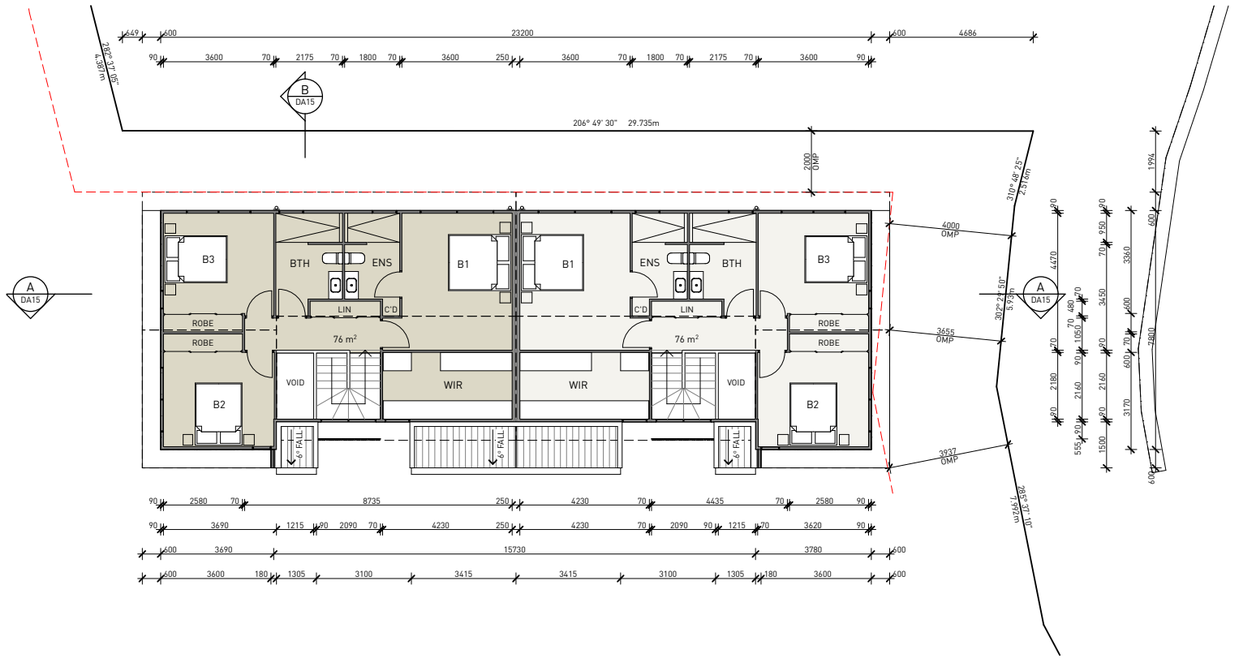


01 BLDG 01 _ LEVEL 1
1:100



02 BLDG 01 _ LEVEL 2
1:100

PROPOSED TOWNHOUSE DEVELOPMENT ,
10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

FLOOR PLANS - BLDG 01

PRELIMINARY
scale : 1:100 @A1 1:200 @A3
issue : 04 date : 22-10-25

7340-DA05

north

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PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

FLOOR PLANS - BLDGS 02 & 03

PRELIMINARY

scale : 1:100 @A1 1:200 @A3

issue : 04 date : 22-10-25

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1:100

02 BLDG 04 & 05 _ LEVEL 2
1:100

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

FLOOR PLANS - BLDGS 04 & 05

PRELIMINARY
scale : 1:100 @A1 1:200 @A3
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7340-DA07

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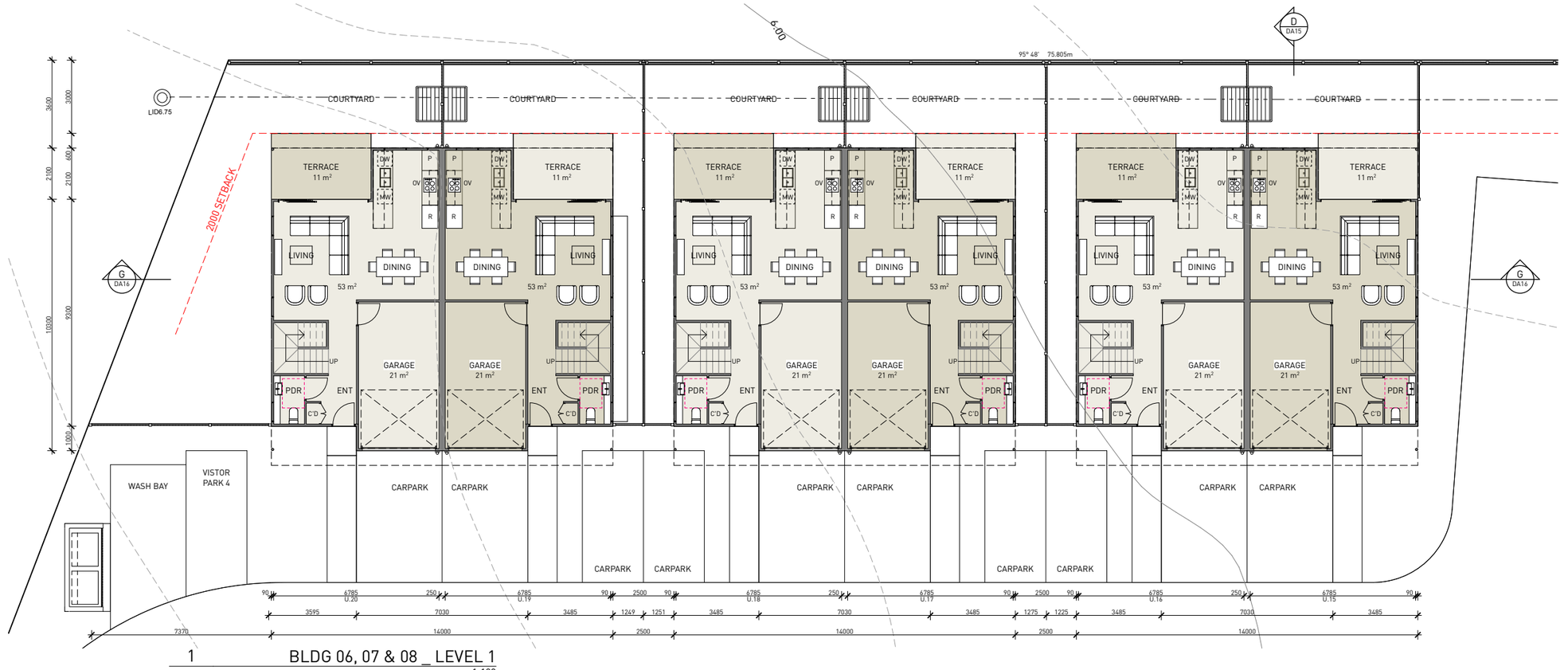

1 BLDG 06, 07 & 08 _ LEVEL 1
1:100

2 BLDG 06, 07 & 08 _ LEVEL 2
1:100

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

FLOOR PLANS - BLDGS 06, 07 & 08

PRELIMINARY
scale : 1:100 @A1 1:200 @A3
issue : 04 date : 22-10-25

7340-DA08

north

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Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025

01 NORTH SITE ELEVATION
1:200

02 EAST SITE ELEVATION
1:200

03 SOUTH SITE ELEVATION
1:200

04 WEST SITE ELEVATION
1:200

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

ELEVATIONS - OVERALL SITE

PRELIMINARY
scale : 1:200 @A1 1:400 @A3
issue : 04 date : 22-10-25

7340-DA09

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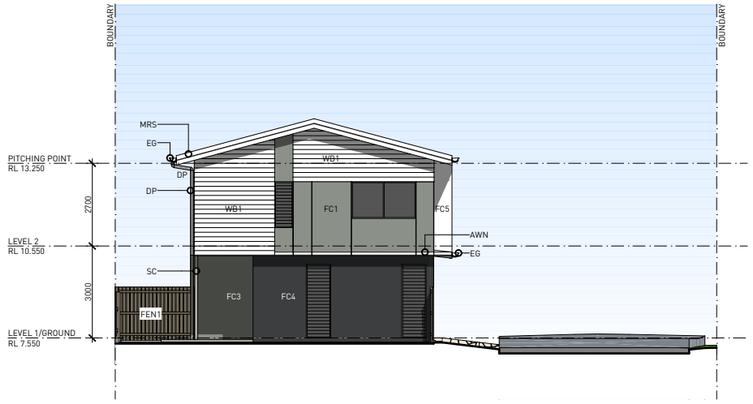
Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025



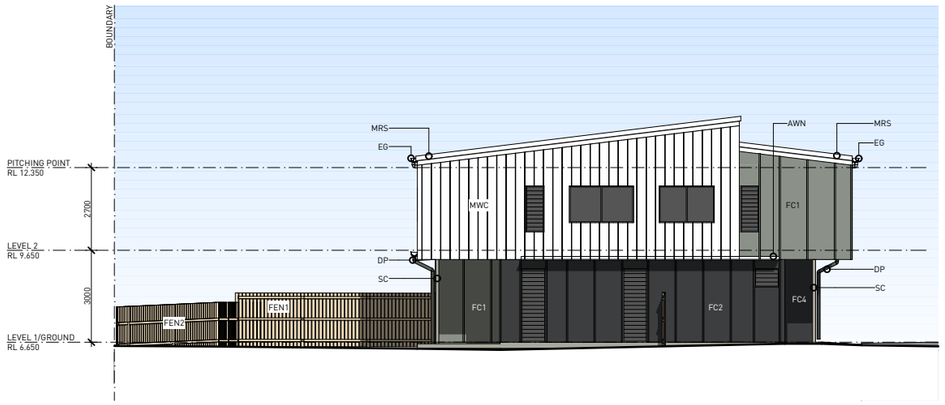
01 BLDG 01 NORTH ELEVATION
1:100

02 BLDG 01 EAST ELEVATION
1:100

03 BLDG 01 SOUTH ELEVATION
1:100

04 BLDG 01 WEST ELEVATION
1:100

05 BLDG 02 WEST ELEVATION
1:100



06 BLDG 02 EAST ELEVATION
1:100

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

ELEVATIONS - BLDG 01 & 02

PRELIMINARY

scale : 1:100 @A1 1:200 @A3

issue : 04 date : 22-10-25

7340-DA10

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Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025

01 BLDG 02 & 03 NORTH ELEVATION
1:100

02 BLDG 02 & 03 SOUTH ELEVATION
1:100

03 BLDG 03 EAST ELEVATION
1:100

04 BLDG 03 WEST ELEVATION
1:100

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

ELEVATIONS - BLDG 02 & 03

PRELIMINARY

scale : 1:100 @A1 1:200 @A3

issue : 04 date : 22-10-25

7340-DA11

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Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025

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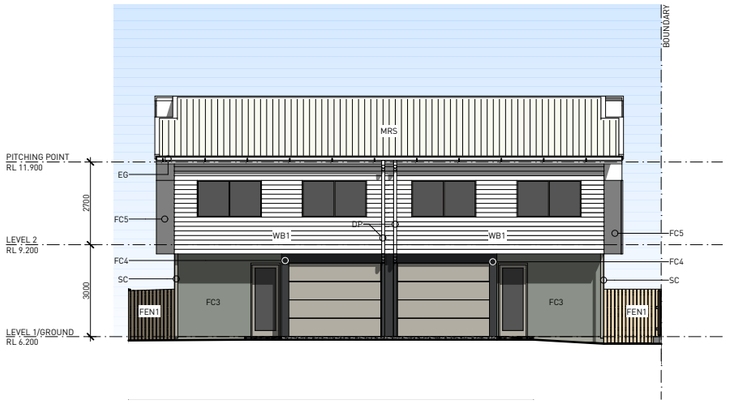
1:100

02 BLDG 04 EAST ELEVATION
1:100

03 BLDG 04 SOUTH ELEVATION
1:100



04 BLDG 04 WEST ELEVATION
1:100

05 BLDG 05 NORTH ELEVATION
1:100

06 BLDG 05 EAST ELEVATION
1:100

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

ELEVATIONS - BLDG 04 & 05

PRELIMINARY

scale : 1:100 @A1 1:200 @A3

issue : 04 date : 22-10-25

7340-DA12

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Version: 1, Version Date: 11/11/2025

01 BLDG 05 SOUTH ELEVATION
1:100

02 BLDG 05 WEST ELEVATION
1:100

03 BLDG 06/07/08 NORTH ELEVATION
1:100

04 BLDG 06/07/08 SOUTH ELEVATION
1:100

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

ELEVATIONS - BLDG 05 & 06, 07, 08

PRELIMINARY

scale : 1:100 @A1 1:200 @A3

issue : 04 date : 22-10-25

7340-DA13

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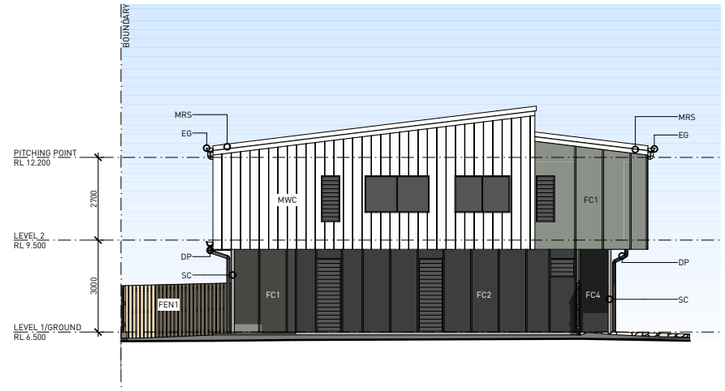
Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025

01 BLDG 06 EAST ELEVATION
1:100

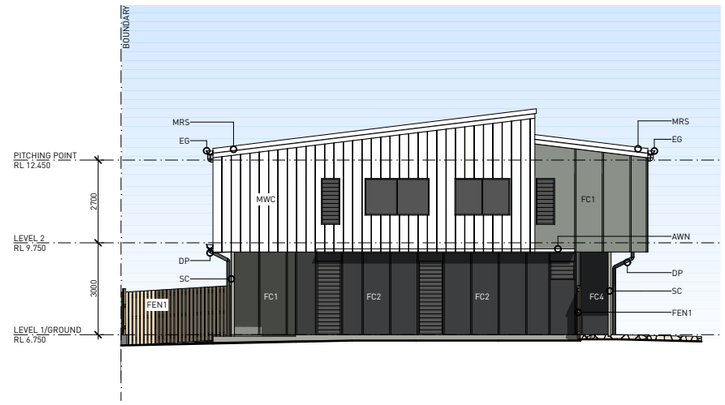
02 BLDG 06 WEST ELEVATION
1:100

03 BLDG 07 EAST ELEVATION
1:100



04 BLDG 07 WEST ELEVATION
1:100

05 BLDG 08 EAST ELEVATION
1:100



06 BLDG 08 WEST ELEVATION
1:100

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

ELEVATIONS - BLDG 06 & 07 & 08

PRELIMINARY

scale : 1:100 @A1 1:200 @A3

issue : 04 date : 22-10-25

7340-DA14

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Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025

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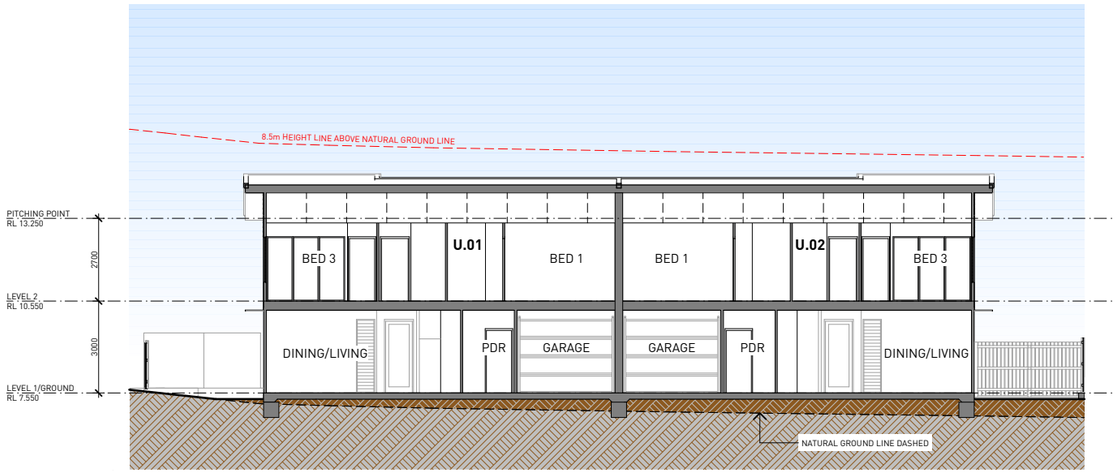
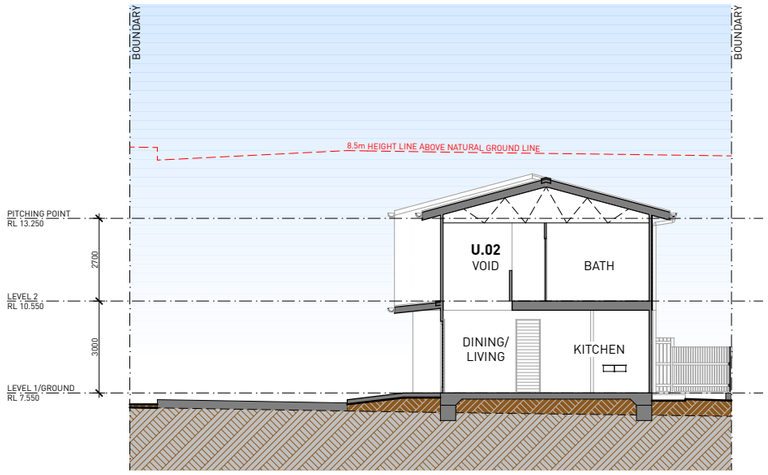
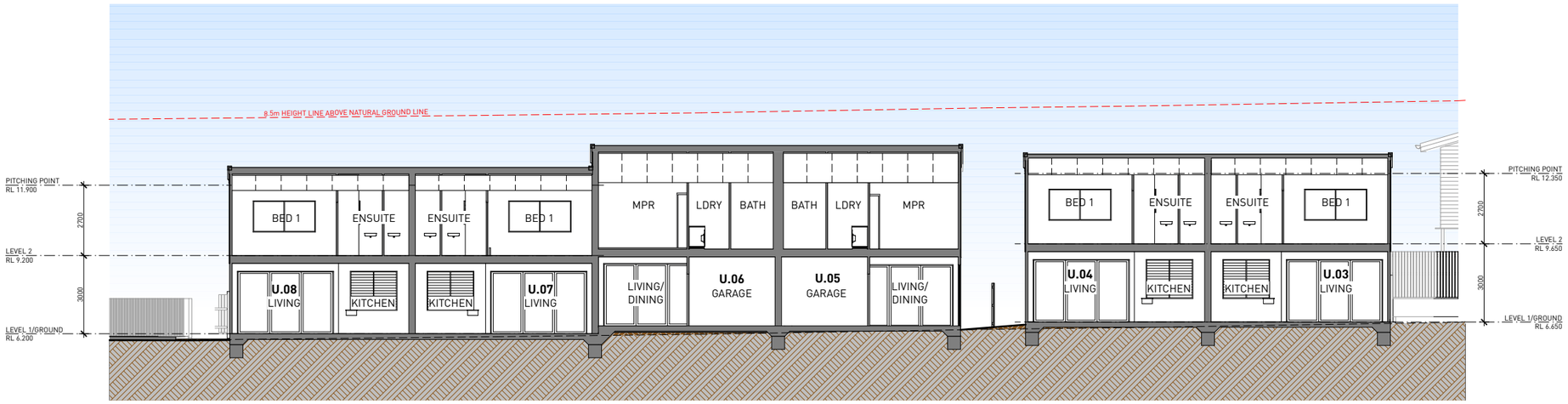


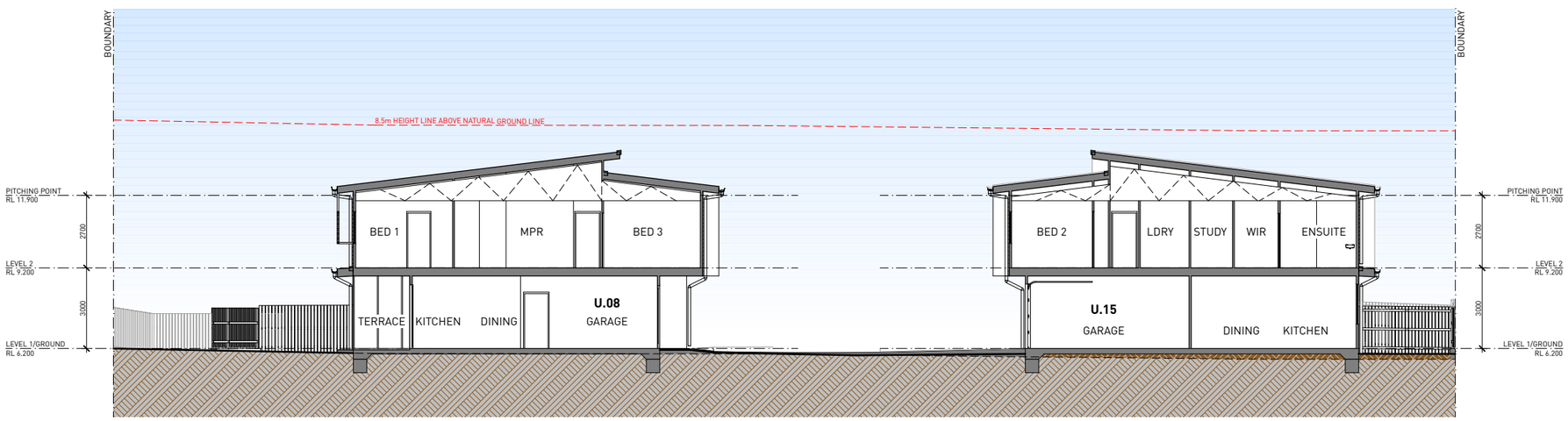
A SECTION - BUILDING 01
1:100



B SECTION - BUILDING 01
1:100



C SECTION - BUILDING 02 + 03
1:100



D SECTION - BUILDING 03 & 06
1:100

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

SECTION - BUILDING 01, 02, 03 & 06

PRELIMINARY

scale : 1:100 @A1 1:200 @A3

issue : 04 date : 22-10-25

7340-DA15

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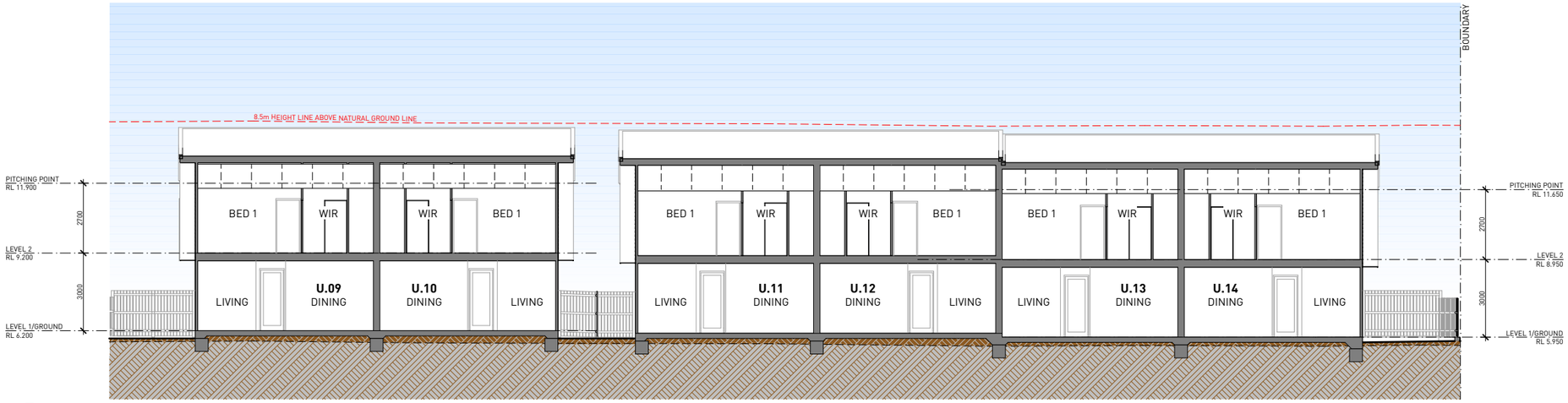
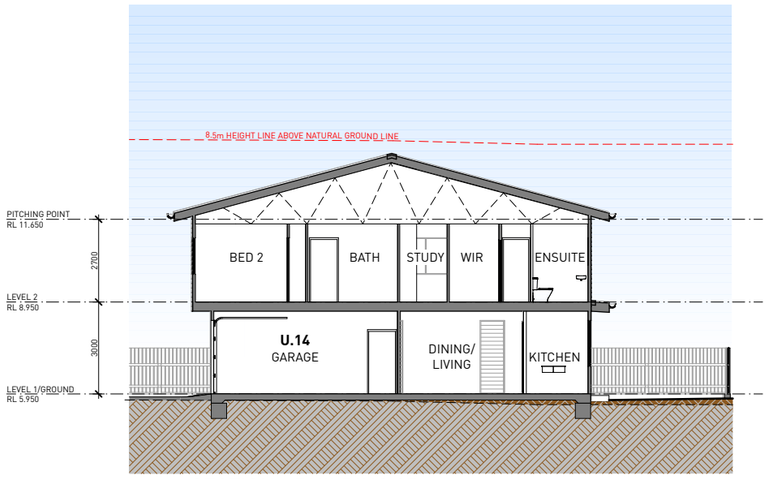
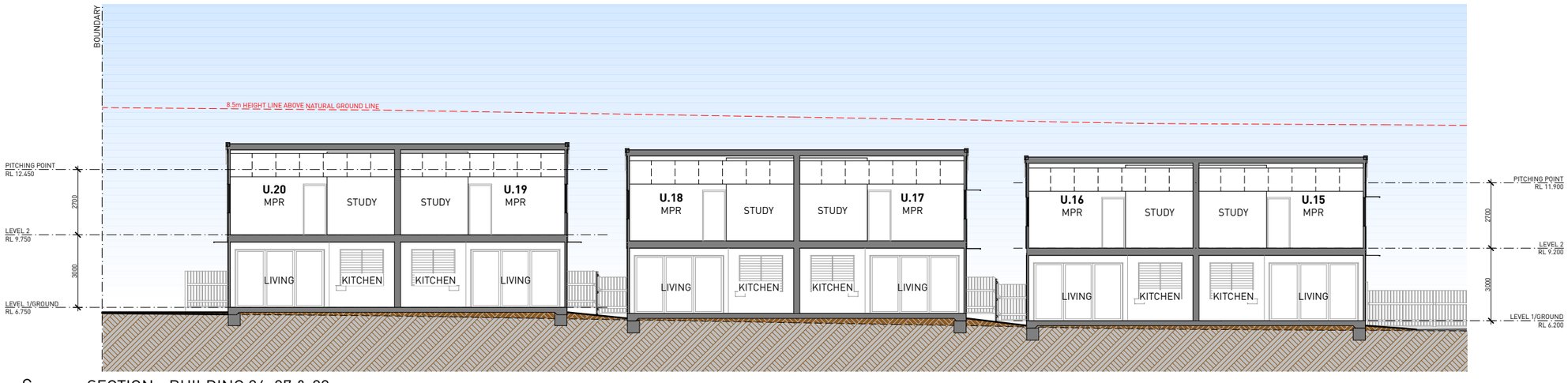
Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025



E SECTION - BUILDING 04 & 05
1:100



F SECTION - BUILDING 05
1:100



G SECTION - BUILDING 06, 07 & 08
1:100

PROPOSED TOWNHOUSE DEVELOPMENT , 10 POOLE WAY, BUSHLAND BEACH

POOLE WAY PTY LTD

SECTION - BUILDING 04, 05, 06, 07 & 08

PRELIMINARY

scale : 1:100 @A1 1:200 @A3

issue : 04 date : 22-10-25

7340-DA16

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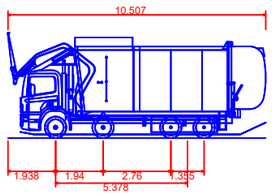
Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025

Appendix B Colliers Drawings

Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025



JJ Richards Front Lift (2020)

Overall Length	10.507m
Overall Width	2.490m
Overall Body Height	4.300m
Min Body Ground Clearance	0.150m
Track Width	2.490m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	10.800m
Design Speed Forward	5.0km/h
Clearance Envelope	0.500n

PRELIMINARY ADVICE ONLY

29 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	29.10.2025	ORIGINAL ISSUE	JH	MGr	MGr

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT

JFP URBAN CONSULTANTS

Colliers International Engineering & Design

ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003

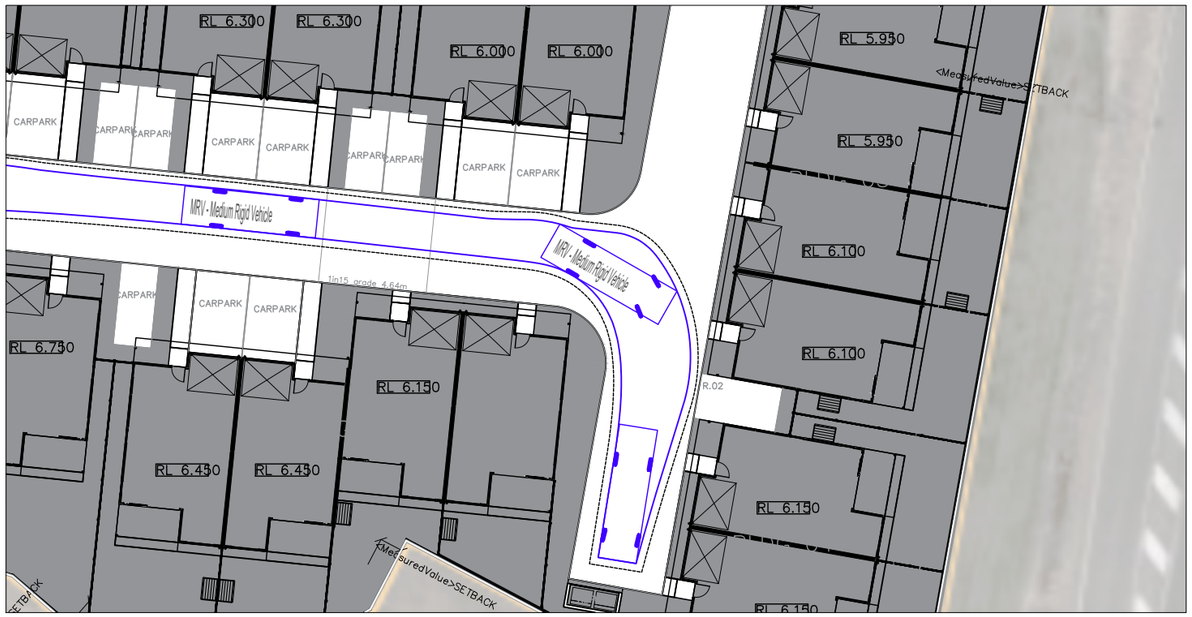
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

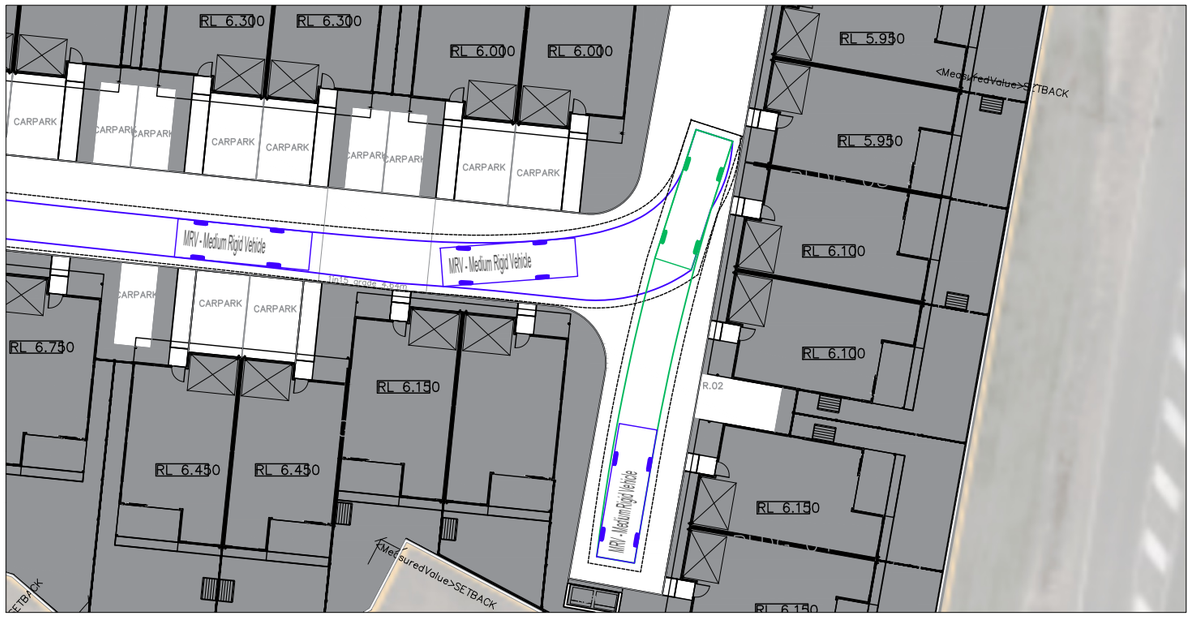
PROJECT
10 POOLE WAY, BUSHLAND BEACH

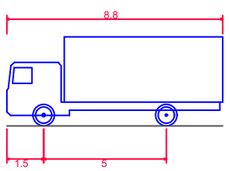
DRAWING TITLE
SWEPT PATH ANALYSIS
- 10.5m REFUSE COLLECTION VEHICLE (RCV)

PROJECT NUMBER	ORIGINAL SIZE
25BRT0260	A3
DRAWING NUMBER	REVISION
25BRT0260-01	A
DATE	SHEET
29 Oct 2025	1 OF 1

Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025







MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m
Design Speed Forward	5.0km/h
Clearance Envelope	0.500m

PRELIMINARY ADVICE ONLY

29 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	29.10.2025	ORIGINAL ISSUE	JH	MGr	MGr

SCALE 0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

NORTH

CLIENT

JFP URBAN CONSULTANTS

Colliers International Engineering & Design

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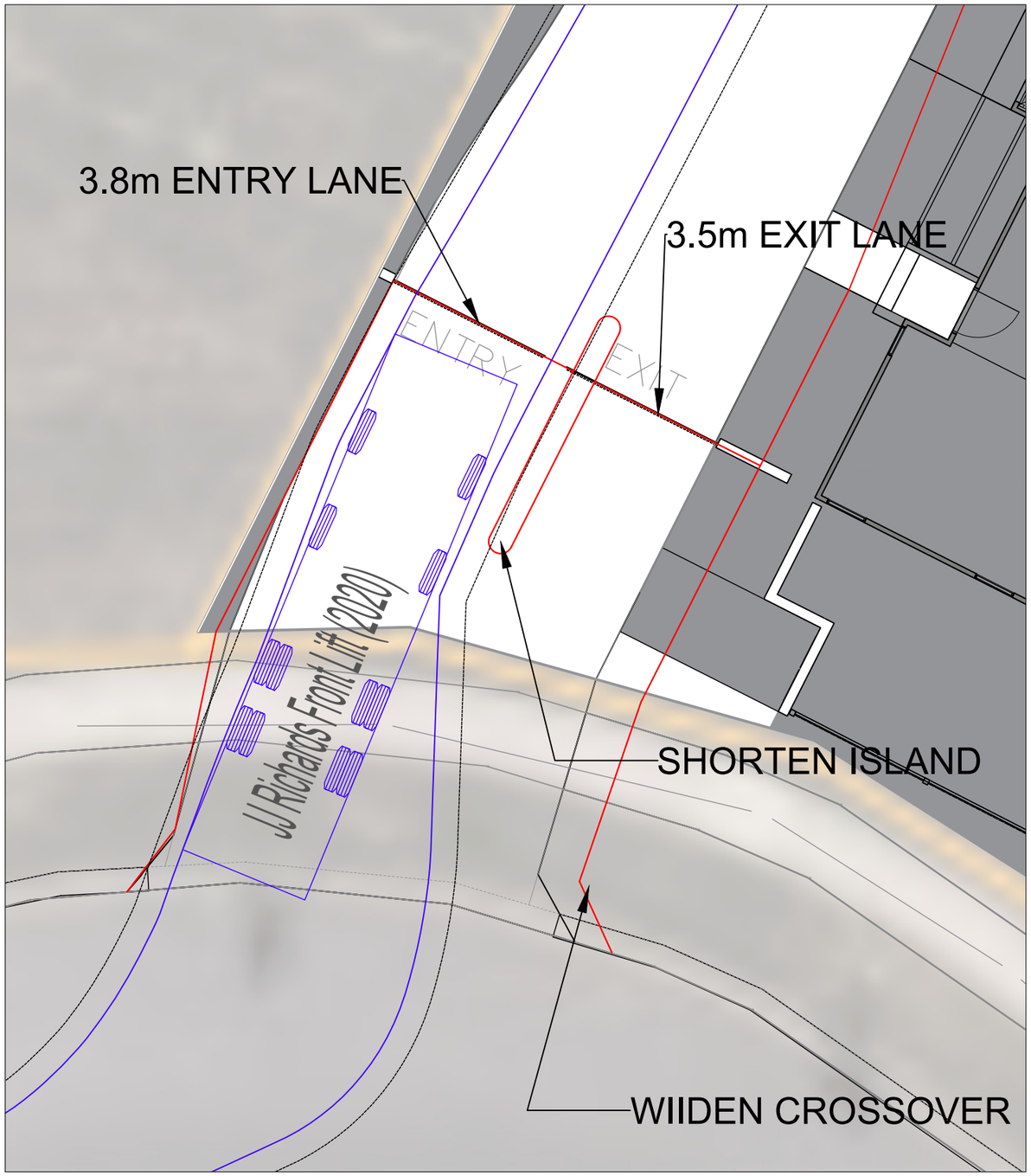
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

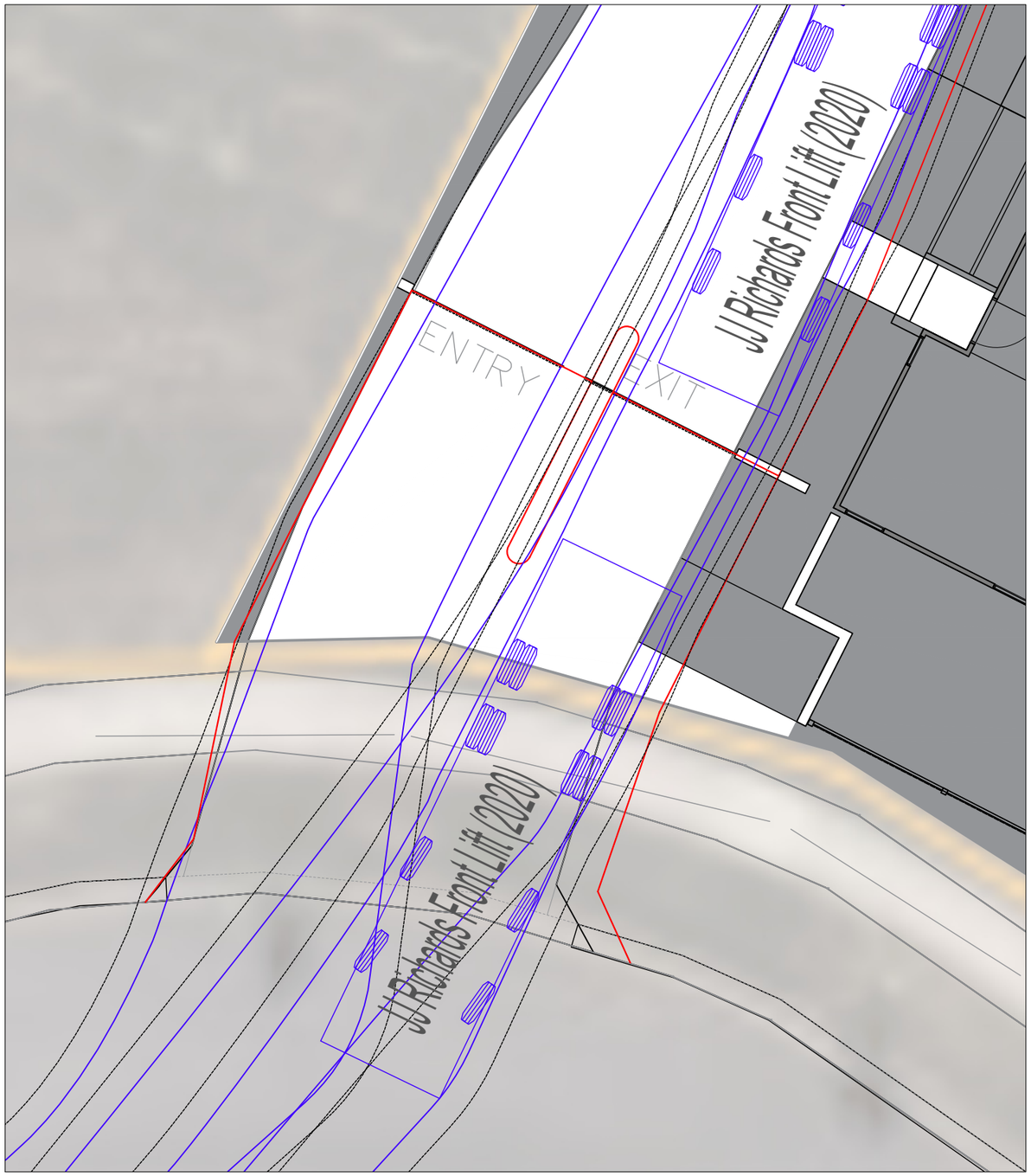
PROJECT
10 POOLE WAY, BUSHLAND BEACH

DRAWING TITLE
SWEPT PATH ANALYSIS
- 8.8m MEDIUM RIGID VEHICLE (MRV)

PROJECT NUMBER	25BRT0260
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0260-02
REVISION	A
DATE	29 Oct 2025
SHEET	1 OF 1

Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025





PRELIMINARY ADVICE ONLY
29 October 2025

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	29.10.2025	ORIGINAL ISSUE	JH	MGr	MGr

SCALE: NOT TO SCALE

NORTH

CLIENT: JFP URBAN CONSULTANTS

Colliers International Engineering & Design
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbris@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT: **10 POOLE WAY, BUSHLAND BEACH**

DRAWING TITLE: **MODIFIED DRIVEWAY**

PROJECT NUMBER	25BRT0260
ORIGINAL SIZE	A3
DRAWING NUMBER	25BRT0260-03
REVISION	A
DATE	29 Oct 2025
SHEET	1 OF 1

Document Set ID: 27752935
Version: 1, Version Date: 11/11/2025