Traffic Engineering Report

To	Bonza Projects	Date	6 July 2026
Prepared by	Afaf El Harda, Modus Traffic and Transport Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	58 Timor Avenue, Loganholme		
Subject	Proposed Multiple Dwelling Development - Traffic Engineering Report		
Status	Final	Attachments	**Appendix A:** Development Plans **Appendix B**: Swept Path Assessment

1 Introduction

1.1 Overview

Modus has been commissioned by Bonza Projects to provide traffic and transport advice in relation to the proposed Multiple Dwelling development located at 58 Timor Avenue, Loganholme.

This Traffic Engineering Report has been produced by Modus to assess the traffic and transport engineering items in support of the proposed development. A copy of the proposed development plans is provided at **Appendix A**.

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

2 Existing Conditions

2.1 Site Location

The development site is located at 58 Timor Avenue, Loganholme and is bounded by Timor Avenue to the southeast, and Residential uses in all other directions.

Furthermore, the development site is currently zoned Low Medium Density Residential within the Logan City Council (LCC) Local Government Area.

Additionally, the development site currently accommodates a Dwelling use with one (1) crossover provided onto Timor Avenue.

Figure 2-1 on the subsequent report page illustrates the development site location.

Figure 2-1 Development Site Location

2.2 Existing Road Network

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

Table 2-1 Key Road Characteristics

Road	Authority	Hierarchy	Speed Limit	Typical Form
Timor Avenue	Council	Urban Access Street	50km/h	Two lanes, undivided
Bryants Road	Council	Urban Arterial Dual Carriageway	60 km/h	Four lanes, divided

2.3 Active and Public Transport Facilities

A dedicated pedestrian footpath is provided along the frontage of the site to connect to the wider pedestrian network. Additionally, there are no dedicated bicycle lanes provided along the frontage of the site.

Furthermore, there are five (5) bus stops within a 400.0m radius (a comfortable 5-minute walk) of the development site. The nearest bus stop is located along Bryants Road approximately 200.0m north of the site.

3 Proposed Development

3.1 Overview

The proposed development will comprise a Multiple Dwelling use consisting of 10 x 3-bedroom Units.

As part of the proposed development, vehicular access will be provided on the following basis:

- A 6.2m wide access onto Timor Avenue.

Furthermore, the proposed development will accommodate a total of 23 car parking spaces on-site.

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

Figure 3-1 Proposed Development Layout

4 Traffic and Transport Review

4.1 Access Design

4.1.1 Driveway Design

In accordance with Australian Standards 2890.1, the minimum driveway requirements for the proposed development are outlined in Table 4-1.

Table 4-1 Driveway Design Compliance

Road Frontage	AS2890.1 Driveway Design Compliance	Access Conditions
Timor Avenue	Site Conditions	Minor Road Frontage User Class 2 <25 Spaces
	Access Facility Category	1
	Required Driveway Widths	Minimum 3.0m – 5.5m
	Proposed Driveway Width	**6.2m**

Therefore, the proposed driveway width complies with Australian Standards 2890.1.

4.1.2 Crossover Design

The development crossover accommodates crossover designs in accordance with the IPWEA Standard Drawings package and hence are considered acceptable.

4.1.3 Driveway Location

In accordance with Australian Standards 2890.1, development accesses with a Class 1 Access Facility Category are to achieve a 6.0m separation to any formal intersections. Provided that the proposed access location is not located within a 6.0m distance to any formal intersections, the proposed access location is considered acceptable.

Therefore, the proposed driveway location is considered acceptable.

4.1.4 Pedestrian Sight Splays

In accordance with Australian Standards 2890.1, pedestrian sight splays should be provided at the egress point of a driveway and measure 2.5m in depth and 2.0m in width from the property boundary.

While the proposed development does not accommodate pedestrian sight splay provisions in accordance with Australian Standards 2890.1, this shortfall is considered acceptable due to the following:

- The proposed access arrangement is consistent with the existing conditions, which are currently operating without any known safety or operational issues.
- Traffic generation associated with the development is expected to be minimal, resulting in infrequent vehicle movements at the access point.

Therefore, the proposed pedestrian sight provisions are considered acceptable.

4.1.5 Vehicle Sight Distance

In accordance with Australian Standards 2890.1, the minimum vehicle sight distance for an access driveway fronting a 50 km/hr road is 45.0m.

The straight horizontal and vertical road alignment of Timor Avenue east and west of the site allows a minimum vehicle sight distance of 45.0m to be accommodated.

Therefore, the minimum vehicle sight distance provisions are considered acceptable.

4.2 Car Parking Provisions

In accordance with the Logan Planning Scheme, the minimum car parking requirements are outlined in Table 4-2.

Table 4-2 Minimum Car Parking Requirements

Land Use	Car Parking Rate	Yield	Car Parking Required	Car Parking Provided
Multiple Dwelling	2 spaces, including 1 covered space & 0.25 visitor space per dwelling	10 x 3-bedroom Units	20 Resident Spaces 2.5 Visitor Spaces	20 Resident Spaces 3 Visitor Spaces

Therefore, the proposed car parking provisions are in accordance with the Logan Planning Scheme.

4.3 Bicycle Parking Provisions

In accordance with the Logan Planning Scheme, the minimum bicycle parking requirements are outlined in Table 4-3.

Table 4-3 Minimum Bicycle Parking Requirements

Land Use	Bicycle Parking Rate	Yield	Bicycle Parking Required	Bicycle Parking Provided
Multiple Dwelling	1 space per 3 dwelling units plus 1 visitor space per 12 dwelling units	10 Dwellings	4 Resident Spaces 0 Visitor Space	10 Resident Spaces 0 Visitor Space

Therefore, the proposed bicycle parking provisions are in accordance with the Logan Planning Scheme.

4.4 Car Parking Design

4.4.1 Car Parking Layout

Modus has conducted a design review of the car parking layout against the design guidelines within Australian Standards 2890.1 and Australian Standards 2890.2, of which is summarised below in Table 4-4.

Table 4-4 Car Parking Layout Design Review

Design Criteria	AS2890 Requirement	Proposed Design	Compliant
Parking Spaces			
Car Space Length - General	Min 5.4m	Min 5.4m	✓
Garage Internal Length – Single Vehicle	Min 5.4m	Min 6.0m	✓
Car Space Width – Resident / Employee	Min 2.4m	Min 2.4m	✓
Car Space Width – Visitors / Medium Turnover	Min 2.5m	Min 2.5m	✓
Garage Internal Width – Single Vehicle	Min 3.0m	3.0m	✓
Car Parking Door Opening Clearances	Min 0.3m	Min 0.3m	✓
Car Parking Manoeuvring Clearances	Min 0.3m measured 0.75m back from car space entry	Min 0.3m	✓
Roadways and Parking Aisles			
Minimum Car Parking Aisle Width	Min 5.8m	Min 6.2m	✓
Maximum Car Parking Aisle Length	Max 100.0m	Max 80.3m	✓

Therefore, the proposed car parking layout is designed in accordance with Australian Standards 2890.1 and Australian Standards 2890.2.

As such, the proposed car parking layout is considered acceptable.

4.4.2 Queueing Provisions

In accordance with Australian Standards 2890.1, the minimum vehicle queuing requirement from the property boundary to the first parking space is two (2) vehicles, equivalent to a length of 12.0m.

While the proposed queuing provisions do not comply with Australian Standards 2890.1, it is reasoned that the scale of the development in conjunction with the low traffic generating potential (up to six vehicles per hour) will not result in any considerable queueing impacts.

As such, the proposed queuing provisions are considered acceptable.

4.5 Servicing Requirements

In accordance with the Logan Planning Scheme, the minimum service vehicle requirements for the proposed development are as follows:

- Occasional Servicing: Small Rigid Vehicle (SRV)
- Refuse Collection: 7.6m Refuse Collection Vehicle (RCV)

The proposed development accommodates on-site servicing for the abovementioned service vehicles.

As detailed within Section 4.4 of this report, the proposed parking layout is able to accommodate sufficient service vehicle design requirements for the abovementioned service vehicles.

Furthermore, Modus has undertaken a swept path assessment (provided at **Appendix B**) which confirms the following:

- An SRV is able to safely and efficiently manoeuvre to, within and from the site ensuring a minimum 0.3m to any permanent obstructions, ensuring a forward-in / forward-out arrangement occurs,
- A RCV is able to safely and efficiently manoeuvre to, within and from the site ensuring a minimum 0.3m to any permanent obstructions, ensuring a forward-in / forward-out arrangement occurs.

Therefore, the proposed development servicing arrangements are considered acceptable.

4.6 Development Traffic Generation

In accordance with the NSW Guide to Transport Impact Assessment (2024) document, the development traffic generating volume is outlined in Table 4-5 below.

Table 4-5 Proposed Development Traffic Generation Volumes

Use	Yield	Peak Hour Traffic Generation Rates	Traffic Generation
Medium Density Residential Dwelling	10 Dwellings	0.6 vehicles per hour per Dwelling (vph)	6 vph

Therefore, the proposed development yield will generate up to 6 vehicles per hour.

On this basis, the proposed development traffic generation will not compromise the safety nor efficiency of the external road network.

5 Summary

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

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

Yours sincerely,

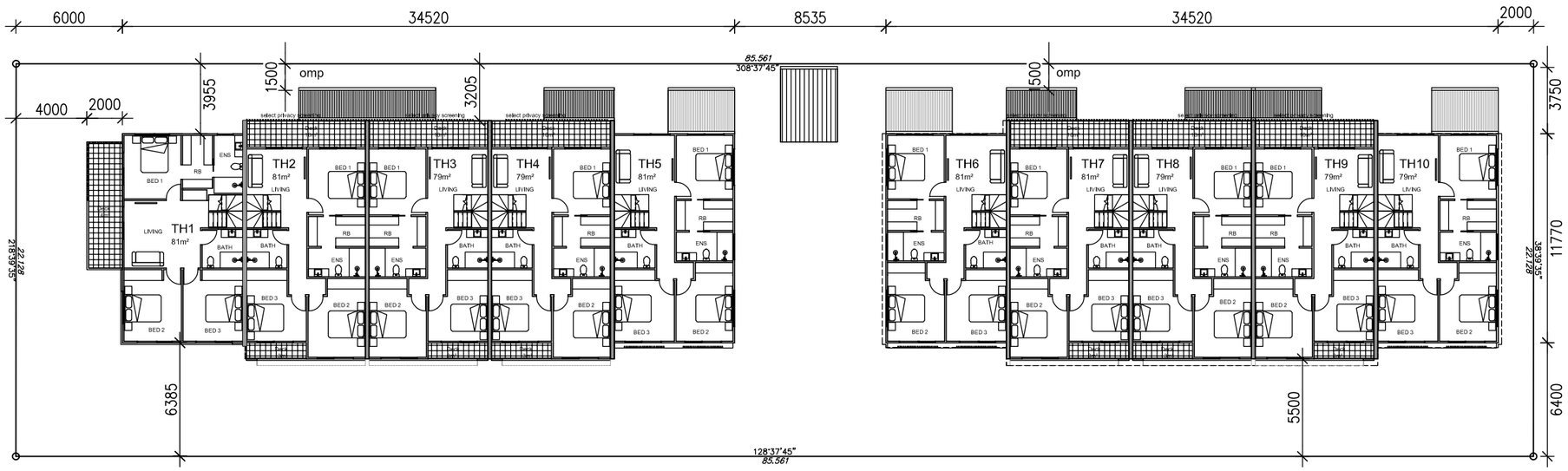
HSingh

MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

Development Plans



UPPER FLOOR PLAN

1: 300

GROUND FLOOR

1: 300

REVISION	BY	DATE	DESCRIPTION
-			

ROGUE. ARCHITECTS

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ABN : 43 652 026 474

NOTES:
USE FIGURED DIMENSIONS IN PREFERENCE TO SCALED.
CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF OR FOR MANUFACTURING OR SETOUT. ALL WORKS SHALL COMPLY WITH RELEVANT COUNCIL REQUIREMENTS, LOCAL BUILDING REGULATIONS AND STANDARDS.

CLIENT'S APPROVAL

SIGNATURE DATE

DRAWING TITLE
PLANS

CLIENT
-

PROJECT TITLE
TOWNHOUSE DEVELOPMENT

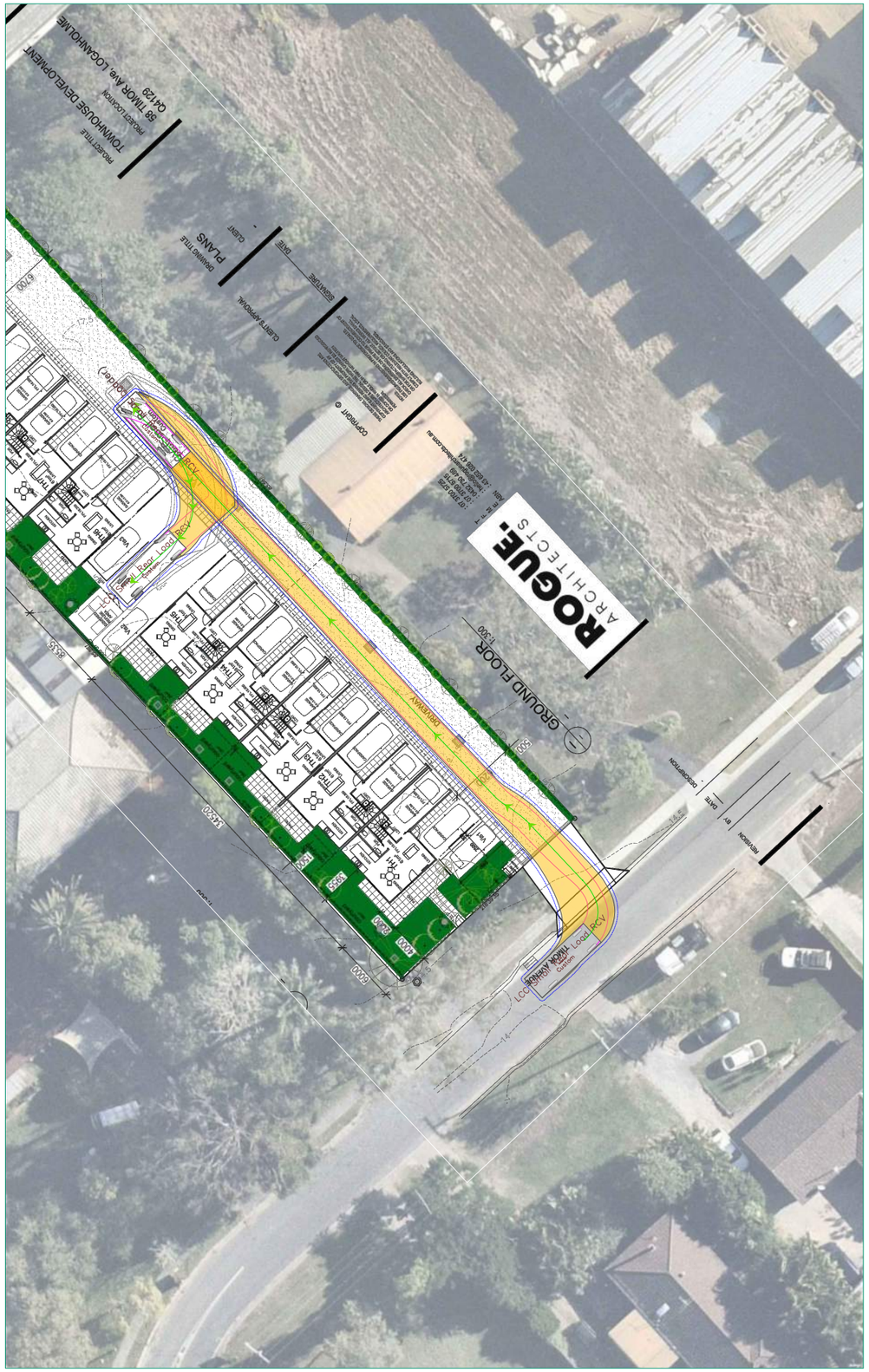
PROJECT LOCATION
58 TIMOR Ave, LOGANHOLME
Q4129

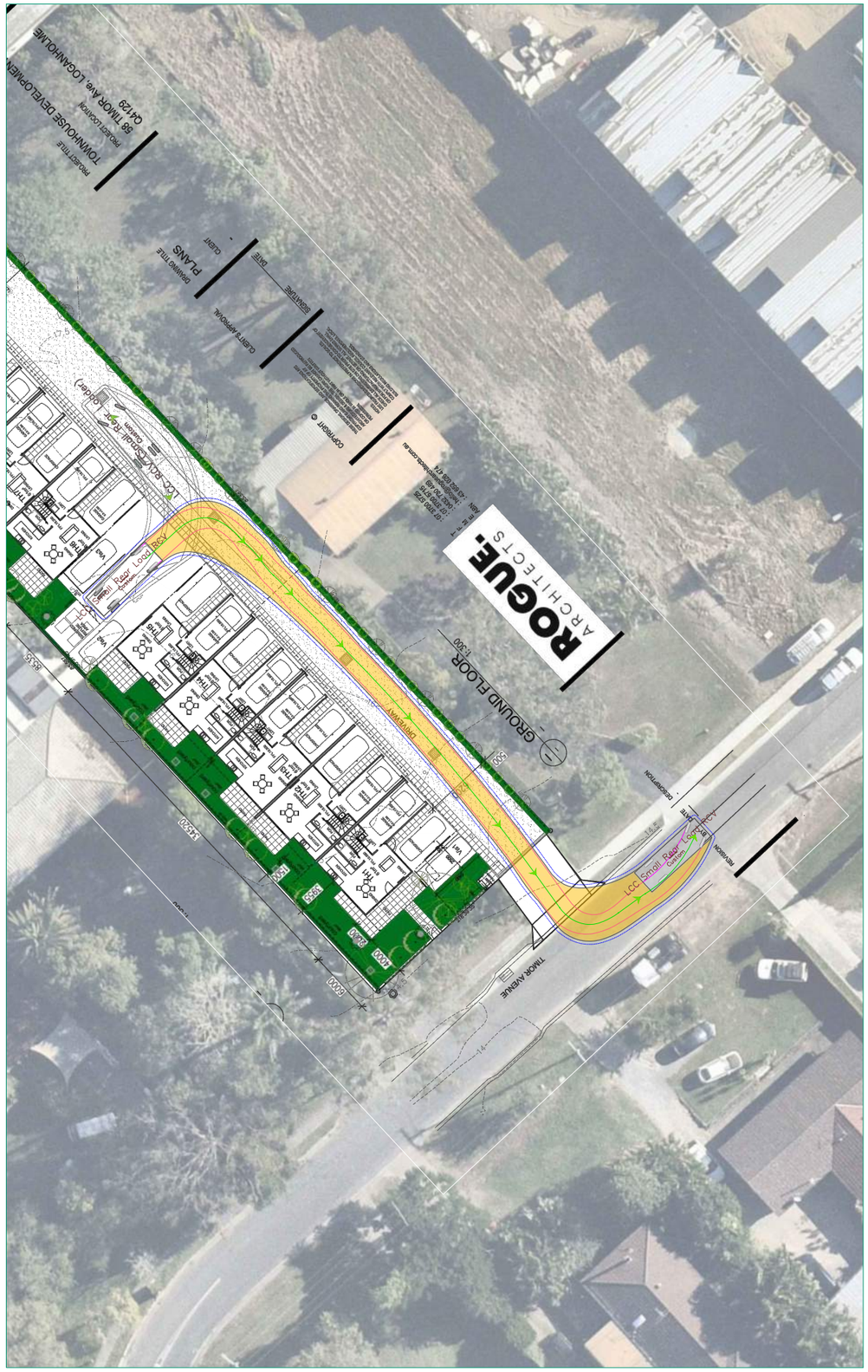
SCALE	1:300
DATE	3.7.2026
DRAWN	LB
JOB NO.	C--
DWG NO.	A200

NORTH
JOB REV

APPENDIX B

Swept Path Assessment





DESIGN VEHICLE ADOPTED

Drive	4 X 2
Load capacity	6m³
Vehicle length	8.165m
Vehicle axle and gross mass	6.195 to 8.5t
Vehicle turning path radius	9.8m kerb to kerb 7.5m kerb to kerb
Vehicle overall height	3.27m
Vehicle working height	3.5m (minimum 300mm clearance to be provided from obstructions)

SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE CLEARANCE (600mm)
- VEHICLE
- 5KM/H DESIGN SPEED

N

0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:500

PROJECT

58 TIMOR AVENUE, LOGANHOLME

CLIENT

BONZA PROJECTS

DRAWING TITLE

RCV SWEPT PATH ASSESSMENT

DRAWING NUMBER

MOD25826QLD - SK03

DATE	REVISION
06 07 2026	A

REV	DATE	DESIGNER	APPROVED BY

MODUS
Transport and Traffic Engineering

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PRELIMINARY ADVICE ONLY

NOT TO BE USED FOR CONSTRUCTION

RPEQ CERTIFICATION