

ATTACHMENT 6

Transport Engineering Response

Prepared by:
Colliers

28 July 2026

Our Ref: 26BRT0148_LT01_1

Your Ref: MCUI/2026/5077

Attention: Oliver Allbutt
Property Projects Australia

Dear Oliver,

RE: 241,243&249 Bridge Street, Newtown – Proposed Child care development

1 Introduction

Colliers International Engineering & Design (TTMC) Pty Ltd has been engaged to provide a response to the traffic and transport-related items outlined in an Information Request (IR) letter (dated 3rd July 2026) issued by Toowoomba Regional Council ('Council') as part of a DA submission for a proposed child care development at 241,243&249 Bridge Street in Newtown (Application Reference: MCUI/2026/5077).

The following sections outline our response to the Site Layout and Servicing (Item 1.2 and 1.4) queries raised within Council's IR.

2 Council's Information Request Item 1.2

Issue: Visitor Tandem Parking Spaces

The proposed development is subject to the Performance Outcomes outlined in the Transport, Access and Parking Code. The information provided has not satisfactorily demonstrated that these requirements will be achieved. In particular, the proposed use of tandem car parking configurations for visitor spaces is not preferred. Visitor parking must remain highly accessible and unobstructed. Tandem layouts reduce convenience and create operational complexities such as key exchanges, and inevitably lead to vehicles blocking each other. This operational restriction frequently results in visitor parking overflowing onto the public street network, creating localised traffic and safety hazards. The local street network is constrained for additional parking.

Information Required:

Provide an updated site plan to completely remove the tandem spaces for visitors car parking. All proposed visitor car parking spaces must be redesigned as independently accessible, single-use car parks that do not rely on the movement of any other vehicle for ingress or egress. This design revision is required to ensure that visitor parking remains functional, unobstructed, and readily available to members of the public at all times, without causing internal traffic conflicts.

Colliers Response – Item 1.2

A markup of the proposed parking bay allocation is illustrated in the figure below (in blue), with any unmarked bays expected to serve visitors.

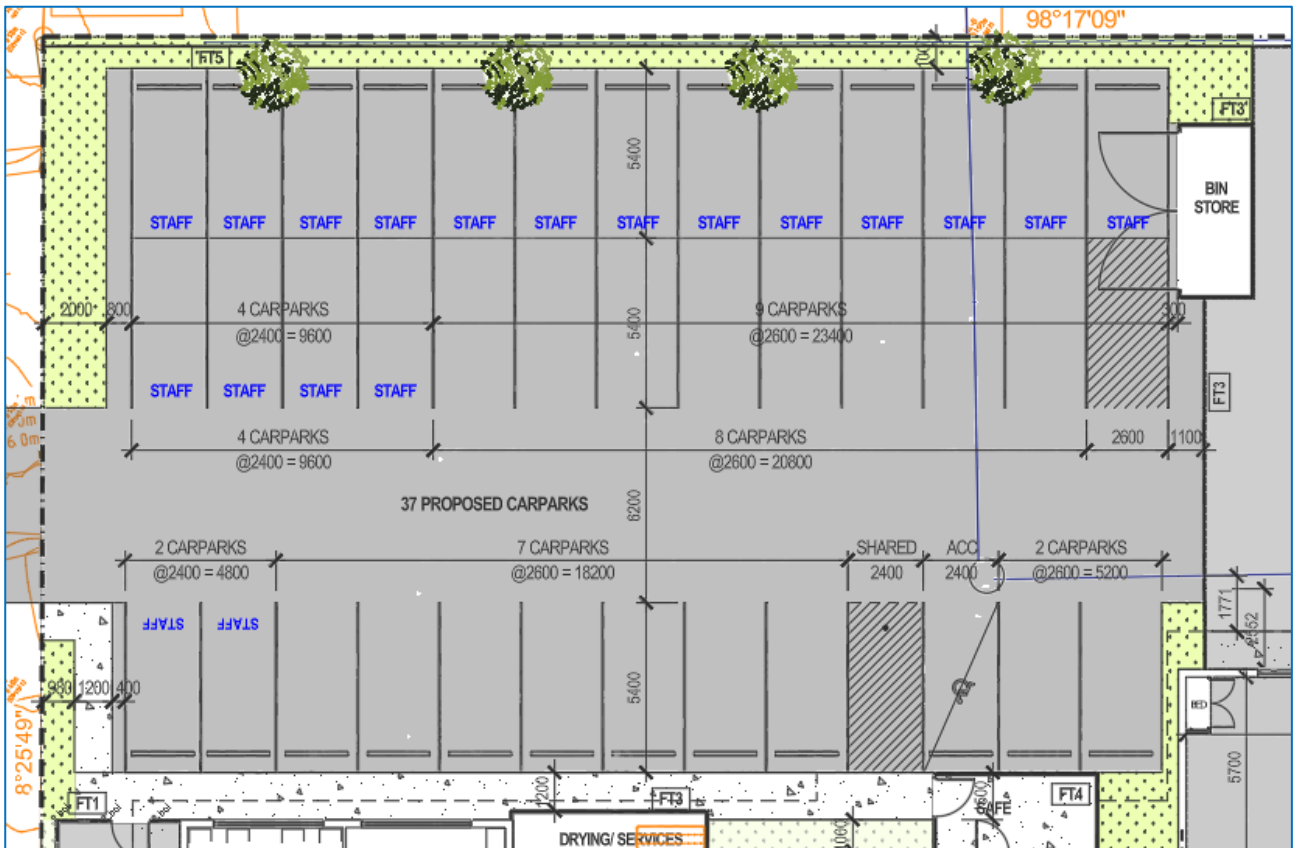


Figure 1: Proposed Parking Bay Allocation

As shown above, the proposed tandem parking arrangement comprises:

- Both front and rear bays allocated for 'Staff' parking only; **or**
- Front bays allocated for 'STAFF' and rear bays (directly adjacent to the aisle) to be unmarked to allow for 'Visitor' parking.

As such, a staff vehicle parked within the tandem arrangement will not obstruct access to/from the visitor bays, given that these bays are located directly adjacent to the aisle. On this basis, the proposed visitor spaces achieve independent and unobstructed access and therefore are considered acceptable.

It is noted that line marking will be provided for each bay, as indicated in the figure above (in blue), to alert drivers of the proposed parking allocation and can be incorporated as part of the detailed design stage.

3 Council's Information Request Item 1.4

Issue: Footpath and Road Dedication

The proposed development is required to meet the requirements outlined in the Toowoomba Regional Planning Scheme 2012, Transport, Access and Parking Code and SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure including its referenced standards. The existing road reserve widths for Hillview Avenue and Brims Street do not comply with the requirements of Planning Scheme Policy (PSP) No. 2 – Engineering standards Roads and Drainage Infrastructure. Furthermore, the submitted plans show that access to the site is provided via Hillview Avenue, however the required 1.5m external pedestrian footpath along this road has not been provided and as advised in the pre-lodgement PREL/2026/1752.

Information Required:

Submit amended documents addressing the following:

- Provide an amended plan with a 1.5m footpath along Hillview Avenue and Brim Street connecting to existing footpath at Bridge Street.*
- Provide 1.5m road dedication along Hillview Avenue.*
- Provide road dedication along the Brim Street frontage at a width of 5.5 m. Alternatively, provide a comprehensive engineering justification explaining why 5.5 meters road reserve width for Brim Street cannot be considered necessary or achievable for this development.*

Colliers Response – Item 1.4

Provision of a footpath along Brim Street is not considered necessary, given that the road is an existing closed catchment (dead-end) with no existing footpath infrastructure on either side (north of the site). Accordingly, construction of a footpath along the subject frontage would not provide a material pedestrian connectivity benefit, as it would terminate at the northern end of the site - noting that the proposed development does not provide any form of access to Brim Street and, consequently, does not generate pedestrian movements to or from this frontage.

On this basis, a pedestrian footpath along Hillview Avenue only, along the site frontage is proposed.

Please refer to the revised Civil engineering drawings in **Attachment A** (prepared by RECOR) demonstrating that a 1.5m wide footpath can be achieved within the existing verge width along Hillview Avenue, including a connection to the public footpath on Bridge Street.

It is noted that the proposal includes a 450mm landscape strip along the Brim Street frontage and majority of Hillview Avenue frontage, to accommodate planting and integrated safety bollards, effectively providing an additional landscaped buffer between the footpath and the development. This visually presents to the verge

environment and the amenity of pedestrians. Additionally, a three-chord truncation is now proposed at the Hillview Avenue and Brim Street intersections with Bridge Street, generally in accordance with Council's PSP 6m truncation requirement.

In relation to providing a land dedication along Hillview Avenue and Brim Street, please refer to the Planning response.

In addition to the planning discussion, Colliers also note the following:

Brim Street

It is important to note that no vehicular or pedestrian interface is proposed between the development and Brim Street, with all site access provided via Hillview Avenue.

Brim Street functions as a closed-ended local road with no through road function and, consequently, a finite catchment of existing traffic and pedestrian demand. As the proposed development does not provide any vehicular or pedestrian access to Brim Street, it will not generate pedestrian movements to or from this frontage.

In contrast, the proposal will improve the operation and amenity of the corridor by removing two existing vehicle crossover connections along the site frontage, thereby reducing vehicle conflict points and associated movements along Brim Street. Moreover, when compared with the former land use at the site (neighbourhood grocer), the proposal is also expected to result in a reduction in pedestrian movement along the site frontage.

Given that the proposed development is expected to reduce vehicular and pedestrian demand on Brim Street, the closed-ended nature of the corridor, and the lack of any existing footpath network on either side of the road, additional land dedication and construction of a frontage footpath are not considered to provide a material transport, accessibility or pedestrian connectivity benefit.

Furthermore, any frontage dedication would create an isolated widening of the road reserve and an inconsistent frontage alignment with adjoining properties to the north, resulting in a 'step' in the boundary alignment.

Hillview Avenue

Access to the site is solely provided via Hillview Avenue. A 1.5m wide footpath is therefore proposed along the frontage of the site and will connect to the existing footpath on Bridge Street. As detailed within the civil engineering plans provided in **Attachment A**, the proposed footpath can be fully contained within the existing verge width. The provision of an additional 1.5m land dedication is therefore not considered necessary given that:

- Other than achieving a wider (isolated) verge strip, the additional land dedication would not materially benefit the existing road corridor from a vehicular or active mode perspective.

- The existing site boundary aligns with the established boundary alignment along Hillview Avenue. As a result, land dedication of an additional 1.5m wide strip along the subject site only would create an inconsistent strip of road reserve.
- This inconsistent strip would need to interface at the northern site boundary with a “step” in the road reserve frontage rather than a continuous road environment.

On this basis, a 1.5m wide land dedication along Hillview Avenue is not expected to provide any meaningful benefit to upgrading the existing corridor.

Moreover, it is noted that both corridors are developed with recent residential developments along Brim Street and Hillview Avenue (directly north of the site) constructed with no boundary setback nor footpath.

4 Conclusion

We trust the information and responses contained herein address the transport-related Council IR Items and allow the application to progress.

If there are any queries in relation to the information provided, please contact the undersigned.

Yours sincerely,

Reviewed by,



Nilu Seneviratne

Senior Consultant

Colliers International Engineering
& Design (TTMC) Pty Ltd.



Simon Crank

Director (RPEQ: 18360)

Colliers International Engineering
& Design (TTMC) Pty Ltd.

Disclaimer - This letter has been prepared by Colliers for the exclusive use of the client for the specific purpose stated within. The findings, conclusions, and recommendations presented in this letter are based on the information available, assumptions made, and methodologies applied at the time of analysis. Colliers shall not be held liable for any losses, damages, or reliance placed on this letter beyond the scope of the agreed-upon engagement. Any reproduction or distribution of this letter without Colliers' consent is prohibited.

Attachment A – Revised Civil Engineering Plans

An aerial photograph of a residential neighborhood with a grid of streets. A red hatched rectangle highlights a specific lot at the intersection of Hillview Avenue and West Street. A black dot is placed within this rectangle, with a line pointing to the text 'SITE LOCATION'. Other streets labeled include Gladstone Street, Flora Street, Hillside Street, Roseberry Street, Mort Street, Christmas Street, Cumming Street, Bridge Street, Down Street, Hervey Street, Brim Street, Edmund Street, Vera Street, Northland Street, Bothwell Street, and Ranfurly Street. Hillview Street Park is labeled in the upper left.

NEARMAP

DRAWING LIST	
DWG NO	DWG TITLE
DA01	COVER SHEET LOCALITY AND DRAWING INDEX
DA02	EXISTING FEATURES LAYOUT PLAN
DA03	BULK EARTHWORKS LAYOUT PLAN
DA04	BULK EARTHWORKS SECTIONS
DA05	SITeworks AND STORMWATER DRAINAGE LAYOUT PLAN
DA06	WATER AND SEWER LAYOUT PLAN
DA07	STORMWATER DRAINAGE LONGITUDINAL SECTIONS

----	----	-----	----	----
----	----	-----	----	----
----	----	-----	----	----
----	----	-----	----	----
----	----	-----	----	----
B	03/06/2026	ISSUED FOR APPROVAL	CS	EW
A	20/05/2026	ISSUED FOR APPROVAL	CS	EW
Rev	Date	Revision Description	Drawn	Check

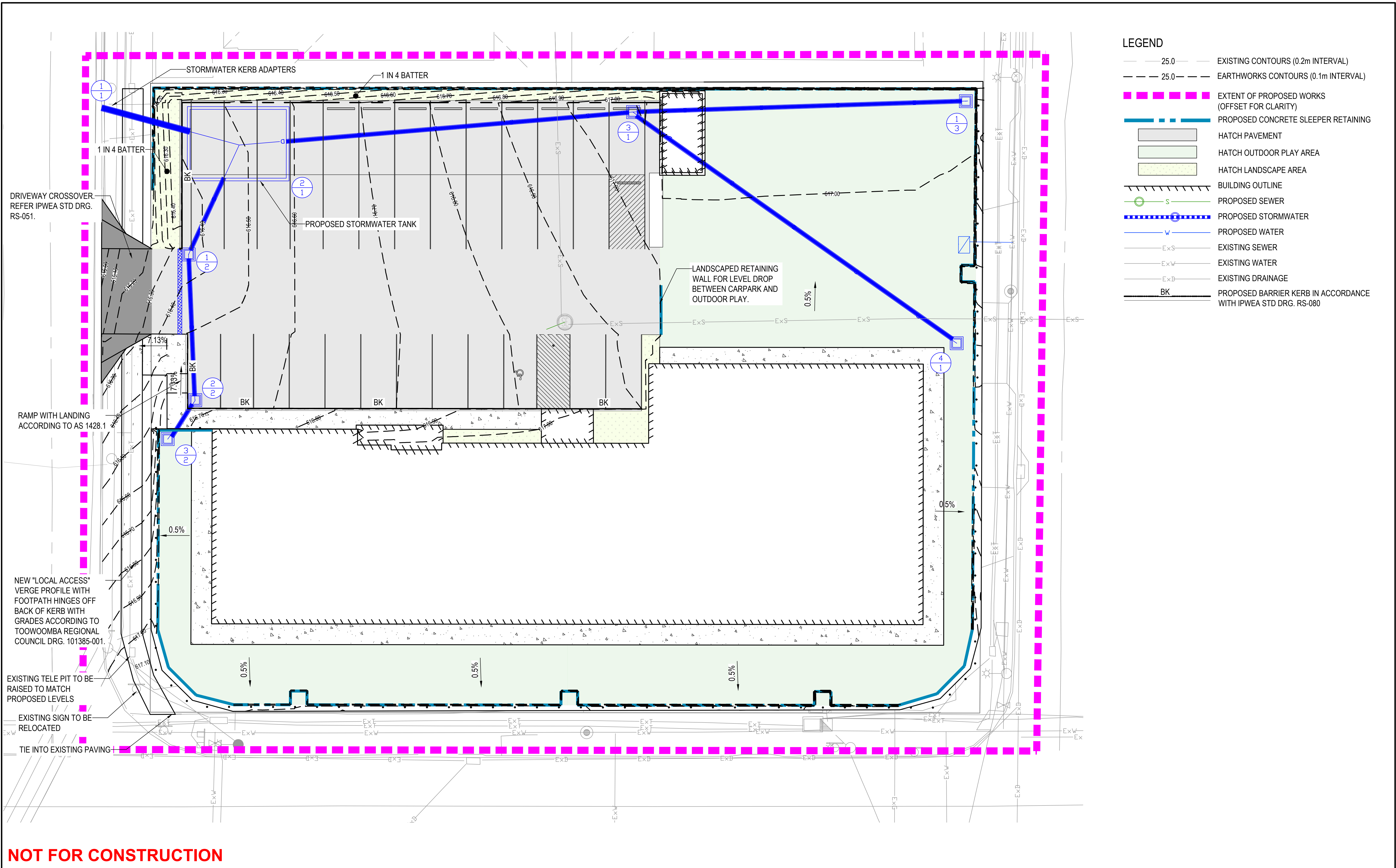
North Point	Approved EOIN WHITMORE	31423 --- For and on behalf of RECOR Pty Ltd. Scale	NTS DO NOT SCALE, IF IN DOUBT ASK
-------------	---------------------------	---	---



ENGINEERING & PROJECT SERVICES
 SUNSHINE COAST | BRISBANE
www.recor.au | ABN 89 647 469 707

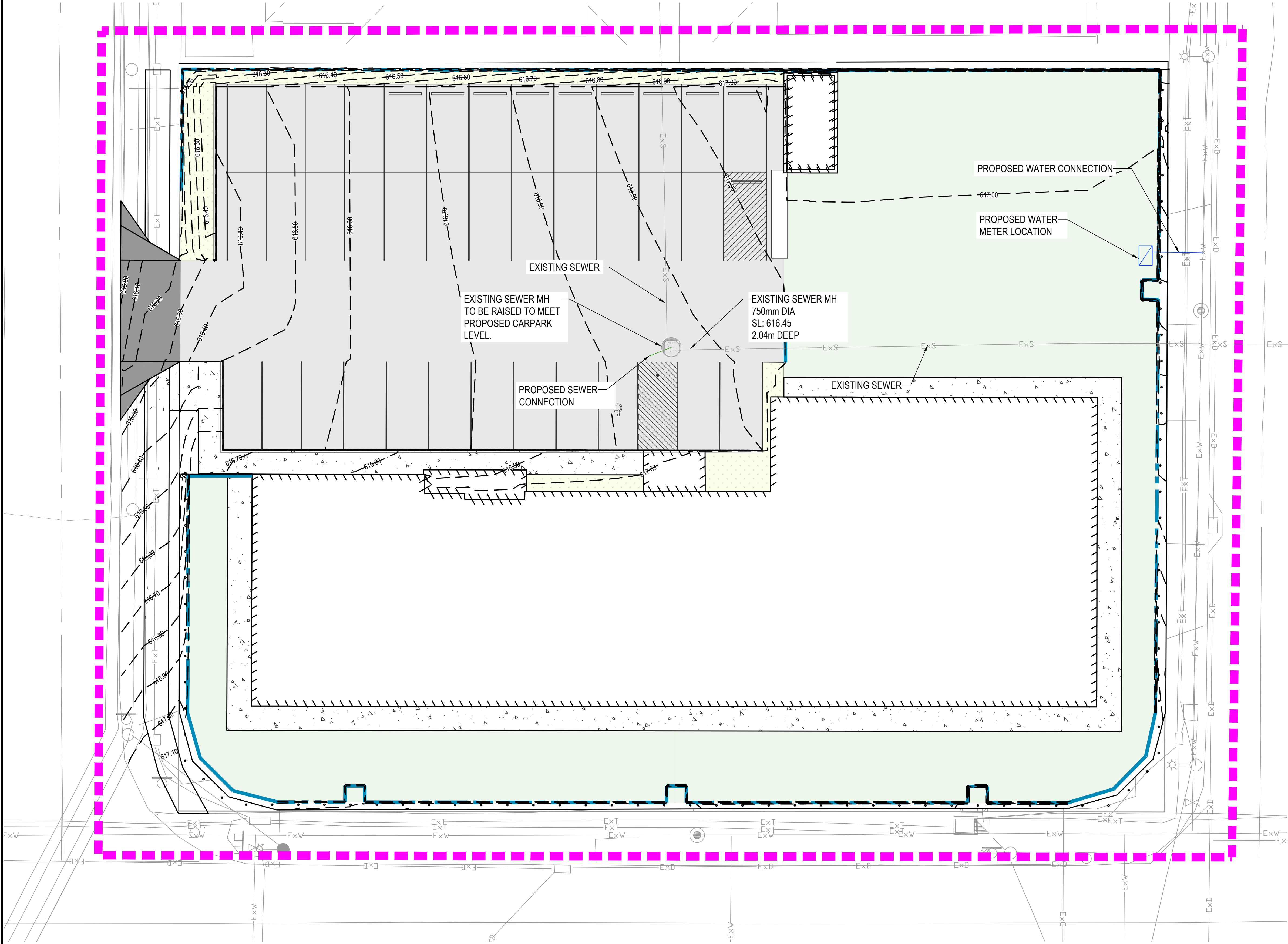
COPYRIGHT © This drawing is subject to copyright in accordance with the agreement between RECOR Pty Ltd and RECOR's client. This drawing shall only be used for this specific project. This drawing shall not be used for construction until marked as 'Issued For Construction' in the revision description.

Project Address 241-249 BRIDGE ST, NEWTOWN, QLD		Title COVER SHEET LOCALITY AND DRAWING INDEX	
Client Details ACCORD PROPERTY PTY LTD	Project Name 123 PLACE CHILDCARE		Sheet Size A1
	Project Number P0345-26-005	Drawing Number DA01	Revision B



NOT FOR CONSTRUCTION

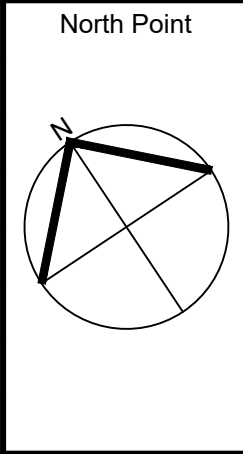
				North Point		Approved EOIN WHITMORE		Project Address 241-249 BRIDGE ST, NEWTOWN, QLD		Title SITeworks and STORMwater DRAINage LAYOUT PLAN	
				31423		For and on behalf of RECOR Pty Ltd.		Client Details ACCORD PROPERTY PTY LTD		Project Name 123 PLACE CHILDCARE	
				Scale		Scale				Project Number P0345-26-005	
										Drawing Number DA05	
										Revision C	
Rev	Date	Revision Description		Drawn	Check						
C	22/07/2026	ISSUED FOR APPROVAL		FP	AY					Sheet Size A1	
B	03/06/2026	ISSUED FOR APPROVAL		CS	EW						
A	20/05/2026	ISSUED FOR APPROVAL		CS	EW						



- LEGEND**
- 25.0 — EXISTING CONTOURS (0.2m INTERVAL)
 - - - 25.0 - - - EARTHWORKS CONTOURS (0.1m INTERVAL)
 - EXTENT OF PROPOSED WORKS (OFFSET FOR CLARITY)
 - PROPOSED CONCRETE SLEEPER RETAINING
 - [Hatched Box] HATCH PAVEMENT
 - [Green Box] HATCH OUTDOOR PLAY AREA
 - [Patterned Box] HATCH LANDSCAPE AREA
 - [Thick Line] BUILDING OUTLINE
 - [Green Line with S] PROPOSED SEWER
 - [Blue Line with W] PROPOSED WATER
 - [Grey Line with ExS] EXISTING SEWER
 - [Grey Line with ExW] EXISTING WATER
 - [Grey Line with ExD] EXISTING DRAINAGE

NOT FOR CONSTRUCTION

---	---	---	---	---	---
---	---	---	---	---	---
---	---	---	---	---	---
---	---	---	---	---	---
C	22/07/2026	ISSUED FOR APPROVAL	FP	AY	
B	03/06/2026	ISSUED FOR APPROVAL	CS	EW	
A	20/05/2026	ISSUED FOR APPROVAL	CS	EW	
Rev	Date	Revision Description	Drawn	Check	



Approved
EOIN WHITMORE

31423

For and on behalf of RECOR Pty Ltd.

Scale

BESTPRACTICE
CERTIFICATION

BESTPRACTICE
CERTIFICATION

BESTPRACTICE
CERTIFICATION

ISO 9001

ISO 14001

ISO 45001

QUALITY

ENVIRONMENT

OH & S

SCALE

2.5 0 2.5 5 (metres)

1 : 125 (FULL SIZE)

DO NOT SCALE, IF IN DOUBT ASK

RECOR

ENGINEERING & PROJECT SERVICES
SUNSHINE COAST | BRISBANE
www.recor.au | ABN 89 647 469 707

COPYRIGHT © This drawing is subject to copyright in accordance with the agreement between RECOR Pty Ltd and RECOR's client. This drawing shall only be used for this specific project. This drawing shall not be used for construction until marked as 'Issued For Construction' in the revision description.

Project Address 241-249 BRIDGE ST, NEWTOWN, QLD
Client Details ACCORD PROPERTY PTY LTD

Title WATER AND SEWER LAYOUT PLAN		
Project Name 123 PLACE CHILDCARE		Sheet Size A1
Project Number P0345-26-005	Drawing Number DA06	Revision C

Attachment B – Revised Architectural Plans



ARCH DRAWING SCHEDULE

No.	Sheet Name
DA01	FRONT COVER DRAWING SCHEDULE
DA02	SITE PLAN
DA03	PROPOSED GROUND FLOOR
DA04	PROPOSED ROOF PLAN
DA05	BUILDING ELEVATIONS
DA06	BUILDING ELEVATIONS
DA07	BUILDING ELEVATIONS WITH FENCE
DA08	BUILDING ELEVATIONS WITH FENCE
DA09	CONCEPT IMAGE



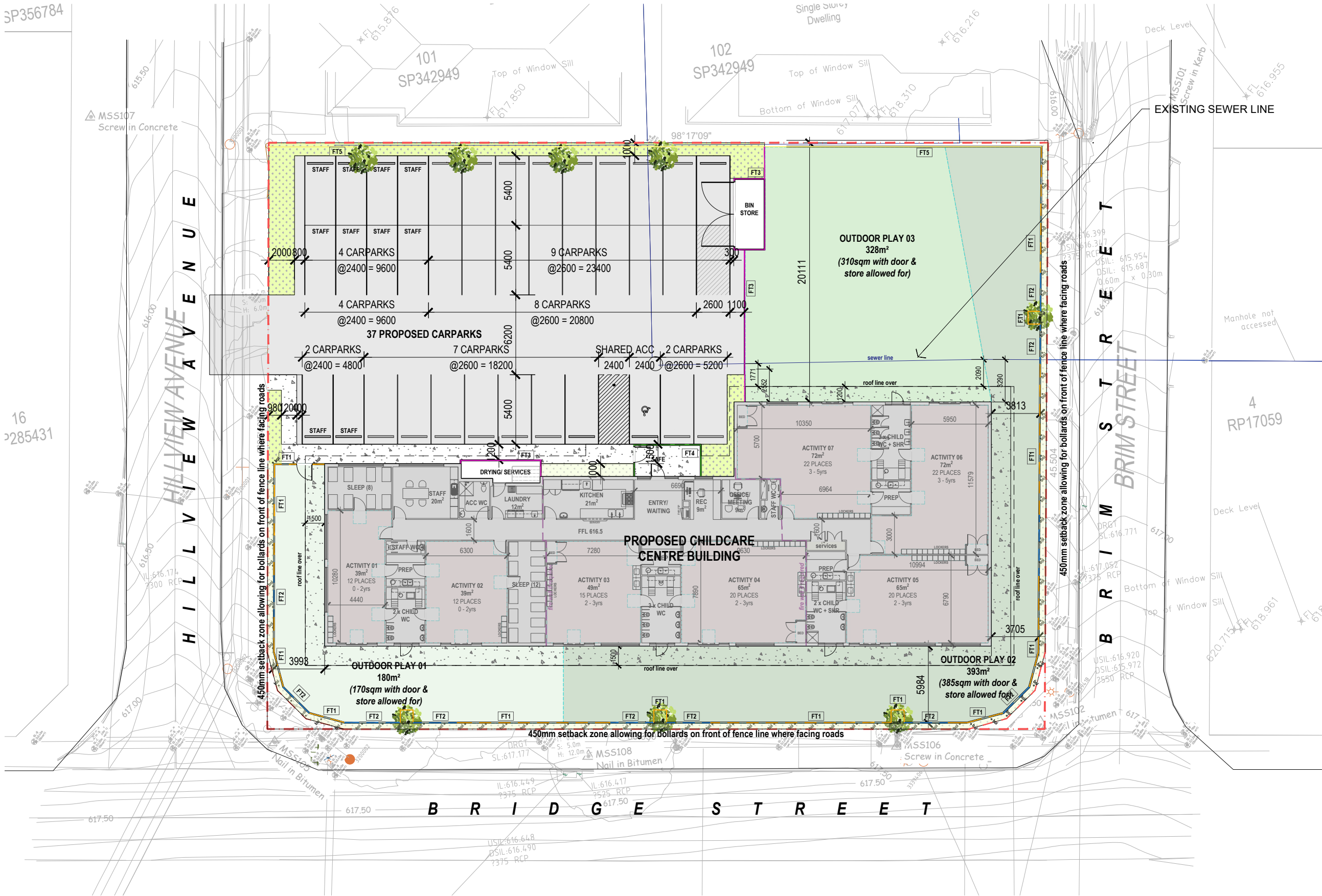
Project
123 PLACE CHILD CARE
241-249 Bridge Street, Newtown,
Queensland

Drawing
COVER/ DRAWING SCHEDULE

Scale	As indicated	Drawn	LO
Client	-		
Date	17/07/2026		
Job No.	202600022		
Dwg No.	DA01	Rev: -	A3 SHEET

3P356784

16
285431



PLANNING

Rev	Amendment	Date
-----	-----------	------

FENCE TYPE KEY

- | | |
|-----|---|
| FT1 | 2000h TIMBER BATTEN FENCE ON TOP OF RETAINING WALL |
| FT2 | 2000h CONCRETE BLOCK FENCE ON TOP OF RETAINING WALL |
| FT3 | 1800h COLORBOND FENCE |
| FT4 | 1500h ALUMINIUM BATT FENCE |
| FT5 | 2200h COLORBOND FENCE ON TOP OF RETAINING WALL |



Project
123 PLACE CHILD CARE
241-249 Bridge Street, Newtown,
Queensland

Drawing
SITE PLAN

Scale	As indicated	Drawn	LO
Client	-		
Date	17/07/2026		
Job No.	202600022		
Dwg No.	DA02	Rev:	A3 SHEET



SITE PLAN

1:300

SITE DATA	
SITE AREA	2750sqm
BUILDING AREAS (GFA)	805sqm = 6.54sqm PER CHILD
PROPOSED CHILD CARE PLACES	123 Places
SITE COVER	1015sqm = 36.9% OF SITE
REQUIRED CARPARKING	1 Carpark per 3.4 Places = 36.2
PROPOSED CARPARKING	37 Carparks