



TRANSPORT ASSESSMENT

PROPOSED INDUSTRY DEVELOPMENT

LOT 6 FRANKLIN STREET, YARRABILBA QLD

(RESPONSE TO EDQ INFORMATION REQUEST
DATED 26 MARCH 2025)

Prepared for

WONGAWALLAN 002-005 PTY LTD

17 APRIL 2025

**PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL**

Approval no: DEV2025/1615

Date: 23 May 2025



DOCUMENT REGISTER

RTE Reference 24233

Document History

Version	Version date	Details	Reviewed and Authorised	
			Name / Position	Signature
1	18 February 2025	DA	Luke Rytenskild Director RPEQ 6293	
2	17 April 2025	EQD IR	Luke Rytenskild Director RPEQ 6293	

COPYRIGHT NOTICE

© Copyright CRG Traffic Pty Ltd All Rights Reserved. Copyright in the whole and every part of this document belongs to CRG Traffic Pty Ltd and may not be used, sold, transferred, copied, or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of CRG Traffic Pty Ltd.

COMPANY INFORMATION

CRG Traffic Pty Ltd as trustee for the Rytenskild CRG Trust trading as Rytenskild Traffic Engineering
ABN 24 401 134 418
ACN 151 846 847
Director: Luke Rytenskild RPEQ 6293

GOLD COAST

Office 2
6 Northview Street
Mermaid Beach QLD 4218

BRISBANE

Suite 52
149 Wickham Tce
Spring Hill QLD 4000

SYDNEY

Level 26
44 Market Street
Sydney NSW 2000

Phone: 1300 220020
Facsimile: 1300 087177
Email: info@rytenskildtraffic.com
Web: www.rytenskildtraffic.com

TABLE OF CONTENTS

1.0	INTRODUCTION.....	4
2.0	SUBJECT SITE.....	5
3.0	DEVELOPMENT PROPOSAL.....	7
4.0	CAR PARKING.....	10
4.1	Car Parking Supply	10
4.2	Car Parking Design	10
5.0	ACCESS ARRANGEMENTS	17
6.0	PROVISION FOR HEAVY VEHICLES	18
6.1	Required Provision.....	18
6.2	Proposed Outcome	18
7.0	PROVISION FOR PEDESTRIANS AND CYCLISTS.....	20
8.0	SUMMARY OF CONCLUSIONS & RECOMMENDATIONS.....	20

1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by Wongawallan 002-005 Pty Ltd to review the transport elements of its proposed industrial unit development in Yarrabilba.

This is an amended version of the report submitted as part of the Development Application and responds to matters raised by Economic Development Queensland (EDQ) in their Information Request letter dated 26 March 2025. A brief response to the items is provided below and throughout the report.

Item:

This notice is given under paragraph (c)(iii)(2) of the Compliance Assessment Process set out in PDA Development Permit Reference No. DEV2022/1306.

After undertaking an assessment of your application for compliance assessment, the Minister for Economic Development Queensland (MEDQ) has determined that unfortunately the proposed development does not comply with Item O of the Plan of Development with respect to the retention of street trees and cannot be amended to comply. Accordingly, an application for Material Change of Use (MCU) is required. Please submit a PDA development application form to enable this application to be changed to a MCU. To facilitate the timely processing of the application the following items should also be addressed:

- 1) Provide amended plans:
 - demonstrating a car parking rate in accordance with the approved POD, all car parking spaces are to be located outside of each warehouse.
 - showing all pits and/or grates in trafficable areas to have Class D trafficable grate/lids. Alternatively, EDQ DA can amend the plans in red.
 - bay widths of the PWD swapped with the shared space, alternatively, EDQ DA can amend the plans in red.
 - providing further detail on the refuse area roof height and the extent of intrusion into the PWD bay.
- 2) Provide written confirmation the refuse area roof achieves compliance against the National Construction Code requirements for PWD car spaces.
- 3) Submit an updated SCG Urban civil engineering report as follows:
 - including the RPEQ number; and
 - clarifying whether the insurances will be under SCG Urban or Elevate Consulting Engineers.
- 4) Submit ESC plans certified by RPEQ / CPESC.

Response:

Item 1:

- a. The proposed plan of development has been amended to include all car parking spaces located outside of each warehouse, in accordance with the approved POD. Refer to Figure 3.1.
- b. The proposed plan of development has been amended to include Class D trafficable grate/lids for all pits and/or grates located in trafficable areas.
- c. The PWD and shared space widths have been provided in accordance with AS2890.6:2004. Refer to Figure 3.1.
- d. The refuse area is no longer proposed next to the PWD space.

Item 2: The refuse area is no longer proposed next to the PWD space.

Item 3: Refer to civil engineering report.

Item 4: Noted.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located within the Yarrabilba MIBA Precinct 2A and part of Precinct 5, and is situated on the eastern side of Franklin Street. The site is identified as proposed Lot 6 and has a total site area of 1,000m².

The site is located within the Priority Development Area, and is currently vacant.

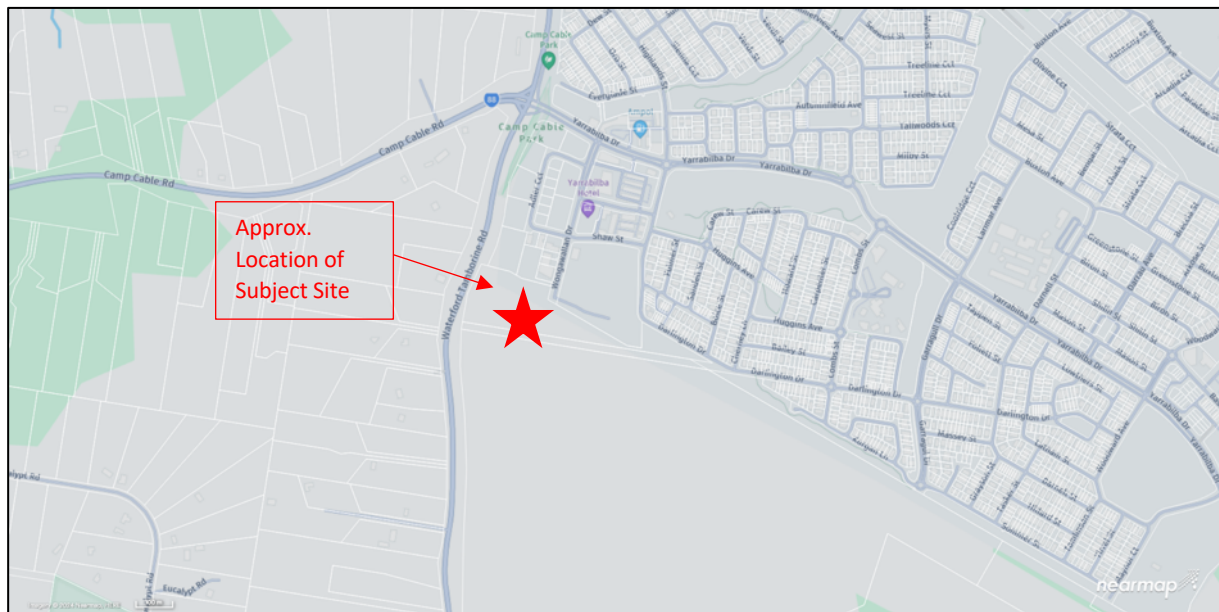


FIGURE 2.1 – LOCATION OF SUBJECT SITE

3.0 DEVELOPMENT PROPOSAL

The development proposal is for 4x industrial units with a total Gross Floor Area (GFA) of 795m².

The proposal provides a total of 8 car parking spaces including one (1) accessible (PWD) space.

Access to the site is proposed via a crossover located towards the northern end of the road frontage.

The proposed site plan and ground floor plan are shown in Figures 3.1 and 3.2.

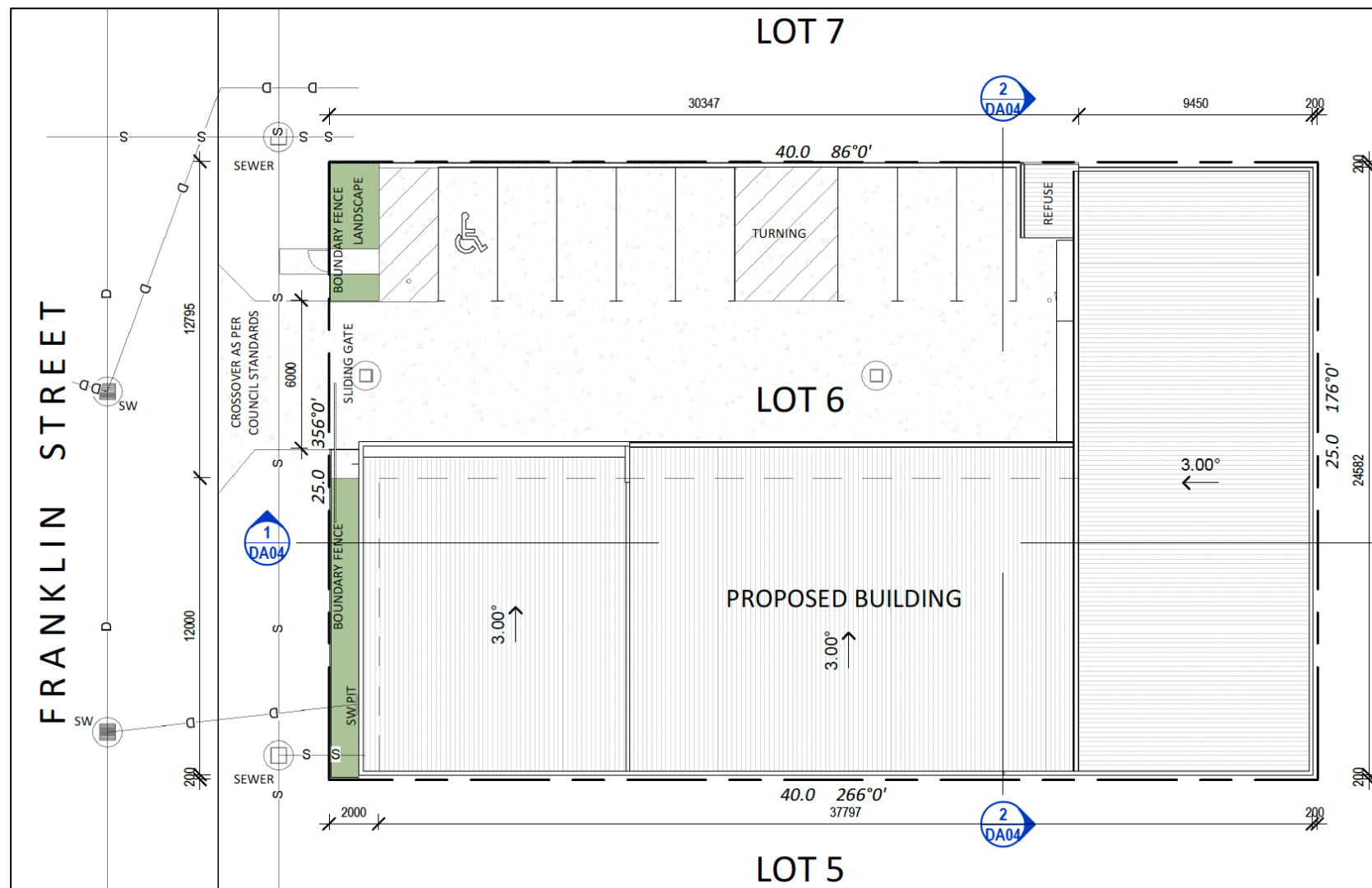


FIGURE 3.1 – PROPOSED SITE PLAN

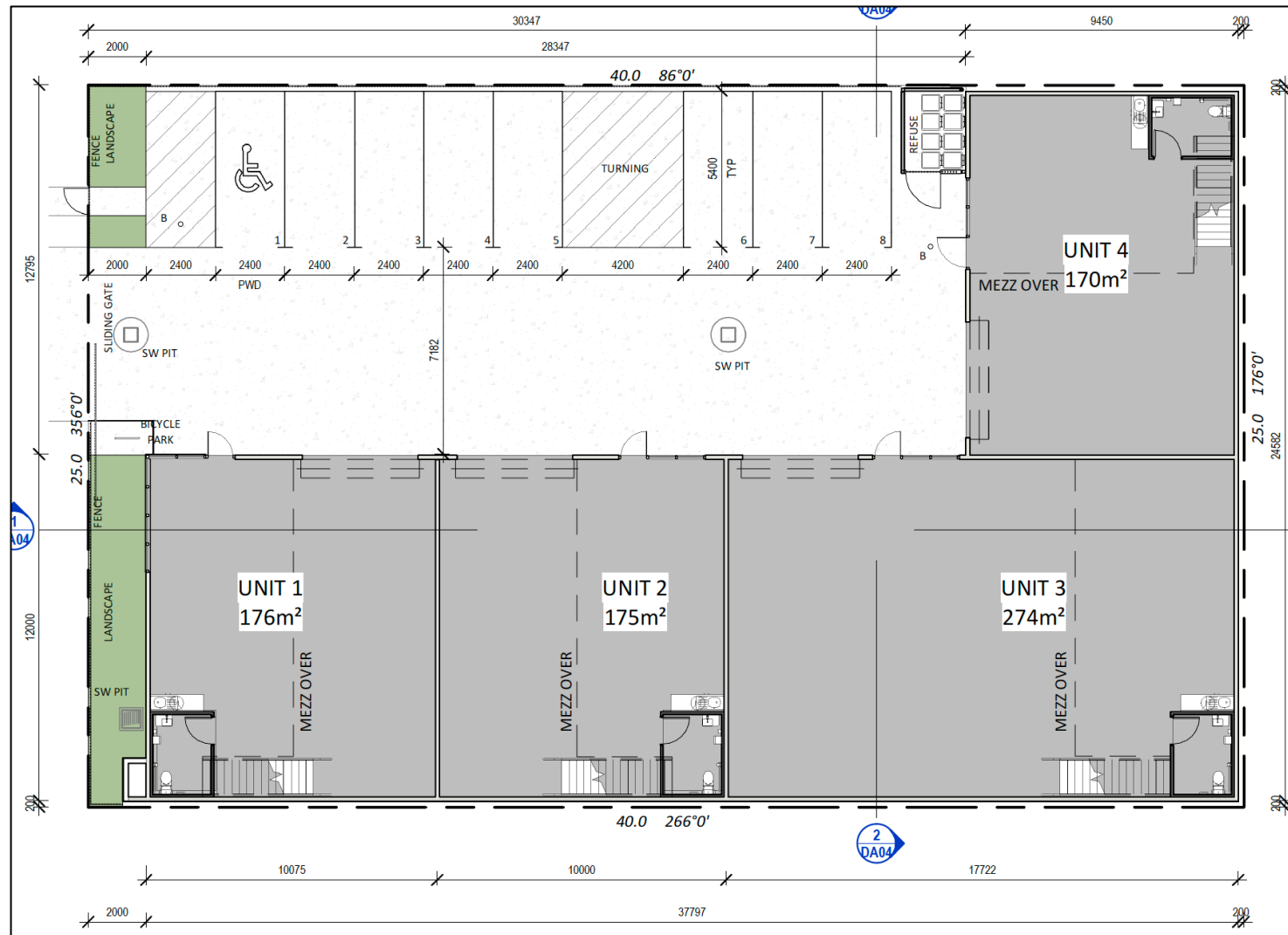


FIGURE 3.2 – PROPOSED GROUND FLOOR PLAN

4.0 CAR PARKING

4.1 Car Parking Supply

In accordance with the Economic Development Queensland (EDQ) guidelines, the following car parking rate is applicable to the proposed development:

Warehouse

- 1 space per 2 employees, or
- 1 space per 100m² GFA, whichever is greater.

Application of the above rates to the proposal results in the following minimum requirements:

Warehouse (795m ²) -	8 spaces
----------------------------------	----------

The proposal provides a total of 8 car parking spaces and therefore meets EDQ Guidelines for the proposed land use.

4.2 Car Parking Design

The geometric layout of the proposed parking facilities has been designed to comply with the relevant requirements specified in the AS2890.1: 2004.

The proposed car parking layout has the following dimensions:

- | | |
|----------------------|---|
| Car parking aisle - | 7.2 metres |
| Car parking spaces - | 2.6m x 5.4m |
| PWD spaces - | 2.4m x 5.4m, plus 2.4m wide shared zone |

The layout and dimensions are shown in Figure 4.1. Swept path diagrams for B85 and B99 design vehicles are shown in Figures 4.2 – 4.6.

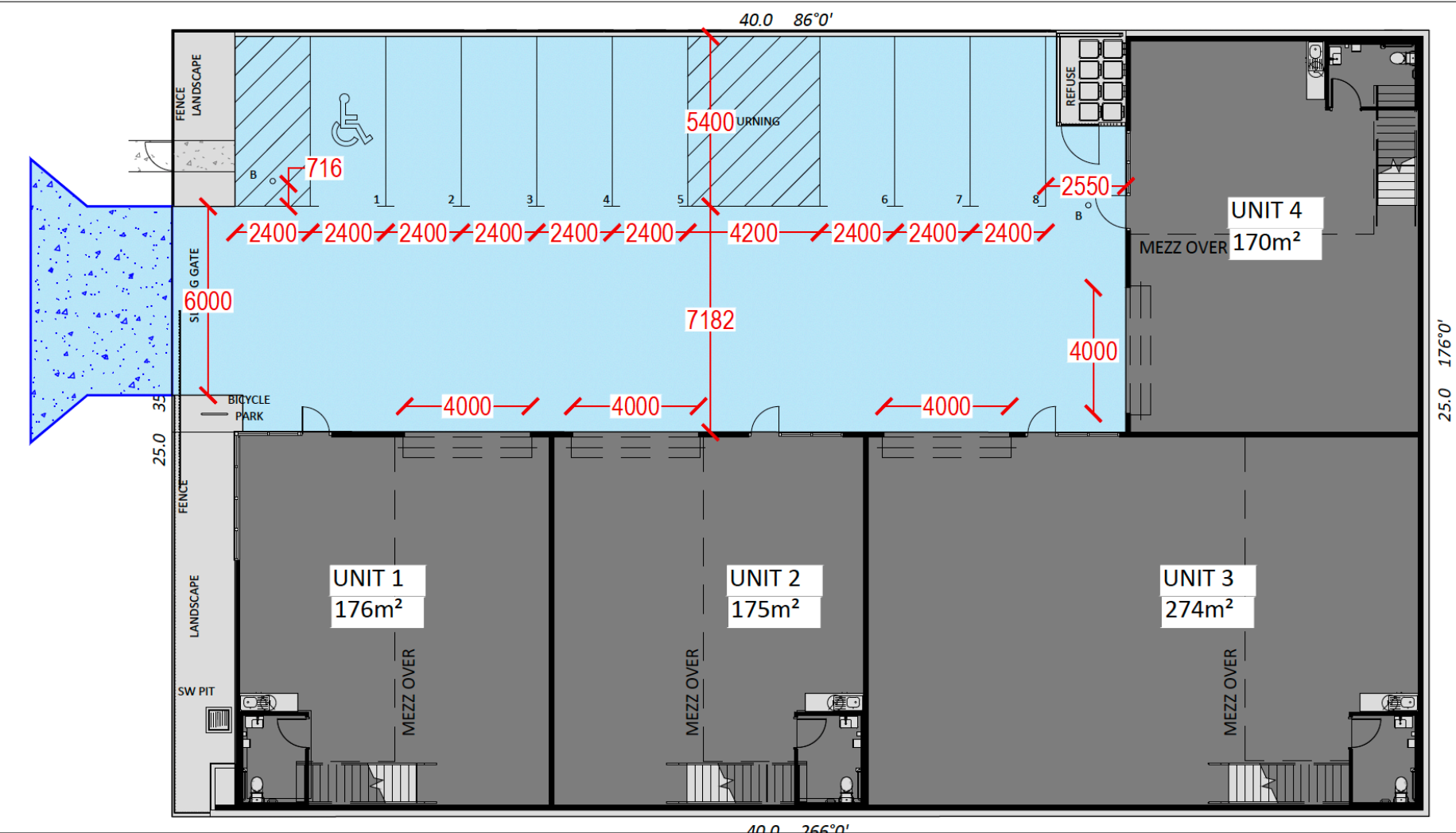


FIGURE 4.1 – PROPOSED CAR PARKING LAYOUT AND DIMENSIONS

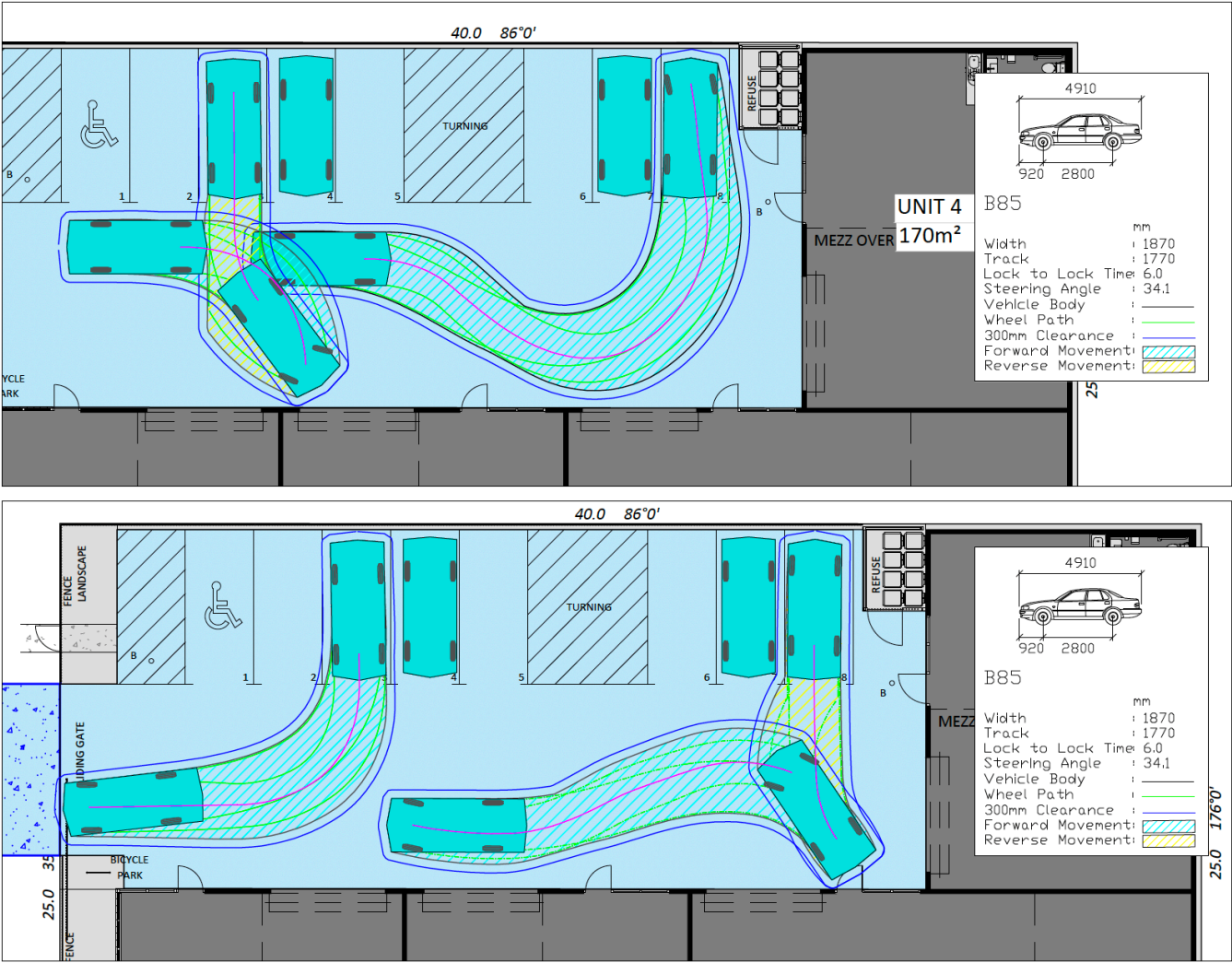


FIGURE 4.2 – SWEEP PATH OF B85 VEHICLES (MANOEUVRING)

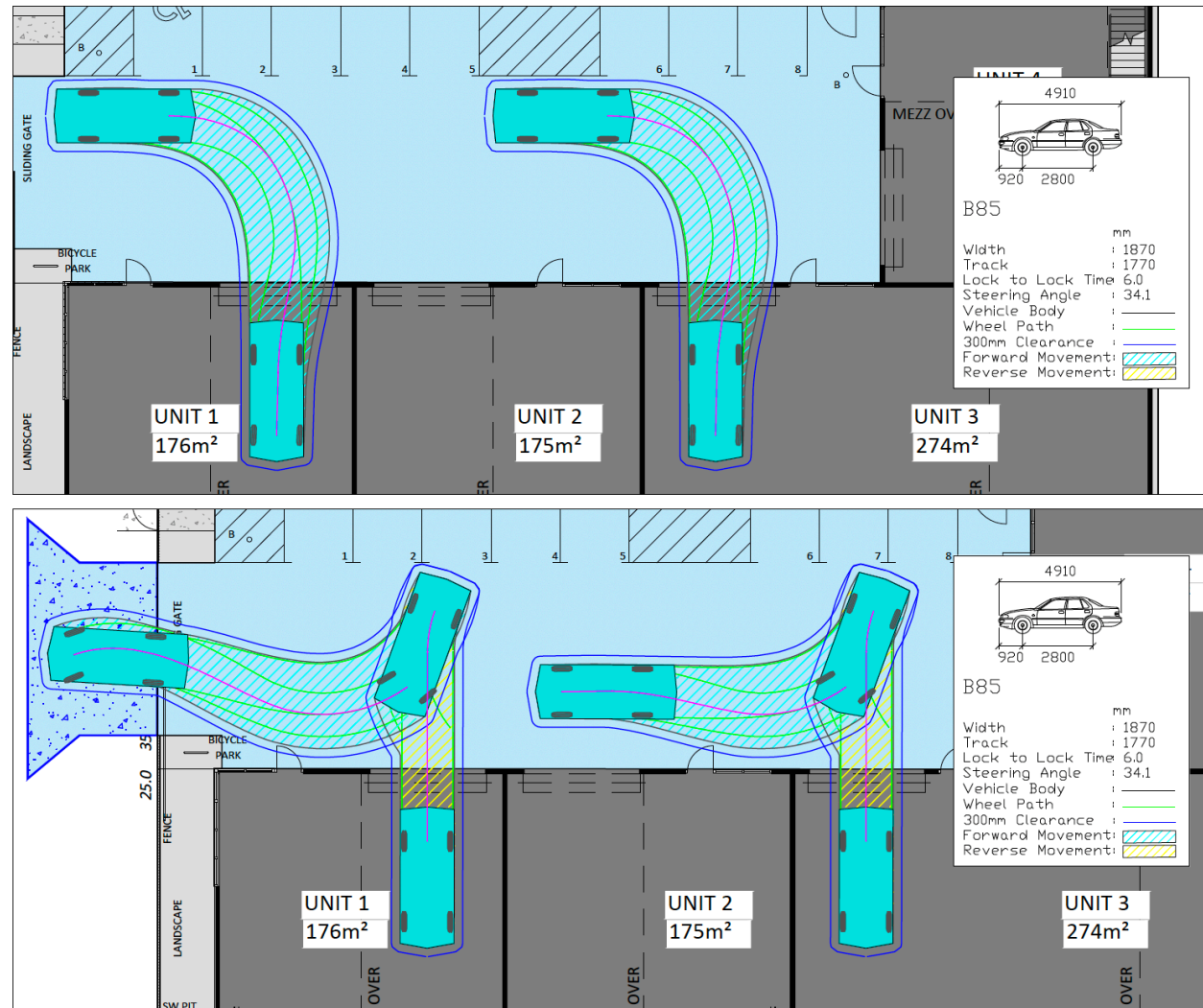


FIGURE 4.3 – SWEEP PATH OF B85 VEHICLES (MANOEUVRING)

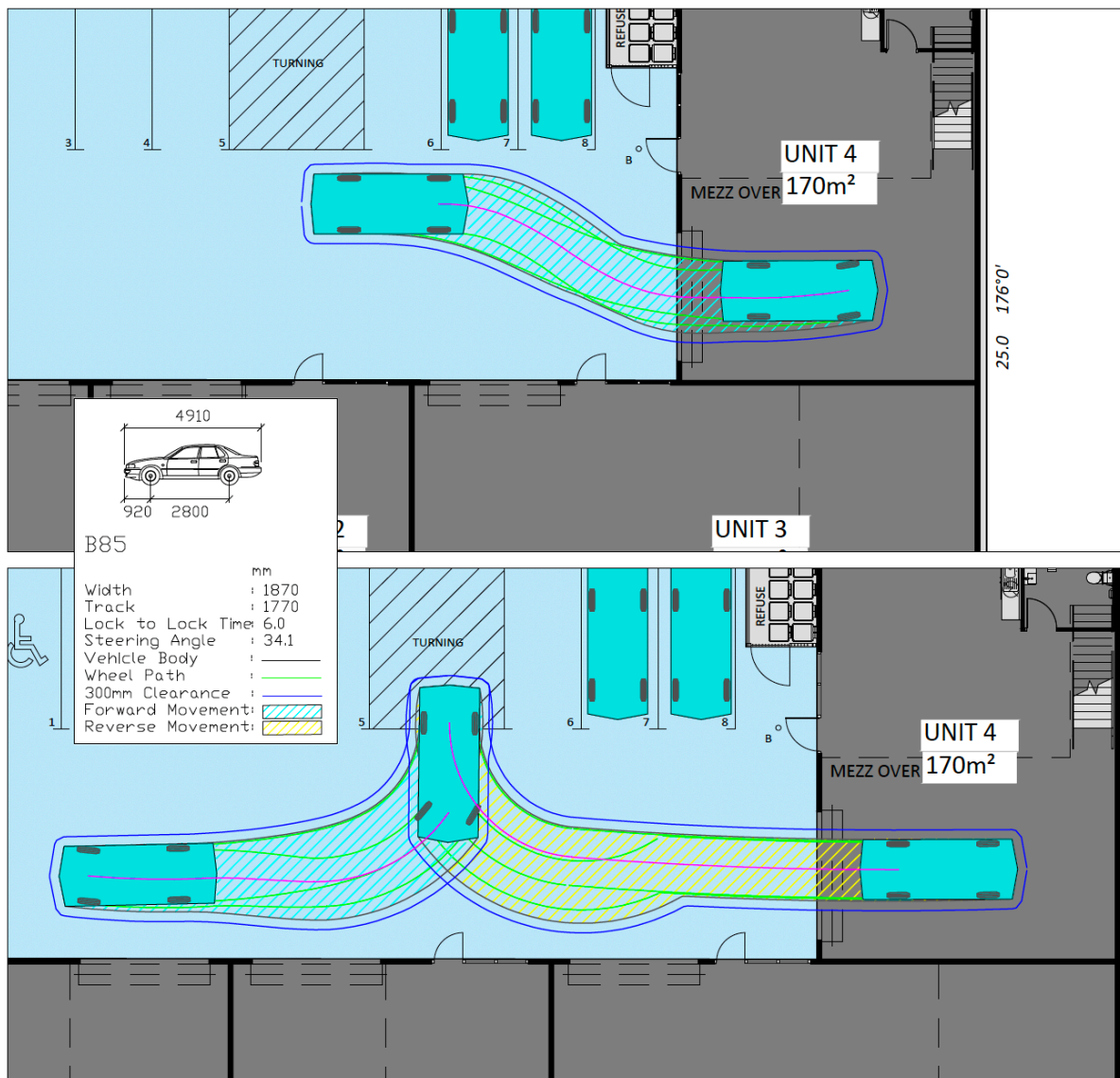


FIGURE 4.4 – SWEEP PATH OF B85 VEHICLES (MANOEUVRING)

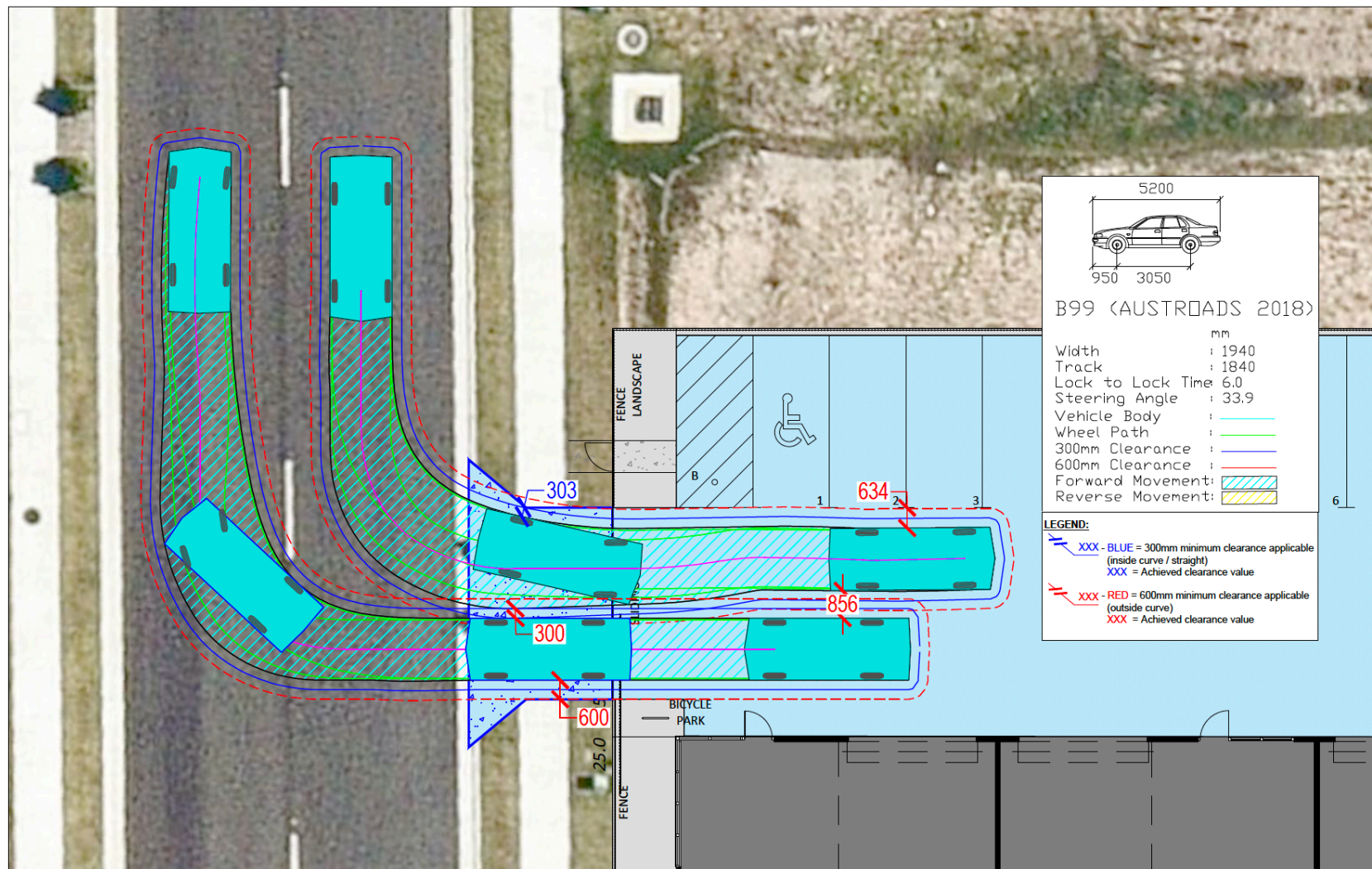


FIGURE 4.5 – SWEEP PATH OF B99 VEHICLES

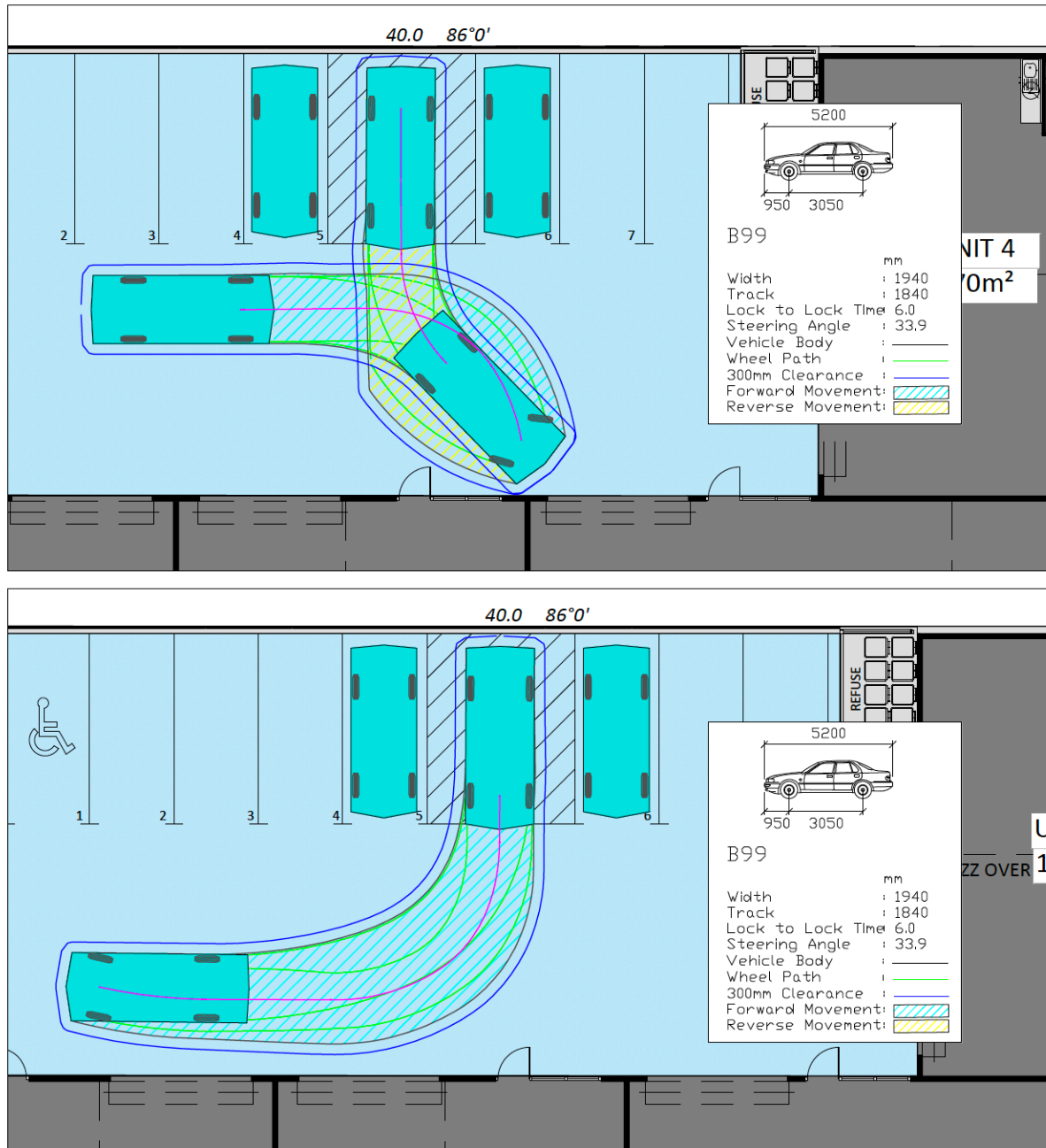


FIGURE 4.6 – SWEEP PATH OF B99 VEHICLES TURNING

5.0 ACCESS ARRANGEMENTS

Access to the site is proposed via a crossover located towards the northern end of the road frontage.

The proposed access crossover has been designed in accordance with IPWEA Standard Drawing RS-051. A pedestrian sight splay has been provided on the departure side of the crossover in accordance with AS8290.

The proposed layout and dimensions of the crossover is shown in Figure 5.1.

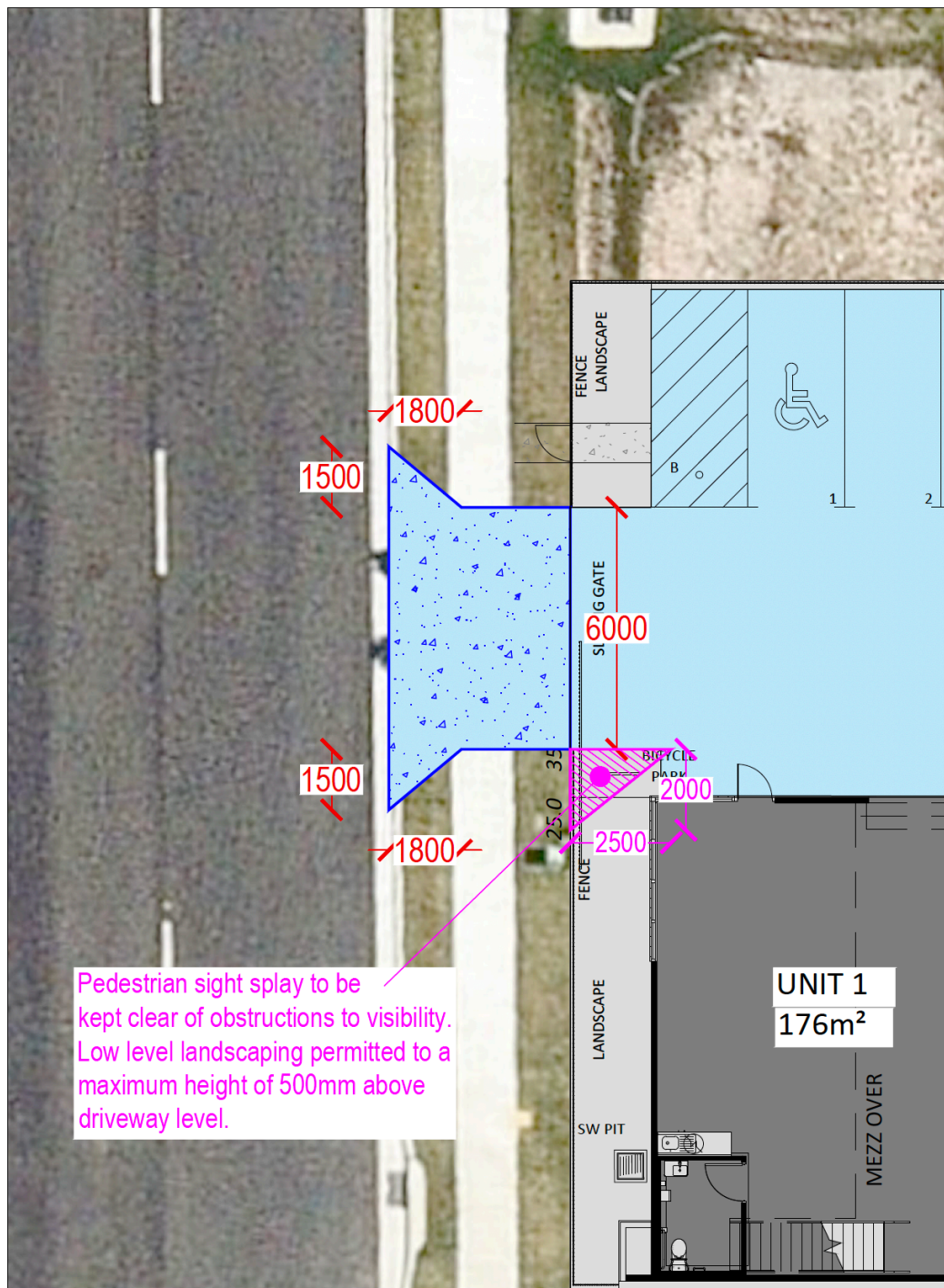


FIGURE 5.1 – PROPOSED LAYOUT AND DIMENSIONS OF PROPOSED VEHICLE CROSSOVER

6.0 PROVISION FOR HEAVY VEHICLES

6.1 Required Provision

Section P of the Design Criteria in the approved Plan of Development (DEV2022/1306/7), dated 16 February 2024, states that “Service vehicles must enter and exit the site in a forward direction.”

6.2 Proposed Outcome

The proposal provides access and loading for service vehicles up to the size of a Small Rigid Vehicle (SRV). This vehicle size is considered to adequately meet the expected servicing demand of the site and is typical for developments of this scale and use.

In accordance with Section P of the POD, a Small Rigid Vehicle (SRV) can satisfactorily utilise the turning bay to manoeuvre on-site and exit in a forward gear (refer to Figure 6.1).

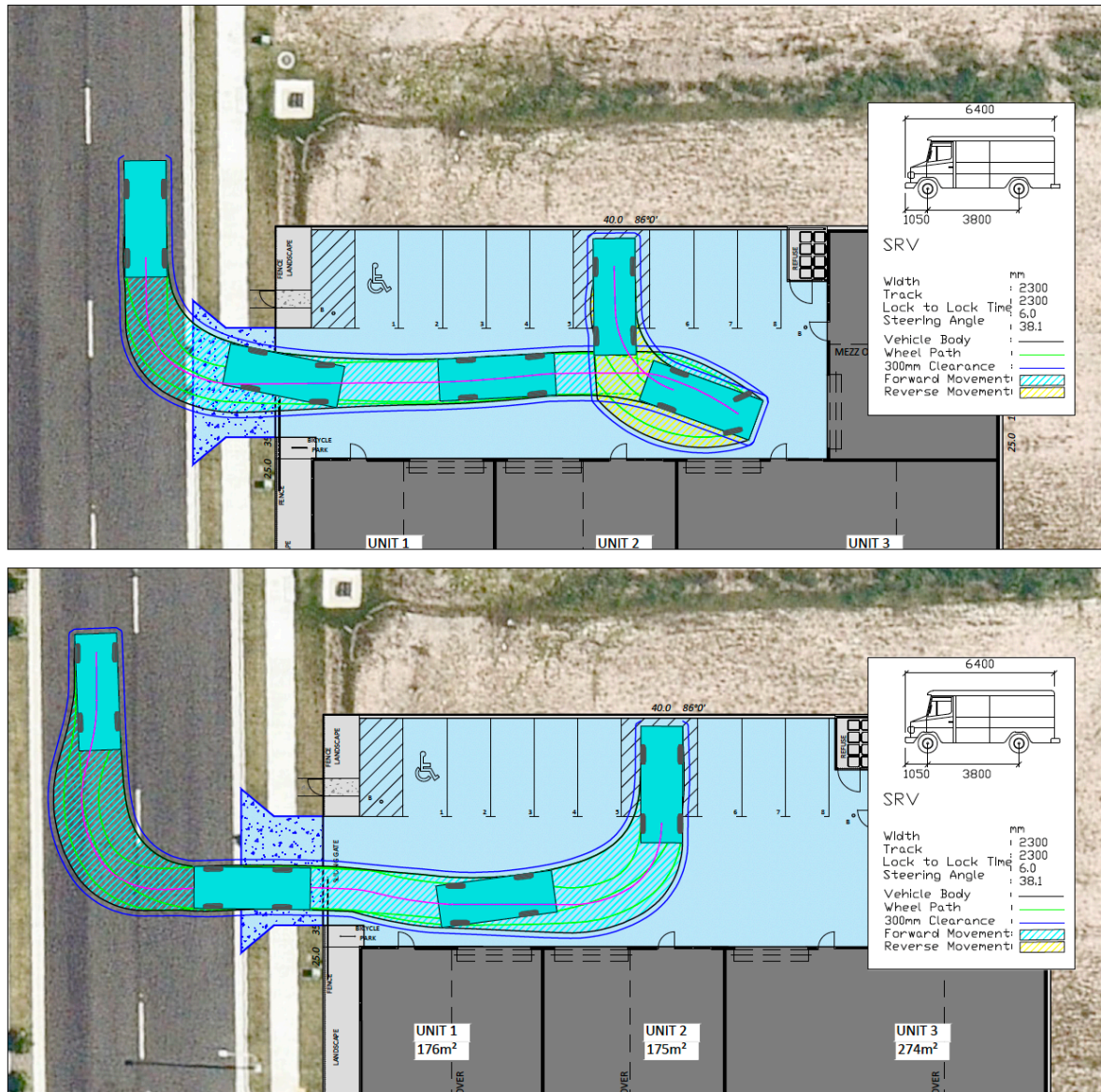


FIGURE 6.1 – SMALL RIGID VEHICLE (SRV) MANOEUVRING

7.0 PROVISION FOR PEDESTRIANS AND CYCLISTS

In accordance with the Economic Development Queensland (EDQ) guidelines, the following car parking rate is applicable to the proposed development:

Warehouse:

1 space per 5 car parking spaces

Application of the above rate to the proposal (8 car parking spaces) results in a requirement for 2 spaces. There will be provision for staff to store their bicycles within each tenancy, which is considered satisfactory given the nature of the proposal and the anticipated low demand for bicycle parking.

Safe pedestrian access is provided between the car parking area and the building entrance.

8.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The development proposal is for 4x industrial units with a total Gross Floor Area (GFA) of 795m².
- Applying the rates prescribed in the EDQ Guidelines to the proposal (823m² GFA) results in a requirement of 8 car parking spaces. The proposal provides a total of 8 car parking spaces and therefore meets EDQ Guidelines.
- The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements specified in the AS2890.1: 2004.
- The proposed access crossover has been designed in accordance with IPWEA Standard Drawing RS-051.
- The proposal provides access and loading by service vehicles up to the size of a Small Rigid Vehicle (SRV). Given the size of each tenancy, this sized vehicle is considered satisfactory in meeting the expected servicing demands of the development.
- Applying the rates prescribed in the EDQ Guidelines to the proposal (8 car parking spaces) results in a requirement of 2 bicycle parking spaces. There will be provision for staff to store their bicycles within each tenancy, which is considered satisfactory given the nature of the proposal and the anticipated low demand for bicycle parking.
- Safe pedestrian access is provided between the car parking area and the building entrance.