



TRANSPORT ASSESSMENT

PROPOSED INDUSTRY DEVELOPMENT

LOT 7 FRANKLIN STREET, YARRABILBA QLD

Prepared for

WONGAWALLAN 002-005 PTY LTD

22 MAY 2025

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

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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 report forms part of a Development Application to be lodged with Economic Development Queensland (EDQ). The following matters have been addressed during the study:

- Car parking supply and design;
- Vehicle access arrangements;
- Provision for pedestrians and cyclists;
- Heavy vehicle access and on-site circulation.

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 7 and has a total site area of 1,000m².

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

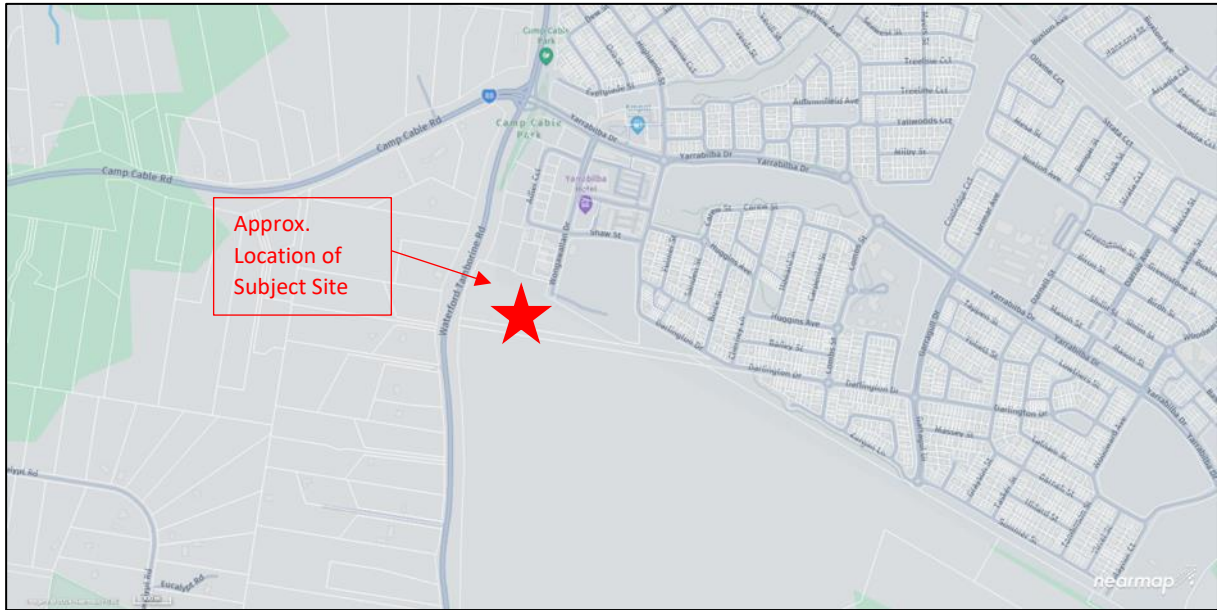


FIGURE 2.1 – LOCATION OF SUBJECT SITE

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 southern end of the road frontage.

The proposed ground floor plan is shown in Figure 3.1.

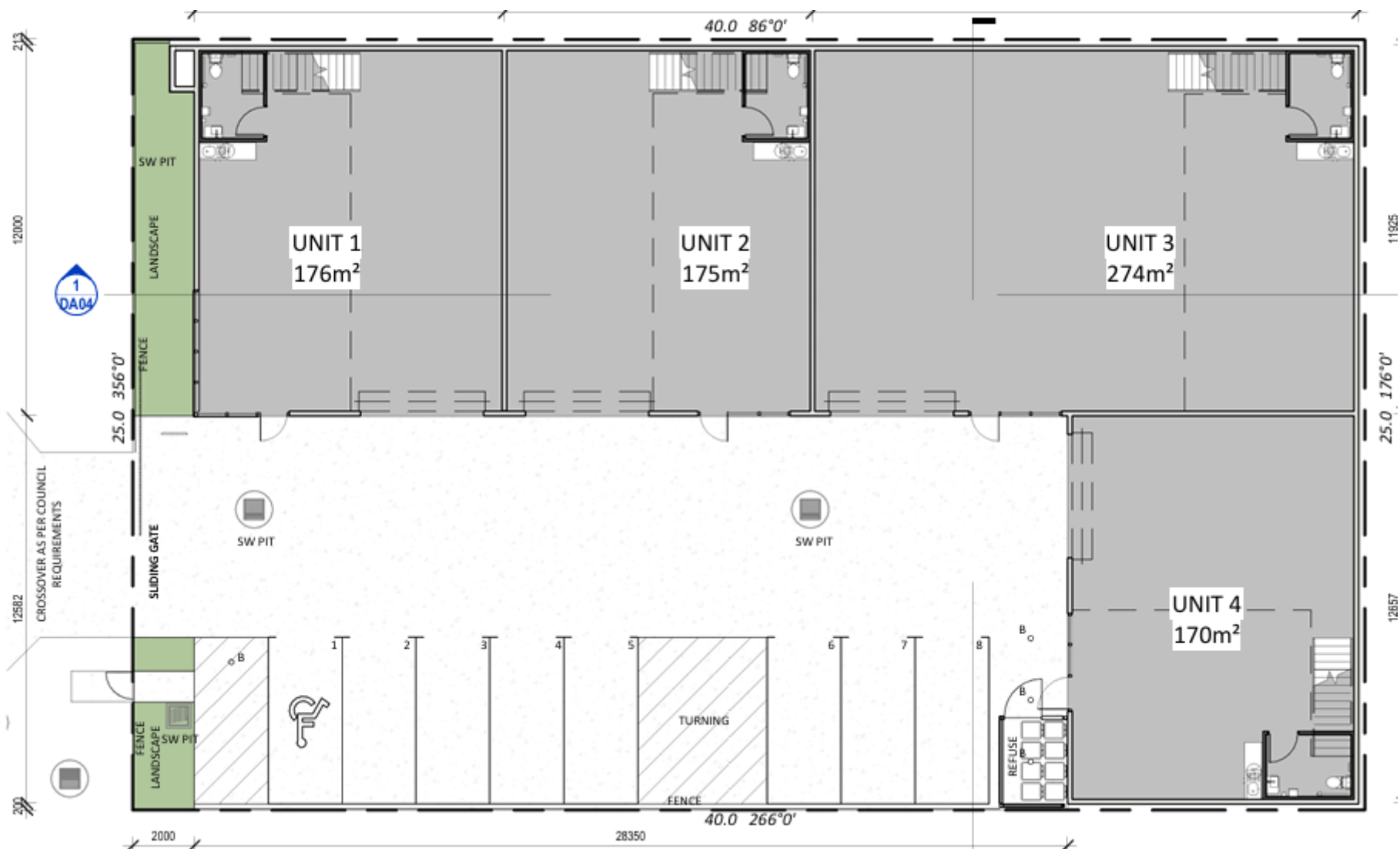


FIGURE 3.1 – PROPOSED GROUND FLOOR PLAN

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 (795m²) - 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 - 2.4m 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.

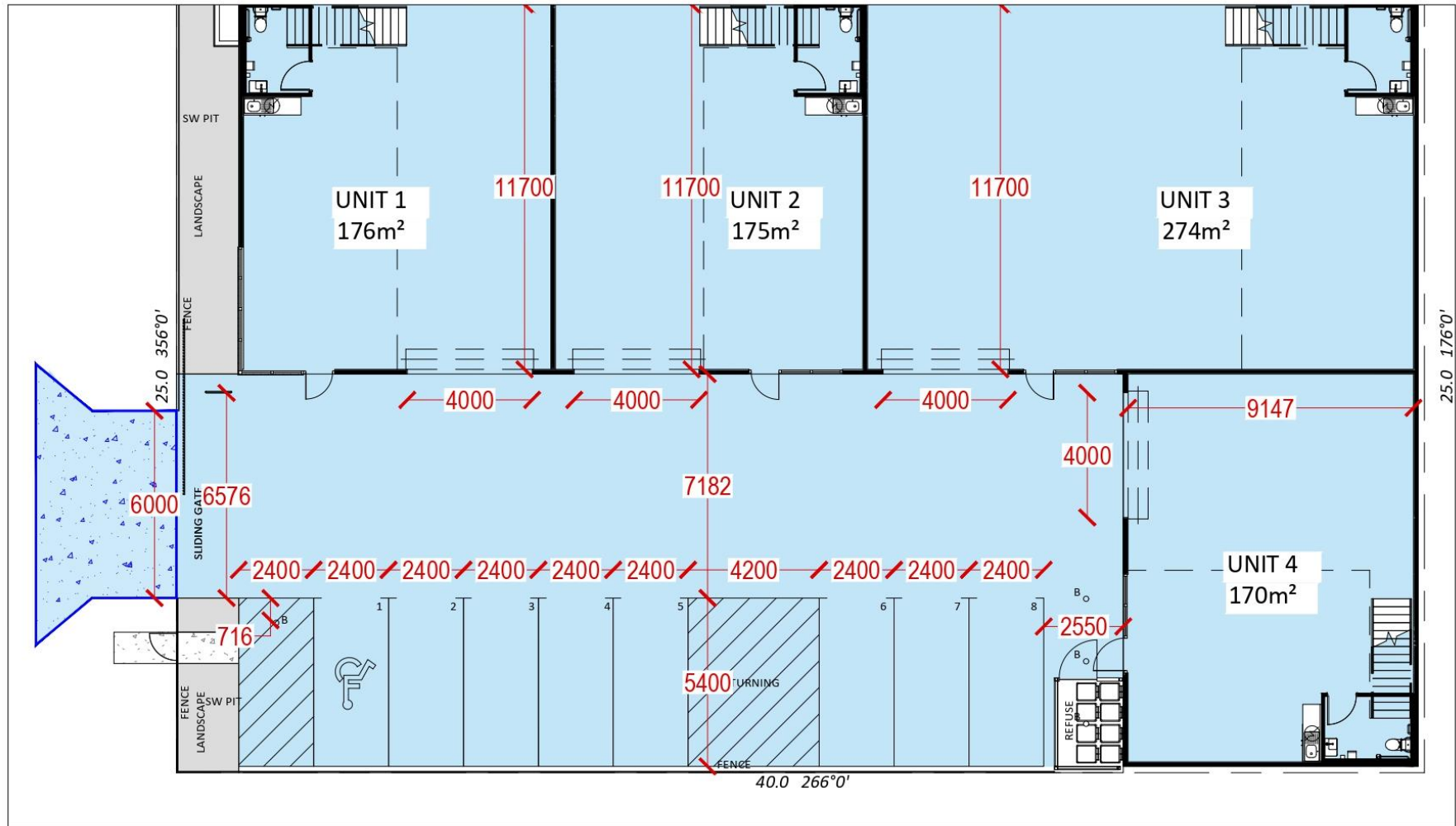


FIGURE 4.1 – PROPOSED CAR PARKING LAYOUT AND DIMENSIONS

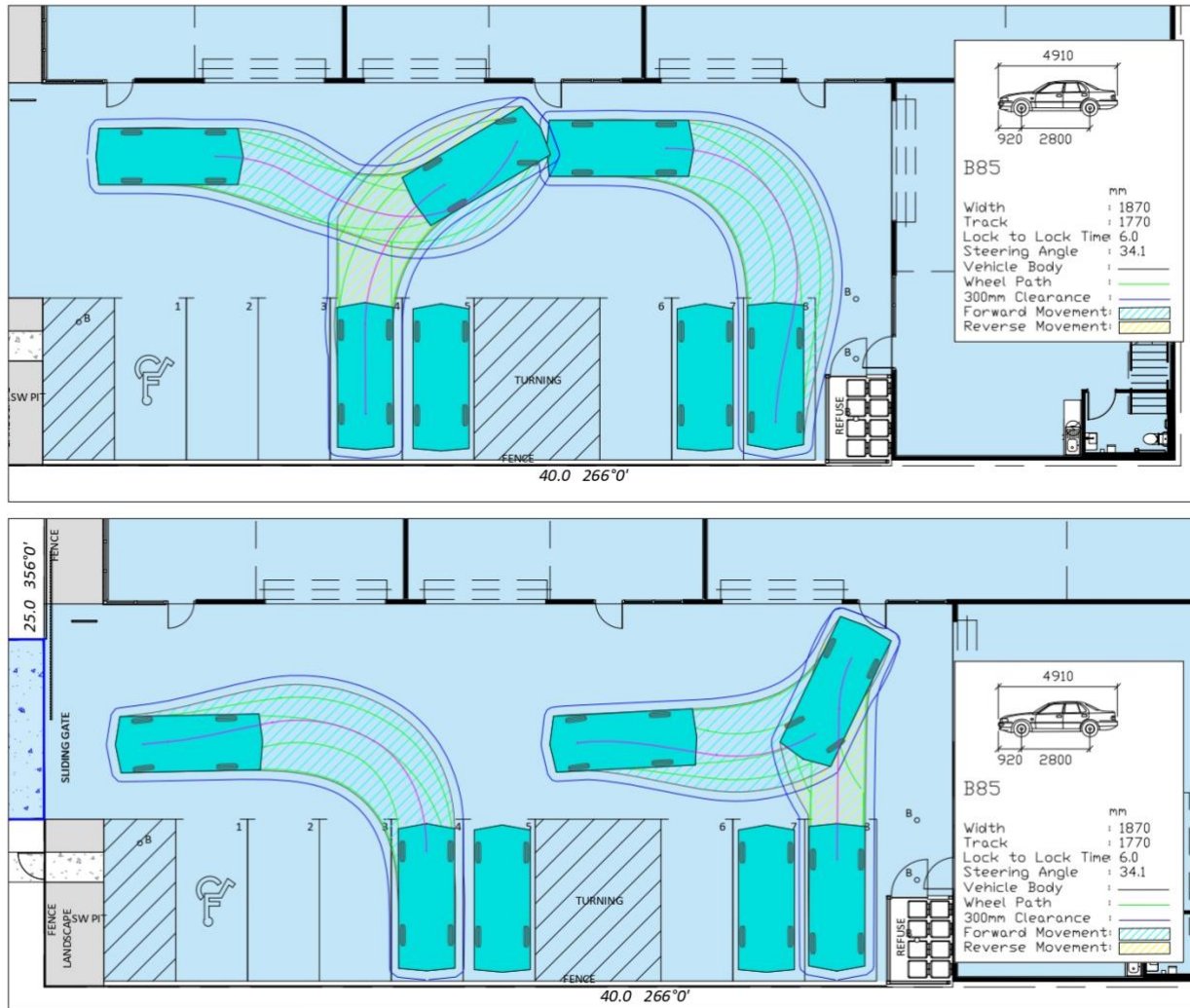


FIGURE 4.2 – SWEEP PATH OF B85 VEHICLES (MANOEUVRING)

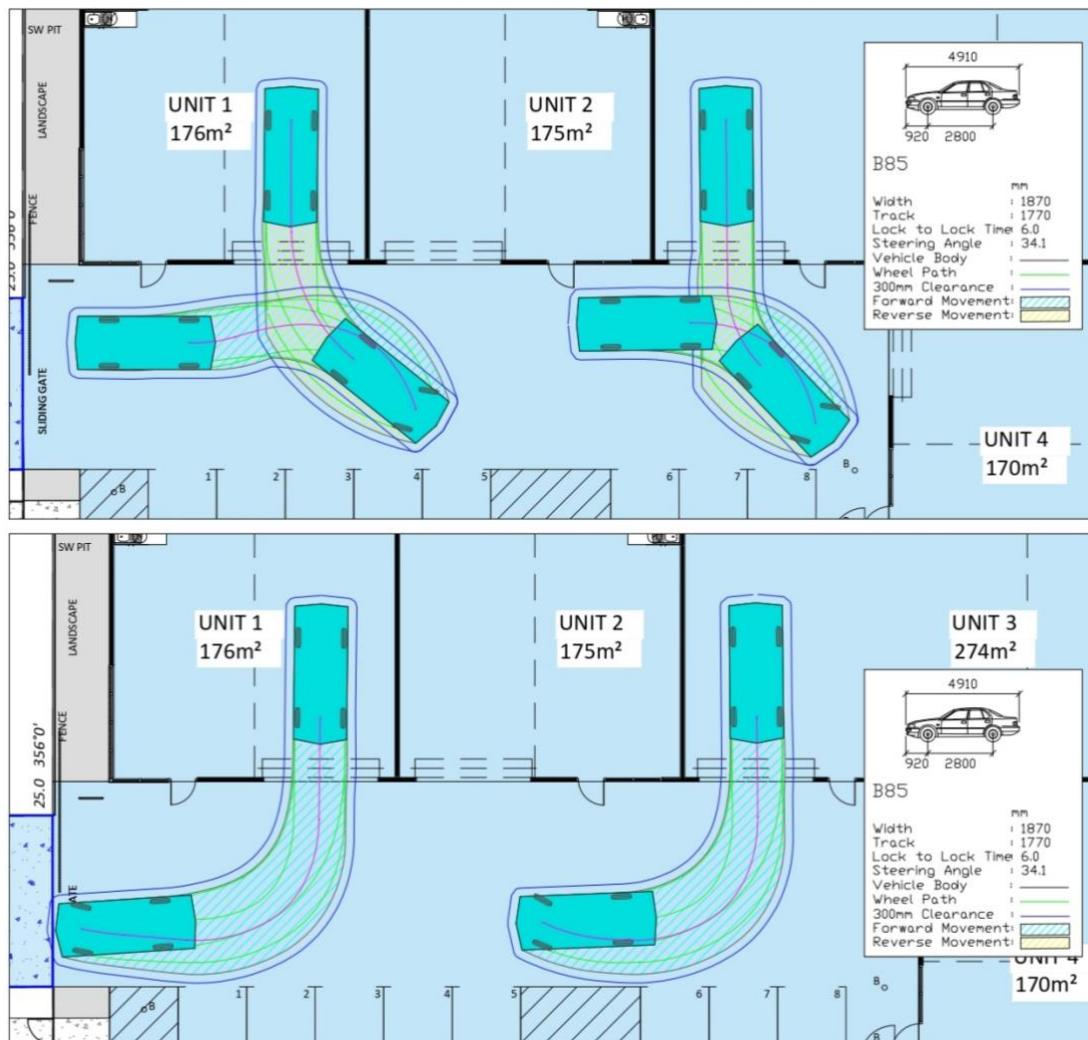


FIGURE 4.3 – SWEEP PATH OF B85 VEHICLES (MANOEUVRING)

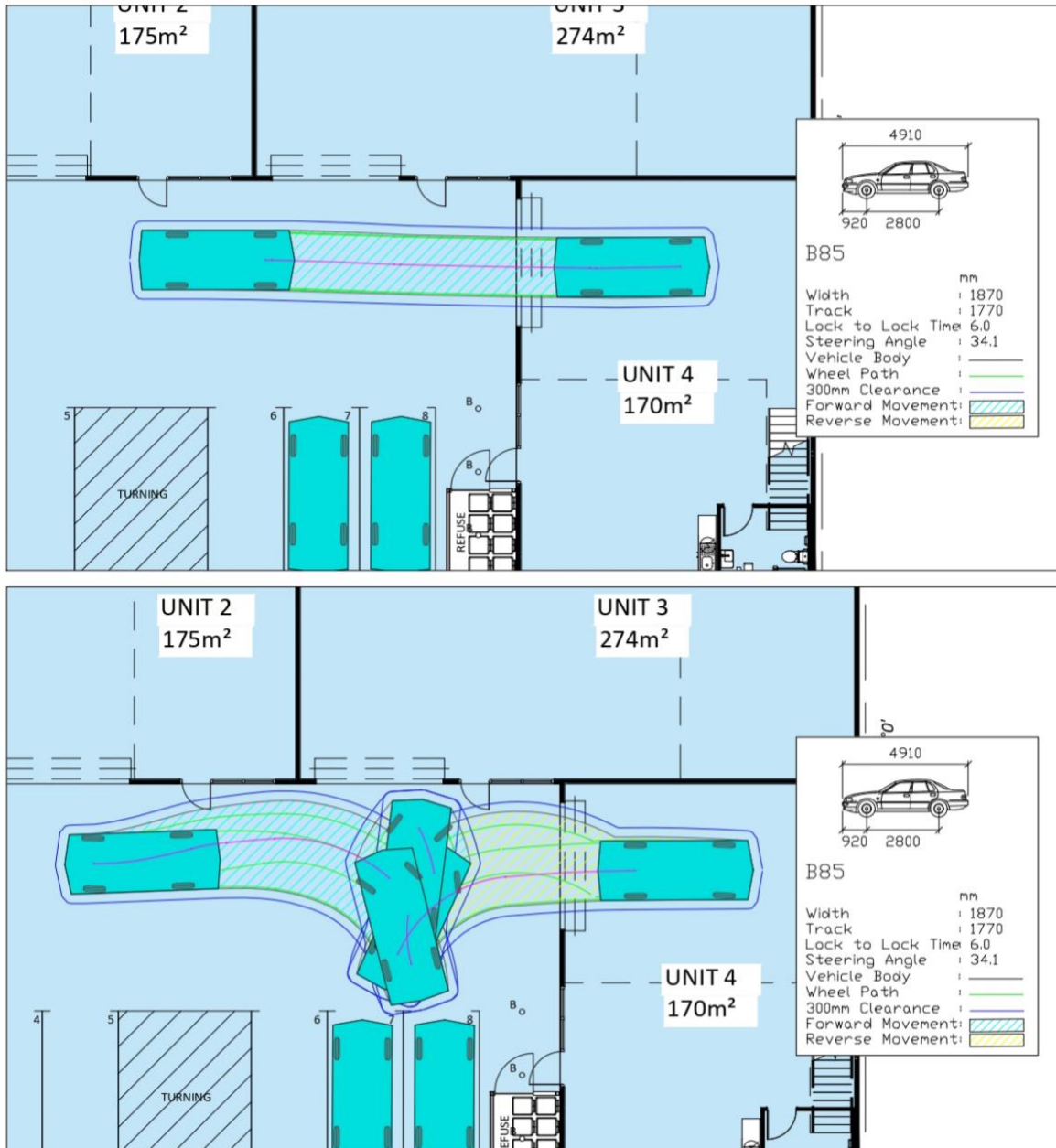


FIGURE 4.4 – SWEEP PATH OF B85 VEHICLES (MANOEUVRING)

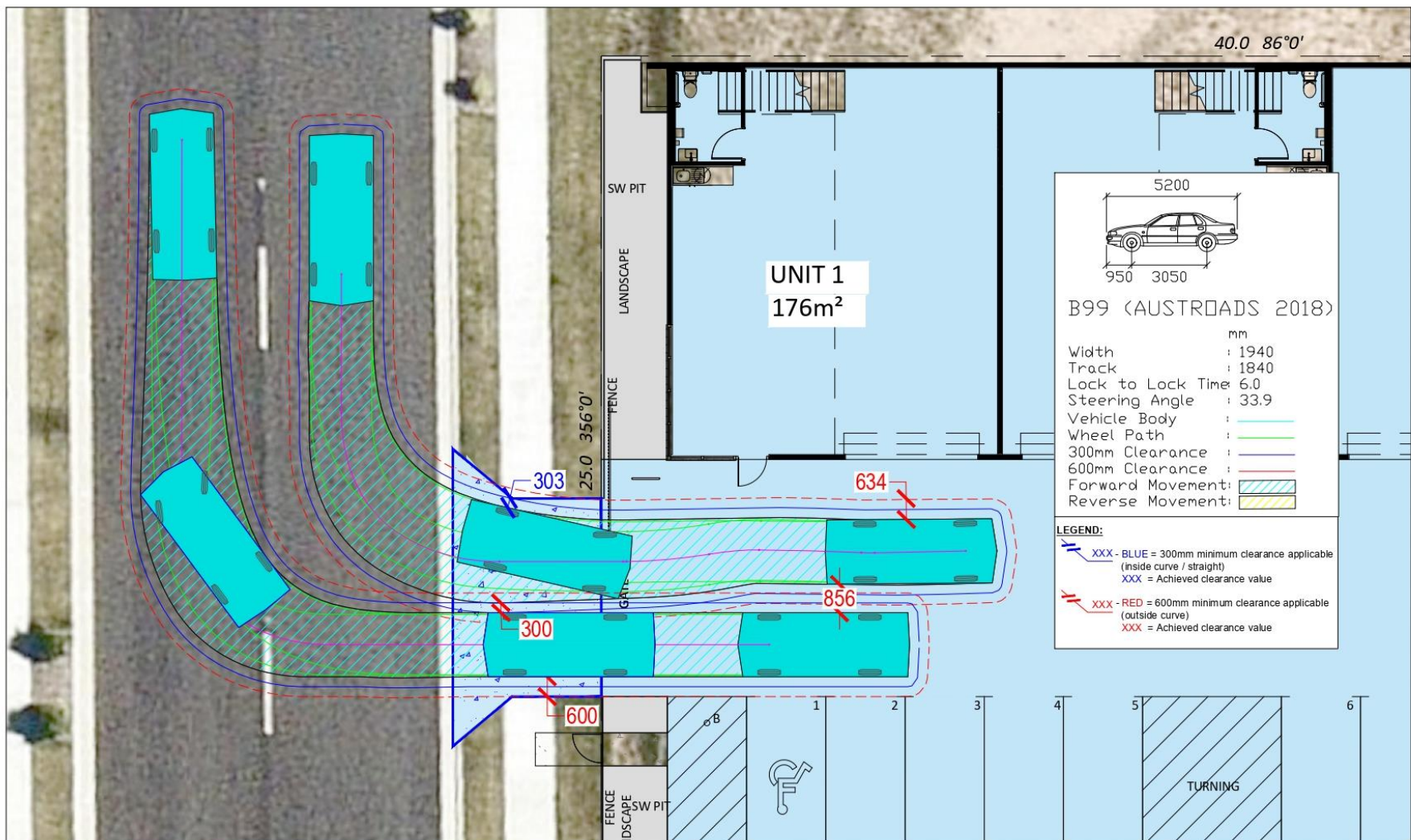


FIGURE 4.5 – SWEPT PATH OF B99 VEHICLES

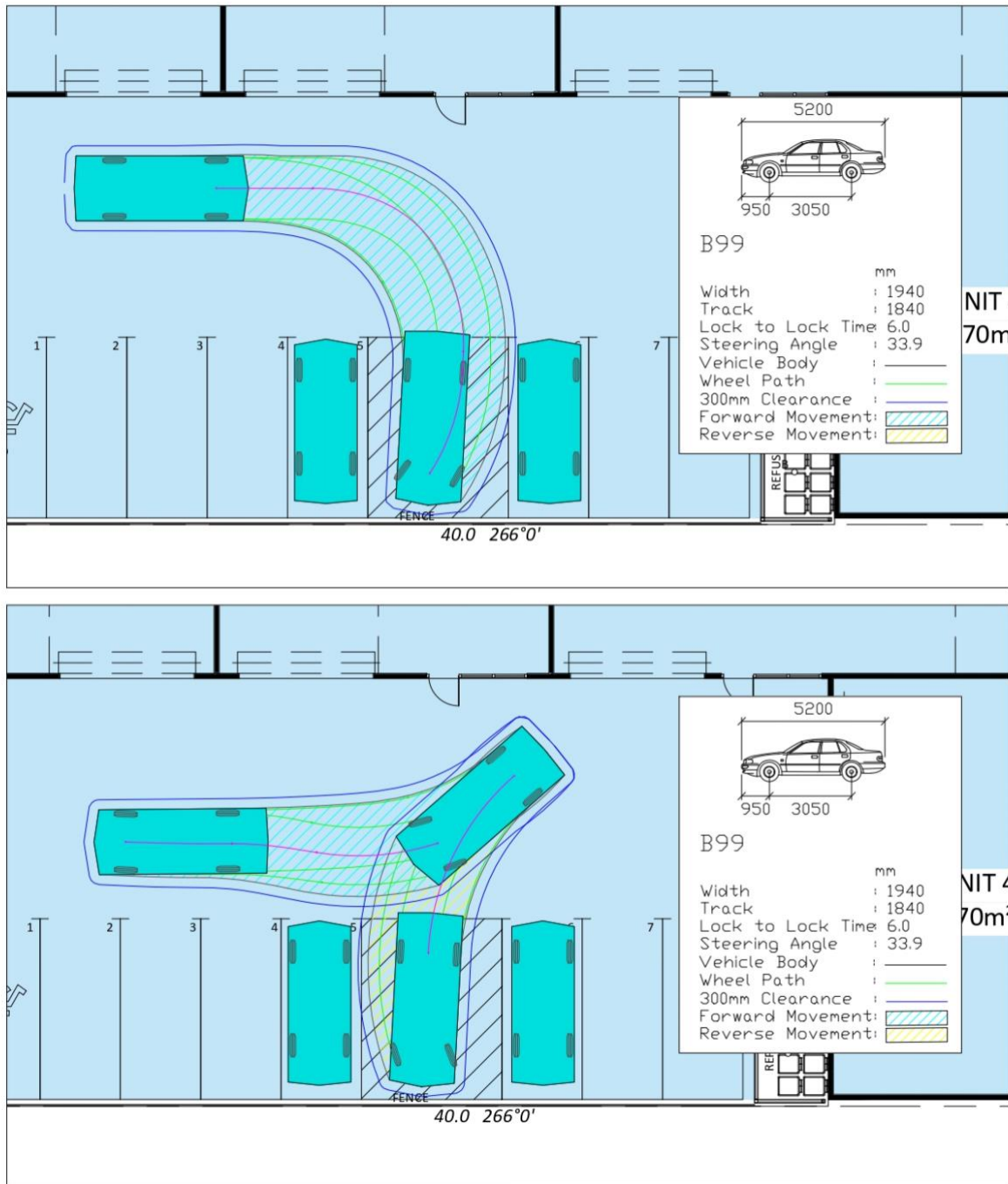


FIGURE 4.6 – SWEEP PATH OF B99 VEHICLES TURNING

5.0 ACCESS ARRANGEMENTS

Access to the site is proposed via a crossover located towards the southern 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.

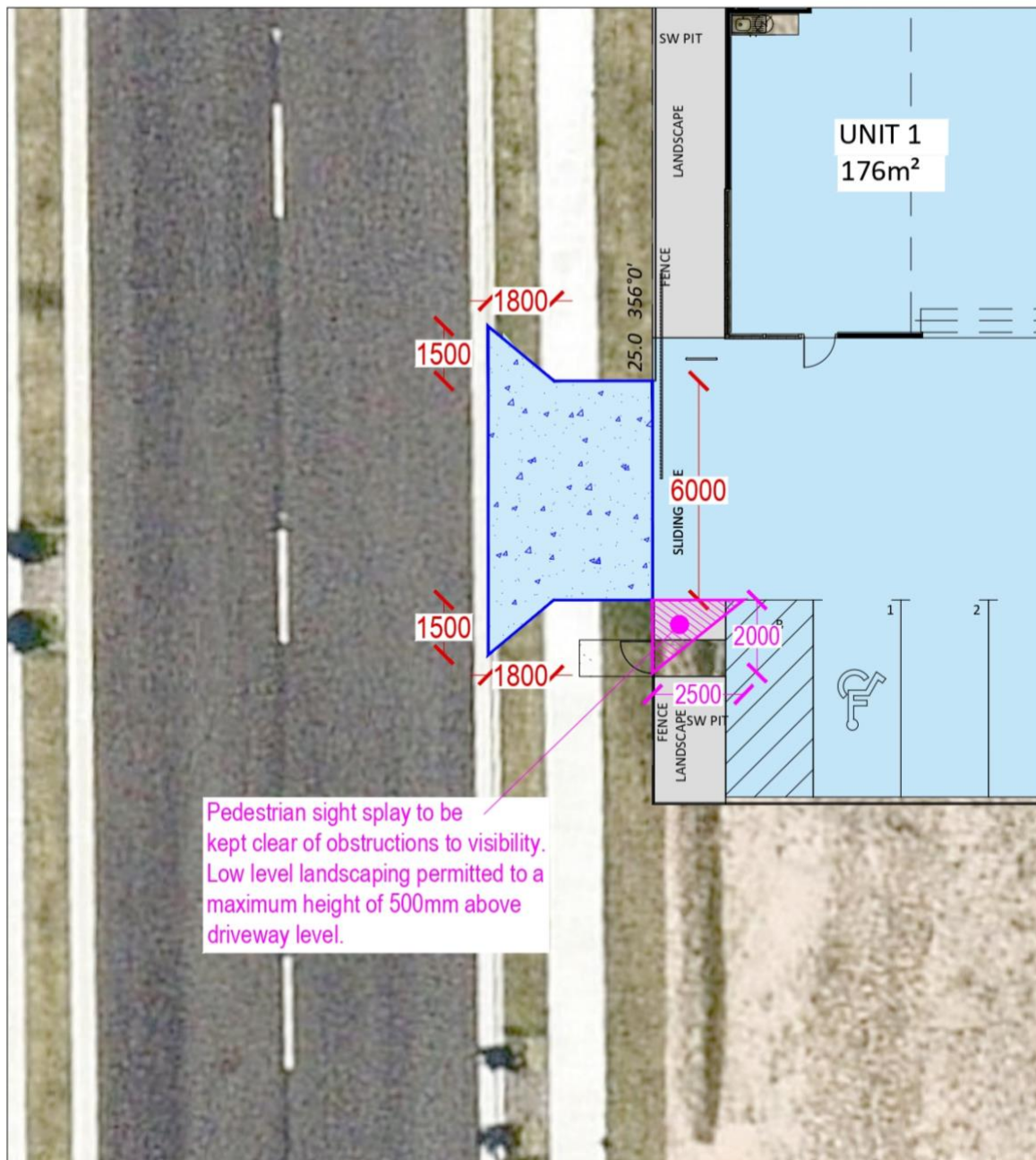


FIGURE 5.1 – PROPOSED LAYOUT AND DIMENSIONS OF PROPOSED VEHICLE CROSSOVER

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).

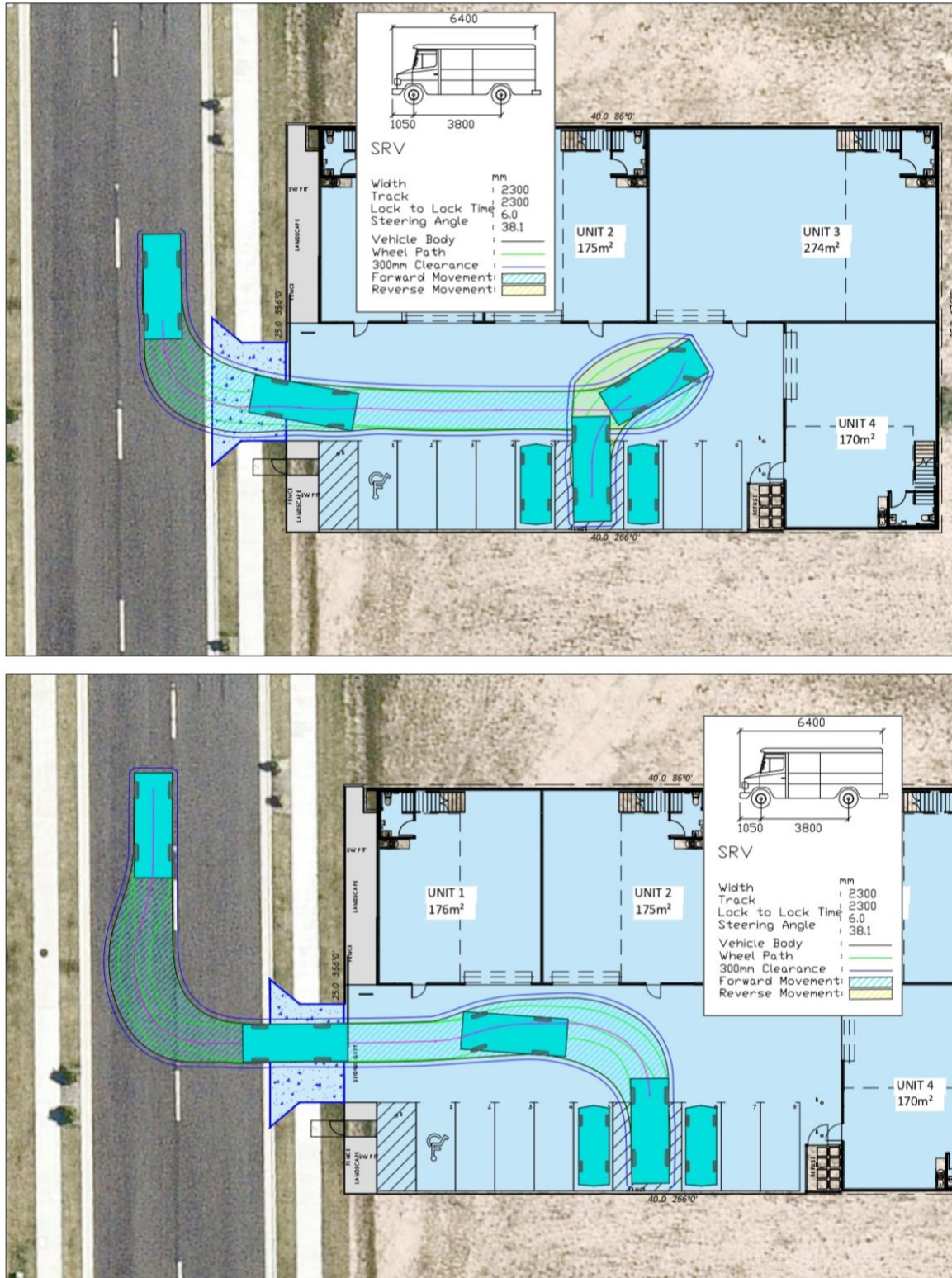


FIGURE 6.1 – SMALL RIGID VEHICLE (SRV) MANOEUVRING

7.0 PROVISION FOR PEDESTRIANS AND CYCLISTS

In accordance with the Economic Development Queensland (EDQ) guidelines, the following bicycle 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 (795m² 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.