

Traffic Engineering Report

To	Zone Planning Group	Date	28 May 2025
Prepared by	Kevin Liu, Modus Traffic Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	44 Edison Crescent, Yarrabilba		
Subject	Proposed Warehouse Development - Traffic Engineering Report		
Status	Final	Attachments	Appendix A: Development Plans Appendix B: Swept Paths Assessment

1 Introduction

1.1 Overview

Modus has been commissioned by Zone Planning Group to provide traffic and transport advice in relation to the proposed Warehouse development located at 44 Edison Crescent, Yarrabilba.

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 has been provided at **Appendix A**.

1.2 References

The following documents and guidelines have been referenced in the assessment herein:

- ▶ Logan City Council (LCC) Planning Scheme, 2015,
- ▶ Economic Development Queensland (EDQ) Plan of Development (PoD),
- ▶ AS2890.1 Australian Standards Parking Facilities Part 1: Off-Street Car Parking, 2004,
- ▶ AS2890.2 Australian Standards Parking Facilities Part 2: Commercial Vehicle Facilities, 2002,
- ▶ AS2890.6 Part 6: Off-street Parking for People with Disabilities, 2009,
- ▶ Transport for NSW Guide to Transport Impact Assessment, 2024 (TfNSW).

1.3 Limitations

Modus has completed this traffic report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practises 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 44 Edison Crescent, Yarrabilba and is bounded by Edison Crescent to the west and south and vacant land to the north, east. The site is located within the Yarrabilba Priority Development Area (PDA) within the Logan City Council Local Government Area.

The proposed development site location and subdivision is illustrated on Figure 2-1.

Figure 2-1 Site Location



Source: CommercialRealEstate.com

2.2 Existing Site Use

The site is currently vacant land and has no existing access driveway.

2.3 Existing Road Network

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

Table 1-1 Key Road Characteristics

Road	Authority	Speed Limit	Typical Form
Edison Crescent	Council	50km/h	Two lanes, undivided
Wongawallan Drive	Council	50km/h	Two lanes, undivided

2.4 Active Transport Facilities

The proposed development is well serviced by the active transport facilities located within the surrounding area of the site. There are pedestrian footpaths along both verges of Edison Crescent and Wongawallan Drive forming connections to the development site and the broader active transport network in the area.

Furthermore, dedicated on-street cycling paths are provided on Wongawallan Drive that form connections to the broader network in the area.

2.5 Public Transport Facilities

The development has no public transport facilities within a 400m radius (5-minute walk). The nearest bus stop is located approximately 970m from the site (13-minute walk) and accommodate various service that connects to the surrounding suburbs.

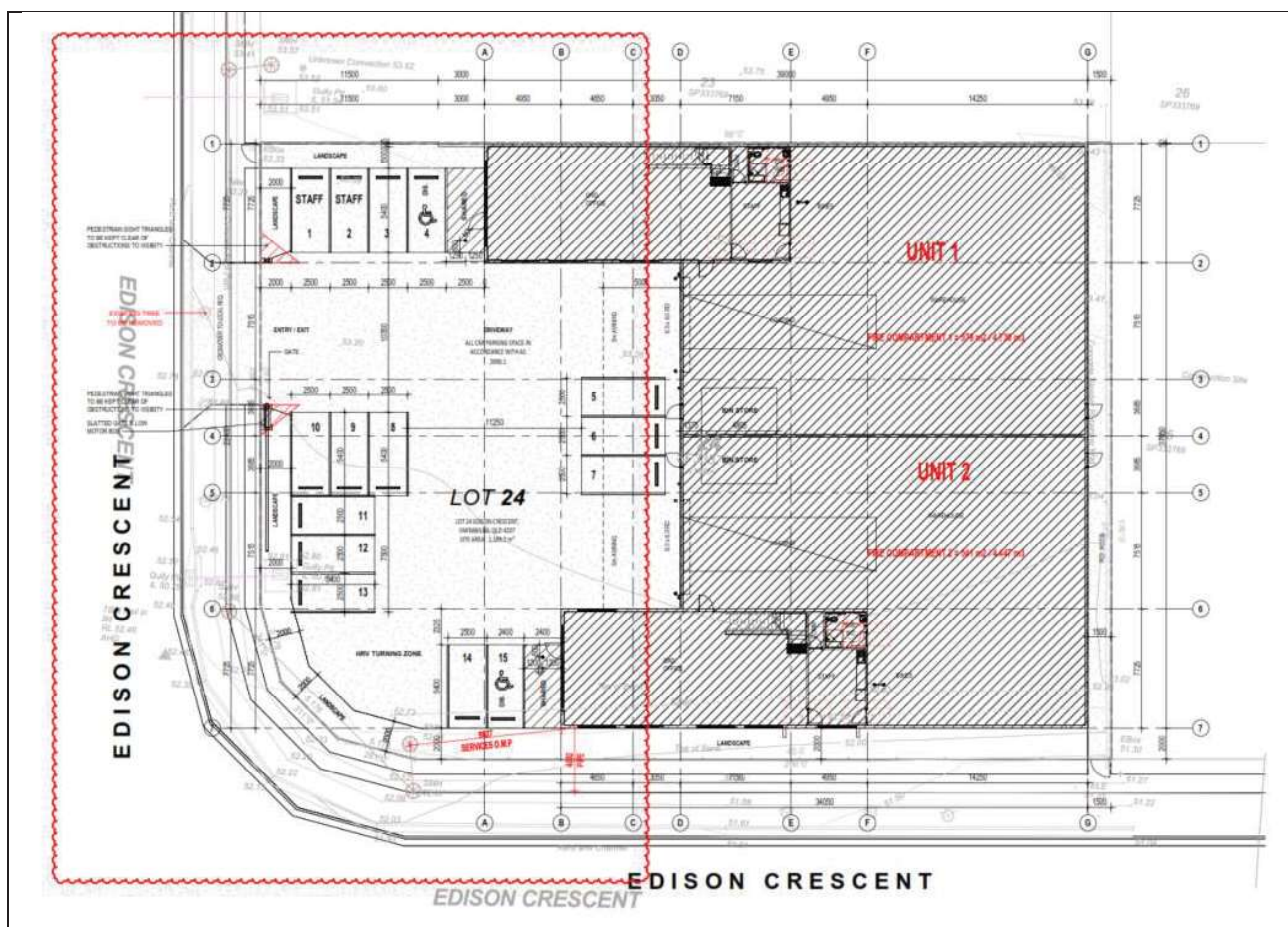
3 Proposed Development

3.1 Overview

The proposed development consists of a Warehouse and office development comprised of two (2) warehouses and two (s) levels of offices on-site. The cumulative development yield for the development is 1,460.46m² Gross Floor Area (GFA).

Figure 3-1 illustrates the site plan for the proposed development. A copy of the development plans can be found at **Appendix A**.

Figure 3-1 Proposed Development



3.2 Development Access

The proposed development will accommodate one (1) access driveway, which will operate on the following basis:

- ▶ 9.2m wide entry / exit crossover onto Edison Crescent.

4 Traffic and Transport Advice

4.1 Access Design

4.1.1 Driveway Design

In accordance with Australian Standards AS2890.1, the minimum driveway requirements for the proposed development are outlined in Table 4-1.

Table 4-1 Driveway Design Compliance

AS2890.1 Driveway Design Compliance	Conditions
Site Conditions	Minor Road Frontage User Class 1 1 - 25 Spaces
Access Facility Category	1
Required Driveway Widths	3.0m – 5.5m
Proposed Driveway Widths	<u>Entry / Exit Driveways</u> : 9.2m

Therefore, the proposed driveway widths comply with Australian Standards AS2890.1.

4.1.2 Driveway Location

In accordance with Australian Standards AS2890.1, 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.

4.1.3 Pedestrian Sight Splays

In accordance with Australian Standards AS2890.1, pedestrian sight splays should be provided at the egress point of a driveway and measure 2.5m in length and 2.0m in width from the property boundary. The proposed access location ensures sufficient visibility between outbound vehicles and pedestrians along the frontage of the site and therefore complies with the requirements of Australian Standards AS2890.1.

4.2 Parking Provisions

4.2.1 Car Parking

In accordance with the approved Economic Development Queensland (EDQ) Plan of Development (PoD), the minimum car parking requirements for the proposed development is outlined in Table 4-2.

Provided that the proposed units may accommodate Warehouse uses, Modus has undertaken a review of the Warehouse land uses.

Table 4-2 Proposed Car Parking Provision

Land Use	Car Parking Rate	Yield	Car Parking Required	Car Parking Proposed
Warehouse	1 per 100 sq.m of GFA	1,460.46 sq.m GFA	15 Spaces	15 Spaces
Total	-	1,460.46 sq.m GFA	15 Spaces	15 spaces

Therefore, the proposed development provides sufficient car parking for the requirements for a Warehouse use.

Furthermore, one (1) PWD parking space is provided on-site as per AS 2890.6: Off-street Parking for People with Disabilities.

4.2.2 Bicycle Parking

In accordance with the approved Economic Development Queensland (EDQ) Plan of Development (PoD), the minimum bicycle parking requirements for the proposed development is outlined in Table 4-3.

Table 4-3 Proposed Bicycle Parking Provision

Land Use	Bicycle Parking Rate	Yield	Bicycle Parking Required	Bicycle Parking Proposed
Warehouse	One (1) space per five (5) car parking spaces	15 car parking spaces	3 Spaces	4 spaces
Total	-	15 car parking spaces	3 Spaces	4 spaces

Therefore, the proposed development provides sufficient bicycle parking for a warehouse use.

4.3 Parking layout

Modus has conducted a design review of the car park against the design guidelines within Australian Standards AS2890.1. The compliance has been summarised in Table 4-3.

Table 4-3 Car Parking Layout Compliance

Design Criteria	AS2890.1 Requirement	Proposed Design	Compliant
Parking Bays			
Bay Length – General Spaces	5.4m	5.4m	✓
Bay Length – PWD Spaces	5.4m	5.4m	✓
Bay Width – General Spaces	2.4m	2.5m	✓
Bay Width – PWD Spaces	2.4m + adjacent 2.4m wide shared zone	2.5m + adjacent 2.5m wide shared zone	✓
Service Vehicle – HRV Loading Bay	12.5m x 3.5m	12.5m x 3.5m	✓
Parking Aisles and Circulation Roadways			
Parking Aisle Width	6.2m	Minimum 10.35m	✓
Parking Clearance	0.3m	> 0.3m	✓
Height Clearance			
Vertical Clearance - HRV	4.5m	> 4.5m	✓

Therefore, the proposed car parking layout is compliant with Australian Standards AS2890.1

Furthermore, Modus has conducted a swept path assessment for a HRV design vehicle which confirms that these design vehicles are able to safely and efficiently manoeuvre to, within and from the site. This swept path assessment is provided at **Appendix B**.

4.4 Queuing Provision

In accordance with the Logan City Council Planning Scheme, a minimum on-site queue provision of one (1) vehicle (equating to 6.0m in length) is available from the property boundary to the first available parking space.

The proposed development is not able to accommodate a queueing provision of one (1) vehicle (equating to 6.0m in length) to the first available parking space. However, parking #1 and #2 on-site will be staff car parking, which turnover rates will be significant reduced.

Therefore, there is sufficient capability for an inbound vehicle to pass around a vehicle manoeuvring into the first two (2) available parking spaces, and hence the queueing provisions are considered acceptable.

4.5 Servicing Requirements

4.5.1 Delivery Service Vehicles

As per Economic Development Queensland (EDQ) comment to use HRV, the largest design vehicle required for the proposed development is an HRV.

Therefore, Modus has conducted a swept path assessment which confirms the HRV is able to safely and efficiently manoeuvre in a forward motion to enter and exit the proposed development. It is noted that the manoeuvring only allows HRV to enter the site from the south approach for Tenancy 2. This swept path assessment is provided at **Appendix B**.

4.5.2 Refuse Collection Arrangements

The proposed development will accommodate on-site refuse collection via a Rear Loader Refuse Collection Vehicle (RCV).

The HRV design vehicle (provided at **Appendix B**) exceeds the largest RCV stipulated within the Logan City Council Planning Scheme, and hence the proposed development is able to accommodate a RCV on-site.

4.6 Traffic Generation

In accordance with the TfNSW (2024) document, the following traffic generation rates have been adopted for the assessment herein:

- Warehouse: 0.5 vehicle trip per 100 sq.m GFA.

Therefore, the proposed development traffic generation is detailed in Table 4-4 below.

Table 4-4 Proposed Car Parking Requirements

Land Use	Yield	Traffic Generation Rate	Traffic Generation Volumes
Warehouse	1,460.46 sq.m GFA	0.5 vehicle trip per 100 sq m GFA	8 vehicles

Therefore, the proposed development is anticipated to generate up to 8 vehicles per hour in the peak hour period.

Provided that this corresponds to an additional vehicle on the external road network every 7 minute and 30 seconds on average in the peak hour, the proposed development is not anticipated to 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,

MODUS TRANSPORT AND TRAFFIC ENGINEERING

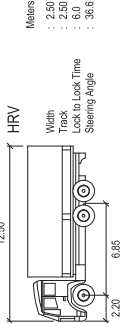
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Harj Singh
Executive Director

APPENDIX B

Swept Path Assessment

VEHICLE USED IN SIMULATION



PLANS AND DOCUMENTS
referred to in the POA
DEVELOPMENT APPROVAL
Approval no: DEV2023/1650
Date: 7 August 2025



PROJECT

LOT 24, 44 EDISON
CRESCENT, YARRABILBA

CLIENT

ZONE PLANNING GROUP

DRAWING TITLE

SWEPT PATH - HRV

DRAWING NUMBER

MOD24728QLD - SK01

DATE

28 MAY 2025

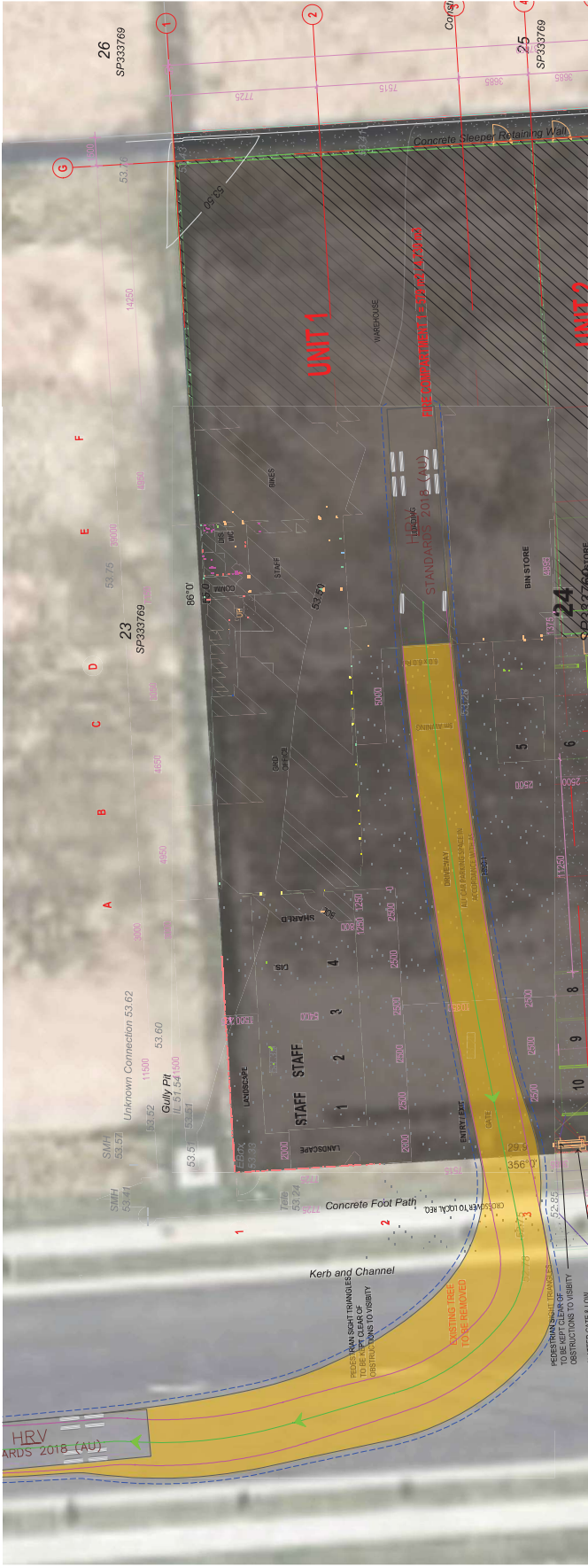
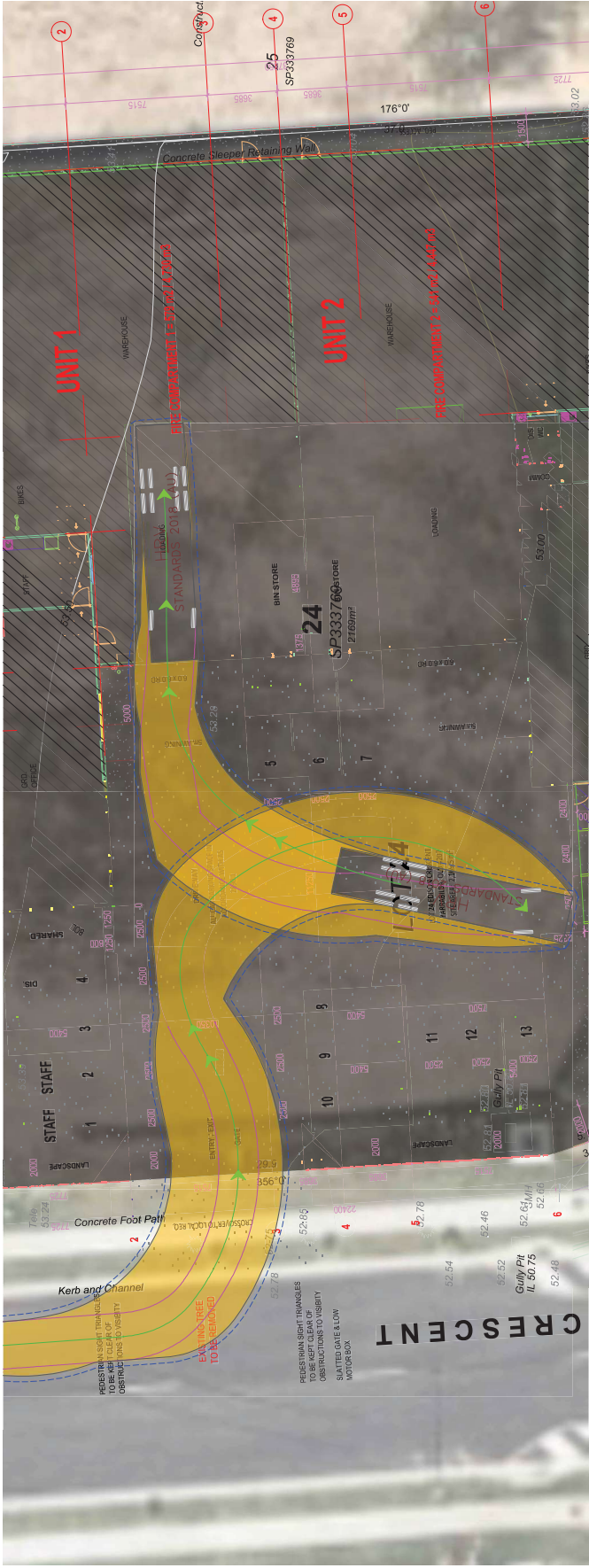
REVISION

C

REV	DRAWN BY	APPROVED	DATE	AMENDMENT DETAILS

MODUS
Transport and Traffic Engineering

ABN 84 102 756 061
370 Edward Street, BRISBANE CITY QLD 4000
T: 1300 066 408 E: marketing@moduseng.com.au
W: www.modusengineering.com.au



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