rytenskild
Traffic Engineering

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-YAR-4738

Date: 1 April 2026

Queensland Government

TRANSPORT ASSESSMENT

PROPOSED WAREHOUSE DEVELOPMENT

LOT 46 & 54 YARRABILBA MIBA, YARRABILBA

(RESPONSE TO INFORMATION REQUEST DATED 9 MARCH 2025)

Prepared for

VIZ DEVELOPMENTS QLD PTY LTD.

13 MARCH 2026

DOCUMENT REGISTER

RTE Reference 25302

Document History

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			Name / Position	Signature
1	10 February 2026	DA	Luke Rytenskild Director RPEQ 6293	
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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by VIZ Developments QLD Pty Ltd to review the transport elements of its proposed warehouse development in Yarrabilba.

This report is an amended version of one submitted as part of the Development Application and responds to transport-related matters raised by Economic Development Queensland (EDQ) in their Informaiton Request letter dated 9 March 2026.

Brief responses to the matters are provided below.

Item:

Engineering:
2. Amend the Traffic Impact Assessment to:

- ***provide further HRV turning templates to demonstrate HRVs can enter proposed HRV bays which are shown inside the buildings.***
- ***provide for PWD carpark per NCC Table D3.5. PWD carpark rates for a Class 7b building are 1 per 100 carparks or part thereof. 13 carparks as proposed, require 1 PWD***
- ***ensure the widths of the parking bays are consistent with those shown on the engineering plans (i.e. 2.6m).***

Response:

The proposed Plan of Development has been amended to address the following matters:

- **HRV Turning Templates:** Additional swept path diagrams have been included (refer to Figures 6.3 – 6.4) demonstrating that Heavy Rigid Vehicles can safely manoeuvre into the proposed HRV bays within each building.
- **PWD Carparking:** Provision for 1 PWD space has been included in accordance with NCC Table D3.5. The updated car parking layout is shown as Figure 4.1.
- **Parking Bay Widths:** The dimensioned car parking plan (refer to Figure 4.1) has been updated to align with architectural drawings, demonstrating a consistent car parking width of 2.6metres.

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 western side of Jobs Circuit. The site is identified as proposed Lots 46 and 54 and has a total site area of 2,025m^2.

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 proposed development comprises a warehouse facility accommodating two (2) individual unit tenancies with a total Gross Floor Area (GFA) of 1,276m^2.

A total of 13 on-site car parking spaces are provided, with vehicular access gained via a crossover located approximately halfway along the eastern frontage.

The proposed site layout is shown in Figure 3.1.

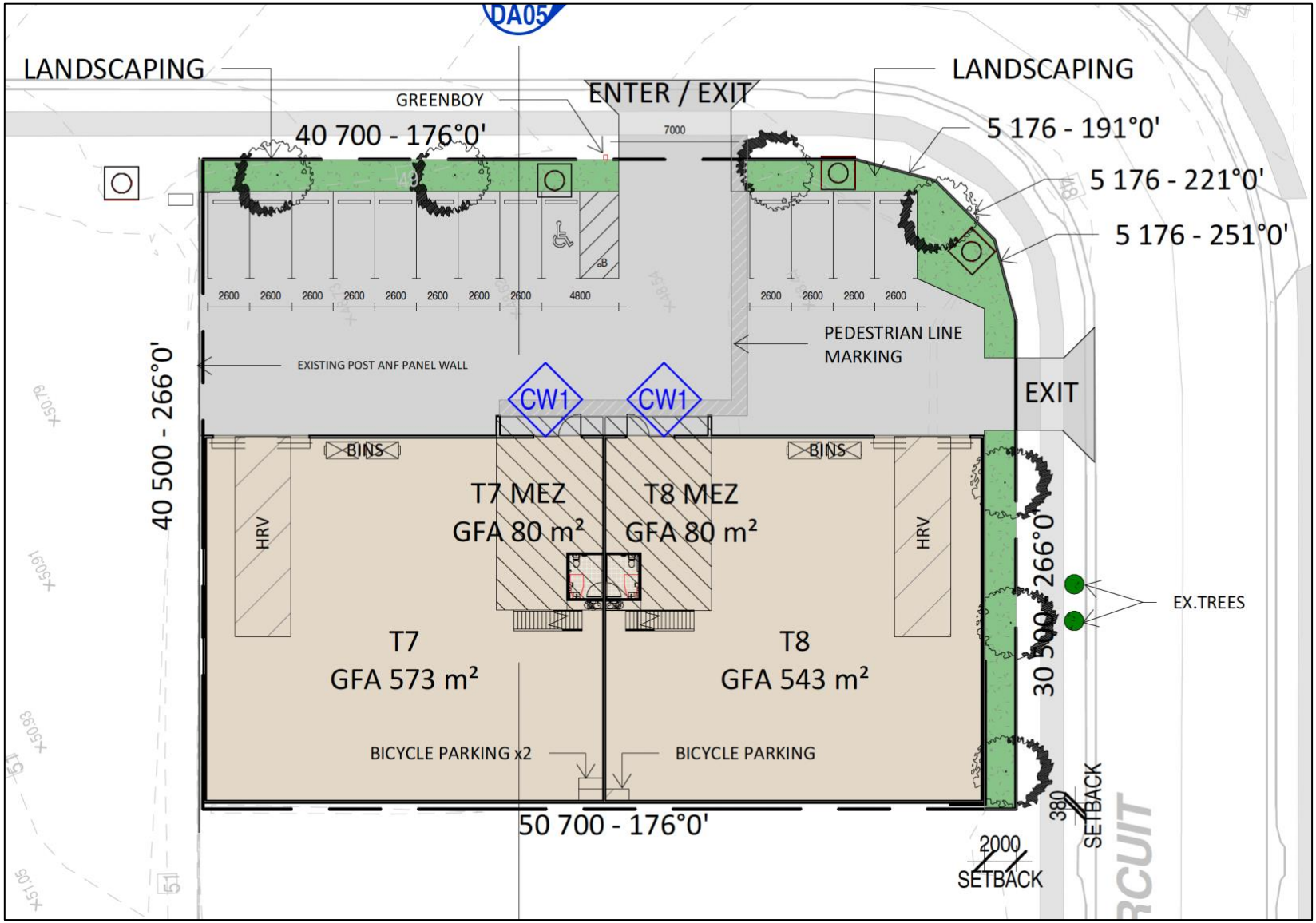

FIGURE 3.1 – PROPOSED SITE PLAN

4.0 CAR PARKING

4.1 Car Parking Supply

In accordance with the Development Code, the following car parking rate is applicable to the proposed development:

Warehouse:
1 space per 100m^2 GFA

Application of the above rate results in a requirement for 13 spaces, as follows:

Table 4.1: Acceptable Outcome for Car Parking

Component	Minimum Car Parking Spaces Required
Site 46 and 54: Warehouse (1,276m^2)	12.76 (13) spaces

The proposal provides a total of 13 car parking spaces and therefore meets the Acceptable Outcome.

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 Planning Scheme and AS2890.1: 2004.

The proposed car parking layout has the following dimensions:

Car parking aisle - 8.6 metres (min)
Car parking spaces - 2.4m (min) 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 design vehicles are shown in Figure 4.2.

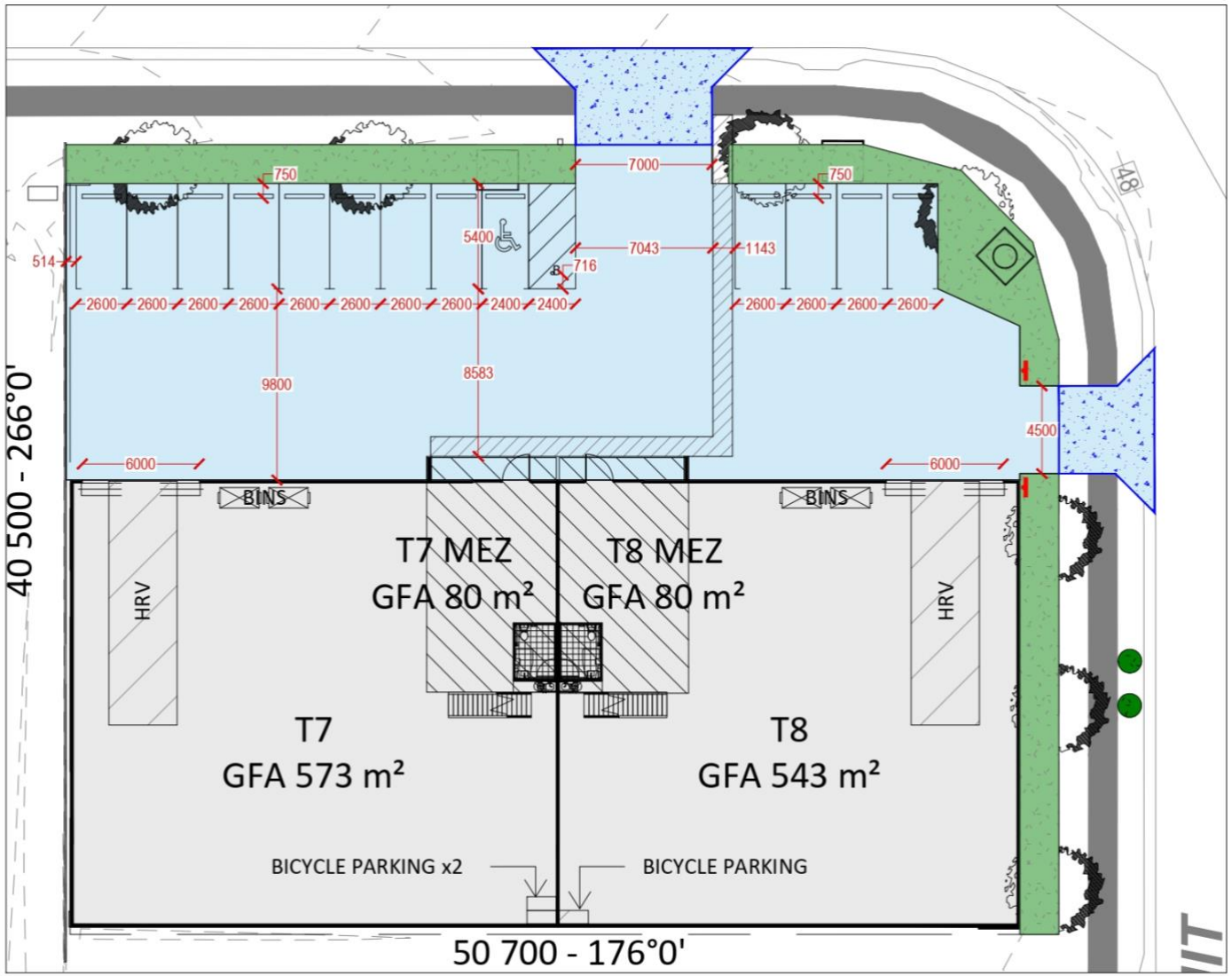

FIGURE 4.1 – PROPOSED CAR PARKING LAYOUT AND DIMENSIONS

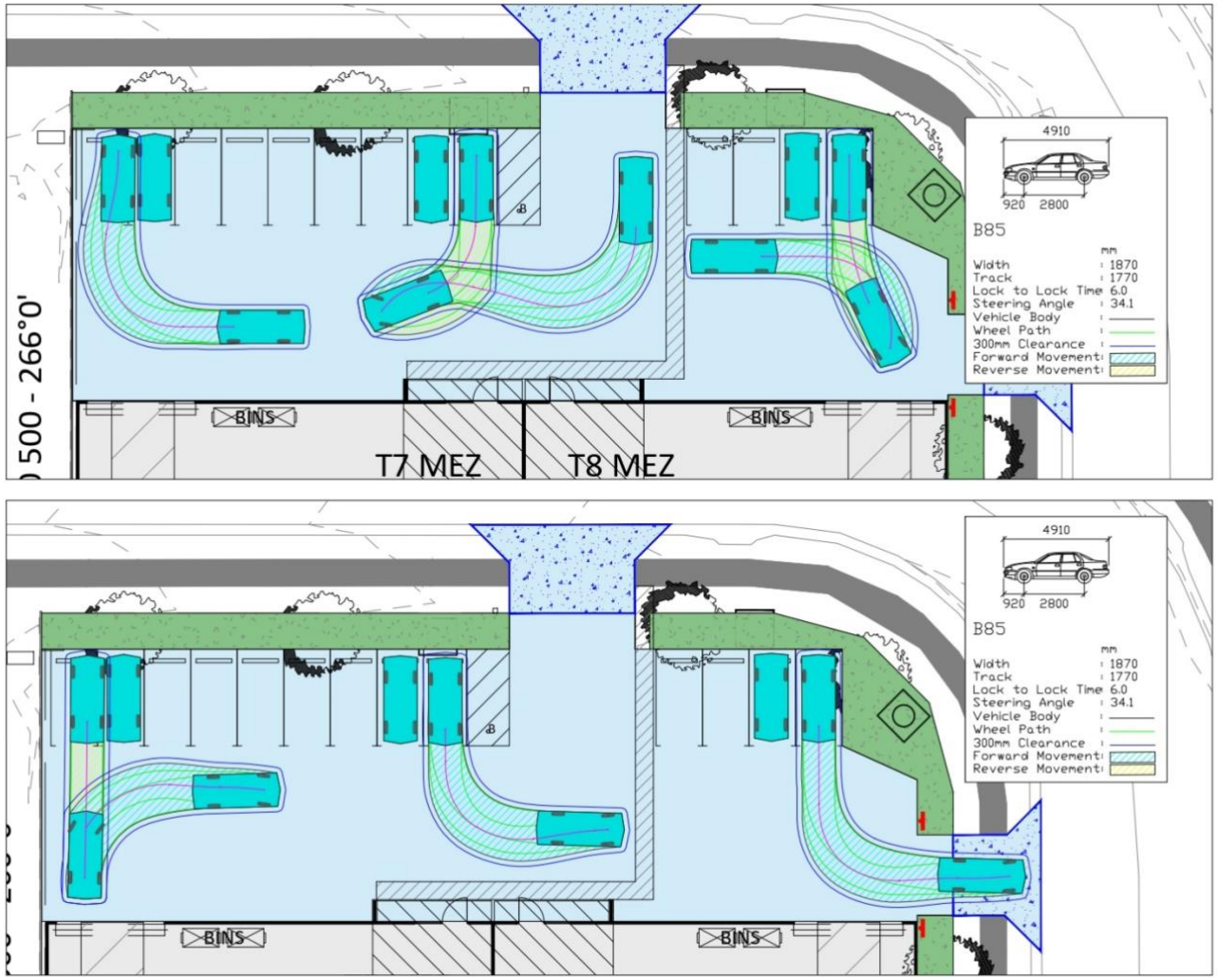

FIGURE 4.2 – SWEPT PATH OF B85 VEHICLES (MANOEUVRING)

5.0 ACCESS ARRANGEMENTS

5.1 Crossover Layout and Dimensions

Vehicular access to the site is proposed via two crossovers. The crossover located approximately halfway along the eastern frontage will accommodate both entry and exit movements, while the crossover located on the southern frontage will operate as an exit-only access point. 'No Entry' signs will be installed at the internal boundary of the southern crossover to reinforce the intended movement restrictions.

The proposed access crossovers have been designed in accordance with IPWEA Standard Drawing RS-051.

The proposed layout and dimensions of each crossover are shown in Figure 5.1, with the proposed signage plan shown as Figure 5.2. Swept paths for B99 design vehicles entering and exiting the site are shown in Figure 5.3.

5.2 Sight Distance

A sight distance assessment has been carried out for the exit crossover located on the southern frontage of the site. The horizontal curvature of the adjacent corner would typically result in low operating speeds within the order of 30km/hr.

Accordingly, a design speed of 40 km/h has been adopted for the assessment, which results in a required Stopping Sight Distance (SSD) of 35 metres. As shown in Figures 5.4 and 5.5, the available sight distance at each crossover satisfies the minimum AS2890.1 requirements for the adopted design speed.

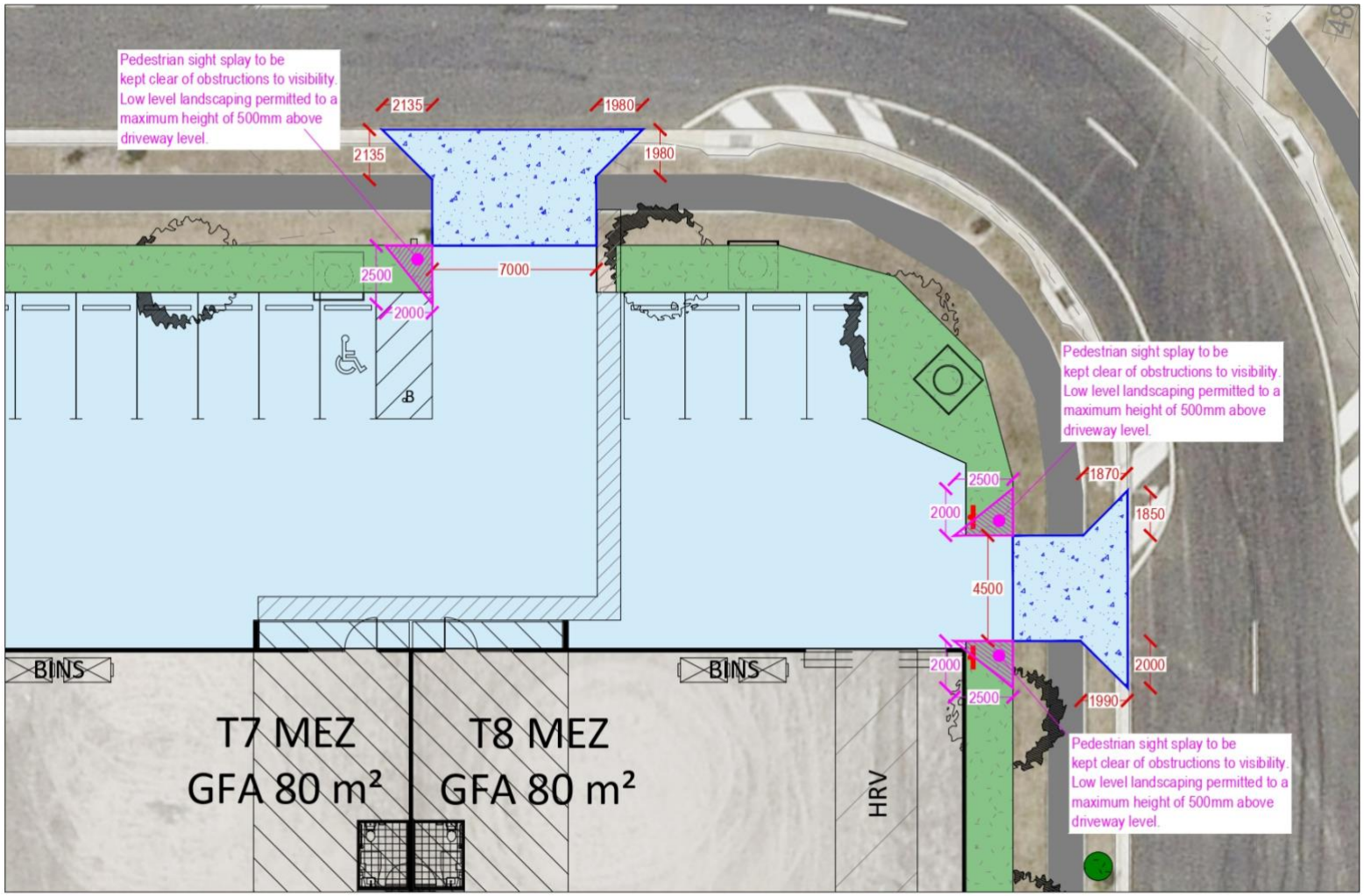

FIGURE 5.1 – PROPOSED LAYOUT AND DIMENSIONS OF PROPOSED VEHICLE CROSSOVER

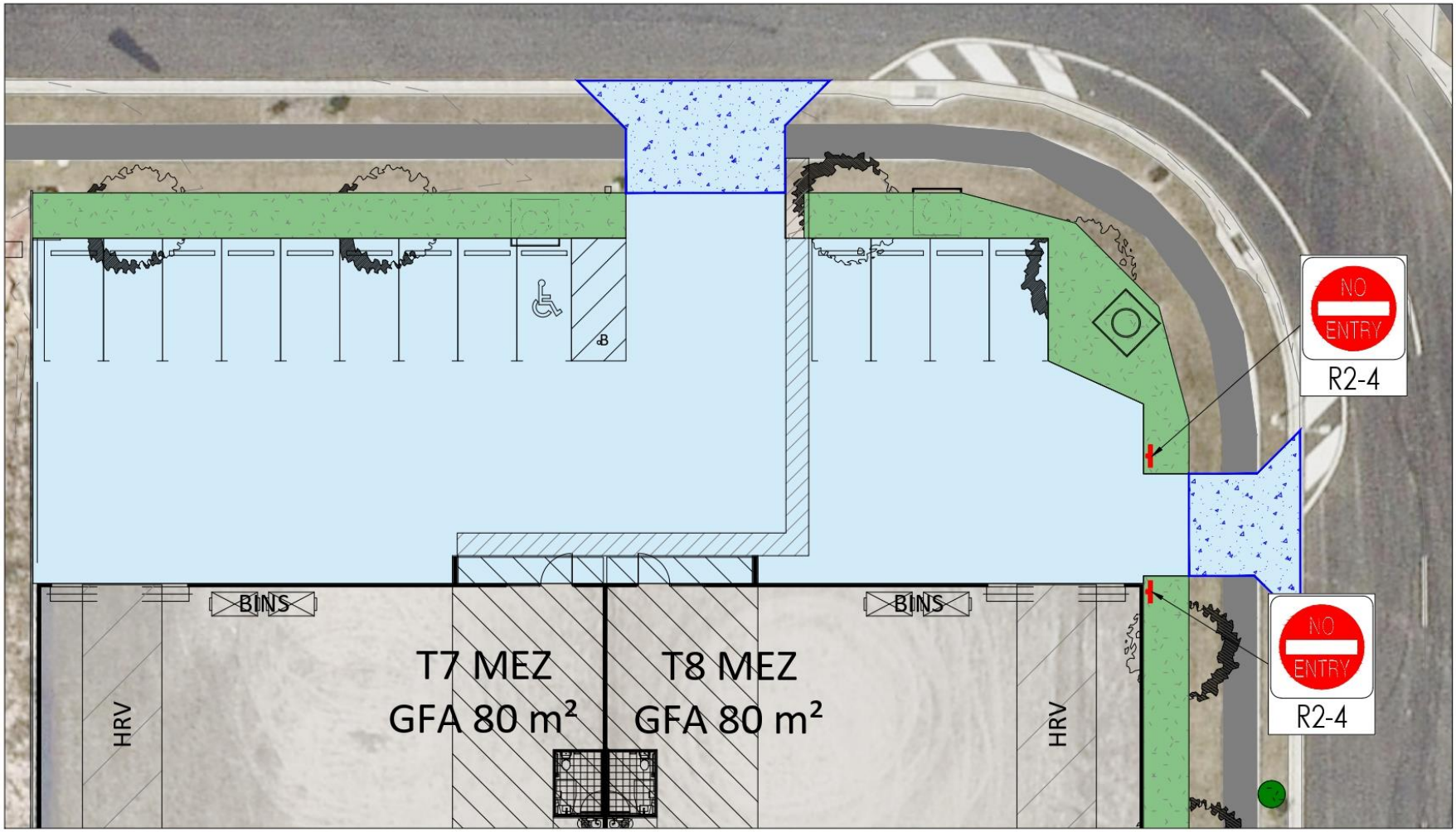

FIGURE 5.2 – PROPOSED SIGNAGE PLAN

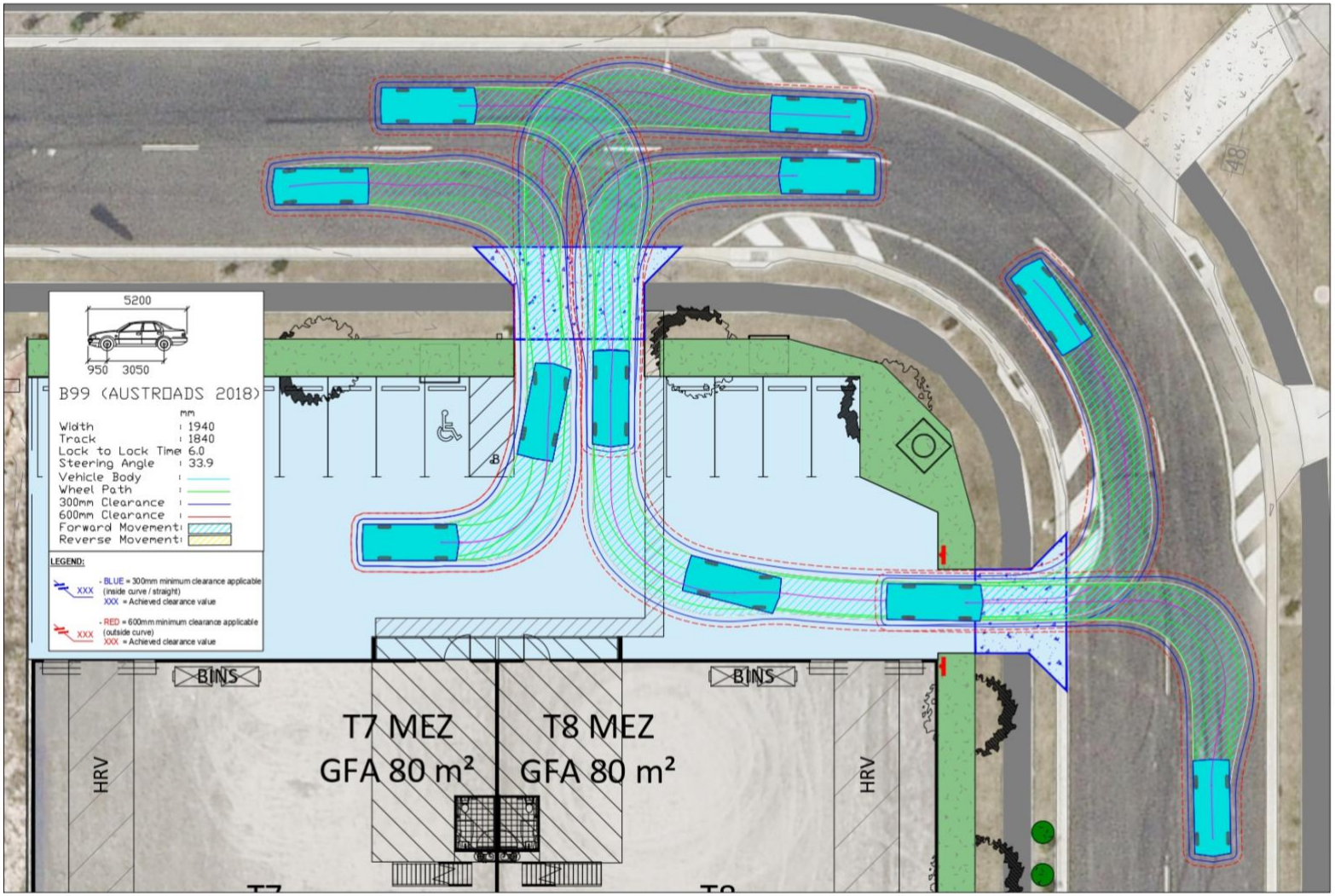

FIGURE 5.3 – SWEPT PATHS FOR B99 DESIGN VEHICLES ENTERING /EXITING THE SITE

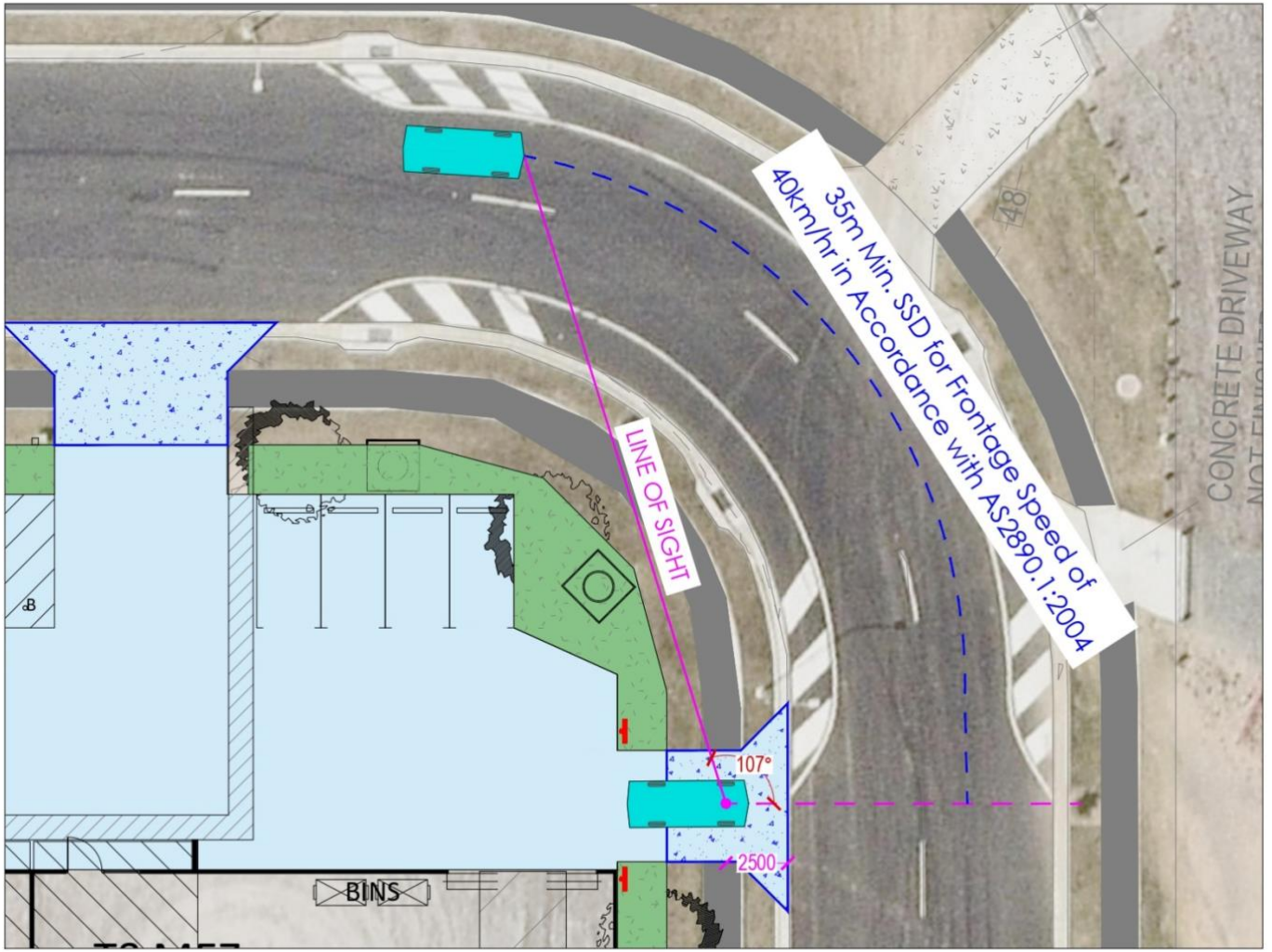

FIGURE 6.4 – SIGHT DISTANCE PLAN (EASTERN CROSSOVER)

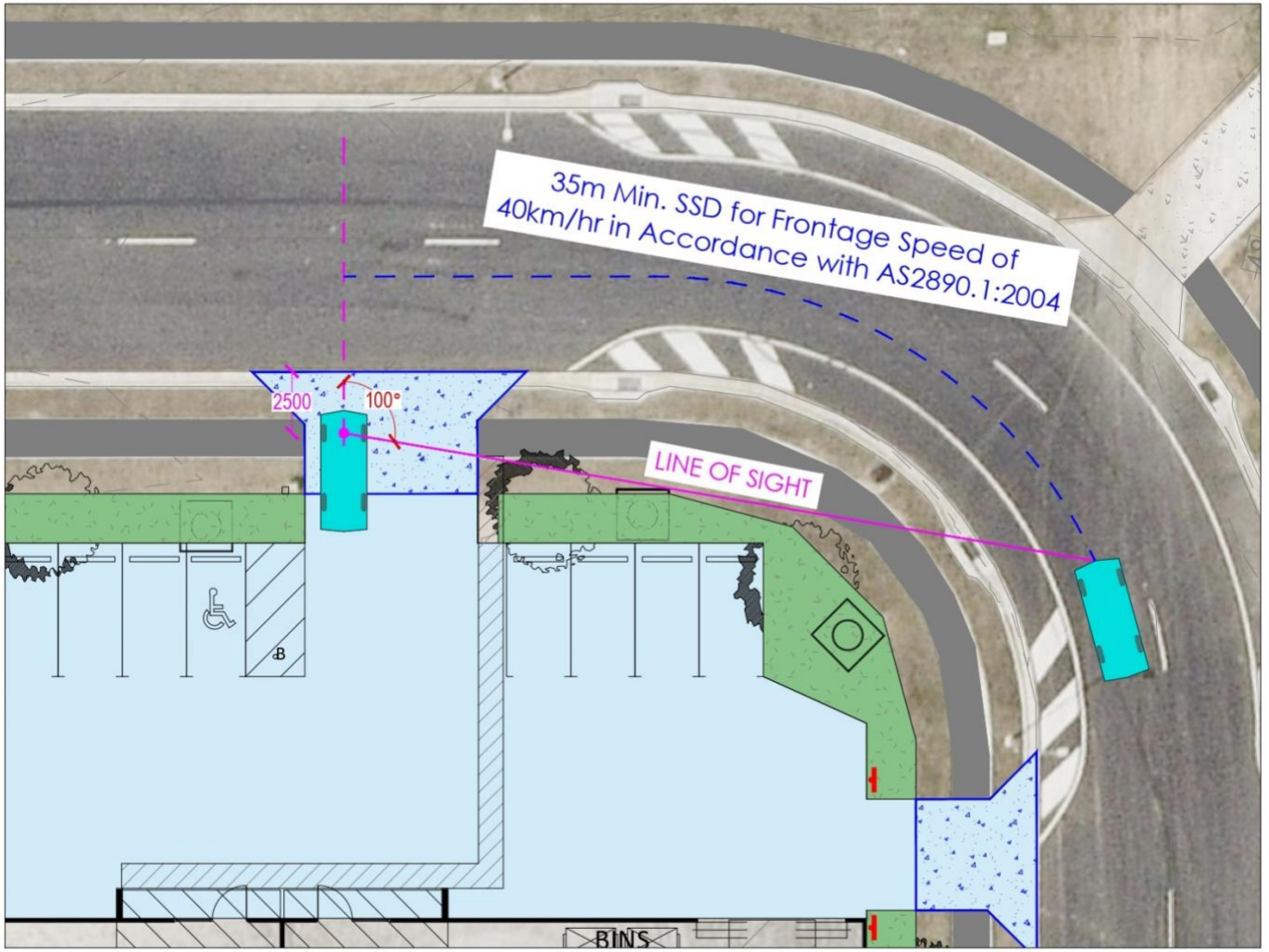

FIGURE 6.5 – SIGHT DISTANCE PLAN (SOUTHERN CROSSOVER)

6.0 PROVISION FOR HEAVY VEHICLES

6.1 Acceptable Outcome

In accordance with Table 9.4.13-9 of the Logan Planning Scheme, the site plan has been designed to allow for a Heavy Rigid Vehicle (HRV).

6.2 Proposed Outcome

The proposal provides access and loading by service vehicles up to the size of a Heavy Rigid Vehicle (HRV). As shown in Figures 6.1 – 6.4, a HRV is able to manoeuvre on-site without the need for reversing to or from the public road, as well as within each of the proposed tenancies.

As shown in Figures 6.5 – 6.6, a front-loading 10.5 metre Council Waste Collection Vehicle (WCV) can satisfactorily circulate through the site, so that it can enter and exit in a forward gear.

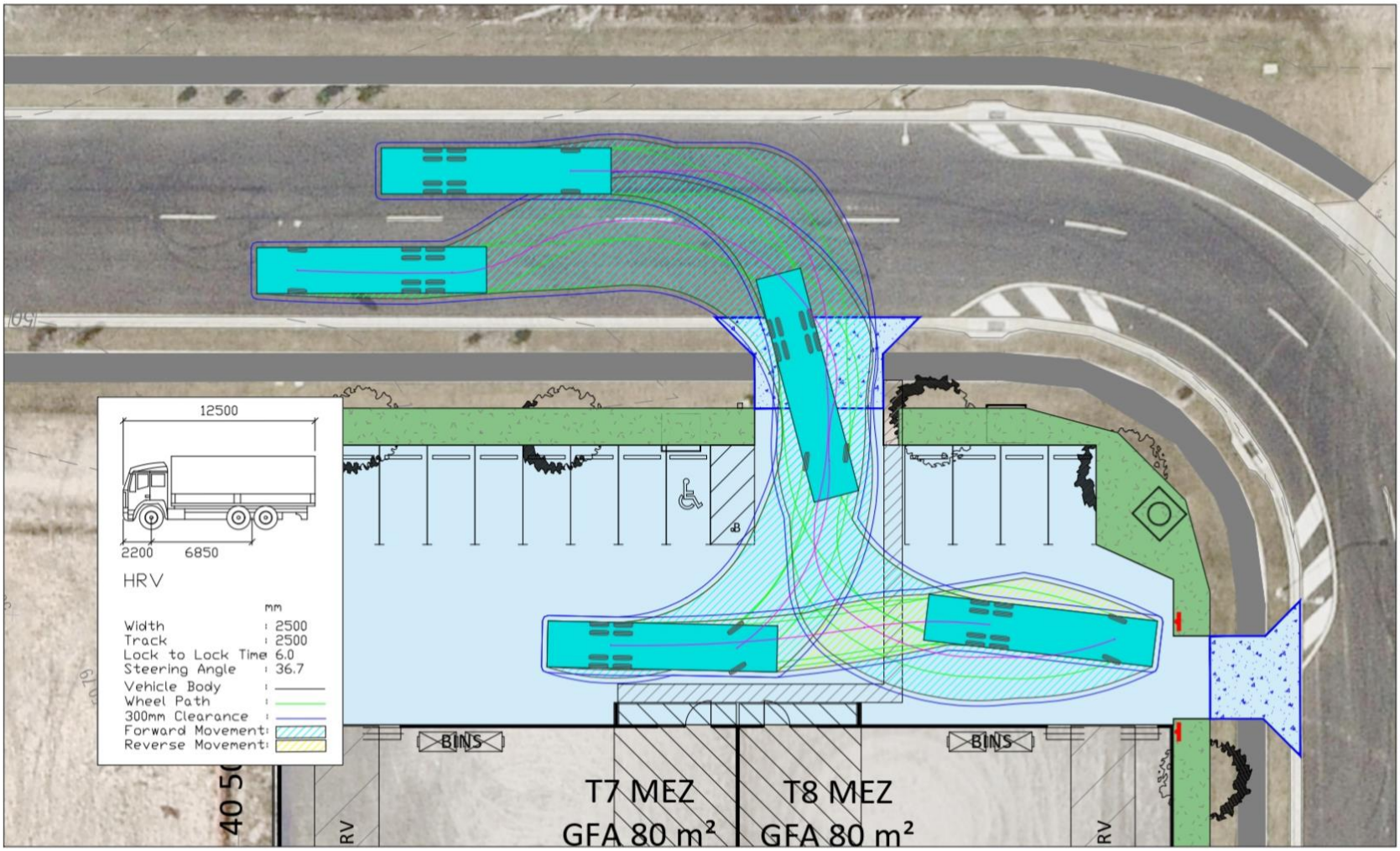

FIGURE 6.1 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

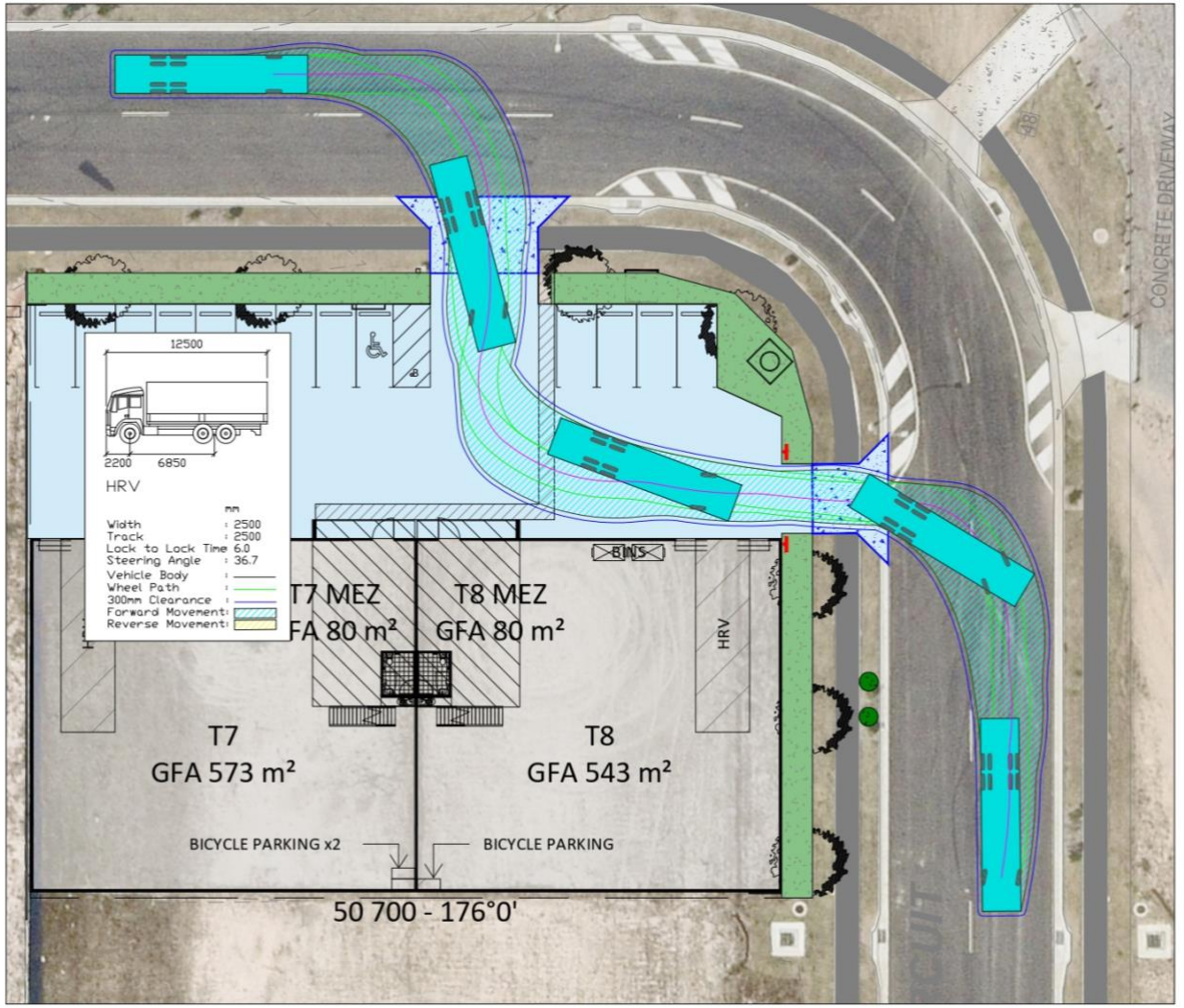

FIGURE 6.2 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

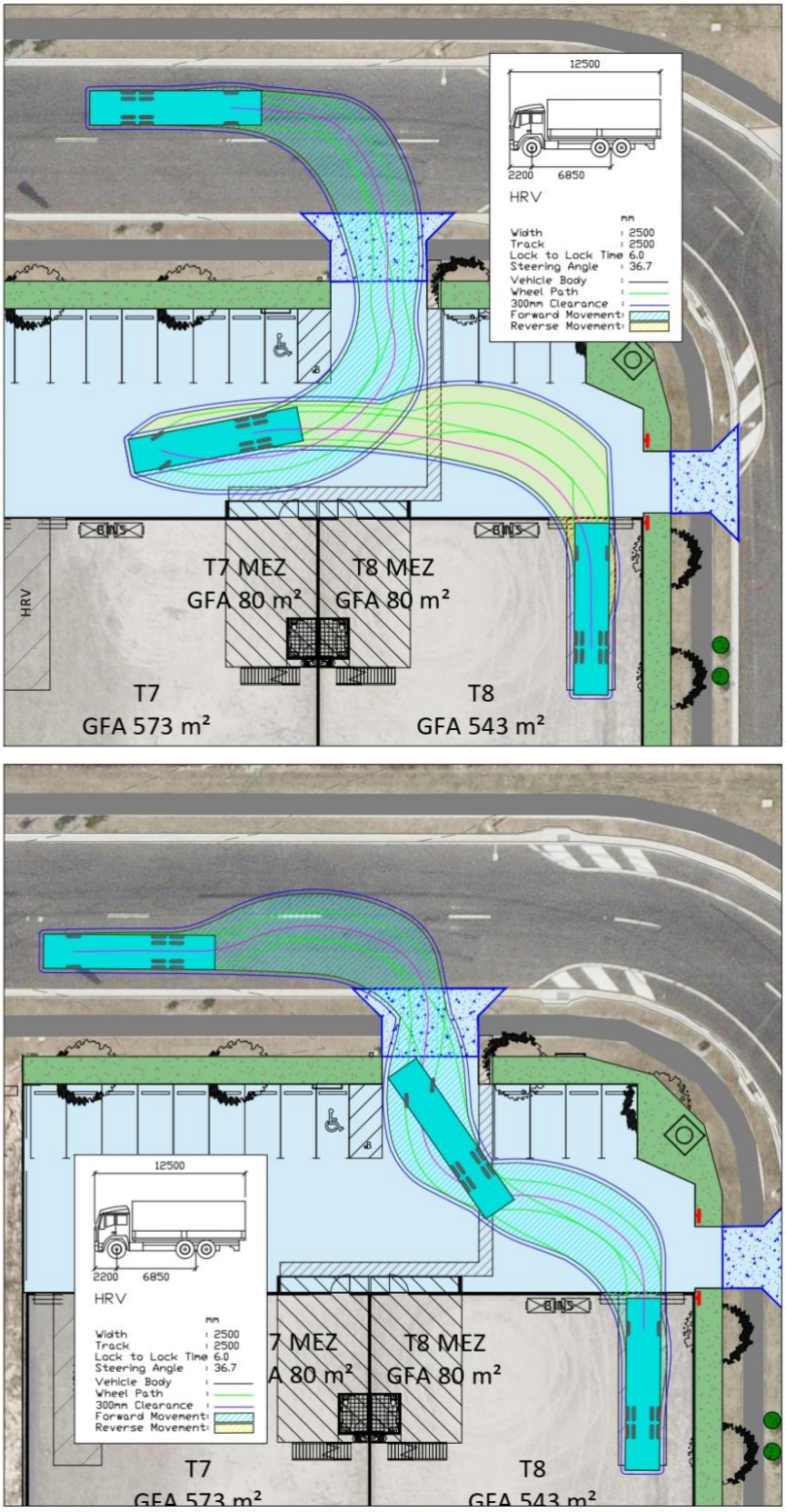

FIGURE 6.3 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

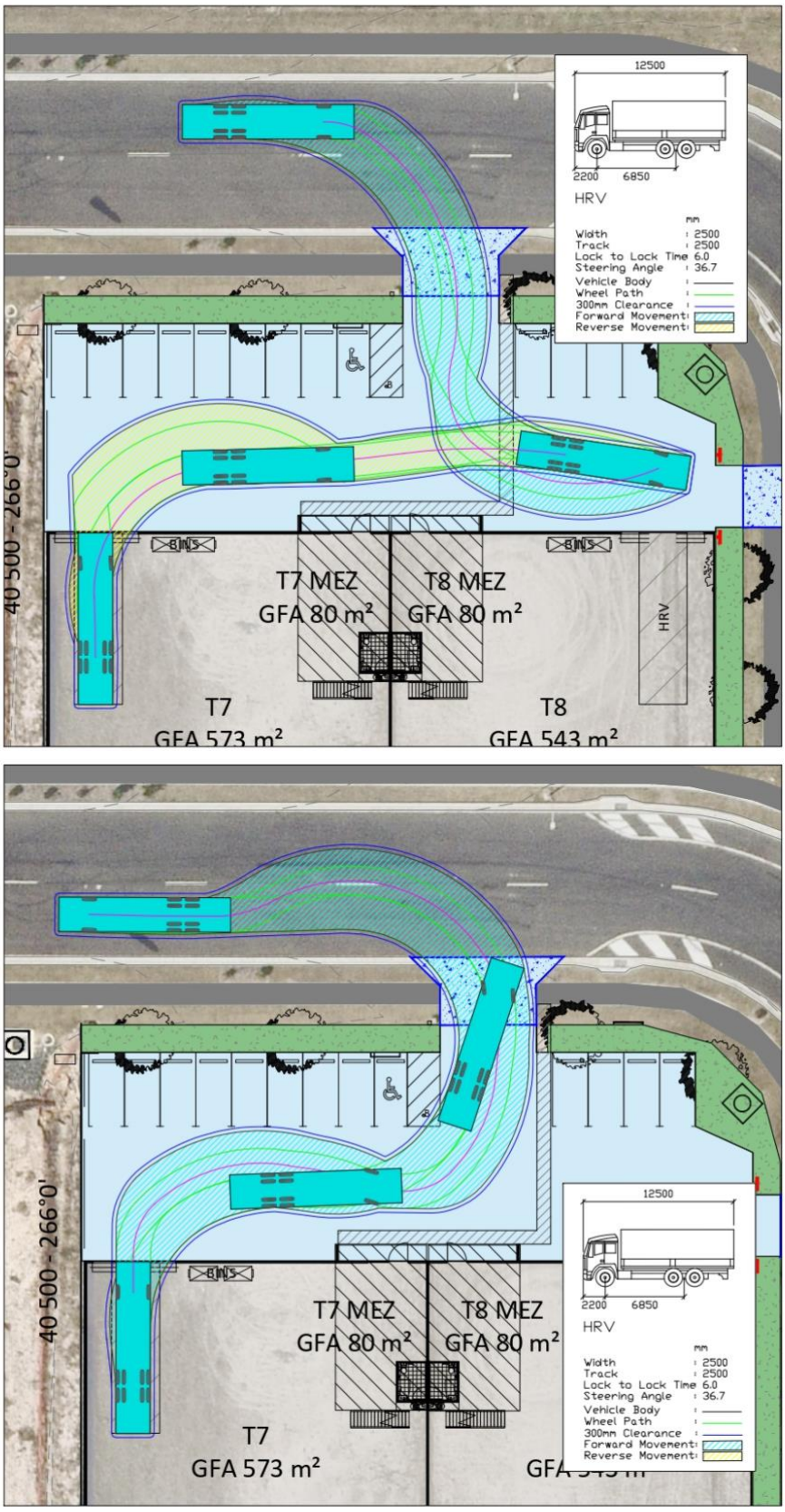

FIGURE 6.4 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

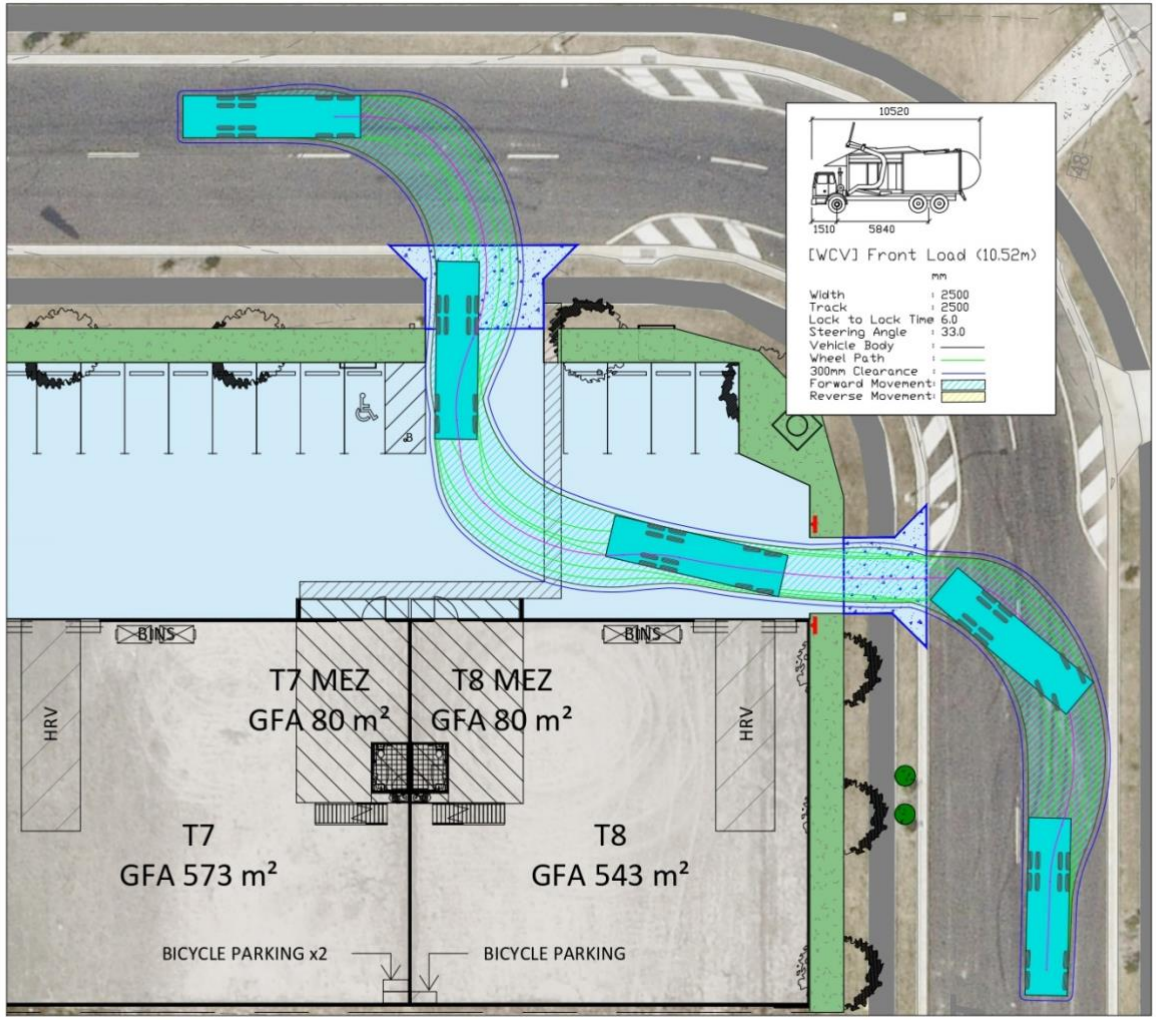

FIGURE 6.5 – WASTE COLLECTION VEHICLE (WCV) MANOEUVRING

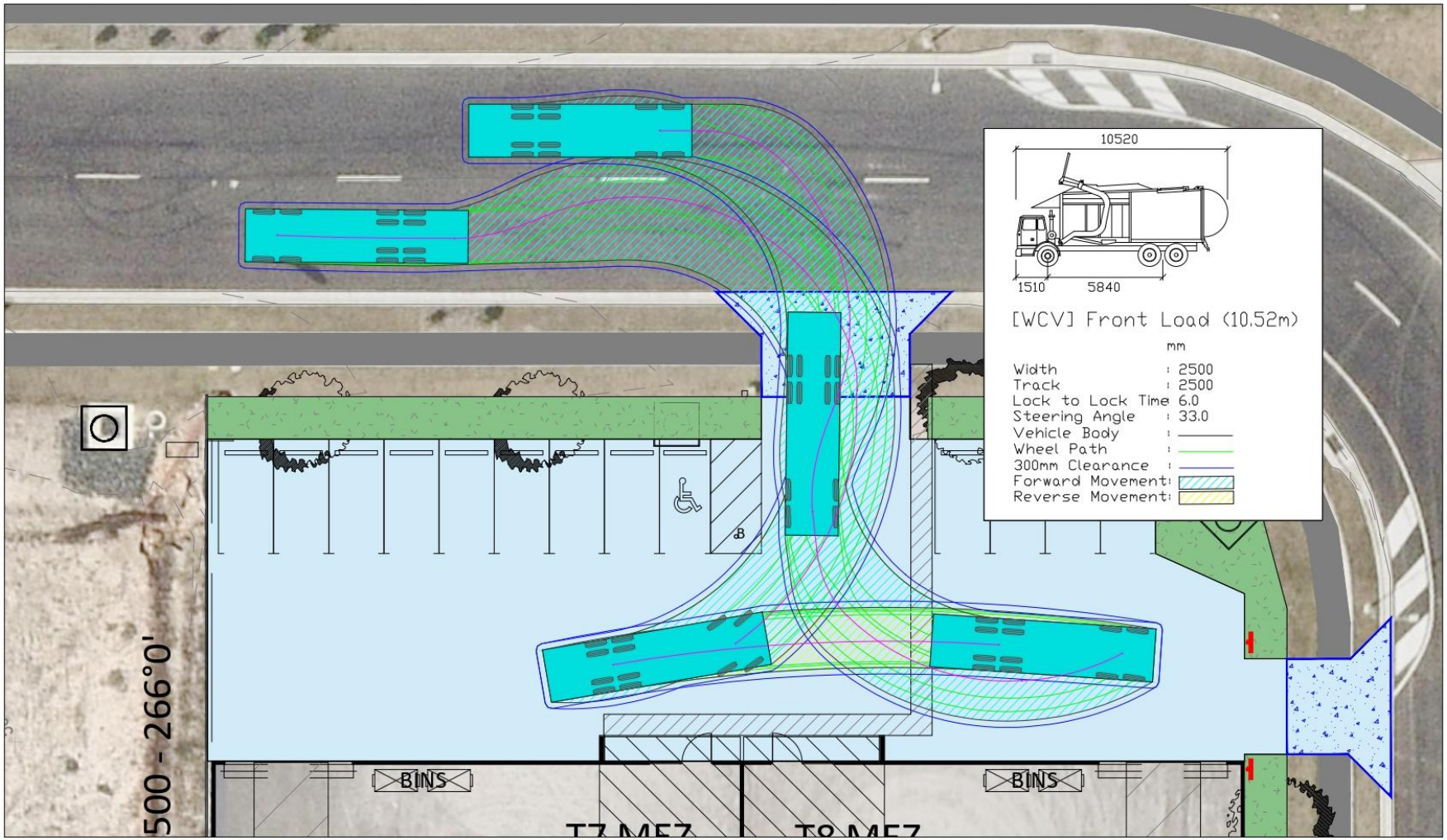

FIGURE 6.6 – WASTE COLLECTION VEHICLE (WCV) MANOEUVRING

7.0 PROVISION FOR PEDESTRIANS AND CYCLISTS

The Development Code requires 1 space per 5 carparks. A total of eleven (11) bicycle parking spaces will to be provided, as indicated on the proposed development plans.

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

9.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The proposal is for a warehouse development comprising two individual unit tenancies with a total Gross Floor Area (GFA) of 1,276m^2 across Lots 46 and 54. The site is currently vacant and located within the Yarrabilba MIBA Precinct 2A and part of Precinct 5.

- A total of 13 on-site car parking spaces are provided, which meets the Acceptable Outcome.

- The geometric layout of the car parking facilities has been designed in accordance with AS2890.1:2004. Swept path analysis demonstrates that B85 design vehicles can manoeuvre safely within the site. Vehicle access is provided via two crossovers designed to IPWEA Standard Drawing RS-051, with B99 design vehicle swept paths confirming safe entry and exit.

- The site has been designed to accommodate service vehicles up to the size of a Heavy Rigid Vehicle (HRV). Swept path analysis shows that a 10.5 metre front-loading Council Waste Collection Vehicle (WCV) and a Medium Rigid Vehicle (MRV) can circulate on-site and exit in forward gear without the need for reversing to or from the public road.

- Although the Planning Scheme ordinarily requires bicycle parking for certain uses, the anticipated nature of tenants accessing the site primarily by private vehicle means dedicated bicycle facilities are not warranted. Safe pedestrian access is provided between car parking areas and building entrances.

- Overall, the proposal is consistent with relevant Logan Planning Scheme provisions, and the on-site car parking, vehicle access, and service vehicle arrangements are considered appropriate and safe for the intended development.