



PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

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TRANSPORT ASSESSMENT

PROPOSED WAREHOUSE DEVELOPMENT

LOT 47 YARRABILBA MIBA, YARRABILBA

(Response to Information Request dated 9 March 2026)

Prepared for

VIZ DEVELOPMENTS QLD PTY LTD

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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 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.

This is an amended version of the report submitted with the application and responds to the following matters raised by EDQ in its letter dated 6 March 2026:

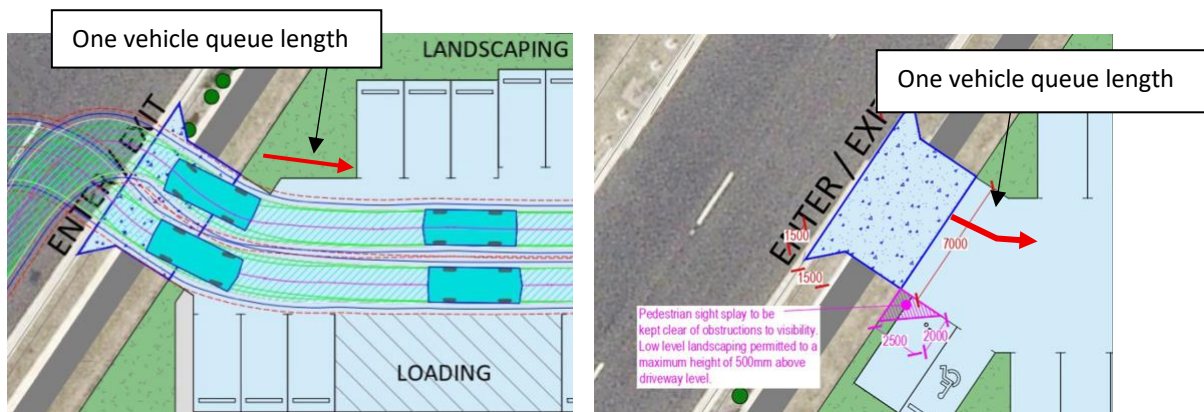
- Provide further HRV turning templates to demonstrate HRVs can enter proposed HRV bays which are shown inside the buildings (T1, T4 & T5 are of most concern). Turning templates have not been provided to show that HRVs can enter/exit the building to nominated HRV areas.
- Include queuing assessment including distance to first carpark. The design has multiple carparks within this minimum queuing area at driveways.
- Ensure the carpark layout achieves a minimum 5.8m aisle at the driveway entry. Aisle width is generally 6.6m (min), which complies with AS2890.1 table 1.1 & Figure 2.2, however it is noted that the carparks adjacent to driveways do not achieve a minimum 5.8m aisle (including the nominated PWD)

In response it is noted:

Amended swept path diagrams are provided in section 6.

Given the proposed use, car parking will have a low turnover and the frontage road has a local / access function. The proposed parking located close to each entry will be used infrequently and will not have a significant impact on traffic entering the site. As shown below, the southern entry driveway provides queuing for one vehicle up to the first parking space, on the entry side. Drivers exiting from car parks positioned on the exit side of a driveway typically give way to entering vehicles.

It is noted that the proposal will only generate in the order of 16 vehicle movements per hour during peak periods, which equates to 5 – 6 entry movements per hour at each driveway (ie 1 entry every 10 minutes or so).



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 Lot 47 and has a total site area of 4,470m².

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 is for a warehouse development comprising of six (6) individual tenancies with a total Gross Floor Area (GFA) of 3,323m².

A total of 33 car parking spaces are proposed, with vehicular access provided via two crossovers, permitting both ingress and egress movements.

The proposed site layout is shown in Figure 3.1.



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 100m² GFA

Application of the above rate results in a requirement for 31 spaces, as follows:

Table 4.1: Acceptable Outcome for car parking

Component	Minimum Car Parking Spaces Required
Site 47: Warehouse: Tenancies 2 – 5 (3,060.5m ²)	31 spaces

The proposal includes a total of 33 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 - 6.6 metres (min)
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 design vehicles are shown in Figure 4.2.

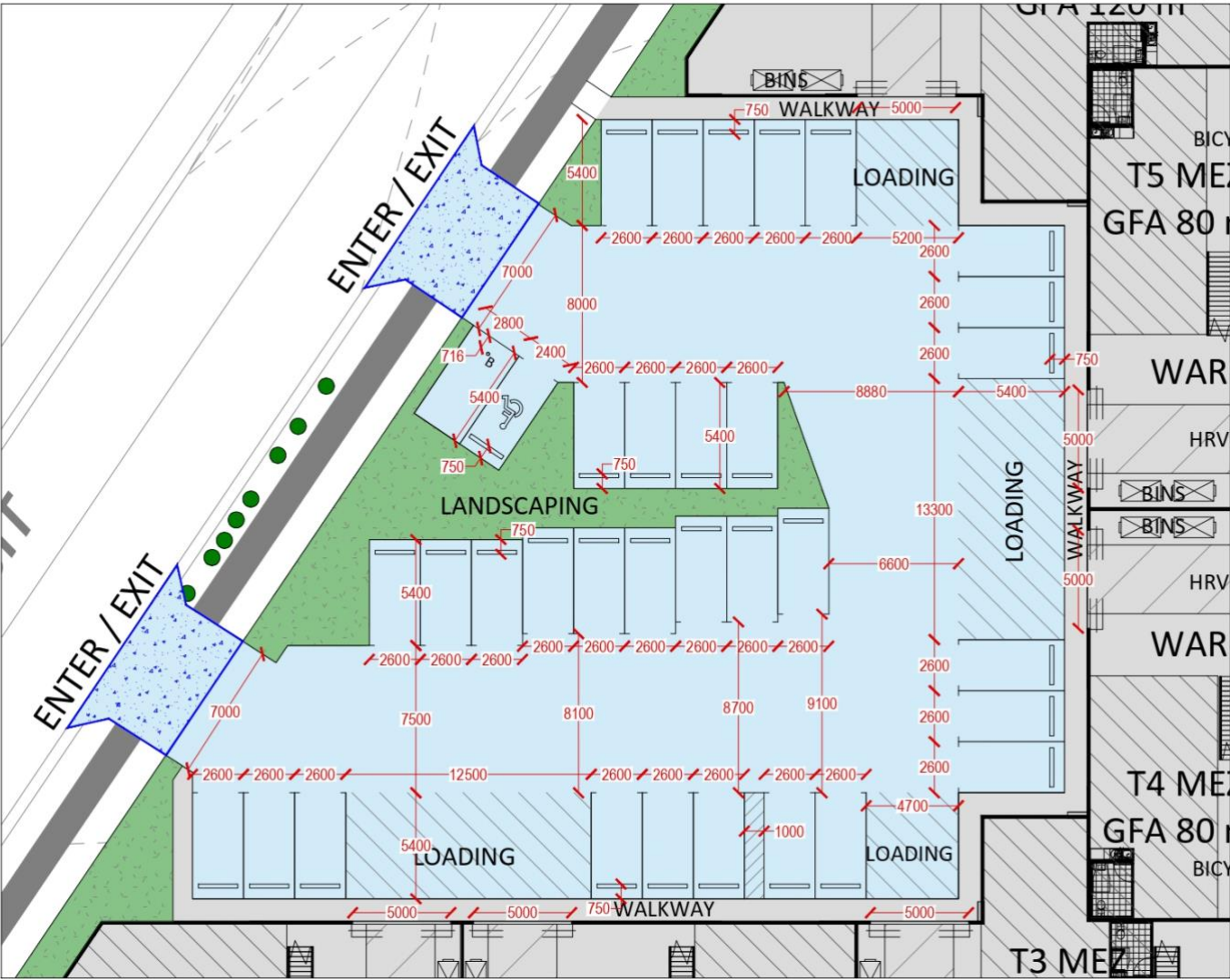


FIGURE 4.1 – PROPOSED CAR PARKING LAYOUT AND DIMENSIONS

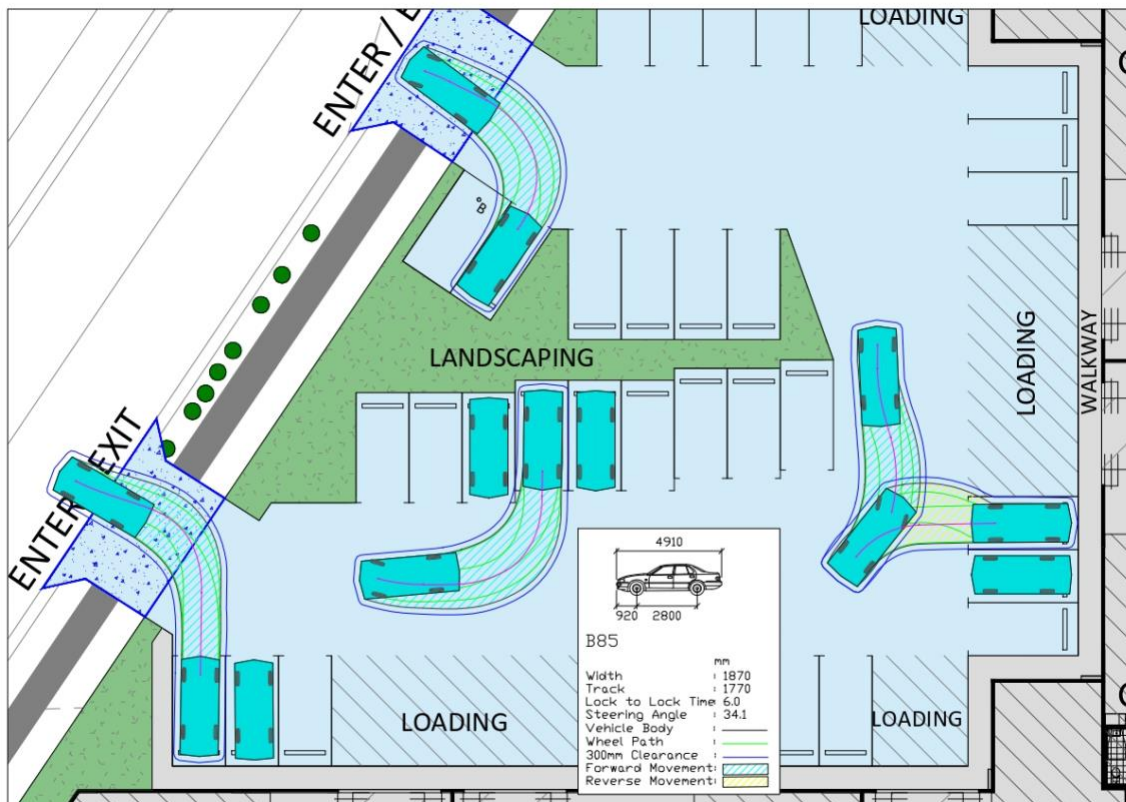
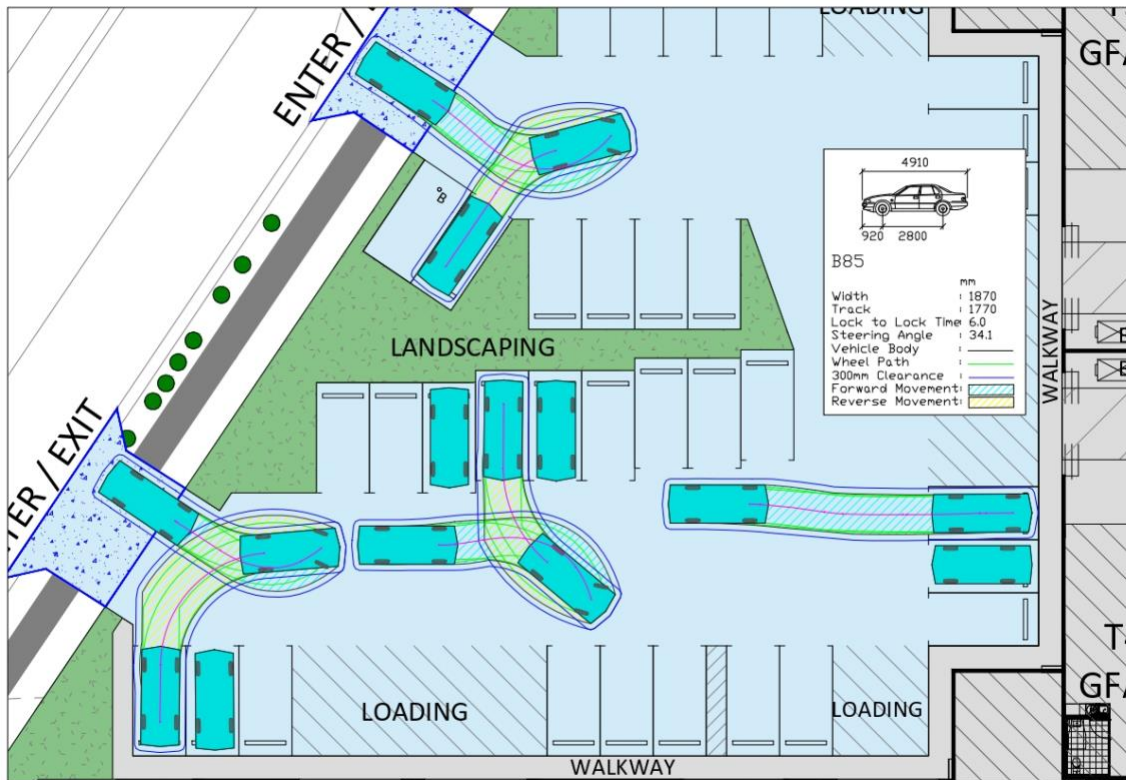


FIGURE 4.2 – SWEEP PATH OF B85 VEHICLES (MANOEUVRING)

5.0 ACCESS ARRANGEMENTS

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.

Swept paths for B99 design vehicles entering and exiting the site are shown in Figure 5.2.

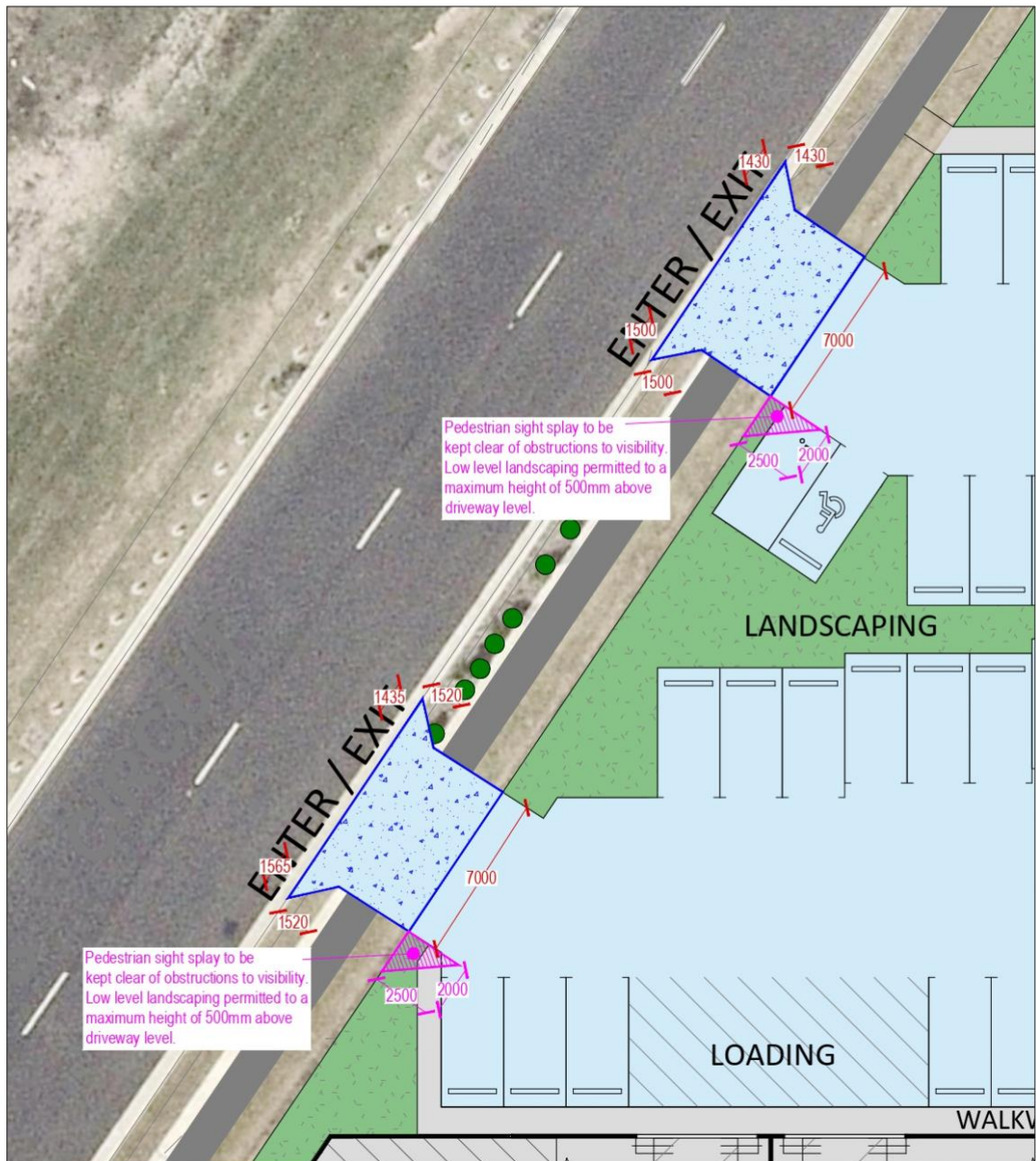


FIGURE 5.1 – PROPOSED LAYOUT AND DIMENSIONS OF PROPOSED VEHICLE CROSSOVER (OVERVIEW)

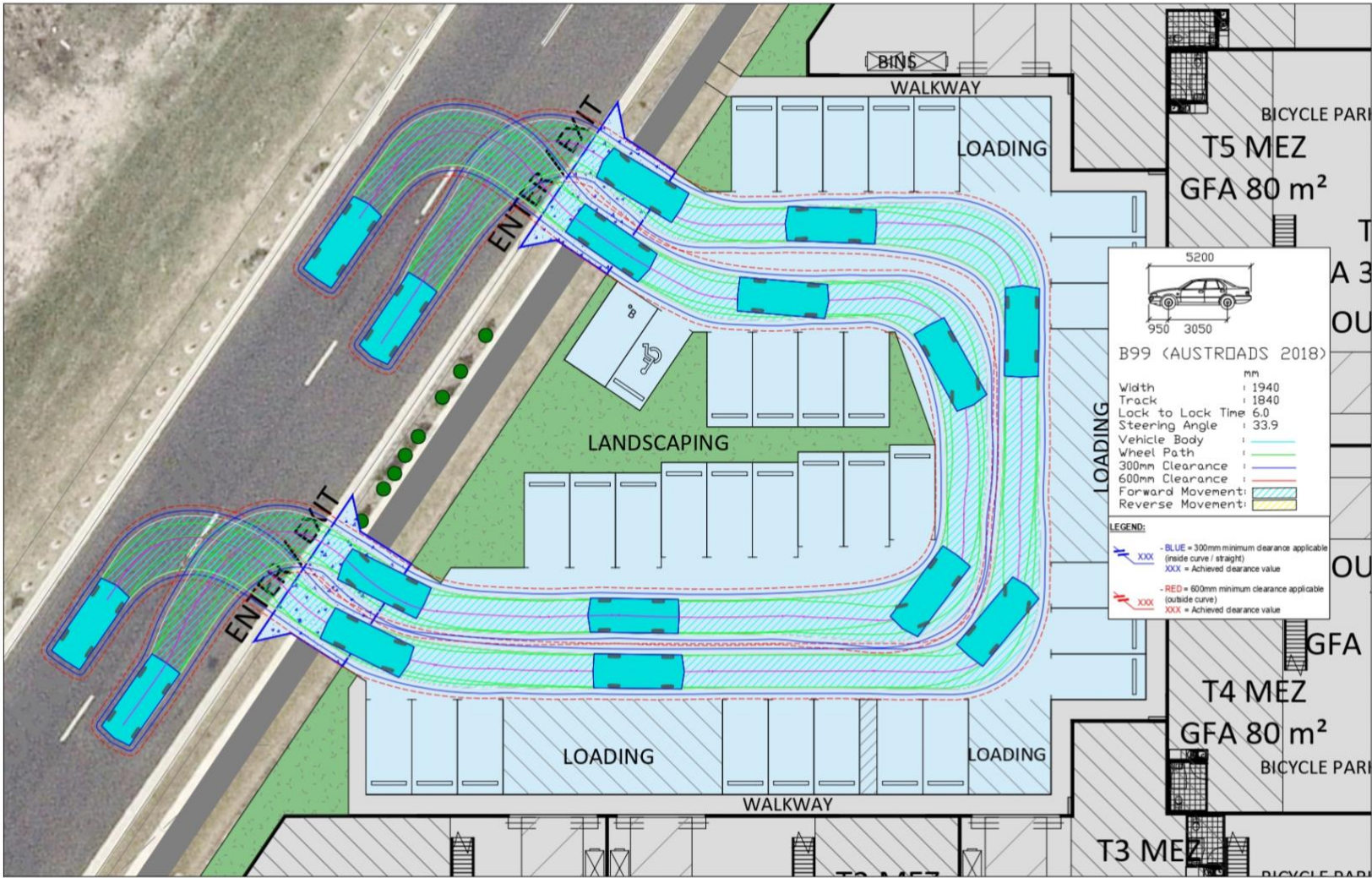


FIGURE 5.2 – SWEEP PATHS FOR B99 DESIGN VEHICLES ENTERING /EXITING THE SITE

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 Figure 6.1, a HRV is able to manoeuvre on-site without the need for reversing to or from the public road. As shown in Figure 6.2 – 6.7, a Heavy Rigid Vehicle (HRV) can satisfactorily manoeuvre to and from each individual unit loading zone.

As shown in Figure 6.8, 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.

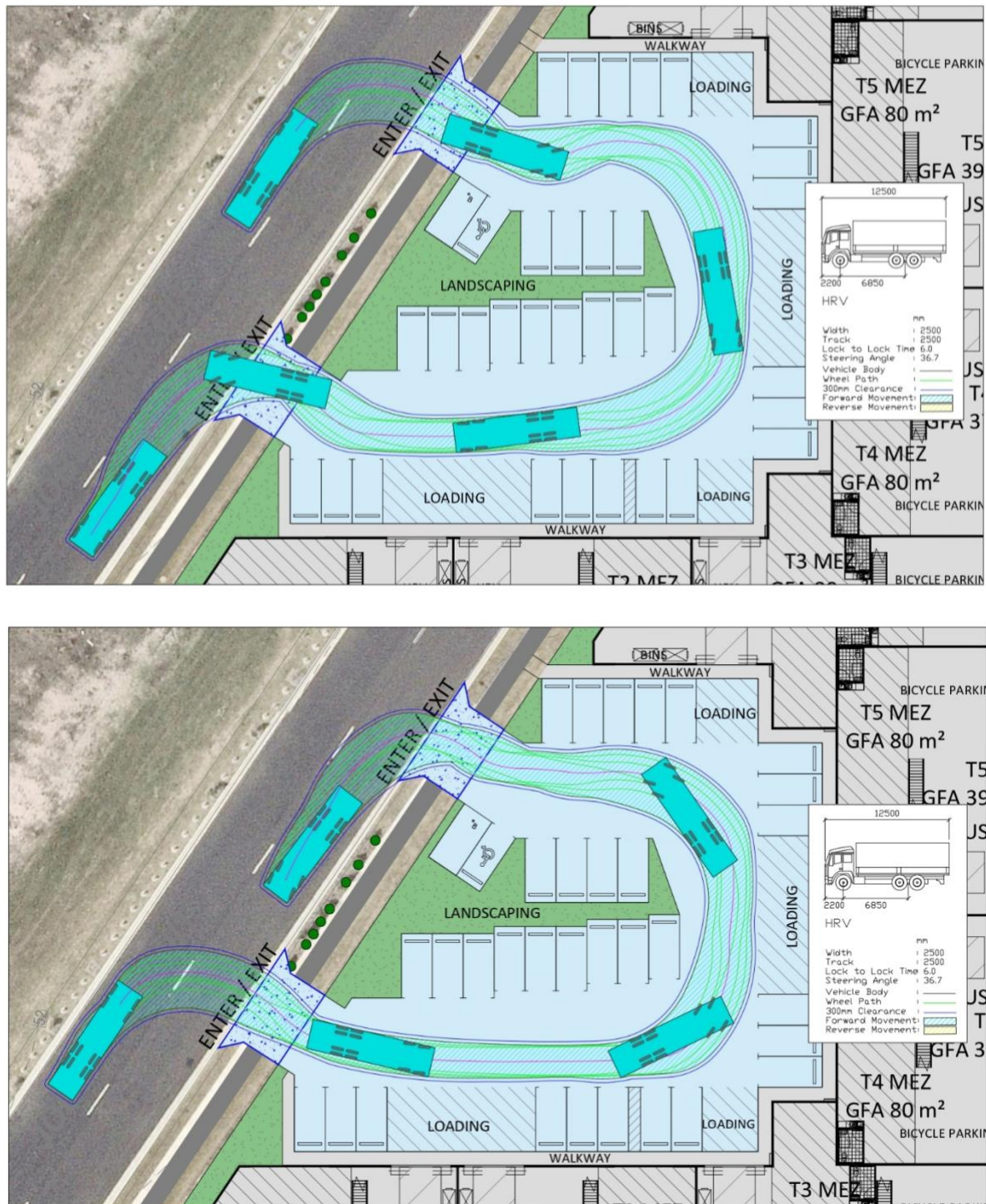


FIGURE 6.1 – HEAVY RIGID VEHICLE (HRV) CIRCULATING

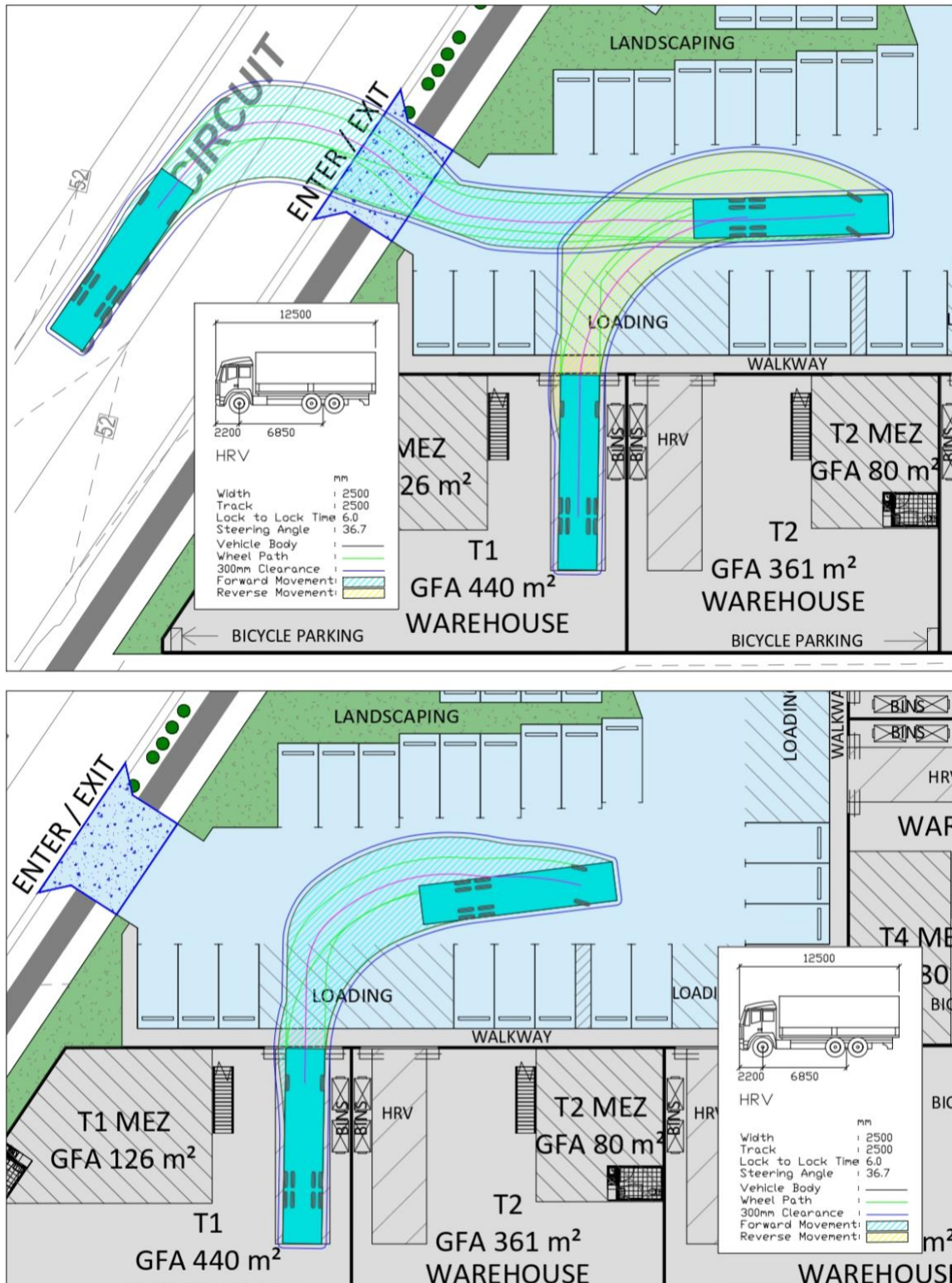


FIGURE 6.2 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

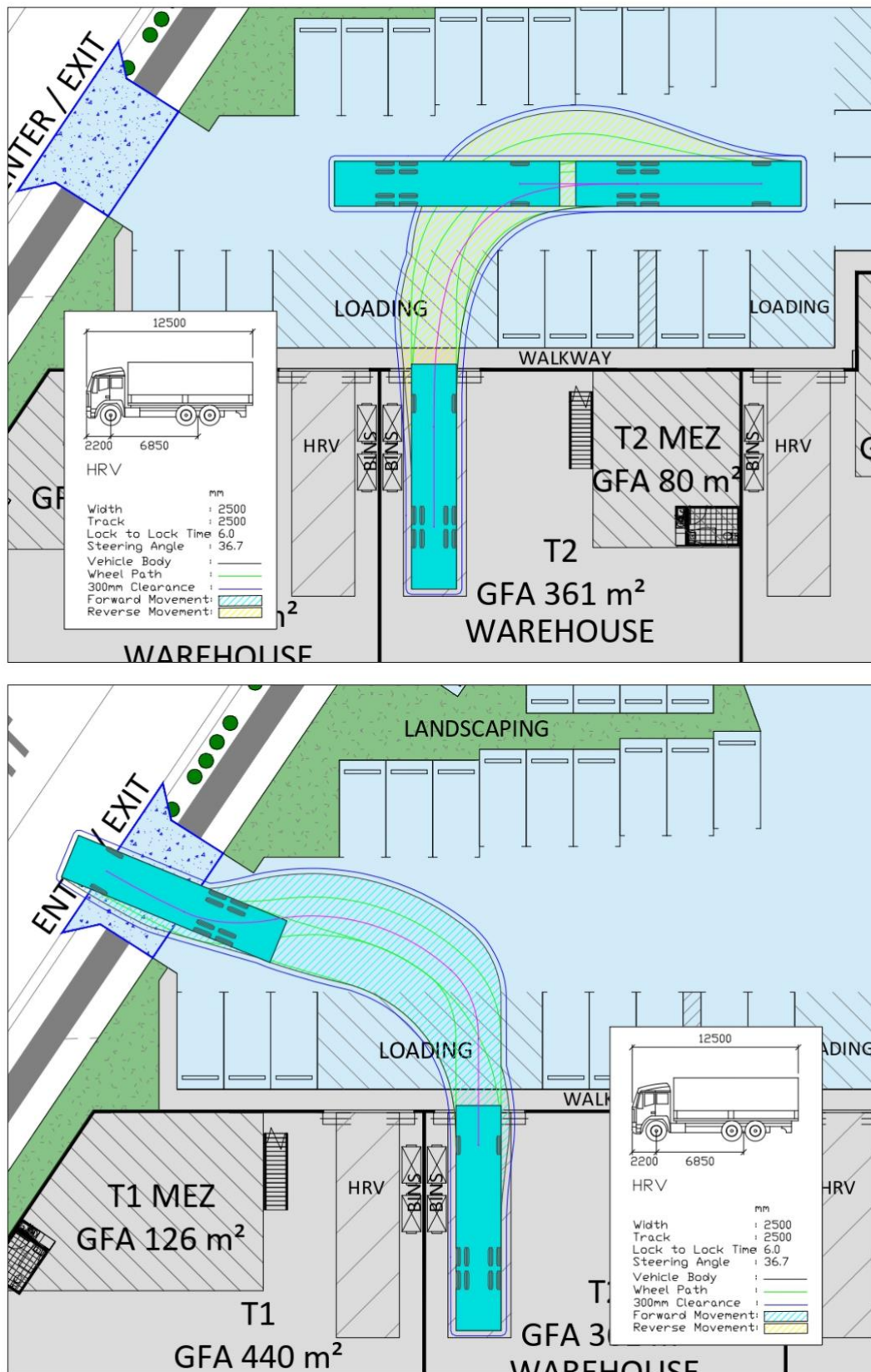


FIGURE 6.3 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

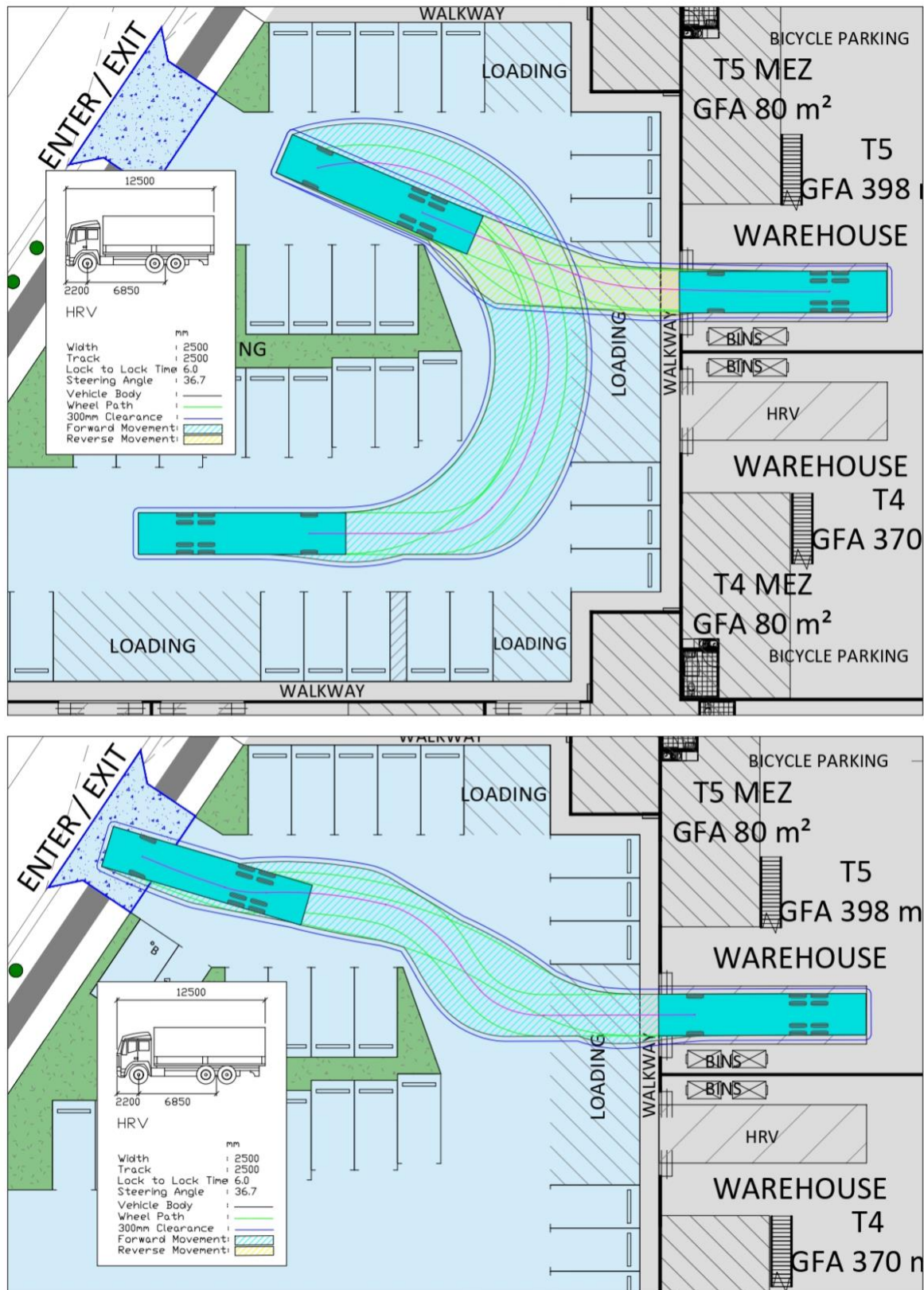


FIGURE 6.4 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

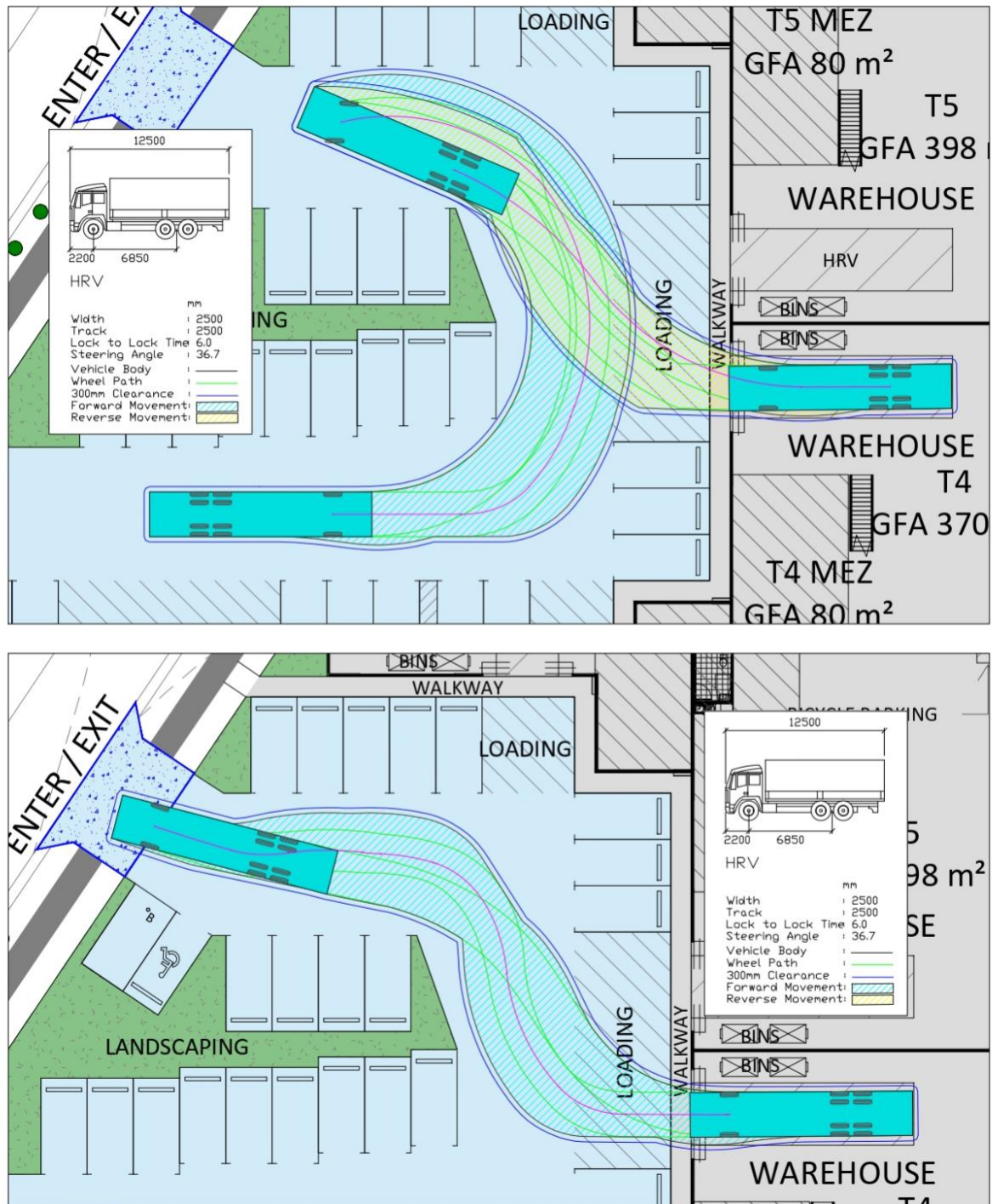


FIGURE 6.5 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

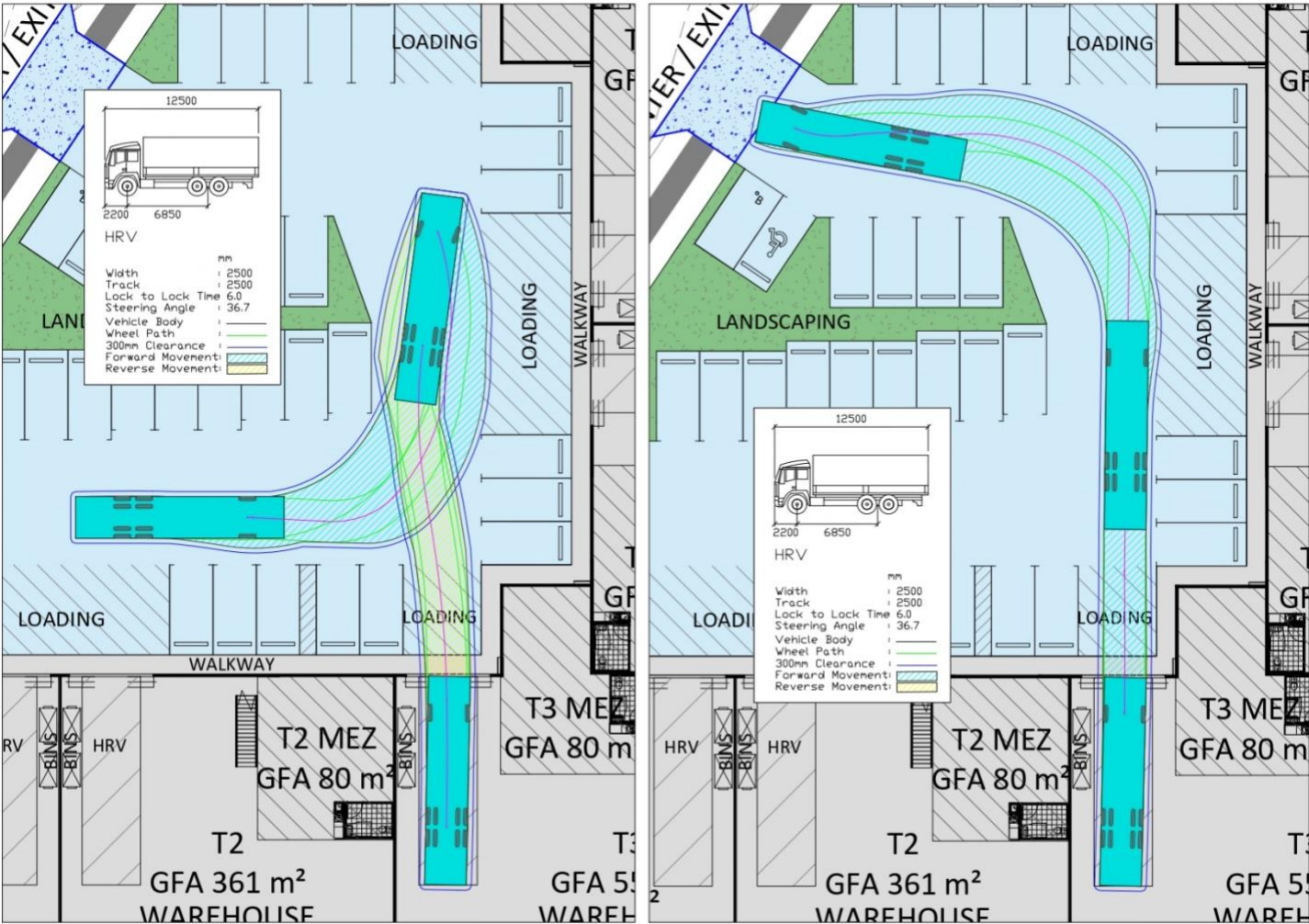


FIGURE 6.6 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

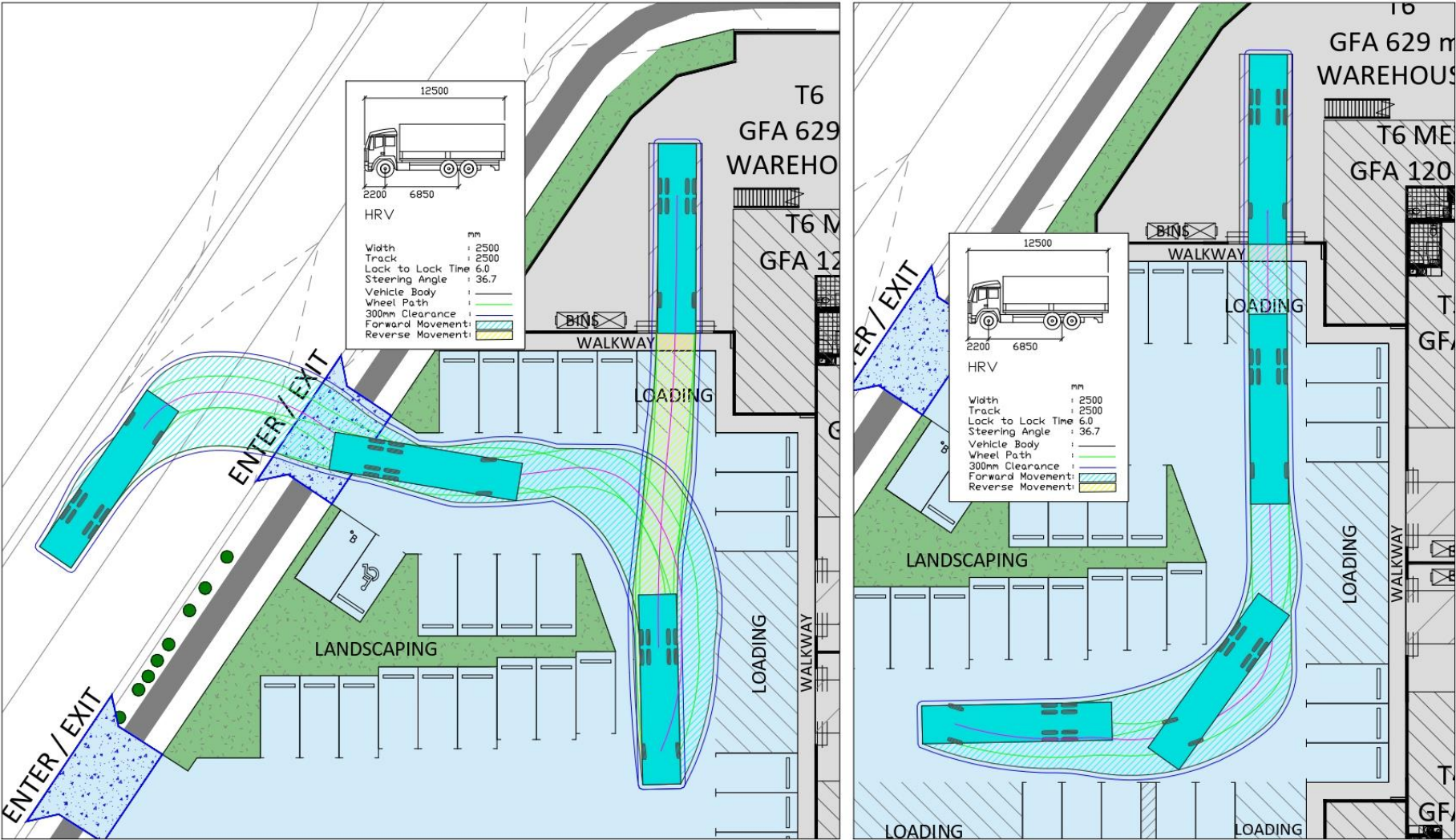


FIGURE 6.7 – HEAVY RIGID VEHICLE (HRV) MANOEUVRING

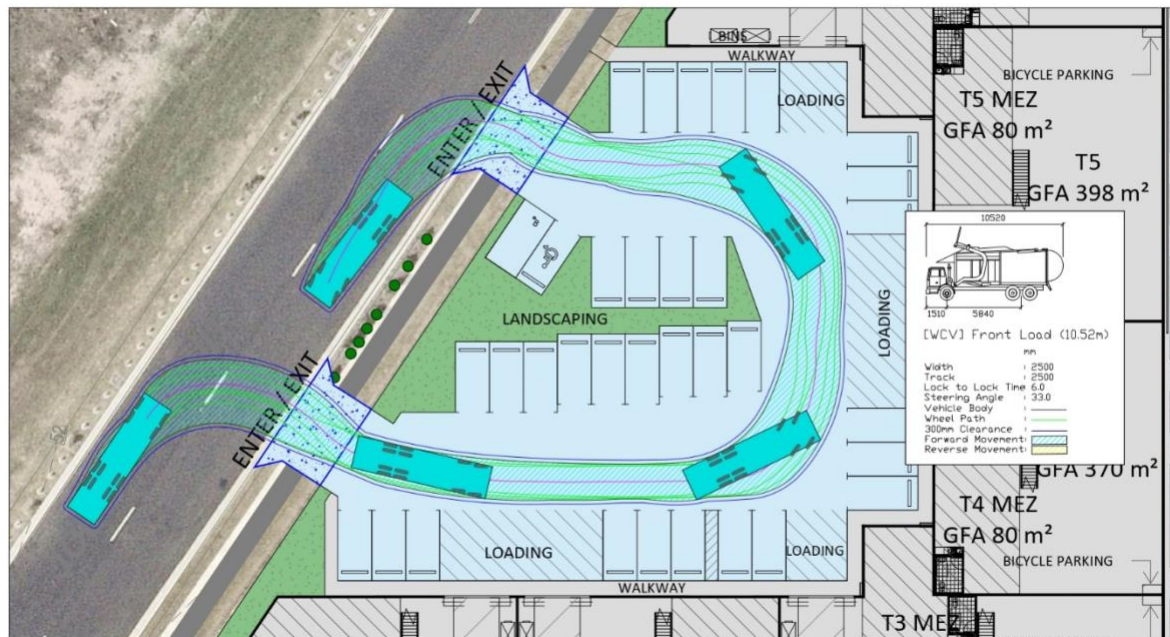
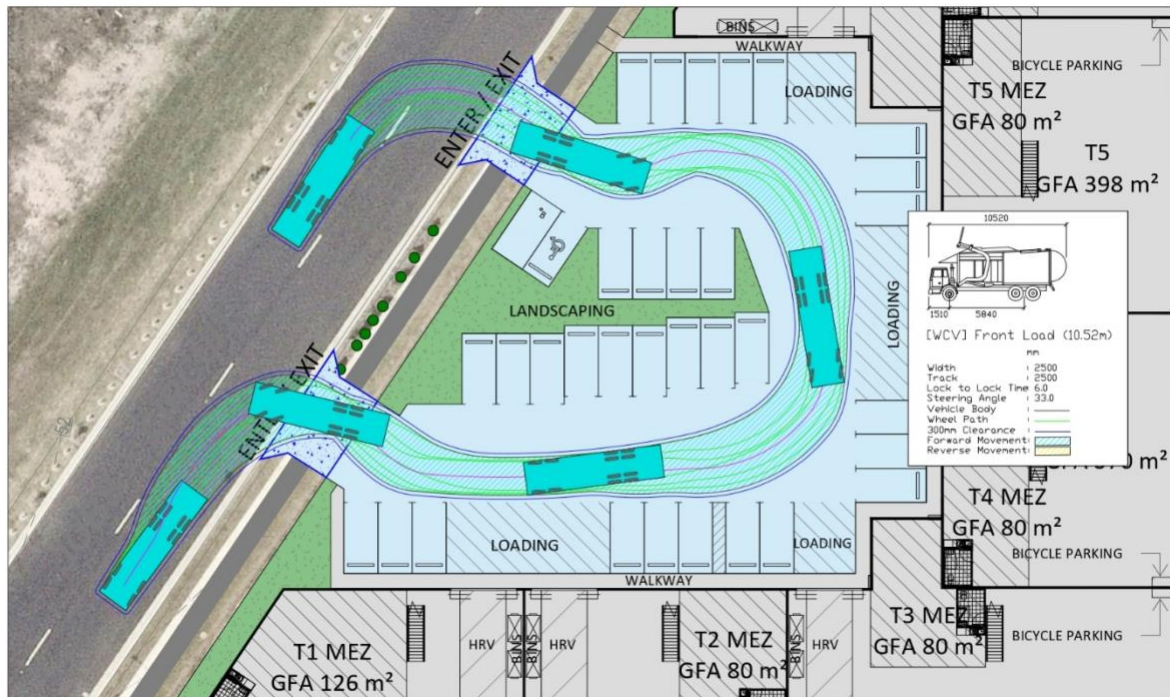


FIGURE 6.8 – FRONT LOADING WASTE COLLECTION VEHICLE (WCV) MANOEUVRING

7.0 PROVISION FOR PEDESTRIANS AND CYCLISTS

The Development Code requires 1 bicycle 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 proposed development comprises a warehouse facility accommodating six individual unit tenancies with a total Gross Floor Area (GFA) of 3,323m² (3060.5m² for car parking purposes). Vehicular access is provided via two crossovers on Jobs Circuit.
- A total of 33 on-site car parking spaces are proposed which exceeds the Acceptable outcome for 31 spaces.
- The geometric layout of the car parking facilities complies with the relevant requirements of AS2890.1:2004. Swept path analysis confirms safe circulation for B85 design vehicles. The proposed access crossovers have been designed in accordance with IPWEA Standard Drawing RS-051, with swept paths demonstrating safe entry and exit for B99 design vehicles.
- The site layout accommodates on-site servicing by a Heavy Rigid Vehicle (HRV). Swept path analysis confirms that an HRV can circulate internally without reversing to or from the public road. A 10.5-metre front-loading Council Waste Collection Vehicle can also circulate on-site in forward gear. The loading facilities for each unit can also accommodate HRV access.
- Given the location of the site within an industrial precinct and the anticipated nature of tenants, the provision of dedicated bicycle parking is not considered necessary. Safe pedestrian access is available between the car parking areas and the building entrances.