

Traffic Engineering Report

To	360 Developments Pty Ltd	Date	9 April 2026
Prepared by	Kevin Liu, Modus Traffic Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	Lot 43 and 53 Jobs Circuit, Yarrabilba		
Subject	Proposed Warehouse Development - Traffic Engineering Report		
Status	Final	Attachments	Appendix A: Development Plans Appendix B: Swept Path Assessment

1 Introduction

1.1 Overview

Modus has been commissioned by 360 Developments Pty Ltd to provide traffic and transport advice in relation to the proposed Warehouse development located at Lot 43 and 53 Jobs Circuit, 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 are provided at **Appendix A**.

Modus has completed this Traffic Engineering Report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practices 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 Lot 43 and 53 Jobs Circuit, Yarrabilba and is bounded by Jobs Circuit to the west and south, vacant land to the east and north.

Furthermore, the development site is located within the Yarrabilba Priority Development Area (PDA) within the Logan City Council Local Government Area.

Additionally, the development site is currently vacant and has no existing crossovers onto Jobs Circuit.

Figure 2-1 on the subsequent report page illustrates the development site location and subdivision.

Figure 2-1 Development Site Location



2.2 Existing Road Network

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

Table 2-1 Key Road Characteristics

Road	Authority	Hierarchy	Speed Limit	Typical Form
Jobs Circuit	Council	Local Road	50 km/hr	Two lanes, undivided
Wongawallan Drive	Council	Local Road	50 km/hr	Two lanes, undivided

2.3 Active and Public Transport Facilities

A dedicated pedestrian footpath is provided along the frontage of the site to connect to the wider pedestrian network. Additionally, there are dedicated on-street cycling paths are provided on Wongwallan Drive that form connections to the broader network in the area.

Furthermore, there are no bus stops within a 400m radius (a comfortable 5-minute walk) of the development site. The nearest bus stop is located along Yarrabilba Drive approximately 900m north of the site.

3 Proposed Development

3.1 Overview

The proposed development will comprise a Warehouse use accommodating 614.7m² (GFA) for Lot 43 and 697.0m² (GFA) for Lot 53.

As part of the proposed development, vehicular access will be provided on the following basis:

- ▶ A 7.78m wide entry / exit access onto Jobs Circuit for Lot 43,
- ▶ A 6.66m wide entry / exit access onto Jobs Circuit for Lot 53.

Furthermore, the proposed development will accommodate a total of 16 on-site car parking spaces, comprising nine (9) spaces for Lot 43 and seven (7) spaces for Lot 53.

Figure 3-1 illustrates the proposed development layout. A copy of the development plans are provided at **Appendix A**.

Figure 3-1 Proposed Development Layout



4 Traffic and Transport Review

4.1 Access Design

4.1.1 Driveway Design

In accordance with Australian Standards 2890.1, the minimum driveway requirements for the proposed development are outlined in Table 4-1.

Table 4-1 Driveway Design Compliance

Development Site	AS2890.1 Driveway Design Compliance	Access Conditions
Lot 43	Site Conditions	Minor Road Frontage User Class 1 <25 Spaces
	Access Facility Category	1
	Required Driveway Widths	Minimum 3.0m – 5.5m
	Proposed Driveway Width	7.78m
Lot 53	Site Conditions	Minor Road Frontage User Class 1 <25 Spaces
	Access Facility Category	1
	Required Driveway Widths	Minimum 3.0m – 5.5m
	Proposed Driveway Width	6.66m

Therefore, the proposed driveway widths comply with Australian Standards 2890.1.

4.1.2 Crossover Design

The development crossovers accommodate crossover designs in accordance with the Council Standard Drawings package, with the exception of the southern crossover splay for Lot 53, which has been modified to accommodate service vehicle exit movements.

However, this modification does not rise to any operational or safety concerns. Therefore, this is considered acceptable from a Traffic Engineering perspective.

4.1.3 Driveway Location

In accordance with Australian Standards 2890.1, 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.

Additionally, the proposed driveway for Lot 43 is located within 6.0 m of the tangent point (TP), which does not strictly comply with the requirements of AS 2890.1. However, the proposed access arrangement is considered acceptable for the following reasons:

- ▶ The development is expected to generate low traffic volumes (4vph), as outlined in Section 4.6 of this report,
- ▶ Adequate sight distance is available for drivers exiting the site, as outlined in Section 4.1.5 of this report,
- ▶ The road environment operates at low speeds (approximately 28km/h) for vehicles travelling around corner, which further reduce potential for conflicts.

Therefore, both proposed driveway locations are considered acceptable.

4.1.4 Pedestrian Sight Splays

In accordance with Australian Standards 2890.1, pedestrian sight splays should be provided at the egress point of a driveway and measure 2.5m in depth and 2.0m in width from the property boundary.

The proposed development does accommodate pedestrian sight splay provisions in accordance with Australian Standards 2890.1.

Therefore, the proposed pedestrian sight provisions are considered acceptable.

4.1.5 Vehicle Sight Distance

In accordance with Australian Standards 2890.1, the minimum vehicle sight distance for an access driveway fronting a 50 km/hr road is 45m.

The straight horizontal and vertical road alignment of Jobs Circuit to the north of both sites provides a minimum vehicle sight distance of approximately 45m. To the south of the sites, sight distance is constrained due to the road curvature. However, a swept path assessment indicates that vehicles can only travel at approximately 28 km/h around the curve. At this operating speed, the available sight distance satisfies the minimum requirement in accordance with AS 2890.1.

Therefore, the minimum vehicle sight distance provisions are considered acceptable.

4.2 Car Parking Provisions

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 Minimum Car Parking Requirements

Land use	Car Parking Rate	Yield	Car Parking Required	Car Parking Provided
Warehouse (Lot 43)	1 per 100m ² of GFA	614.7m ²	7 Spaces	9 Spaces
Warehouse (Lot 53)		697.0m ²	7 Spaces	7 Spaces
Total	-		14 Spaces	16 Spaces

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

Furthermore, the proposed development provides one (1) PWD car parking space for each lot in accordance with the National Construction Code.

4.3 Bicycle Parking Provisions

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 Minimum Bicycle Parking Requirements

Land use	Bicycle Parking Rate	Yield	Bicycle Parking Required	Bicycle Parking Provided
Warehouse (Lot 43)	One (1) space per five (5) car parking spaces	9 Spaces	2 Spaces	2 Spaces
Warehouse (Lot 53)		7 Spaces	2 Spaces	2 Spaces
Total	-		4 Spaces	4 Spaces

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

4.4 Car Parking Design

4.4.1 Car Parking Layout

Modus has conducted a design review of the car parking layout against the design guidelines within Australian Standards 2890.1 and Australian Standards 2890.2, of which is summarised below in Table 4-4.

Table 4-4 Car Parking Layout Design Review

Design Criteria	AS2890 Requirement	Proposed Design	Compliant
Parking Spaces			
Car Space Length - General	Min 5.4m	Min 5.4m	✓
Car Space Length - PWD Space	Min 5.4m	Min 5.4m	✓
Car Space Width - Resident / Employee	Min 2.4m	Min 2.5m	✓
Car Space Width - PWD Space	Min 2.4m plus adjacent 2.4m shared zone	Min 2.4m plus adjacent 2.4m shared zone	✓
Car Parking Door Opening Clearances	Min 0.3m	Min 0.3m	✓
Roadways and Parking Aisles			
Minimum Two-Way Circulation Roadway	Min 6.5m	Min 6.5m	✓
Minimum Car Parking Aisle Width	Min 6.2m	Min 6.2m	✓
Parking Gradients and Height Clearances			
General Parking Space - Minimum Height Clearance	Min 2.2m	Min 2.2m	✓
PWD Parking Space - Minimum Height Clearance	Min 2.5m	Min 2.5m	✓
Service Vehicle Provisions			
HRV Minimum Two-Way Circulation Roadway	Min 6.5m	Min 6.5m	✓
HRV Minimum Service Bay Length	Min 12.5m	Min 12.5m	✓
HRV Minimum Service Bay Width	Min 3.5m	Min 3.5m	✓
HRV Minimum Height Clearance	Min 4.5m	Min 4.5m	✓

Therefore, the proposed car parking layout is designed in accordance with Australian Standards 2890.1 and Australian Standards 2890.2.

As such, the proposed car parking layout is considered acceptable.

4.4.2 Queueing Provisions

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) from the property boundary to the first available parking space. However, all the parking spaces on-site will be staff car parking, where turnover rates will be significantly reduced.

As such, the proposed 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. This swept path assessment is provided at **Appendix B**.

4.5.2 Delivery Service Vehicles

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 can accommodate an RCV on-site.

Therefore, the proposed development servicing arrangements are considered acceptable.

4.6 Development Traffic Generation

In accordance with the Transport for NSW (TfNSW) Guide to Transport Impact Assessment (GTIA) 2024 document, the following traffic generation rates have been adopted for the assessment herein:

- ▶ Warehouse: 0.5 vehicle trip per 100m² GFA.

Therefore, the proposed development traffic generation is detailed in Table 4-5.

Table 4-5 Proposed Development Traffic Generation Volumes

Land Use	Yield	Peak Hour Traffic Generation Rates	Peak Hour Traffic Generation Volumes
Warehouse (Lot 43)	614.7m ²	0.5 vehicle trip per 100m ² GFA	4 vehicles per hour
Warehouse (Lot 53)	697.0m ²		4 vehicles per hour
Total	-		8 vehicles per hour

Therefore, the proposed development will accommodate a total of 8 vehicles per hour in the peak hour period.

On average across the peak hour period, this corresponds to one (1) new vehicle on the external road network every 7 minutes and 30 seconds.

On this basis, the proposed development traffic generation will not 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,

HSingh

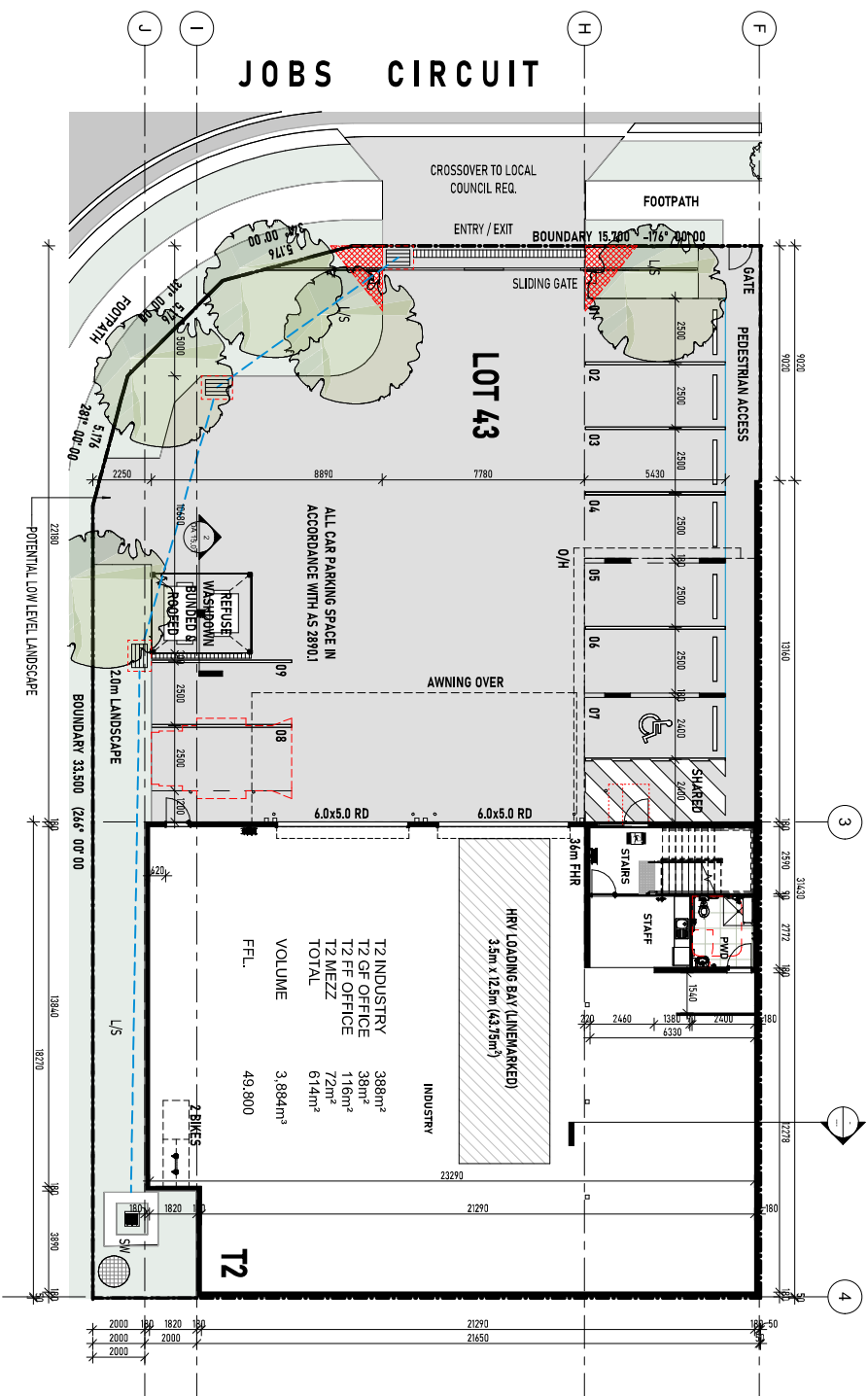
MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

Development Plans

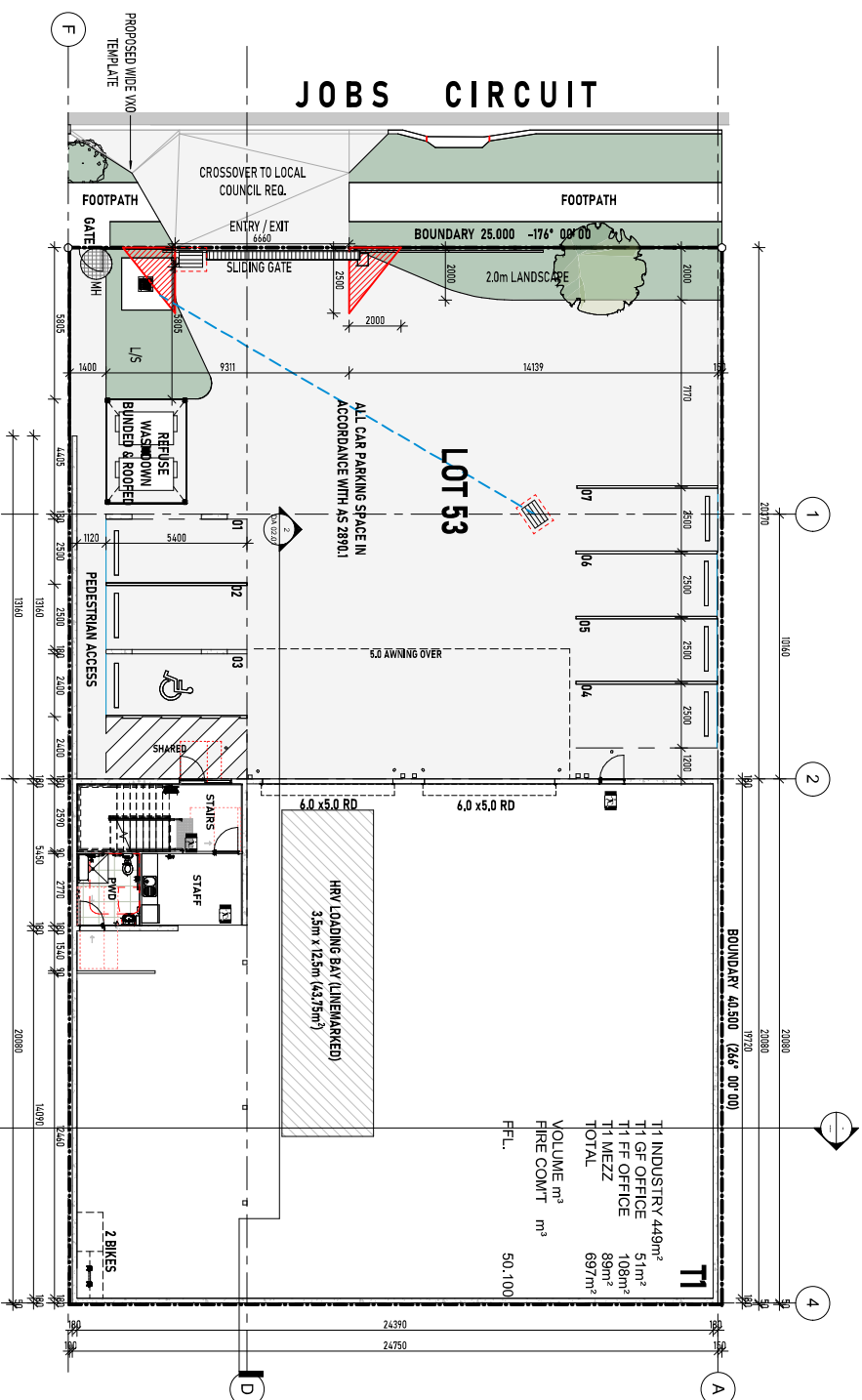
PROPERTY DESCRIPTION	
LOT 43 JOB CIRCUIT, YARRABILLA QLD 4207	
SITE AREA:	1.016m ²
PROPOSED SITE COVER:	492.64m ²
	48.48%
GRA-TENACITY 2	
INDUSTRY:	368m ²
GF OFFICE:	38m ²
FF OFFICE:	116m ²
MEZZANINE:	72m ²
TOTAL	614m²
PARKING	
1/100	=6.2
TOTAL	=7
PROVIDED	=9
BICYCLES	=2



1 - LOT 43 - GROUND FLOOR LEVEL -
1 : 100

RH FRANKLAND ARCHITECTS PTY LTD ARCHITECTURE & CONSULTING STUDIO		Project: PROPOSED INDUSTRY UNIT DEVELOPMENT Address: LOTS (A3, A5, A5.3) JOBS CIRCUIT, YARRA RAIL BA		Current Rev: B
Client: 360 DEVELOPMENTS PTY. LTD.		Sheet: GROUND FLOOR - LOT 43		Project No: 25192
Tel: 0401 949 374 mail@rhfrankland.com.au ADN 34 668 559 551 www.rhfrankland.com.au		Sheets No: DA 11.01		
1/59 Link Drive, Yarrula QLD 4207, ACN 668 559 551				
ADN 34 668 559 551				
www.rhfrankland.com.au				

PROPERTY DESCRIPTION	
LOT 53 JOB CIRCUIT, YARRABILLA QLD 4207	
SITE AREA	1.012m²
PROPOSED SITE COVER	57mm
	56.42%
GFA-TENANCY 1	
INDUSTRY	449m²
GF OFFICE	51m²
FF OFFICE	108m²
MEZZANINE	89m²
TOTAL	697m²
PARKING	
1/100	= 6.97
TOTAL	= 7
PROVIDED	= 7
BICYCLES	= 2



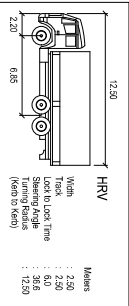
1 GROUND FLOOR LEVEL
1 : 100

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APPENDIX B

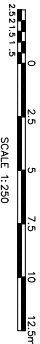
Swept Path Assessment

DESIGN VEHICLE ADOPTED



SWEEP PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE CLEARANCE (600mm)
- VEHICLE
- 5KM/H DESIGN SPEED



PROJECT

LOT 53 JOBS CIRCUIT, YARRABILBA

CLIENT

360 DEVELOPMENTS AUS PTY LTD

DRAWING TITLE

HRV SWEEP PATH ASSESSMENT

DRAWING NUMBER

MOD52592QOLD - SK02

DATE REVISION

09 04 2026 D

REV	DATE	DESIGNER	APPROVED BY
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MODUS
Transport and Traffic Engineering

ABN 49 668 865 299
310 Edward Street, BRISBANE CITY QLD 4000



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SPECIFICATION

PLANS AND DOCUMENTS
referred to in the POA
DEVELOPMENT APPROVAL
Approval no: 587-2025-VF-488
Date: 15 June 2025



Traffic Engineering Report

To	360 Developments Pty Ltd	Date	9 April 2026
Prepared by	Kevin Liu, Modus Traffic Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	Lot 44 Jobs Circuit, Yarrabilba		
Subject	Proposed Warehouse Development - Traffic Engineering Report		
Status	Final	Attachments	Appendix A: Development Plans Appendix B: Swept Path Assessment

1 Introduction

1.1 Overview

Modus has been commissioned by 360 Developments Pty Ltd to provide traffic and transport advice in relation to the proposed Warehouse development located at Lot 44 Jobs Circuit, 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 are provided at **Appendix A**.

Modus has completed this Traffic Engineering Report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practices 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

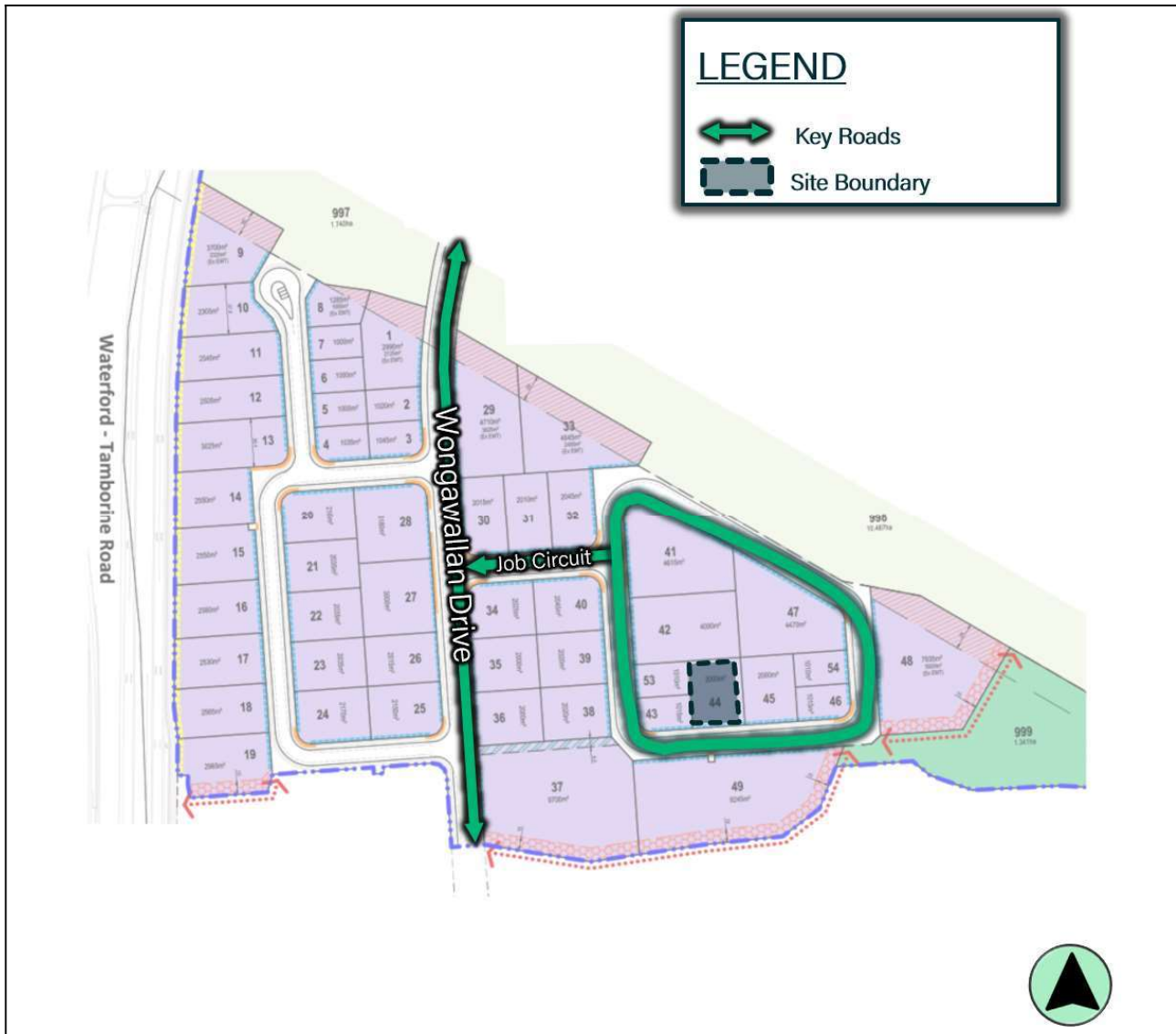
The development site is located at Lot 44 Jobs Circuit, Yarrabilba and is bounded by Jobs Circuit to the west and south, vacant land to the east and north.

Furthermore, the development site is located within the Yarrabilba Priority Development Area (PDA) within the Logan City Council Local Government Area.

Additionally, the development site is currently vacant and has no existing crossovers onto Jobs Circuit.

Figure 2-1 on the subsequent report page illustrates the development site location and subdivision.

Figure 2-1 Development Site Location



2.2 Existing Road Network

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

Table 2-1 Key Road Characteristics

Road	Authority	Hierarchy	Speed Limit	Typical Form
Jobs Circuit	Council	Local Road	50 km/hr	Two lanes, undivided
Wongawallan Drive	Council	Local Road	50 km/hr	Two lanes, undivided

2.3 Active and Public Transport Facilities

A dedicated pedestrian footpath is provided along the frontage of the site to connect to the wider pedestrian network. Additionally, there are dedicated on-street cycling paths are provided on Wongwallan Drive that form connections to the broader network in the area.

Furthermore, there are no bus stops within a 400m radius (a comfortable 5-minute walk) of the development site. The nearest bus stop is located along Yarrabilba Drive approximately 1040m north of the site.

3 Proposed Development

3.1 Overview

The proposed development will comprise a Warehouse use accommodating 1,383.6m² (GFA).

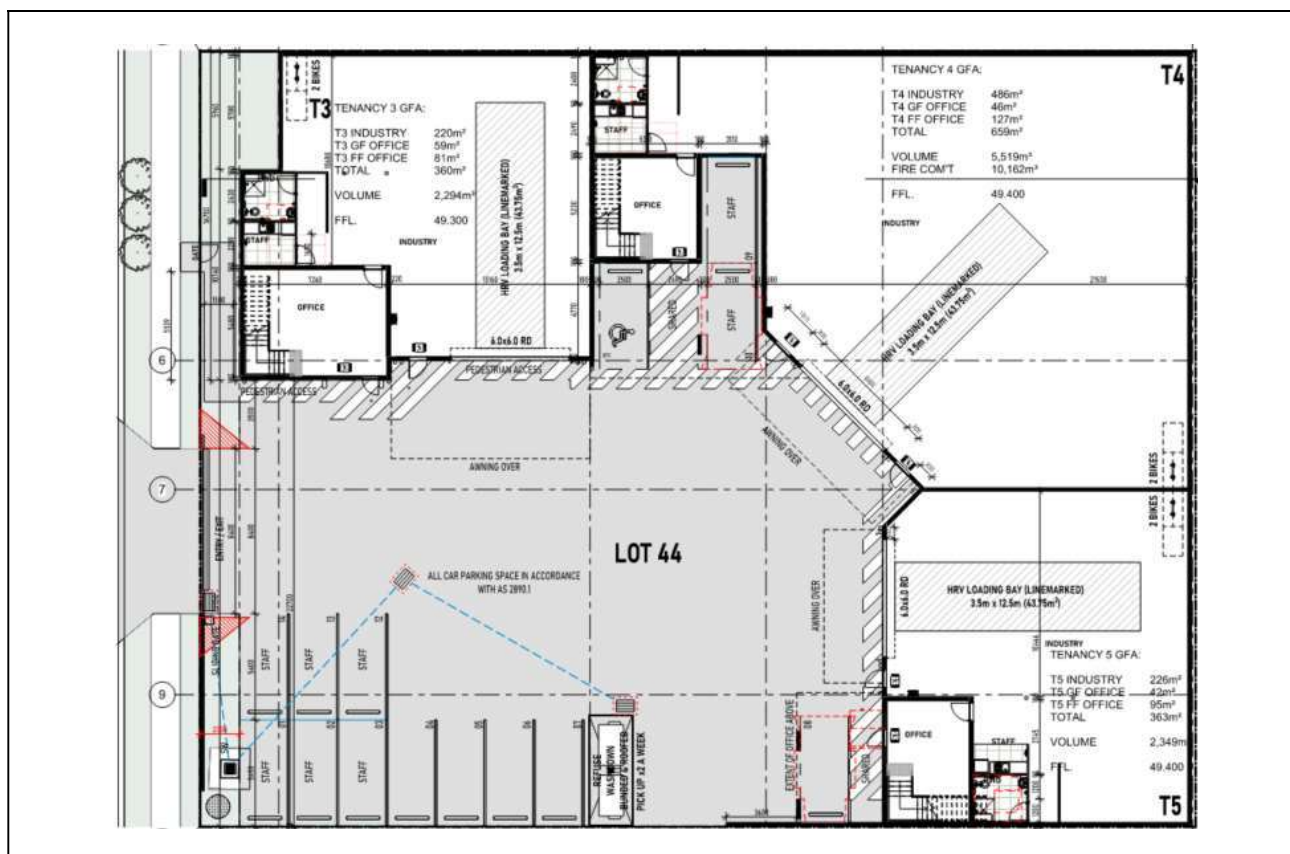
As part of the proposed development, vehicular access will be provided on the following basis:

- ▶ An 8.4m wide entry / exit access onto Jobs Circuit.

Furthermore, the proposed development will accommodate a total of 14 on-site car parking spaces incorporated eight (8) spaces for staff.

Figure 3-1 illustrates the proposed development layout. A copy of the development plans are provided at **Appendix A**.

Figure 3-1 Proposed Development Layout



4 Traffic and Transport Review

4.1 Access Design

4.1.1 Driveway Design

In accordance with Australian Standards 2890.1, the minimum driveway requirements for the proposed development are outlined in Table 4-1.

Table 4-1 Driveway Design Compliance

Development Site	AS2890.1 Driveway Design Compliance	Access Conditions
Lot 44	Site Conditions	Minor Road Frontage User Class 1 <25 Spaces
	Access Facility Category	1
	Required Driveway Widths	Minimum 3.0m – 5.5m
	Proposed Driveway Width	8.4m

Therefore, the proposed driveway widths comply with Australian Standards 2890.1.

4.1.2 Crossover Design

The development crossovers accommodate crossover designs in accordance with the Council Standard Drawings package and hence are considered acceptable.

4.1.3 Driveway Location

In accordance with Australian Standards 2890.1, 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.

4.1.4 Pedestrian Sight Splays

In accordance with Australian Standards 2890.1, pedestrian sight splays should be provided at the egress point of a driveway and measure 2.5m in depth and 2.0m in width from the property boundary.

The proposed development does accommodate pedestrian sight splay provisions in accordance with Australian Standards 2890.1.

Therefore, the proposed pedestrian sight provisions are considered acceptable.

4.1.5 Vehicle Sight Distance

In accordance with Australian Standards 2890.1, the minimum vehicle sight distance for an access driveway fronting a 50 km/hr road is 45m.

The straight horizontal and vertical road alignment of Jobs Circuit to both the west and east provides a minimum vehicle sight distance of approximately 45m.

Therefore, the minimum vehicle sight distance provisions are considered acceptable.

4.2 Car Parking Provisions

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 Minimum Car Parking Requirements

Land use	Car Parking Rate	Yield	Car Parking Required	Car Parking Provided
Warehouse (Lot 44)	1 per 100m ² of GFA	1383.6m ²	14 Spaces	14 Spaces
Total	-		14 Spaces	14 Spaces

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

Furthermore, the proposed development provides one (1) PWD car parking space for the development site in accordance with the National Construction Code.

4.3 Bicycle Parking Provisions

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 Minimum Bicycle Parking Requirements

Land use	Bicycle Parking Rate	Yield	Bicycle Parking Required	Bicycle Parking Provided
Warehouse (Lot 44)	One (1) space per five (5) car parking spaces	14 Spaces	3 Spaces	6 Spaces
Total	-		3 Spaces	6 Spaces

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

4.4 Car Parking Design

4.4.1 Car Parking Layout

Modus has conducted a design review of the car parking layout against the design guidelines within Australian Standards 2890.1 and Australian Standards 2890.2, of which is summarised below in Table 4-4.

Table 4-4 Car Parking Layout Design Review

Design Criteria	AS2890 Requirement	Proposed Design	Compliant
Parking Spaces			
Car Space Length - General	Min 5.4m	Min 5.4m	✓
Car Space Length - PWD Space	Min 5.4m	Min 5.4m	✓
Car Space Width - Resident / Employee	Min 2.4m	Min 2.5m	✓
Car Space Width - PWD Space	Min 2.4m plus adjacent 2.4m shared zone	Min 2.4m plus adjacent 2.4m shared zone	✓
Car Parking Door Opening Clearances	Min 0.3m	Min 0.3m	✓
Roadways and Parking Aisles			
Minimum Two-Way Circulation Roadway	Min 6.5m	Min 6.5m	✓
Minimum Car Parking Aisle Width	Min 6.2m	Min 6.2m	✓
Parking Gradients and Height Clearances			
General Parking Space - Minimum Height Clearance	Min 2.2m	Min 2.2m	✓
PWD Parking Space - Minimum Height Clearance	Min 2.5m	Min 2.5m	✓
Service Vehicle Provisions			
HRV Minimum Two-Way Circulation Roadway	Min 6.5m	Min 6.5m	✓
HRV Minimum Service Bay Length	Min 12.5m	Min 12.5m	✓
HRV Minimum Service Bay Width	Min 3.5m	Min 3.5m	✓
HRV Minimum Height Clearance	Min 4.5m	Min 4.5m	✓

Therefore, the proposed car parking layout is designed in accordance with Australian Standards 2890.1 and Australian Standards 2890.2.

As such, the proposed car parking layout is considered acceptable.

4.4.2 Queueing Provisions

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) from the property boundary to the first available parking space. However, the first two (2) tandem parking spaces on-site will be allocated as staff car parking, where turnover rates will be significantly reduced.

As such, the proposed 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. This swept path assessment is provided at **Appendix B**.

4.5.2 Delivery Service Vehicles

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 can accommodate an RCV on-site.

Therefore, the proposed development servicing arrangements are considered acceptable.

4.6 Development Traffic Generation

In accordance with the Transport for NSW (TfNSW) Guide to Transport Impact Assessment (GTIA) 2024 document, the following traffic generation rates have been adopted for the assessment herein:

- ▶ Warehouse: 0.5 vehicle trip per 100m² GFA.

Therefore, the proposed development traffic generation is detailed in Table 4-5.

Table 4-5 Proposed Development Traffic Generation Volumes

Land Use	Yield	Peak Hour Traffic Generation Rates	Peak Hour Traffic Generation Volumes
Warehouse (Lot 44)	1383.6m ²	0.5 vehicle trip per 100m ² GFA	7 vehicles per hour
Total	-		7 vehicles per hour

Therefore, the proposed development will accommodate a total of 7 vehicles per hour in the peak hour period.

On average across the peak hour period, this corresponds to one (1) new vehicle on the external road network every 8 minutes and 34 seconds.

On this basis, the proposed development traffic generation will not 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,

HSingh

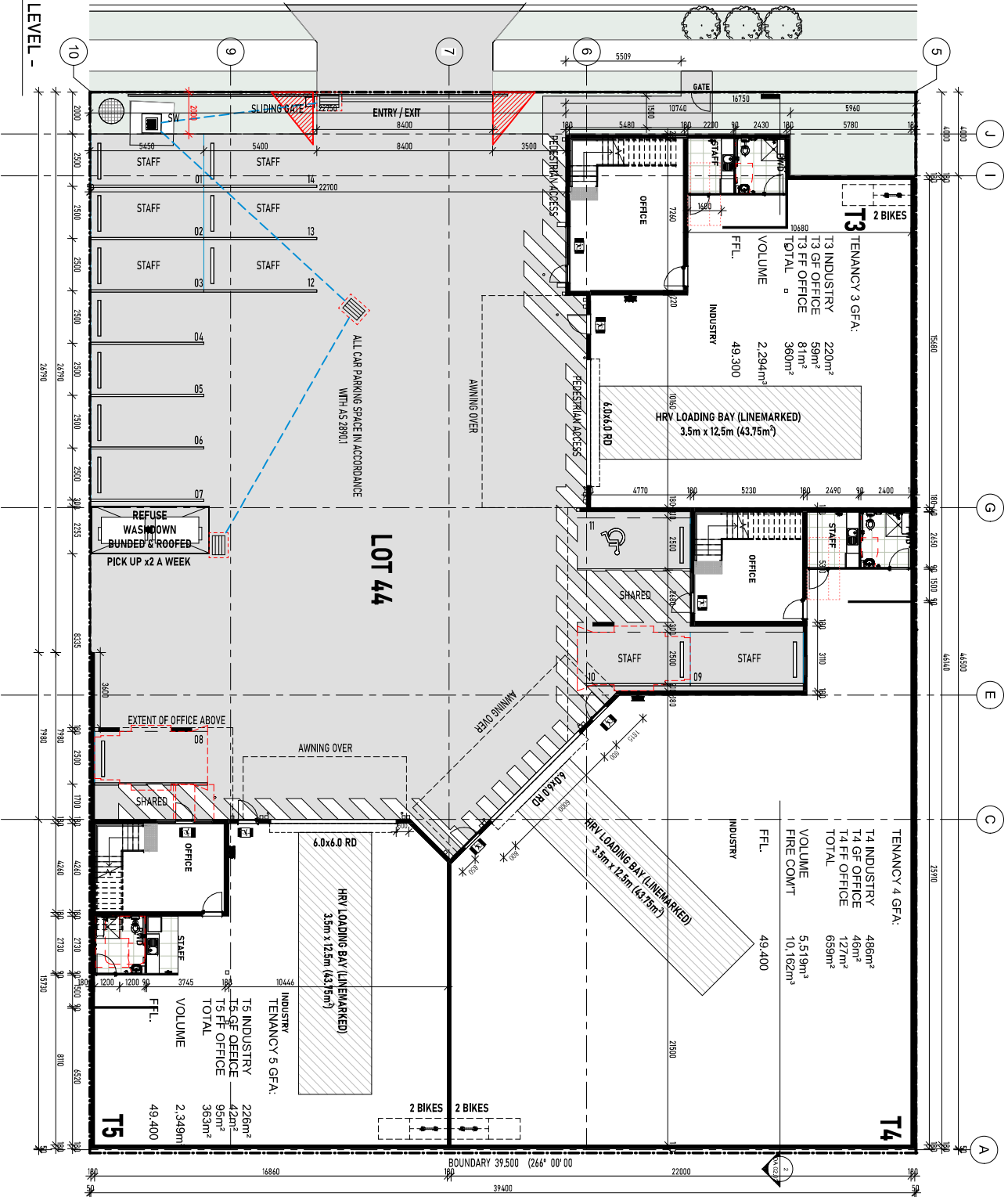
MODUS TRANSPORT AND TRAFFIC ENGINEERING

Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

Development Plans

PROPERTY DESCRIPTION	
LOT 44 JOB CIRCUIT, YARRABILLA OLD 4207	
SITE AREA: 2.003m ²	
PROPOSED SITE COVER: 1,170.52m ²	
	58.44%
GFA-TENANCY 3	
INDUSTRY:	217.4m ²
GF OFFICE:	60.6m ²
FF OFFICE:	81.1m ²
TOTAL	359.1m²
GFA-TENANCY 4	
INDUSTRY:	493.6m ²
GF OFFICE:	50.3m ²
FF OFFICE:	115.7m ²
TOTAL	659.6m²
GFA-TENANCY 5	
INDUSTRY:	226m ²
GF OFFICE:	41.7m ²
FF OFFICE:	97.2m ²
TOTAL	364.9m²
PARKING	
1/100m ²	=13.8
REQUIRED	=13.8 (14)
PROVIDED	=14
BICYCLES	=6



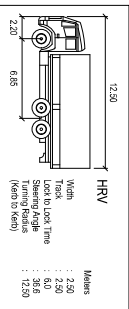
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1 - LOT 44 - GROUND FLOOR LEVEL -
1 : 100

APPENDIX B

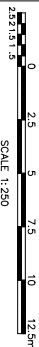
Swept Path Assessment

DESIGN VEHICLE ADOPTED



SWEEP PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE CLEARANCE (600mm)
- VEHICLE
- 50KM/H DESIGN SPEED



PROJECT

LOT 44 JOBS CIRCUIT, YARRABILBA

CLIENT

360 DEVELOPMENTS AUS PTY LTD

DRAWING TITLE

HRV SWEEP PATH ASSESSMENT

DRAWING NUMBER

MOD253296QLD - SK01

DATE REVISION

09 04 2026 C

REV	DATE	DESIGNER	APPROVED BY
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MODUS
Transport and Traffic Engineering

ABN 49 668 865 289
310 Edward Street, BRISBANE CITY QLD 4000

PLANS AND DOCUMENTS
related to in the POA
DEVELOPMENT APPROVAL
Approved on: 06/04/2025 HRV-003

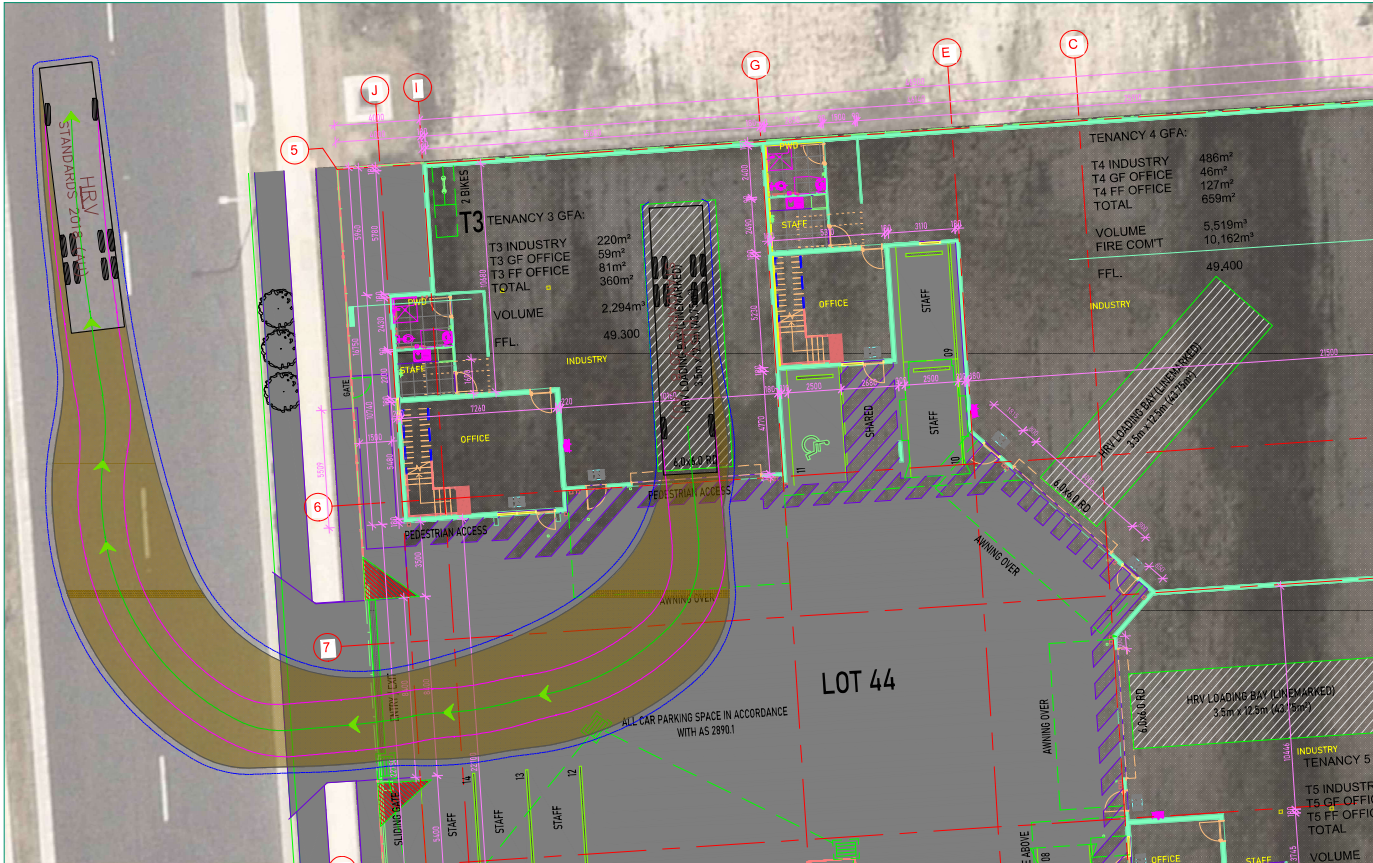
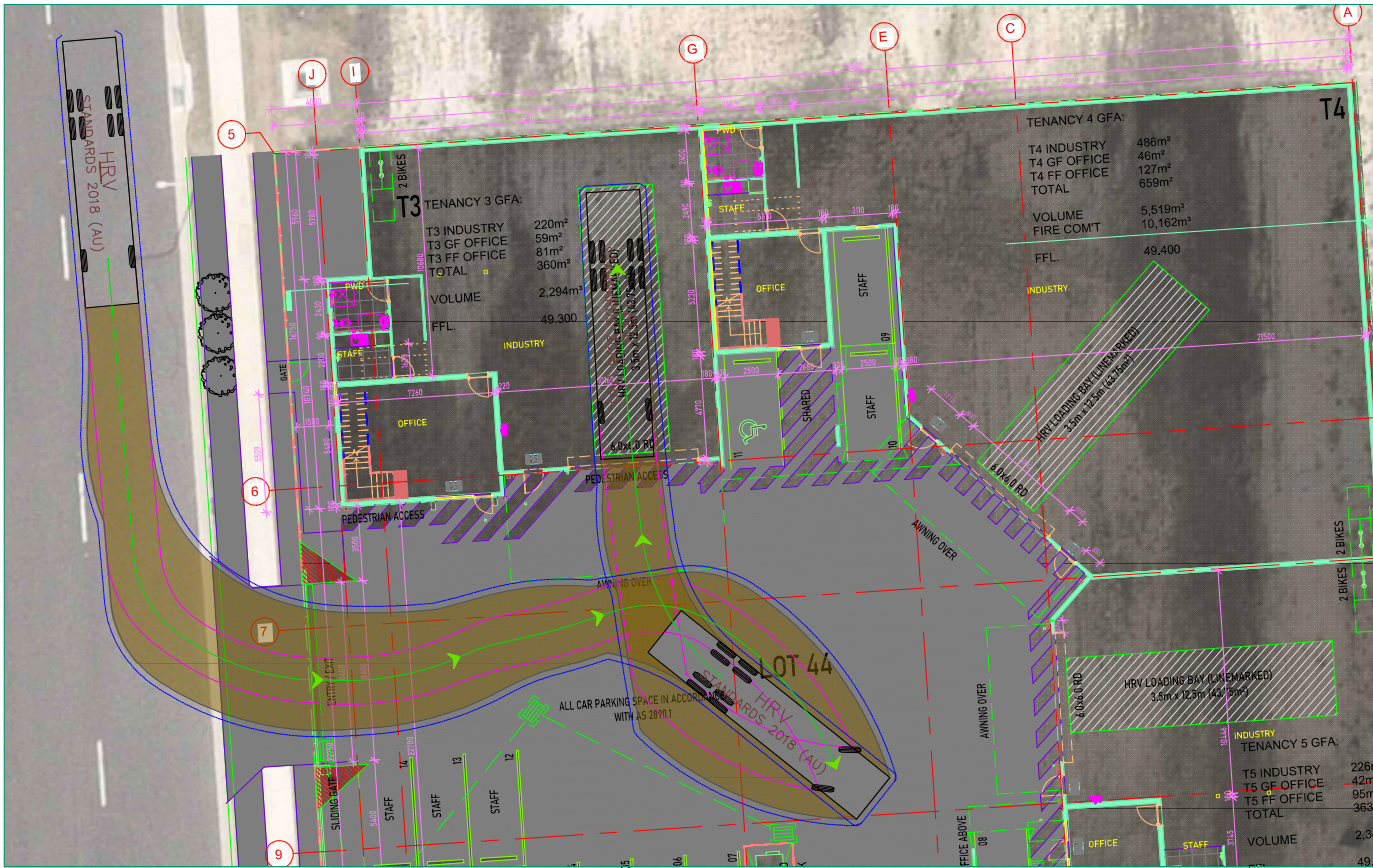
Date: 15 June 2025



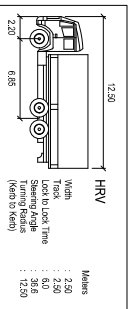
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SEPO CERTIFICATION

PRELIMINARY ADVICE ONLY
NOT TO BE USED FOR CONSTRUCTION



DESIGN VEHICLE ADOPTED



SWEEP PATH LEGEND	
	VEHICLE BODY
	FRONT TIRES
	VEHICLE PATH
	VEHICLE CLEARANCE (300mm)
	VEHICLE CLEARANCE (600mm)
	VEHICLE
	SMMH DESIGN SPEED



PROJECT

LOT 44 JOBS CIRCUIT, YARRABILBA

CLIENT

360 DEVELOPMENTS AUS PTY LTD

DRAWING TITLE

HRV SWEEP PATH ASSESSMENT

DRAWING NUMBER

MOD25296QLD - SK02

DATE		REVISION	
09 04 2026		C	
REV	DATE	DESIGNER	APPROVED BY

MODUS
Transport and Traffic Engineering

ABN 49 668 865 289
310 Edward Street, BRISBANE CITY QLD 4000

SPECO CERTIFICATION

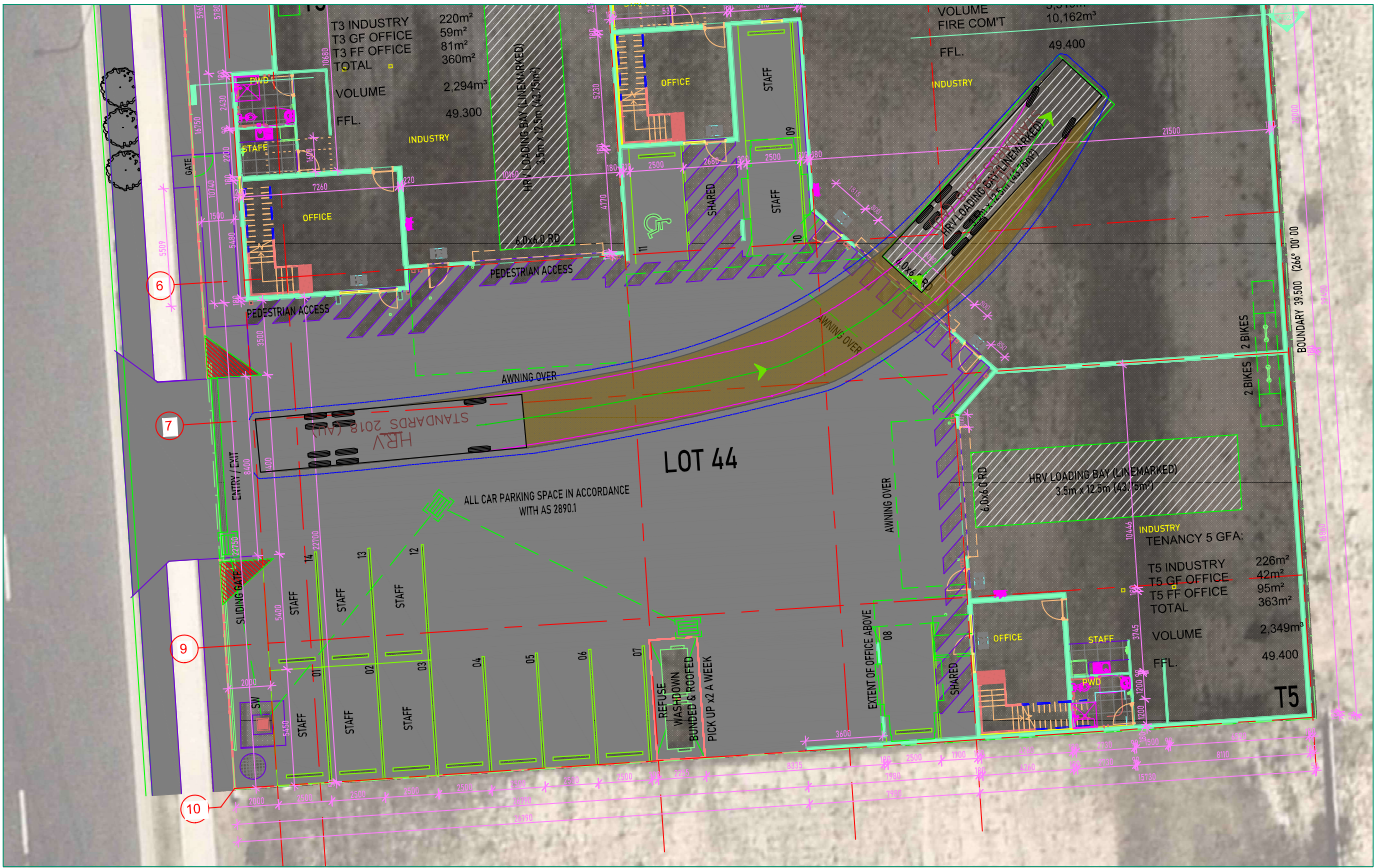
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PLANS AND DOCUMENTS
related to the PDA
DEVELOPMENT APPROVAL
Approved on: 06/04/2025 HRV-0003

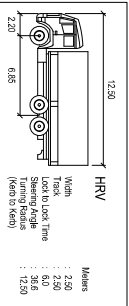
Date: 15 June 2025



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NOT TO BE USED FOR CONSTRUCTION



DESIGN VEHICLE ADOPTED



SWEEP PATH LEGEND

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- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE CLEARANCE (600mm)
- VEHICLE
- 50KM/H DESIGN SPEED



PROJECT

LOT 44 JOBS CIRCUIT, YARRABILBA

CLIENT

360 DEVELOPMENTS AUS PTY LTD

DRAWING TITLE

HRV SWEEP PATH ASSESSMENT

DRAWING NUMBER

MOD25296QLD - SK03

DATE REVISION

09 04 2026 D

REV	DATE	DESIGNER	APPROVED BY
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Transport and Traffic Engineering

ABN 49 668 865 289
310 Edward Street, BRISBANE CITY QLD 4000

PLANS AND DOCUMENTS
related to the PTA
DEVELOPMENT APPROVAL

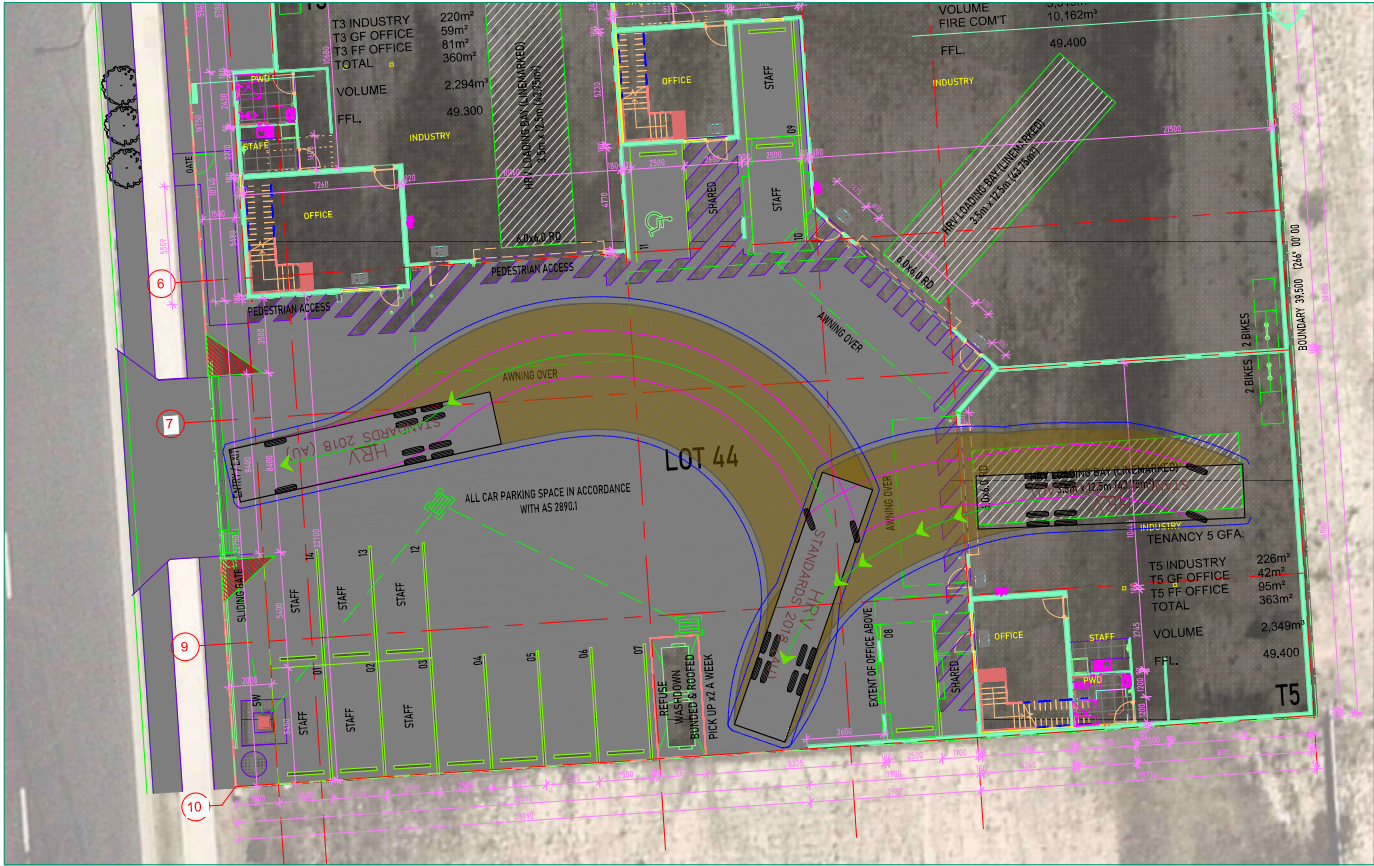
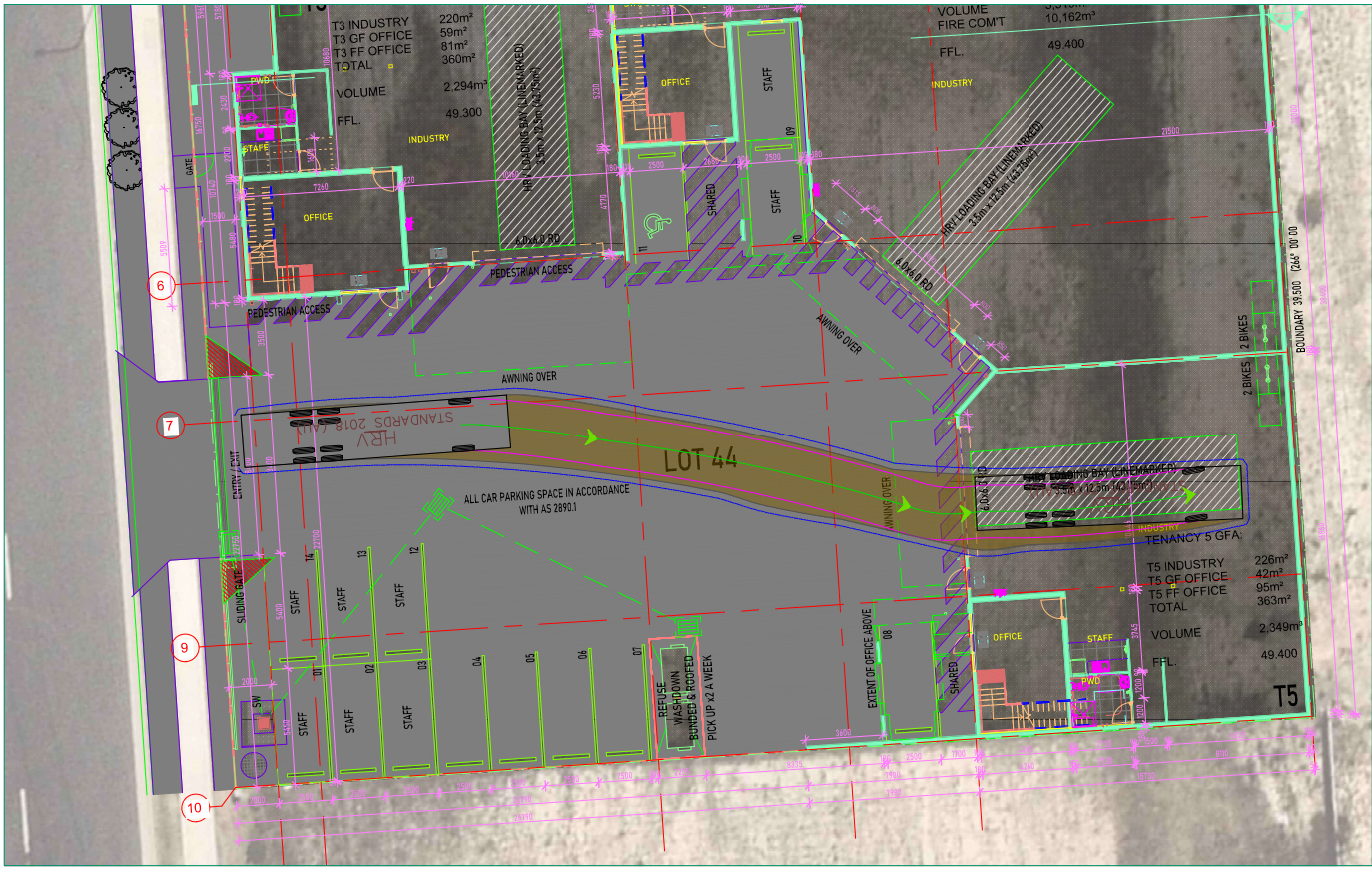
Approved on: 15 June 2026

SPECIFICATION

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Traffic Engineering Report

To	360 Developments Pty Ltd	Date	9 April 2026
Prepared by	Kevin Liu, Modus Traffic Engineer	Approved by	Harj Singh, Modus Executive Director (RPEQ 22364)
Location	Lot 45 Jobs Circuit, Yarrabilba		
Subject	Proposed Warehouse Development - Traffic Engineering Report		
Status	Final	Attachments	Appendix A: Development Plans Appendix B: Swept Path Assessment

1 Introduction

1.1 Overview

Modus has been commissioned by 360 Developments Pty Ltd to provide traffic and transport advice in relation to the proposed Warehouse development located at Lot 45 Jobs Circuit, 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 are provided at **Appendix A**.

Modus has completed this Traffic Engineering Report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practices 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

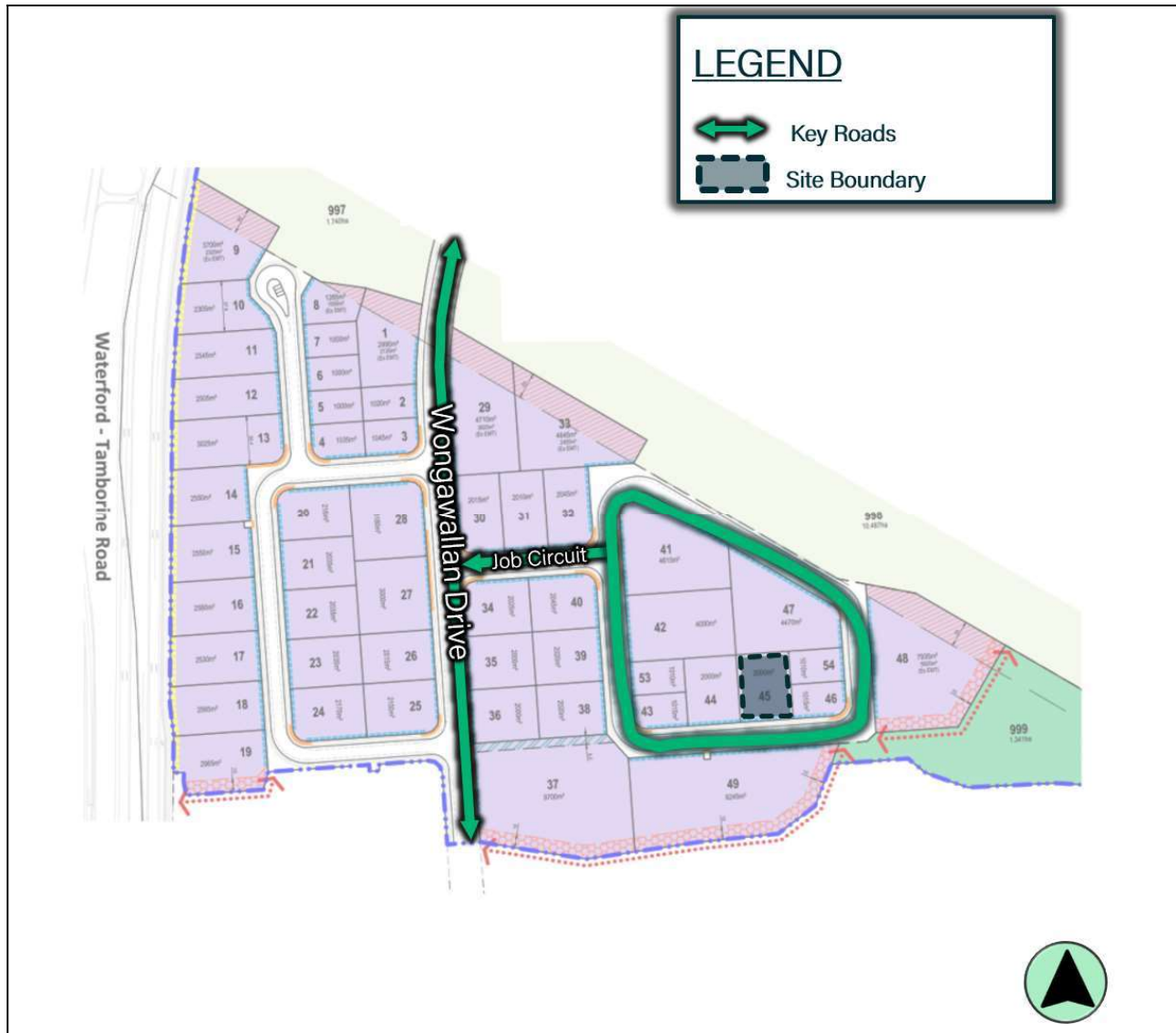
The development site is located at Lot 45 Jobs Circuit, Yarrabilba and is bounded by Jobs Circuit to the west and south, vacant land to the east and north.

Furthermore, the development site is located within the Yarrabilba Priority Development Area (PDA) within the Logan City Council Local Government Area.

Additionally, the development site is currently vacant and has no existing crossovers onto Jobs Circuit.

Figure 2-1 on the subsequent report page illustrates the development site location and subdivision.

Figure 2-1 Development Site Location



2.2 Existing Road Network

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

Table 2-1 Key Road Characteristics

Road	Authority	Hierarchy	Speed Limit	Typical Form
Jobs Circuit	Council	Local Road	50 km/hr	Two lanes, undivided
Wongawallan Drive	Council	Local Road	50 km/hr	Two lanes, undivided

2.3 Active and Public Transport Facilities

A dedicated pedestrian footpath is provided along the frontage of the site to connect to the wider pedestrian network. Additionally, there are dedicated on-street cycling paths are provided on Wongwallan Drive that form connections to the broader network in the area.

Furthermore, there are no bus stops within a 400m radius (a comfortable 5-minute walk) of the development site. The nearest bus stop is located along Yarrabilba Drive approximately 1080m north of the site.

3 Proposed Development

3.1 Overview

The proposed development will comprise a Warehouse use accommodating 1383.6m² (GFA).

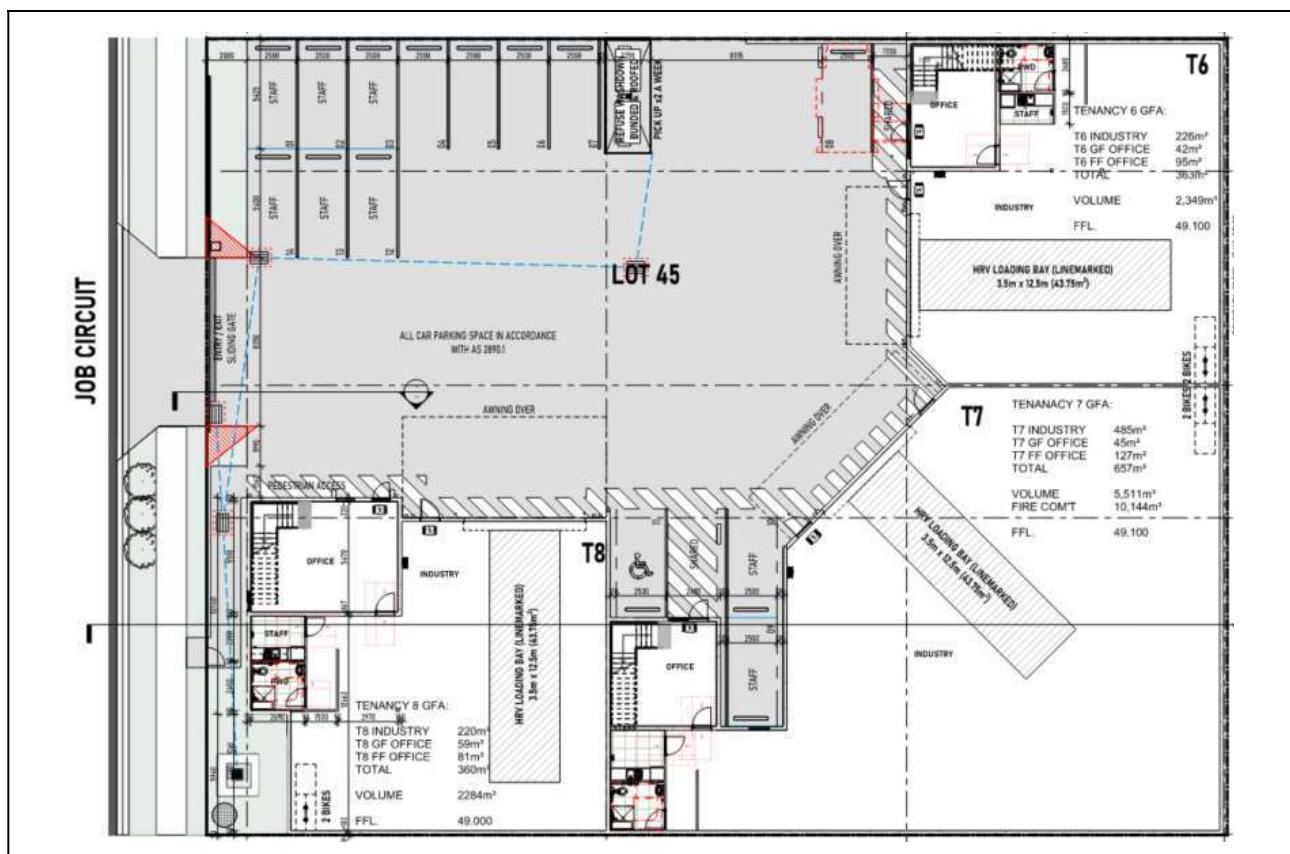
As part of the proposed development, vehicular access will be provided on the following basis:

- ▶ An 8.35m wide entry / exit access onto Jobs Circuit.

Furthermore, the proposed development will accommodate a total of 14 on-site car parking spaces incorporated eight (8) spaces for staff.

Figure 3-1 illustrates the proposed development layout. A copy of the development plans are provided at **Appendix A**.

Figure 3-1 Proposed Development Layout



4 Traffic and Transport Review

4.1 Access Design

4.1.1 Driveway Design

In accordance with Australian Standards 2890.1, the minimum driveway requirements for the proposed development are outlined in Table 4-1.

Table 4-1 Driveway Design Compliance

Development Site	AS2890.1 Driveway Design Compliance	Access Conditions
Lot 44	Site Conditions	Minor Road Frontage User Class 1 <25 Spaces
	Access Facility Category	1
	Required Driveway Widths	Minimum 3.0m – 5.5m
	Proposed Driveway Width	8.35m

Therefore, the proposed driveway widths comply with Australian Standards 2890.1.

4.1.2 Crossover Design

The development crossovers accommodate crossover designs in accordance with the Council Standard Drawings package and hence are considered acceptable.

4.1.3 Driveway Location

In accordance with Australian Standards 2890.1, 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.

4.1.4 Pedestrian Sight Splays

In accordance with Australian Standards 2890.1, pedestrian sight splays should be provided at the egress point of a driveway and measure 2.5m in depth and 2.0m in width from the property boundary.

The proposed development does accommodate pedestrian sight splay provisions in accordance with Australian Standards 2890.1.

Therefore, the proposed pedestrian sight provisions are considered acceptable.

4.1.5 Vehicle Sight Distance

In accordance with Australian Standards 2890.1, the minimum vehicle sight distance for an access driveway fronting a 50 km/hr road is 45m.

The straight horizontal and vertical road alignment of Jobs Circuit to both the west and east provides a minimum vehicle sight distance of approximately 45m.

Therefore, the minimum vehicle sight distance provisions are considered acceptable.

4.2 Car Parking Provisions

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 Minimum Car Parking Requirements

Land use	Car Parking Rate	Yield	Car Parking Required	Car Parking Provided
Warehouse (Lot 44)	1 per 100m ² of GFA	1383.6m ²	14 Spaces	14 Spaces
Total	-		14 Spaces	14 Spaces

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

Furthermore, the proposed development provides one (1) PWD car parking space for the development site in accordance with the National Construction Code.

4.3 Bicycle Parking Provisions

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 Minimum Bicycle Parking Requirements

Land use	Bicycle Parking Rate	Yield	Bicycle Parking Required	Bicycle Parking Provided
Warehouse (Lot 44)	One (1) space per five (5) car parking spaces	14 Spaces	3 Spaces	6 Spaces
Total	-		3 Spaces	6 Spaces

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

4.4 Car Parking Design

4.4.1 Car Parking Layout

Modus has conducted a design review of the car parking layout against the design guidelines within Australian Standards 2890.1 and Australian Standards 2890.2, of which is summarised below in Table 4-4.

Table 4-4 Car Parking Layout Design Review

Design Criteria	AS2890 Requirement	Proposed Design	Compliant
Parking Spaces			
Car Space Length - General	Min 5.4m	Min 5.4m	✓
Car Space Length - PWD Space	Min 5.4m	Min 5.4m	✓
Car Space Width - Resident / Employee	Min 2.4m	Min 2.5m	✓
Car Space Width - PWD Space	Min 2.4m plus adjacent 2.4m shared zone	Min 2.4m plus adjacent 2.4m shared zone	✓
Car Parking Door Opening Clearances	Min 0.3m	Min 0.3m	✓
Roadways and Parking Aisles			
Minimum Two-Way Circulation Roadway	Min 6.5m	Min 6.5m	✓
Minimum Car Parking Aisle Width	Min 6.2m	Min 6.2m	✓
Parking Gradients and Height Clearances			
General Parking Space - Minimum Height Clearance	Min 2.2m	Min 2.2m	✓
PWD Parking Space - Minimum Height Clearance	Min 2.5m	Min 2.5m	✓
Service Vehicle Provisions			
HRV Minimum Two-Way Circulation Roadway	Min 6.5m	Min 6.5m	✓
HRV Minimum Service Bay Length	Min 12.5m	Min 12.5m	✓
HRV Minimum Service Bay Width	Min 3.5m	Min 3.5m	✓
HRV Minimum Height Clearance	Min 4.5m	Min 4.5m	✓

Therefore, the proposed car parking layout is designed in accordance with Australian Standards 2890.1 and Australian Standards 2890.2.

As such, the proposed car parking layout is considered acceptable.

4.4.2 Queueing Provisions

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) from the property boundary to the first available parking space. However, the first two (2) tandem parking spaces on-site will be allocated as staff car parking, where turnover rates will be significantly reduced.

As such, the proposed 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. This swept path assessment is provided at **Appendix B**.

4.5.2 Delivery Service Vehicles

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 can accommodate an RCV on-site.

Therefore, the proposed development servicing arrangements are considered acceptable.

4.6 Development Traffic Generation

In accordance with the Transport for NSW (TfNSW) Guide to Transport Impact Assessment (GTIA) 2024 document, the following traffic generation rates have been adopted for the assessment herein:

- ▶ Warehouse: 0.5 vehicle trip per 100m² GFA.

Therefore, the proposed development traffic generation is detailed in Table 4-5.

Table 4-5 Proposed Development Traffic Generation Volumes

Land Use	Yield	Peak Hour Traffic Generation Rates	Peak Hour Traffic Generation Volumes
Warehouse (Lot 44)	1383.6m ²	0.5 vehicle trip per 100m ² GFA	7 vehicles per hour
Total	-		7 vehicles per hour

Therefore, the proposed development will accommodate a total of 7 vehicles per hour in the peak hour period.

On average across the peak hour period, this corresponds to one (1) new vehicle on the external road network every 8 minutes and 34 seconds.

On this basis, the proposed development traffic generation will not 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,

HSingh

MODUS TRANSPORT AND TRAFFIC ENGINEERING

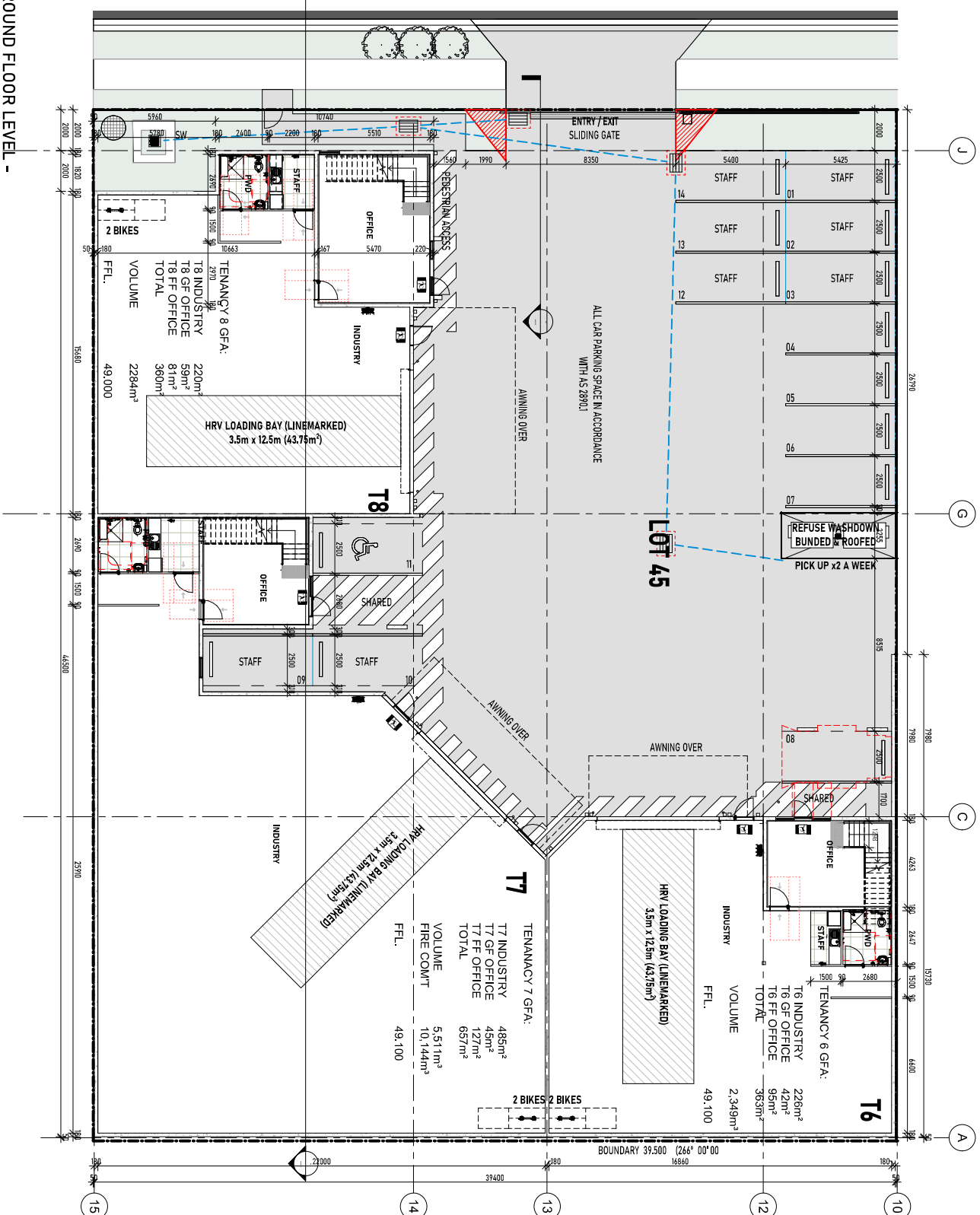
Harj Singh
Executive Director (RPEQ 22364)

APPENDIX A

Development Plans

PROPERTY DESCRIPTION	
LOT 45, JOB CIRCUIT, YARBABA,BA, OLD 4207	
SITE AREA: PROPOSED SITE COVER:	2.0036m ² 1.17056m ² 58.44%
GFA- TENANCY 6	
INDUSTRY:	226m ²
GF OFFICE:	41.1m ²
FF OFFICE:	97.2m ²
TOTAL	364.9m²
GFA- TENANCY 7	
INDUSTRY:	493.6m ²
GF OFFICE:	50.3m ²
FF OFFICE:	115.7m ²
TOTAL	659.6m²
GFA- TENANCY 8	
INDUSTRY:	217.4m ²
GF OFFICE:	60.6m ²
FF OFFICE:	81.1m ²
TOTAL	359.1m²
PARKING	
1/100	=13.8
TOTAL	=14
PROVIDED	=14
BICYCLES	=6

JOB CIRCUIT



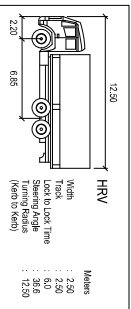
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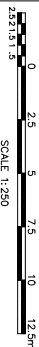
APPENDIX B

Swept Path Assessment

DESIGN VEHICLE ADOPTED



SWEEP PATH LEGEND	
	VEHICLE BODY
	FRONT TIRES
	VEHICLE PATH
	VEHICLE CLEARANCE (300mm)
	VEHICLE CLEARANCE (600mm)
	VEHICLE
	SKMHD DESIGN SPEED



PROJECT

LOT 45 JOBS CIRCUIT, YARRABILBA

CLIENT

360 DEVELOPMENTS AUS PTY LTD

DRAWING TITLE

HRV SWEEP PATH ASSESSMENT

DRAWING NUMBER

MOD25297QLD - SK01

DATE REVISION

09 04 2026 B

REV	DATE	DESIGNER	APPROVED BY

MODUS
Transport and Traffic Engineering

ABN 49 668 865 269
310 Edward Street, BRISBANE CITY QLD 4000



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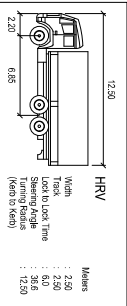
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SPECO CERTIFICATION

PLANS AND DOCUMENTS
related to in the PDA
DEVELOPMENT APPROVAL
Approval No: G674-2026-1044-4693
Date: 15 June 2026



DESIGN VEHICLE ADOPTED



SWEEP PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE CLEARANCE (600mm)
- VEHICLE
- SKMHD DESIGN SPEED



PROJECT

LOT 45 JOBS CIRCUIT, YARRABILBA

CLIENT

360 DEVELOPMENTS AUS PTY LTD

DRAWING TITLE

HRV SWEEP PATH ASSESSMENT

DRAWING NUMBER

MOD5297QLD - SK02

DATE REVISION

09 04 2026 B

REV DATE DESIGNER APPROVED BY

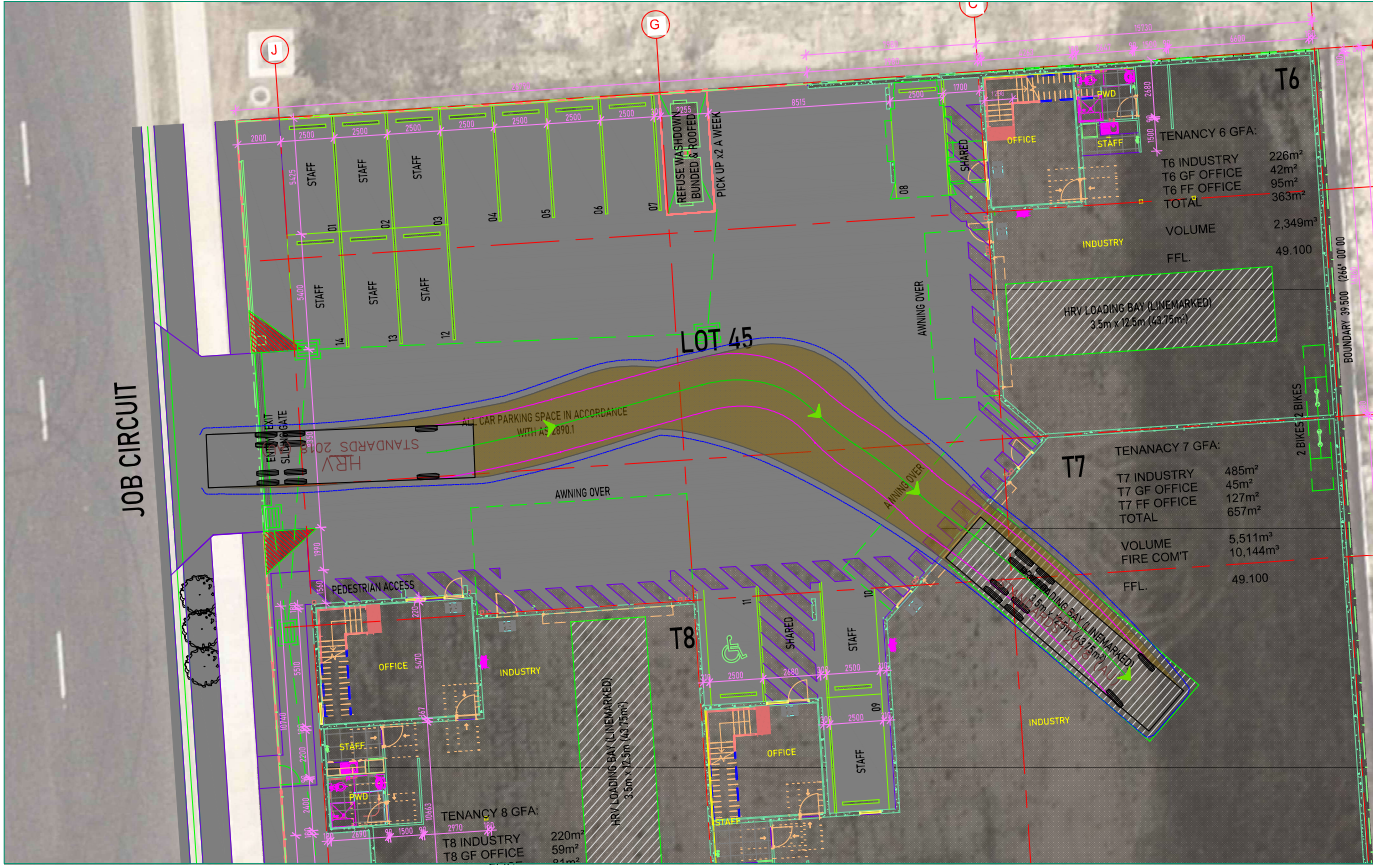
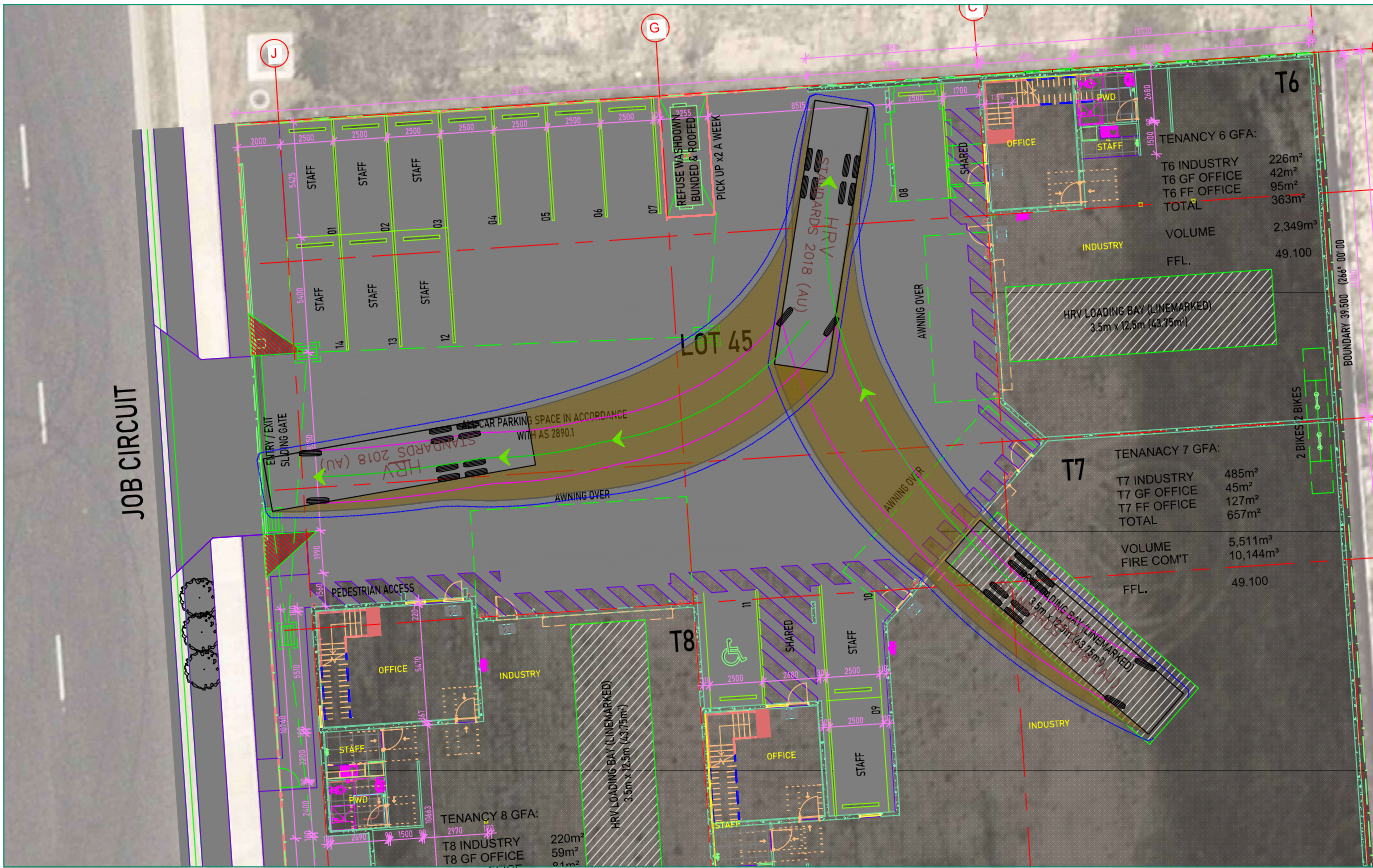
MODUS
Transport and Traffic Engineering

ABN 49 668 865 289
310 Edward Street, BRISBANE CITY QLD 4000

PLANS AND DOCUMENTS
related to in the PDA
DEVELOPMENT APPROVAL

Approval No: G674-2025-NR-4893
Date: 15 June 2025

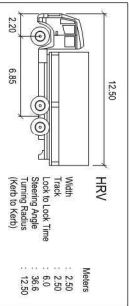
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DESIGN VEHICLE ADOPTED



SWEEP PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE CLEARANCE (600mm)
- VEHICLE
- 50KM/H DESIGN SPEED



PROJECT

LOT 45 JOBS CIRCUIT, YARRABILBA

CLIENT

360 DEVELOPMENTS AUS PTY LTD

DRAWING TITLE

HRV SWEEP PATH ASSESSMENT

DRAWING NUMBER

MOD25297QLD - SK03

DATE		REVISION	
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REV	DATE	DESIGNER	APPROVED BY

MODUS
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PLANS AND DOCUMENTS
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DEVELOPMENT APPROVAL

Approval no: D674-2026-NA-4493

Date: 15 June 2026



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