

26 February 2026
RTeref: 25296

Chief Executive Officer
City of Gold Coast
c/- Gassman Development Perspectives
PO BOX 392
BEENLEIGH QLD 4207

Dear Sir / Madam,

**TRANSPORT IMPACT STATEMENT
PROPOSED WAREHOUSE DEVELOPMENT
LOT 202 VANTAGE INDUSTRIAL ESTATE YATALA**

Reference is made to the above project, and Council's Further Issues letter dated 10 February 2026.

Items:

Transport

5. Design of car parking areas and car park space

Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) – PC3/ AS3.1

To comply with AS3.1 of the Car Parking, Access and Transport Integration Constraint Code, the proposed car parking facilities must be designed to comply with the requirements of AS2890.1:2004.

To demonstrate compliance with the abovementioned standards, the applicant is therefore requested to submit amended drawings addressing the following changes:

- a. Show fully dimensioned 2.0 m × 2.5 m pedestrian sight triangles on the departure side of each access driveway (i.e., light vehicle crossover and the heavy vehicle crossover), designed in accordance with Figure 3.3 of AS2890.1:2004. Pedestrian sight triangle must be annotated with: *"Pedestrian sight triangles to be kept clear of all obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level"*.
- b. Provide wheel stops for parking bays fronting pedestrian pathways (e.g. 83–166).

6. Access to car park areas

Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) – PC9/AS9.1

AS9.1 of Car Parking, Access and Transport Integration Constraint Code requires all car park areas to have unrestricted which restrict vehicular access by employees or visitors.

The submitted plans indicate the provision of a sliding gate at the light vehicle driveway and a swing gate at the heavy vehicle driveway. However, no information has been provided to demonstrate how unrestricted vehicular access will be achieved.

Therefore, the applicant is requested to demonstrate how compliance with AS9.1 will be met.

Advice Note:

The applicant is advised that, in the event of approval, council officers intend to impose a condition of approval requiring both gates to remain open during hours of operation.



7. Driveways and crossovers

Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) – PC11/AS11.2

The applicant is requested to submit amended drawings demonstrating a “no parking” (yellow line) area located to the west of the light vehicle access to ensure compliant sight distance. The drawings should show a minimum distance of 69 metres measured from the crossover to the west, in accordance with AS2890.1 – *Parking Facilities, Part 1: Off-Street Car Parking* and AS2890.2 – *Off-Street Parking, Part 2: Commercial Vehicles*.

8. Loading bay and set down area and design service vehicle requirements

Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) – PC13/PC14

The applicant is requested to submit amended drawings showing:

- a. Clearly delineated loading zones adjacent to the roller doors.
- b. “No parking” delineation for all vehicle turning and manoeuvring areas.

9. Provision of bicycle parking spaces

Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) – PC15

The applicant is requested to provide bicycle parking spaces and dimensions that comply with AS2890.3:2015.

Alternatively, the applicant may amend the drawings to remove the proposed bicycle parking.

Responses:

Item 5: Design of Car Parking Areas and Car Park Space

- a. Fully dimensioned and annotated pedestrian sight triangles are now shown on the departure side of both access driveways, in accordance with Figure 3.3 of AS2890.1:2004 (refer to Attachment A).
- b. Parking bays 83 – 166 do not front a pedestrian pathway. As shown on the amended plans (refer Attachment A), the area between these rows comprises landscaping rather than pedestrian circulation. Accordingly, wheel stops are not required in this location.

Item 6: Access to Car Park Areas

The sliding gate at the light vehicle access is automatic and does not restrict ingress or egress for employees or visitors.

The swing gate at the heavy vehicle access will remain open during hours of operation. The Applicant consents to a condition requiring both gates to remain open during operational periods.

Unrestricted vehicular access will therefore be maintained in accordance with AS9.1 (refer Attachment A).

Item 7: Driveways and Crossovers

A plan of the proposed crossover layout and associated “no parking” (yellow line) areas has been prepared (refer Attachment B).

As shown in Attachment B, yellow line marking has been provided on both sides of the light vehicle crossover and along the curve on the opposing side of Coastlink Court.

The amended layout demonstrates that vehicles exiting the light vehicle crossover achieve satisfactory sight distance in accordance with AS2890.1 and AS2890.2, based on a 40 km/hr operating speed. This operating speed is considered appropriate given the industrial nature of the surrounding roads, the low typical travel speeds observed in such environments, and the horizontal alignment of the roadway at this location.

It is noted that in industrial estates it is common for vehicles to park along the kerb adjacent to access driveways; however, yellow line marking has been provided in these locations to maintain clear sight lines.

Item 8: Loading Bay and Manoeuvring Areas

- a. As shown in Attachment A, loading zones are clearly delineated adjacent to the roller doors to ensure these areas are maintained for internal loading activities.
- b. The site contains extensive internal manoeuvring areas associated with warehouse operations. Given the scale and configuration of the hardstand areas, delineation of all manoeuvring space as “no parking” is not considered necessary or practical. The layout clearly distinguishes designated parking bays from circulation areas.

Item 9: Bicycle Parking

Bicycle parking spaces have been added to the amended proposal plans (refer Attachment A). The spaces are located on the northern side of the office building and are readily accessible to staff and visitors. Bicycle parking will be designed and constructed in accordance with AS2890.3.

Please contact the undersigned regarding any queries in relation to this matter.

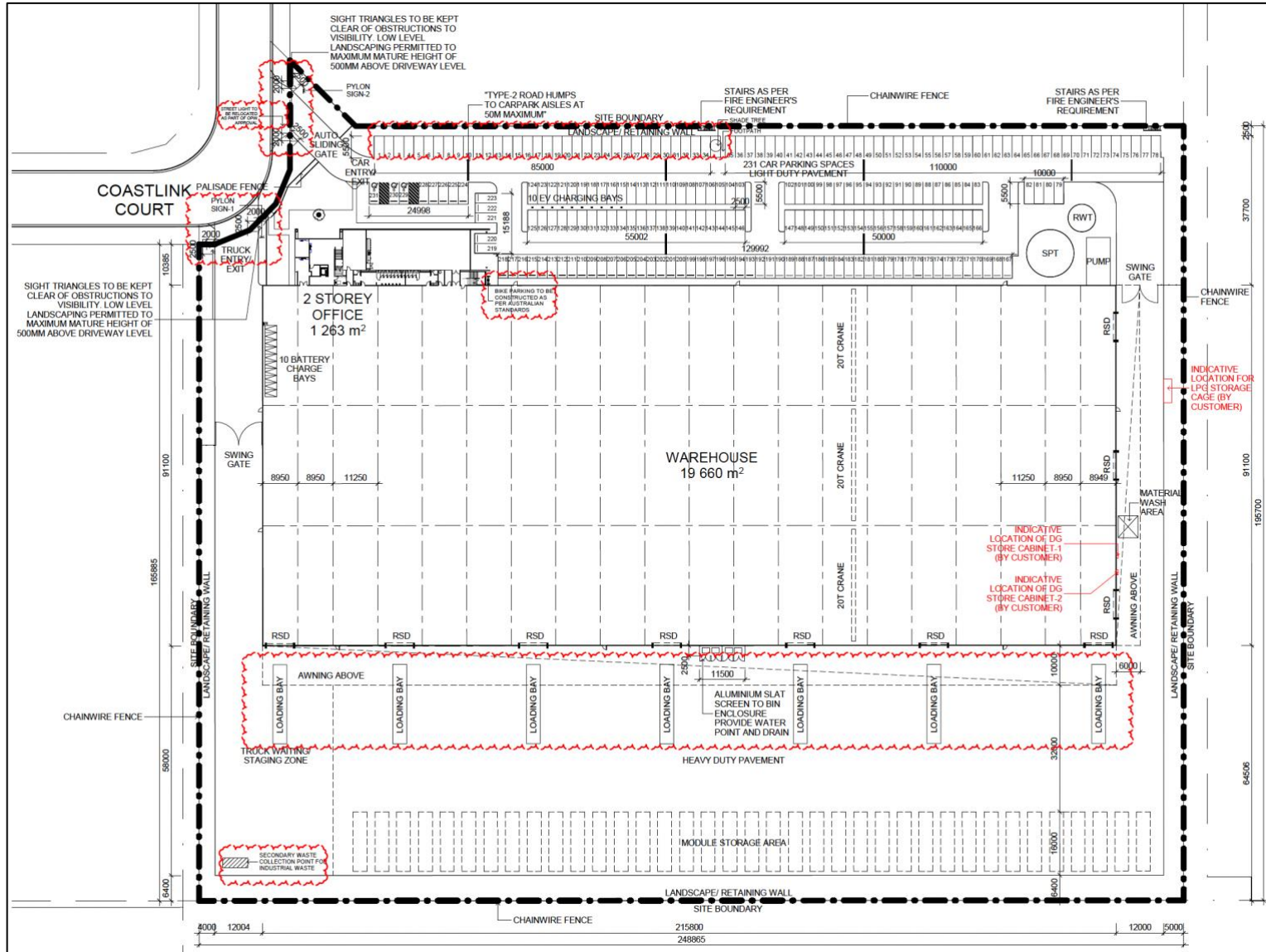
Yours faithfully



LUKE RYTENSKILD
DIRECTOR, B.ENG (Civil), RPEQ 6293

ATTACHMENT A – PROPOSED PLAN OF DEVELOPMENT
ATTACHMENT B – PROPOSED CROSSOVER LAYOUT AND NO STOPPING ZONES

ATTACHMENT A – PROPOSED PLAN OF DEVELOPMENT



ATTACHMENT B – PROPOSED CROSSOVER LAYOUT AND NO STOPPING ZONES

