ATTACHMENT A

AMENDED TRAFFIC IMPACT ASSESSMENT

gassman development perspectives

VantageYatala






TRANSPORT IMPACT ASSESSMENT

PROPOSED WAREHOUSE DEVELOPMENT

1 HIGHLAND STREET, STAPYLTON QLD 4207

(LOT 203 ON SP329487 (APPROVED LOT 213))

(RESPONSE TO INFORMATION REQUEST DATED 7 AUGUST 2026)

Prepared for

FRASERS PROPERTY INDUSTRIAL

15 SEPTEMBER 2026

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RTE Reference 26060

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1	8 JULY 2026	DA	Luke Rytenskild Director RPEQ 6293	
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1.0 INTRODUCTION

1.1 Background

Rytenskild Traffic Engineering (RTE) has been engaged by FPI Queensland Pty Ltd to prepare a Transport Impact Assessment of its proposed warehouse development at Yatala.

This report forms part of a Development Application lodged with the City of Gold Coast and has been updated in response to Council's Confirmation Notice and Information Request dated 7 August 2026.

Responses to the Car Parking, Access, and Transport Integration Constraint Code (2003) have been removed from this version of the report.

1.2 Response to Information Request dated 7 August 2026

Item:

Civil Engineering
1. M38 Industrial Estate Place Code
Site Servicing – PC55
Architectural plans, "Site Plan, Q25-001A-DA-003, revision B" dated 01.07.2026 prepared by Frasers Property reflects Truck entry/exit vehicle crossing for warehouse A at North-East fronting Fairway street is located directly fronting T-intersection. Specifically, the location of the vehicle crossing to a public roadway is required to be consistent with AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking and AS 2890.2–2002 Parking facilities Part 2: Off-street commercial vehicle facilities. The applicant is required to provide the distance from the vehicle crossing to the intersection.
If the vehicle crossing is proposed to remain directly fronting the T-intersection, an RPEQ traffic engineer is required to assess the risks associated with the proposed crossing location and provide certification confirming that the proposed location is safe and suitable. The relevant certification or supporting letter from the RPEQ traffic engineer is to be submitted to Council for consideration.

Response:

The proposed Warehouse A truck crossover is located at the eastern end of the Fairway Street frontage, opposite the approach lane on Homestead Drive.

As shown in Figure 1a, the intersection is clearly delineated and includes a splitter median island on the Homestead Drive leg. The only drivers using the subject driveway will be professional heavy vehicle drivers who are familiar with the site and access arrangements. A KEEP LEFT sign can be implemented on the nose of the island to reinforce to drivers exiting the site that they need to keep to the left of the island.

The location of the crossover is considered appropriate and safe for the following reasons:

- It effectively forms a defined four-way intersection arrangement: The truck crossover is generally aligned with the opposing intersection leg, effectively forming a fourth leg to the existing intersection rather than creating a separate access immediately adjacent to it.
- Avoids an offset access arrangement: Relocating the crossover further west would create a closely spaced, offset access near the intersection, introducing an additional conflict point and requiring heavy vehicle turning movements in close proximity to the intersection.
- Provides satisfactory visibility and geometry: The crossover is located on a clear section of the frontage and provides suitable geometry for the anticipated heavy vehicle movements. Swept path analysis demonstrates satisfactory access and manoeuvring.

Overall, the proposed truck crossover location is considered to provide a safe and practical access arrangement. The alignment with the opposing road leg provides a more conventional and legible intersection arrangement than a closely spaced offset crossover and is considered satisfactory from a traffic engineering perspective.

Further details are provided in Section 5.0.

Item:

Transport Assessment
3. M38 Industrial Estate Place Code
Design of car parking areas and car park space – PC8/ AS8.1.1 and AS8.1.2
To comply with AS8.1.1 and AS8.1.2 of the M38 Industrial Estate Place Code, the development must be provided with a total of 120 spaces for Warehouse A and 88 spaces for Warehouse B. The submitted drawings show 101 spaces for Warehouse A and 48 spaces for Warehouse B. Rytenskild Traffic Engineering has advised that tenant for each Warehouse is yet to be confirmed but anticipates that the provided parking supply will accommodate the expected parking demand.

Officers accept the car parking demand associated with Warehouse development is less than other industrial development. The applicant is requested to provide further justification to substantiate the proposed shortfall of car parking. Specifically, as has been sought in previous applications within this industrial estate, the applicant is requested to provide indicative concept plans identifying where additional off-street car parking demand could be accommodated on proposed hardstand areas should the use of tenancy be converted into a separate industrial land use. This concept plan is not intended to be an 'approved drawing' for endorsement; rather, part of the common material to substantiate the proposed shortfall of off-street car parking and to demonstrate flexible use of the premises for intended industrial development in future.

Response:

The development provides 101 car parking spaces for Warehouse A and 48 spaces for Warehouse B, compared with the Acceptable Solution requirements of 120 spaces and 88 spaces respectively.

The reduced parking provision is considered satisfactory having regard to the proposed warehouse use and the observed parking utilisation of comparable warehouse developments within the surrounding industrial area.

An indicative concept plan has also been prepared demonstrating how the full numerical parking requirement could be accommodated on-site if required in the future. As shown in Figure 3.2, an additional 19 spaces for Warehouse A and 40 spaces for Warehouse B can be accommodated within the respective hardstand areas.

This would increase the total potential provision to 120 spaces for Warehouse A and 88 spaces for Warehouse B, consistent with the applicable Acceptable Solution.

The additional parking does not form part of the proposed operational layout but demonstrates that the site retains sufficient flexibility to accommodate the full numerical parking provision should the nature or intensity of the warehouse uses change in the future.

Further assessment is provided in Section 4.1.

Item:

4. Car Parking, Access and Transport Integration Constraint Code
Design of car parking areas and car park space – 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. Setback the property fencing 2.5m into the site, clear of the pedestrian sight triangles.

Response:

The amended development plans provide pedestrian sight triangles at the proposed vehicle access locations in accordance with AS2890.1:2004.

Fencing, landscaping and other obstructions are located clear of the sight triangles to maintain visibility between exiting vehicles and pedestrians using the frontage.

Item:

5. Car Parking, Access and Transport Integration Constraint Code
Loading bay and set down area and design service vehicle requirements – PC13/PC14
To comply with Performance Criteria PC13 and PC14 of the Car Parking, Access and Transport Integration Constraint Code, the applicant is requested to submit amended drawings showing clearly delineated loading zones to accommodate the design service vehicles adjacent to the roller doors.

Response:

The amended development plans now show clearly delineated loading bays adjacent to the warehouse roller doors within the heavy vehicle hardstand areas.

The loading bays provide dedicated standing areas for service vehicles clear of the principle light vehicle parking and circulation areas.

Further details are provided in Section 6.0.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located within the approved Stage 2 area of the Vantage Industrial Estate.

The site is identified as Lot 203 on SP329487 (Approved Lot 213) and has a site area of approximately 37,546m².

The site is located within the Low and Medium Impact Industry Zone and has frontage to Fairway Street and Coastlink Court.

FIGURE 2.1 – LOCATION OF SUBJECT SITE

3.0 DEVELOPMENT PROPOSAL

The proposed development comprises two warehouse tenancies with a combined building area of approximately 20,540m², consisting of:

Warehouse A
- Warehouse – 11,257m²;
- Two-storey office – 660m².

Warehouse B
- Warehouse – 8,093m²;
- Two-storey office – 530m².

A total of 149 car parking spaces are proposed, comprising 101 spaces associated with Warehouse A and 48 spaces associated with Warehouse B.

Access is proposed via five separate vehicle crossovers along Coastlink Court and Fairway Street, comprising:
- Two combined entry/exit crossovers located along the Fairway Street frontage, providing access for light vehicles to the car parking areas;
- A combined entry/exit crossover located along the Fairway Street frontage, providing access for heavy vehicles to the Warehouse A loading area;
- An entry-only crossover located at the eastern end of the Coastlink Court frontage, providing ingress for heavy vehicles to the Warehouse B loading area; and
- An exit-only crossover located at the western end of the Coastlink Court frontage, providing egress for heavy vehicles from the Warehouse B loading area.

The proposed site plan is shown in Figure 3.1.

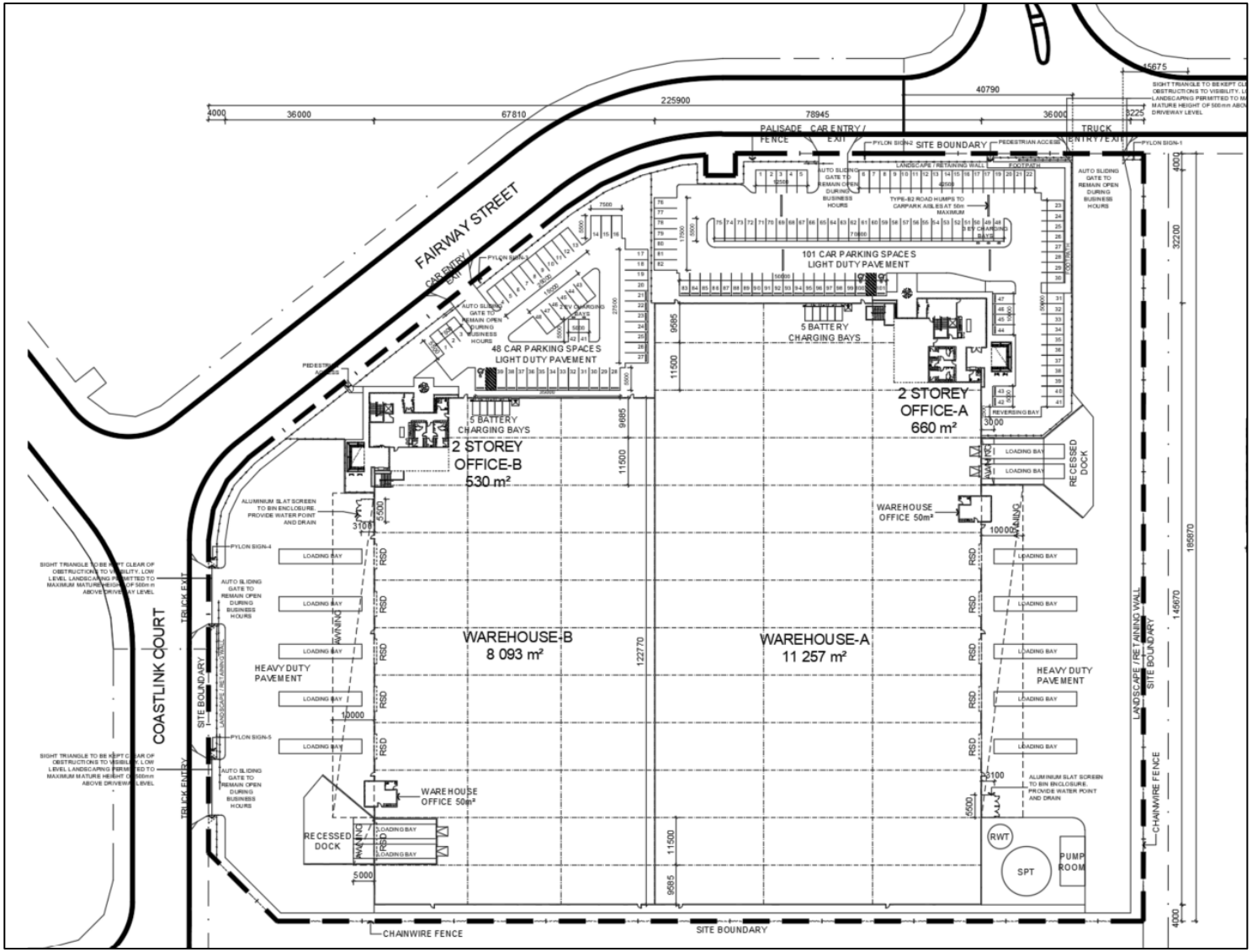

FIGURE 3.1 – PROPOSED SITE PLAN

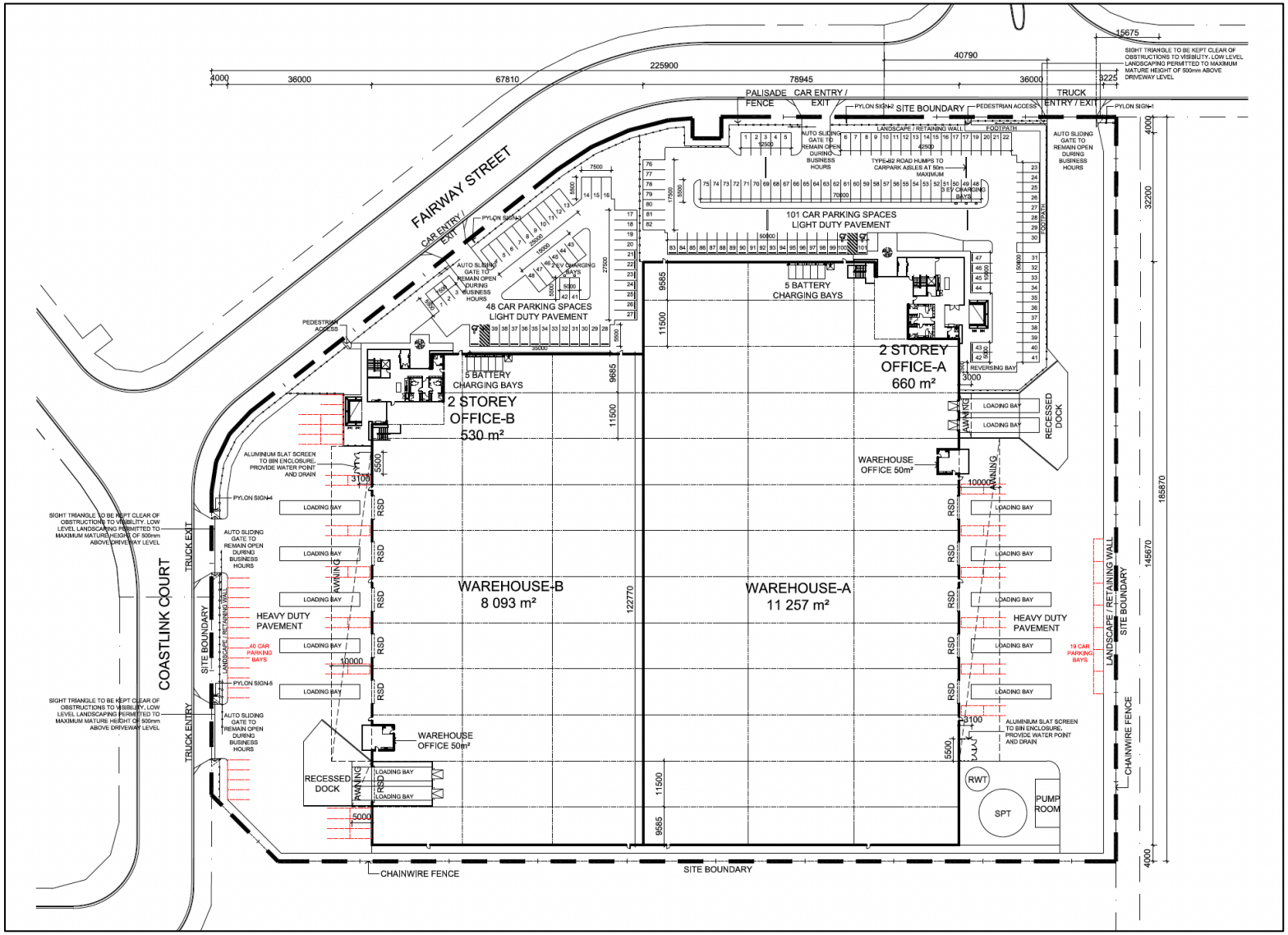

FIGURE 3.2 – PROPOSED CONCEPT PLAN OF ADDITIONAL OFF-STREET PARKING

4.0 CAR PARKING

4.1 Car Parking Supply

In accordance with the M38 Industrial Estate Place Code – AS8.1.2, the following car parking rates apply to the proposed warehouse use:

Warehouse:
2 spaces per tenancy or lot plus;
1 space per 50m² of GFA up to and including 500m²; and
1 space per 100m² of GFA over 500m².

Application of the above rates separately to each warehouse tenancy results in the following car parking requirements:

Table 4.1 – Car Parking Requirement

Component	Warehouse GFA	Requirement	Proposed
Warehouse A	11,257m²	120 spaces	101 spaces
Warehouse B	8,093m²	88 spaces	48 spaces
TOTAL	**19,350m²**	**208 spaces**	**149 spaces**

As shown in Table 4.1, the proposal provides 101 spaces for Warehouse A and 48 spaces for Warehouse B and is therefore short of the above requirement.

The tenants are yet to be confirmed; however, the buildings are specifically designed for warehouse and distribution uses, which typically operate with comparatively low employee densities relative to manufacturing and other more labour-intensive industrial activities.

The proposed provision of 149 car parking spaces is therefore expected to comfortably accommodate the anticipated workforce and visitor parking demands of the development. This approach is also consistent with recent approvals for Lots 120, 122, 204 and 303 within the Vantage Estate, where parking provision has been based on the anticipated operational requirements of warehouse uses.

As depicted in Figures 4.1 to 4.3, a review of parking utilisation at comparable warehouse developments within Yatala has also been carried out using Nearmap aerial imagery. The reviewed sites demonstrate relatively low levels of parking utilisation, supporting the lower parking demand characteristics generally associated with warehouse development.

In addition, Figure 3.2 demonstrates that the site has sufficient flexibility to accommodate the full numerical parking requirement if required in the future. An additional 19 spaces can be accommodated within the Warehouse A hardstand and an additional 40 spaces within the Warehouse B hardstand, providing potential totals of 120 and 88 spaces respectively.

The concept parking does not form part of the current operational arrangement and would replace portions of the heavy vehicle hardstand if implemented. It nevertheless demonstrates that additional off-street parking can be accommodated on-site should the operational characteristics or intensity of the development change.

On this basis, the proposed provision of 149 car parking spaces is considered satisfactory for the proposed warehouse development.

FIGURE 4.1 – CAR PARKING DEMANDS AT 1 BLUESTONE PLACE, YATALA (GFA APPROX: 9,000M^2)

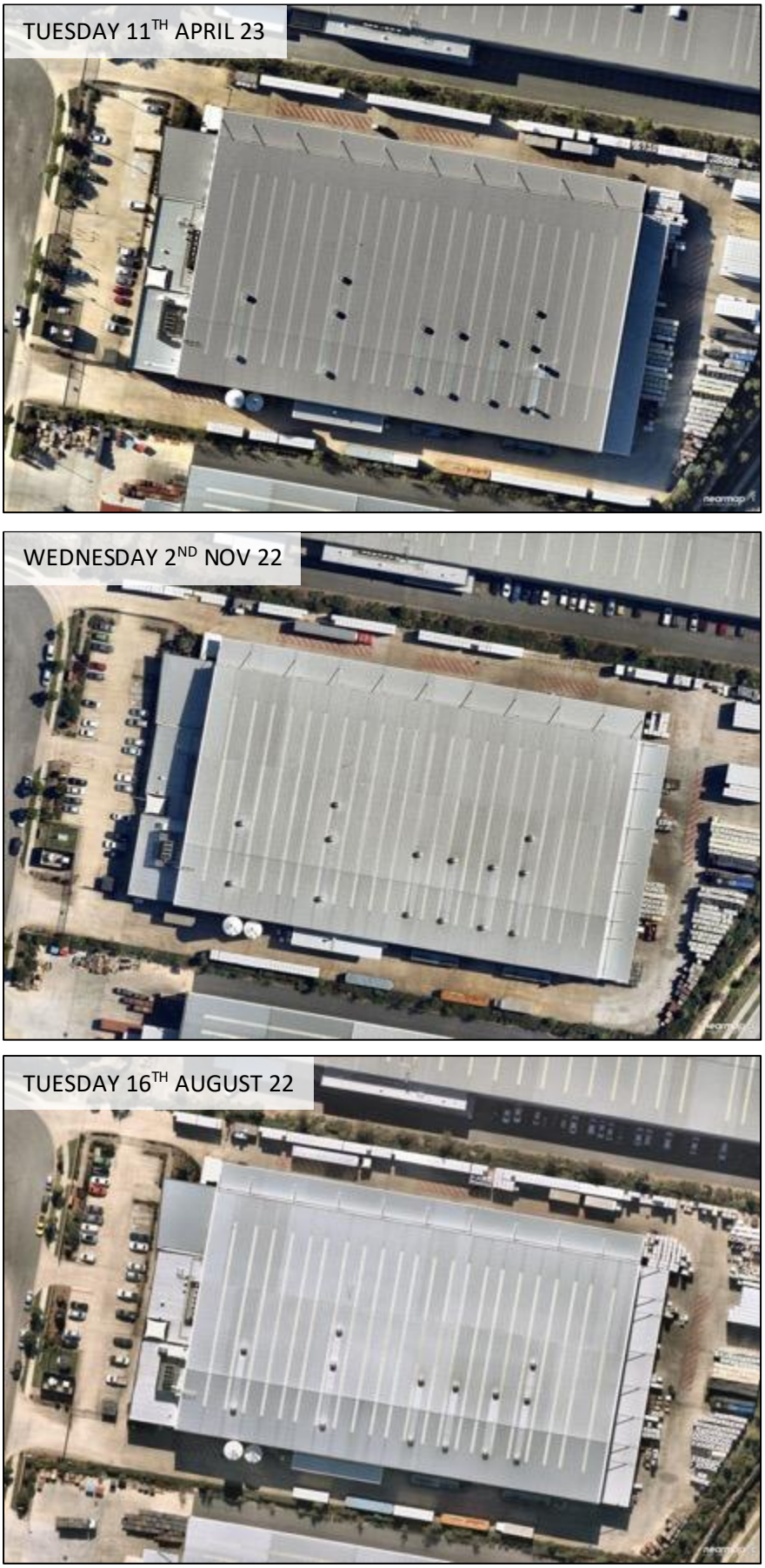

FIGURE 4.2 – CAR PARKING DEMANDS AT 23 ARTHUR DIXON COURT, YATALA (GFA APPROX: 8,000M^2)

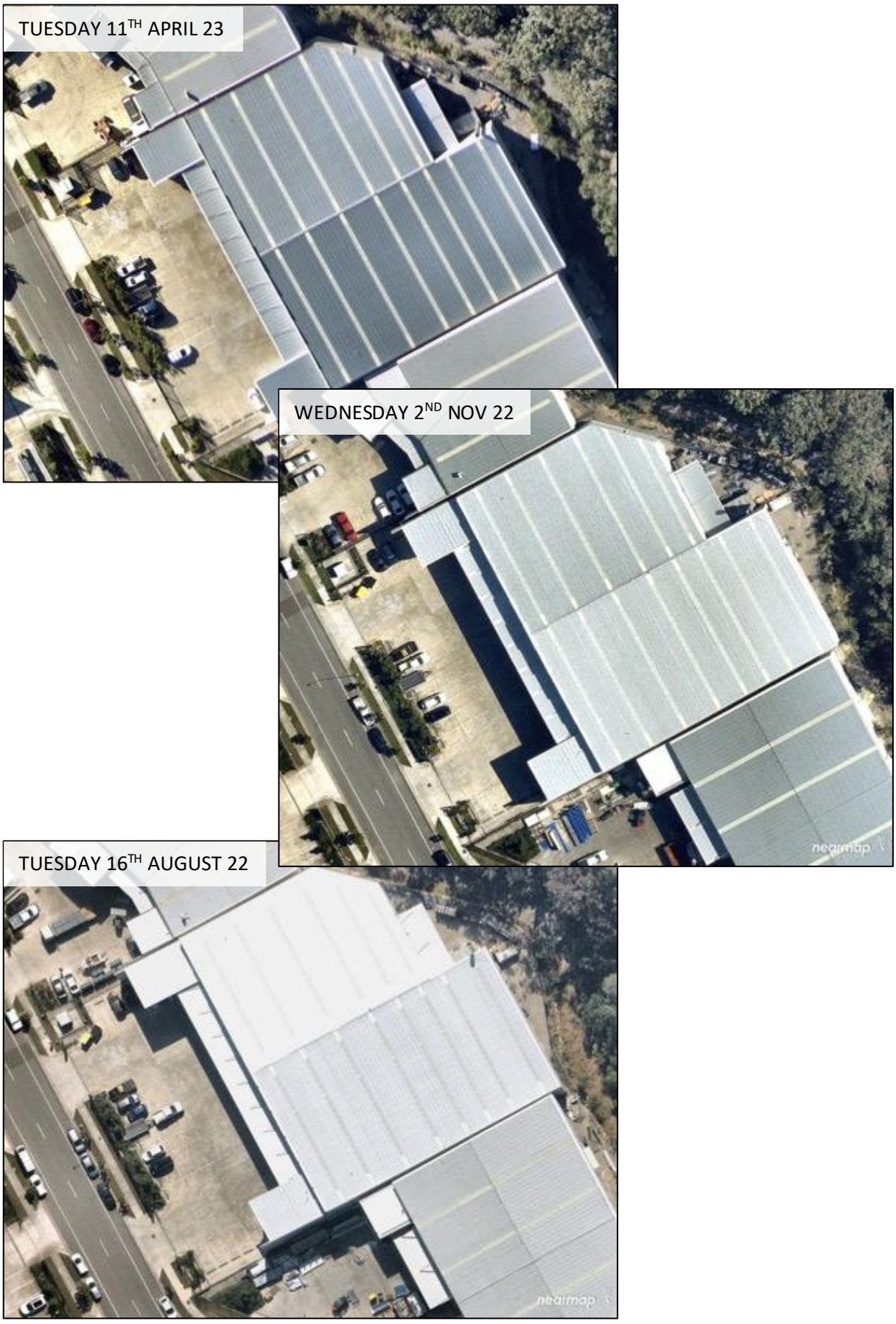

FIGURE 4.3 – CAR PARKING DEMANDS AT 14 THOMAS HANLON COURT, YATALA (GFA APPROX: 2,500M^2)

4.2 Car Parking Design

The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements specified in the Car Parking, Access and Transport Integration Constraint Code (2003) and AS2890.1: 2004.

The proposed car parking layout has the following dimensions:

Table 4.2 – Car Parking Design Characteristics

Design Aspect	Minimum AS2890.1 Standard	Proposed	Compliance
Parking space length: - General - PWD Bay	 5.4 metres 5.4 metres	 5.4 metres 5.4 metres	 Compliant Compliant
Parking space width: - General - PWD Bay	 2.5 metres 2.4 metres, plus 2.4m wide shared zone	 2.5 metres 2.5 metres, plus 2.5m wide shared zone	 Compliant Compliant
Aisle Width: - Parking aisle - Circulation aisle	 5.8 metres 5.8 metres	 6.2 metres 6.2 metres	 Compliant Compliant
Maximum Gradient - Parking Bay - Parking Aisle - PWD Bay	 1:20 (5.0%) 1:16 (6.25%) 1:40 (2.5%)	 <1:20 (5.0%) <1:20 (5.0%) <1:40 (2.5%)	Compliant
Maximum Change in Grade	1:8 (12.5%) summit 1:6.67 (15.0%) sag	<1:8 (12.5%) summit <1:8 (12.5%) sag	Compliant
Height Clearance - General Min. - Absolute Min.	 2.2 metres N/A	 >2.2 metres	 Compliant
Parking Aisle Extension	1 metre beyond last bay	>1 metre beyond last bay	Compliant

Dimensioned plans of the typical parking configuration at various modules throughout the site are shown in Figures 4.4 – 4.8.

A swept path analysis has been prepared for the proposed parking arrangements in accordance with AS2890.1:2004, adopting B85 and B99 design vehicles. As shown in Figures 4.9 – 4.16, such can satisfactorily negotiate the proposed arrangements and enter and exit the site in a forward gear.

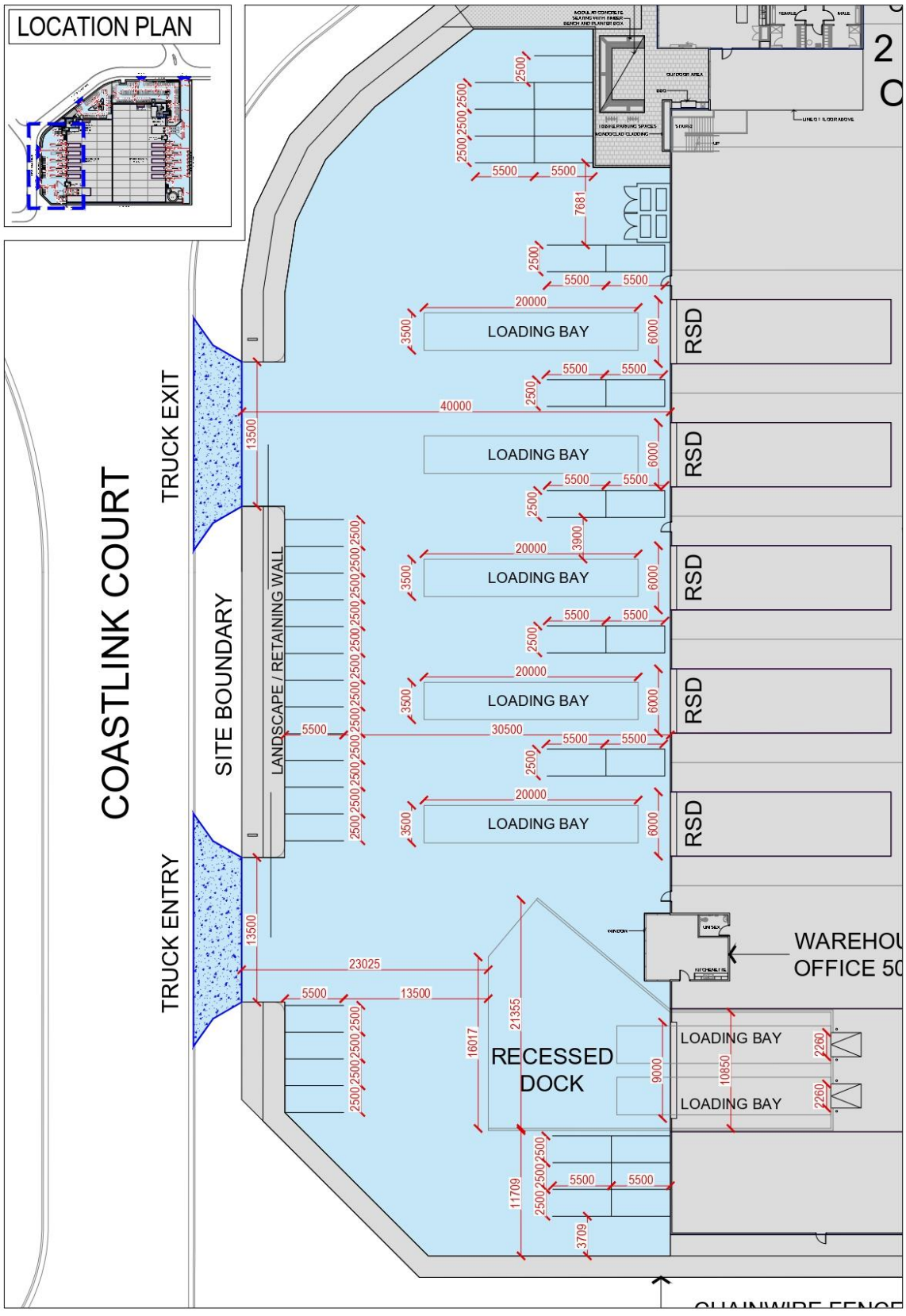

FIGURE 4.4 – PROPOSED DIMENSIONS OF LOADING AREA

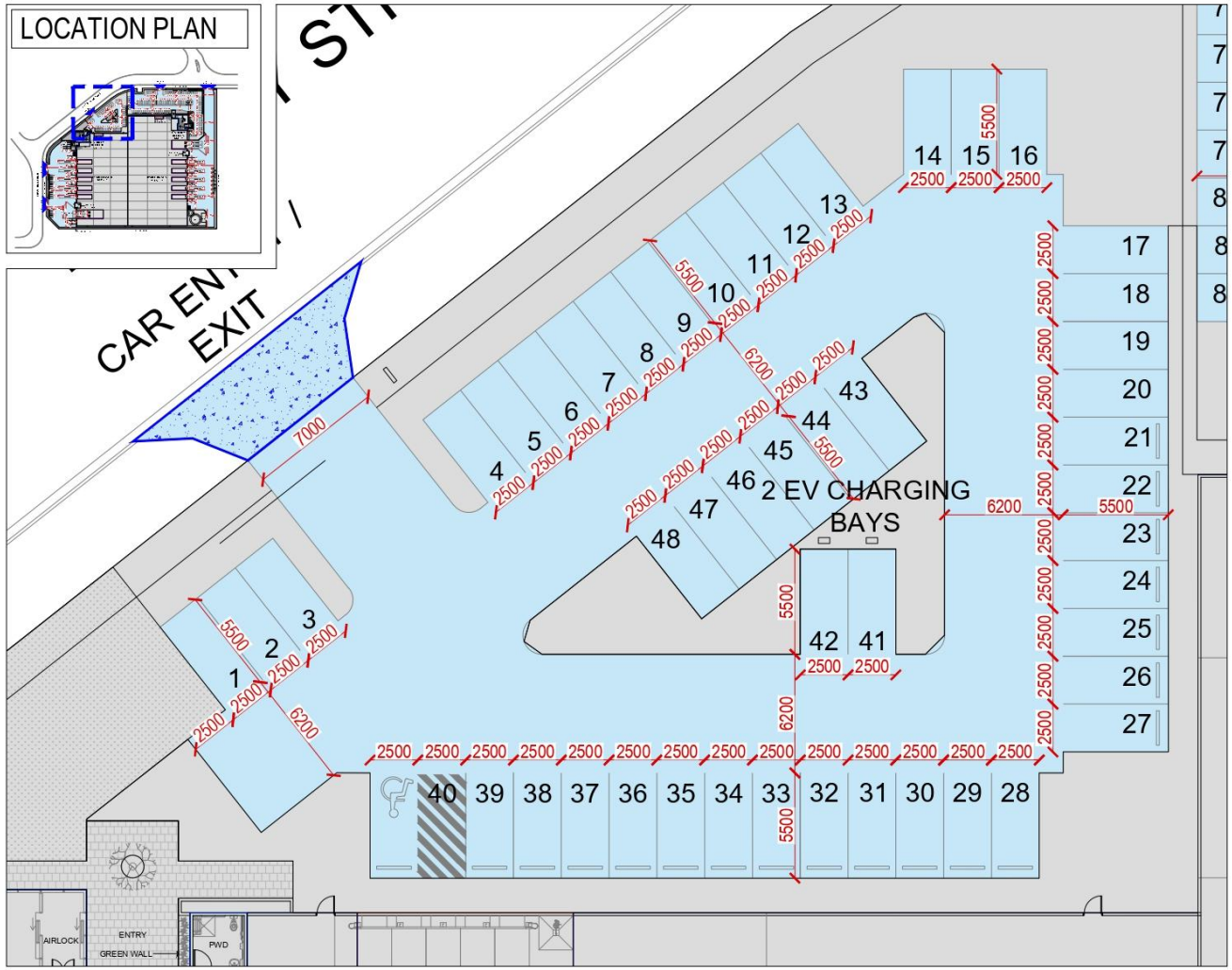

FIGURE 4.5 – PROPOSED CAR PARKING DIMENSIONS

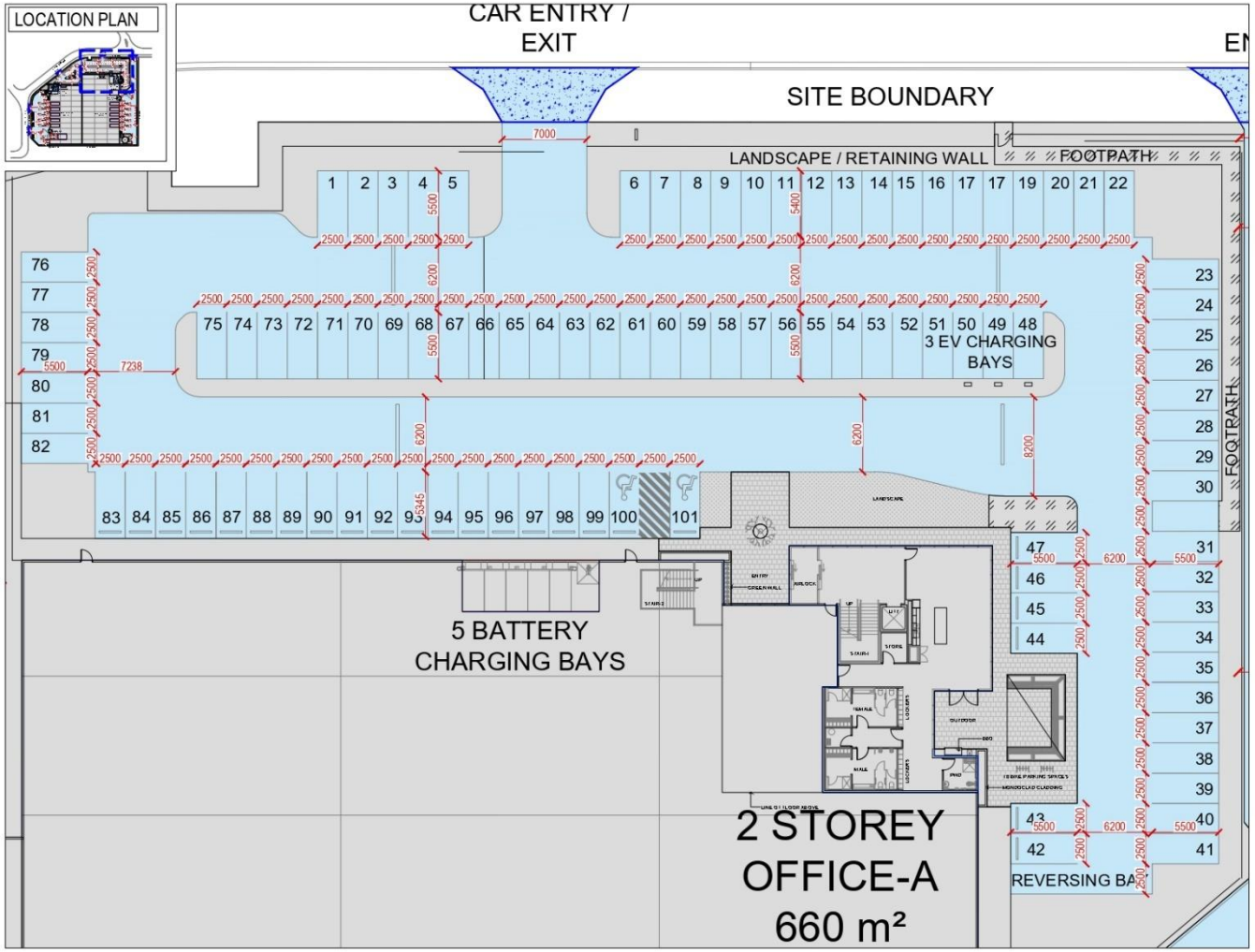

FIGURE 4.6 – PROPOSED CAR PARKING DIMENSIONS

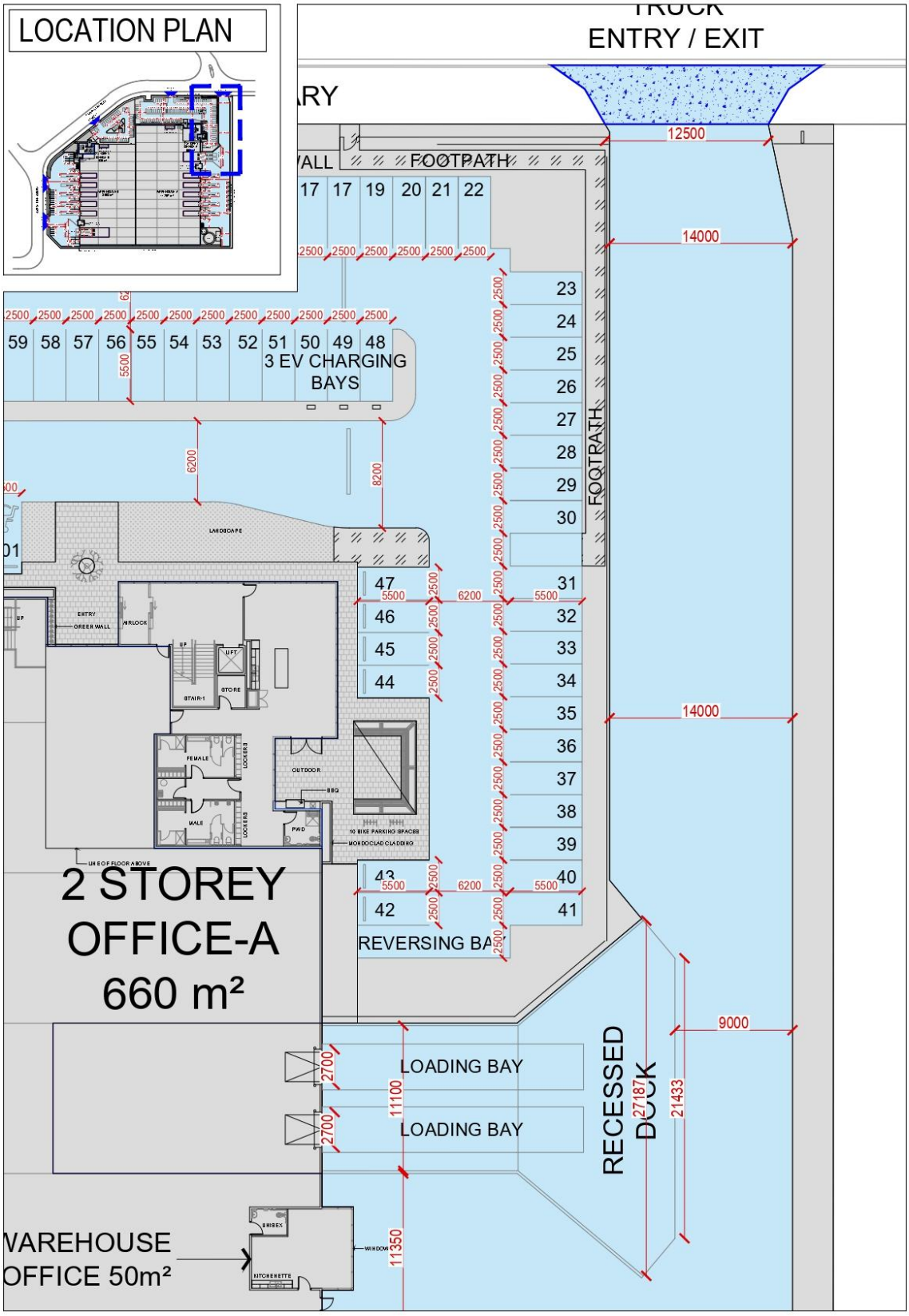

FIGURE 4.7 – PROPOSED DIMENSIONS OF LOADING AREA

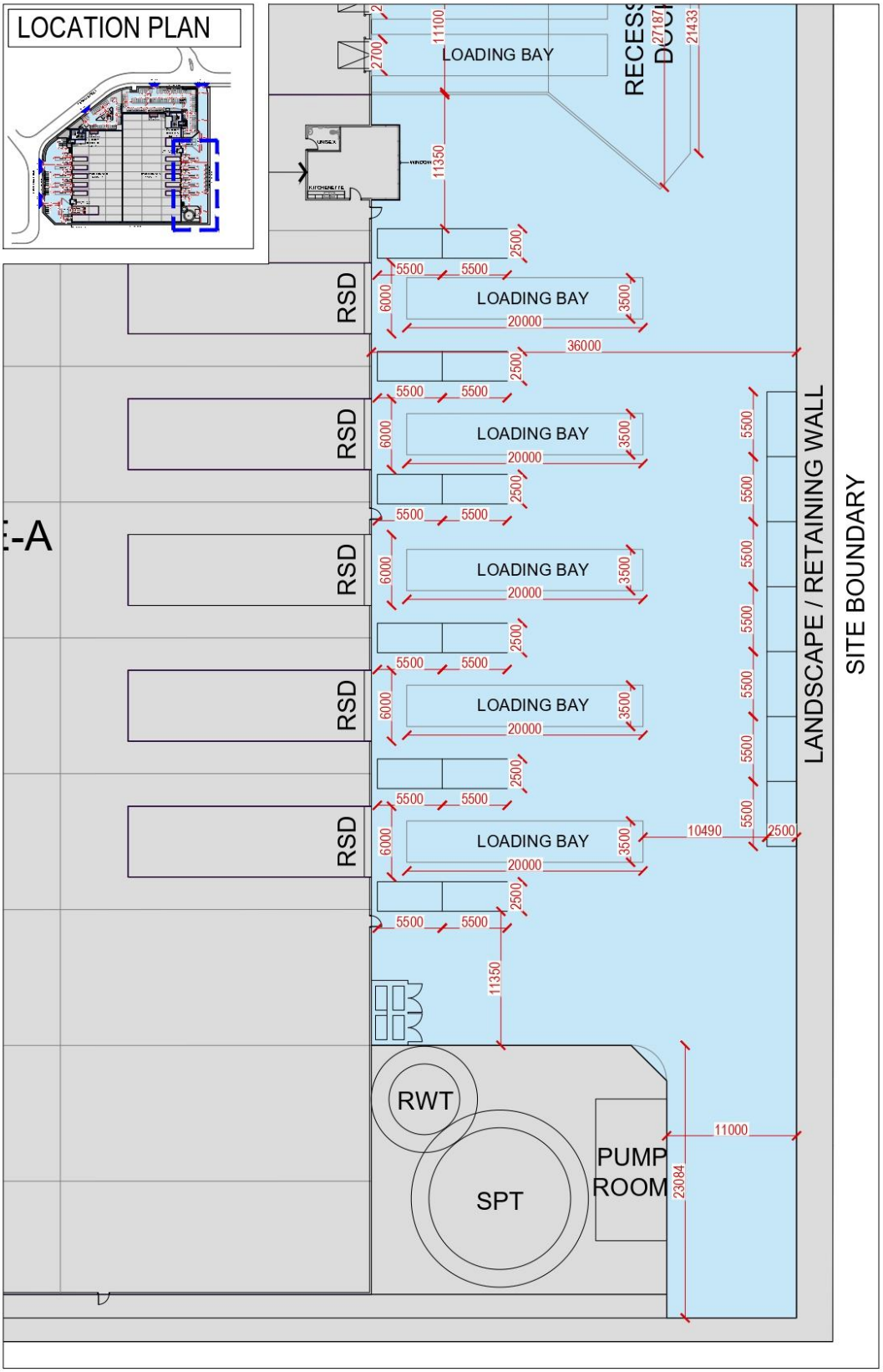

FIGURE 4.8 – PROPOSED DIMENSIONS OF LOADING AREA

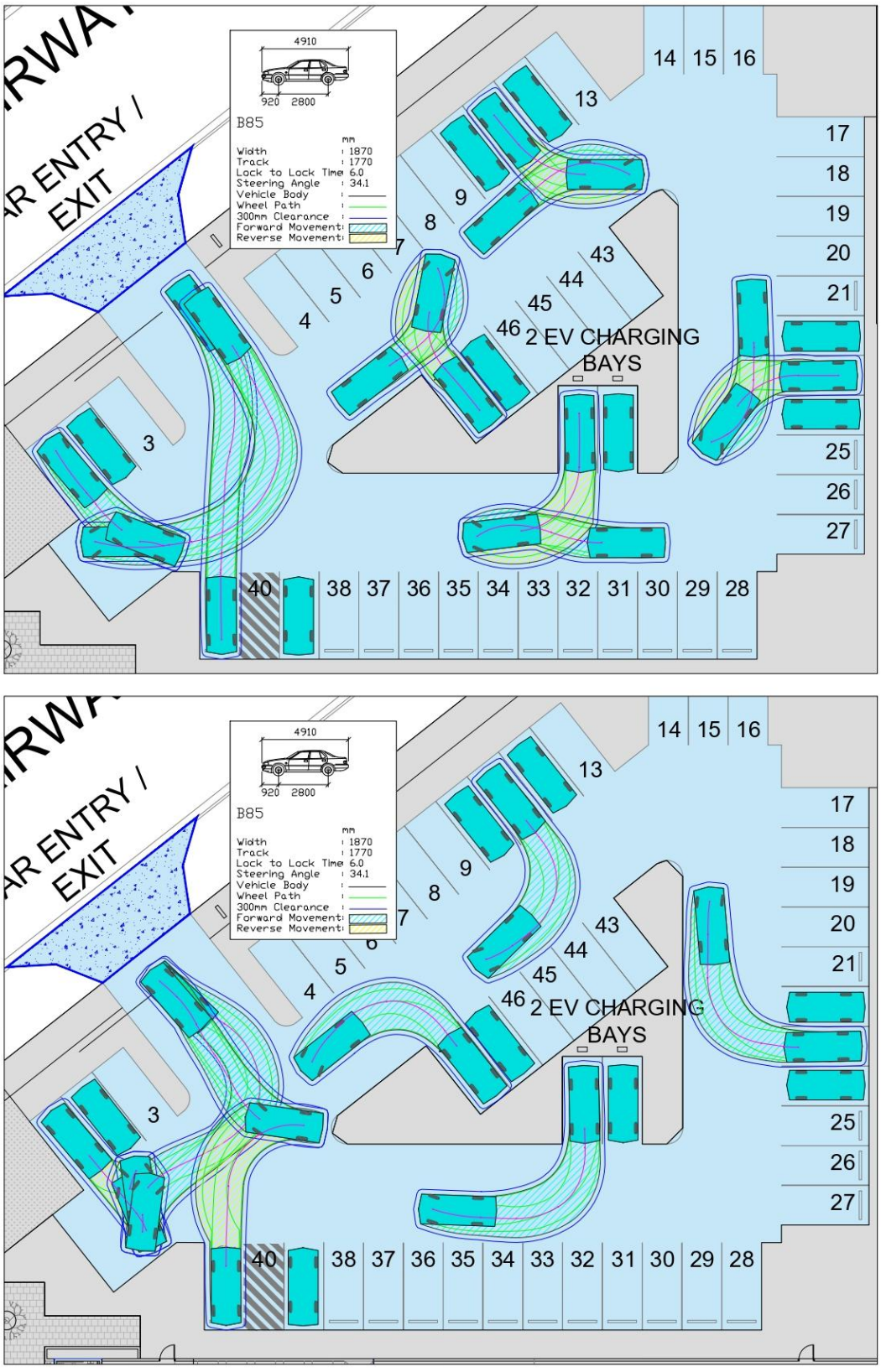

FIGURE 4.9 – 85TH PERCENTILE VEHICLE MANOEUVRING

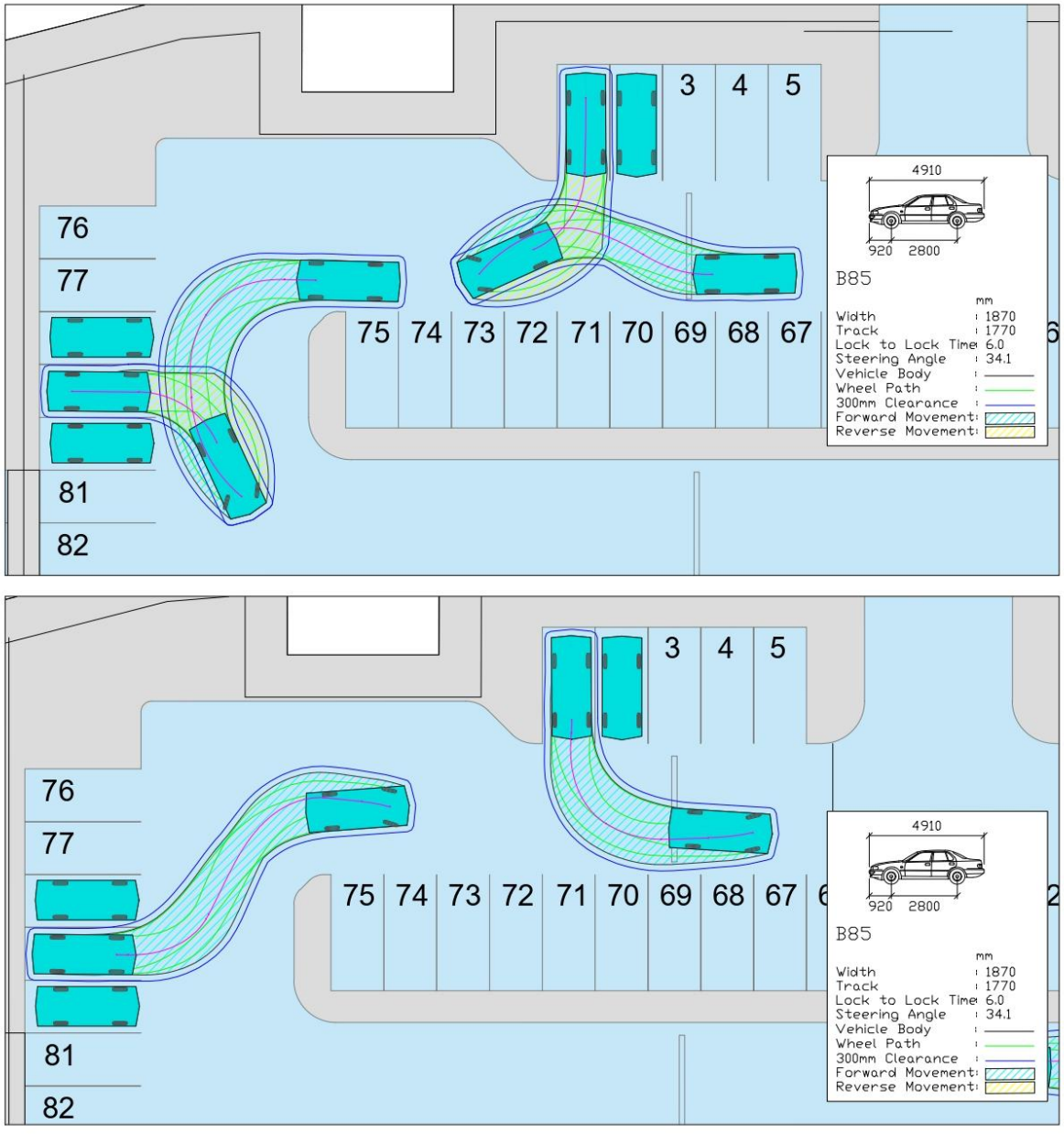

FIGURE 4.10 – 85TH PERCENTILE VEHICLE MANOEUVRING

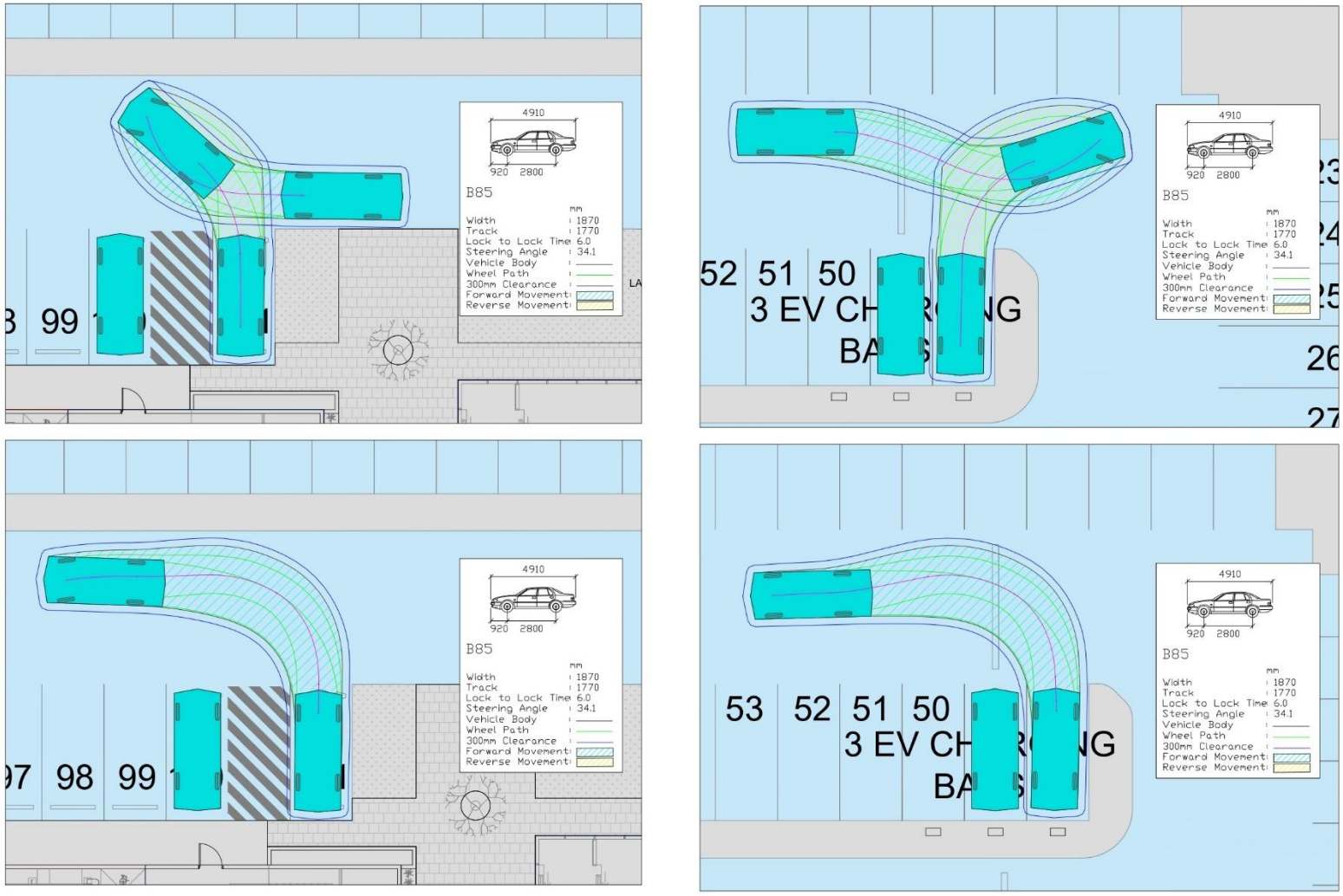

FIGURE 4.11 – 85TH PERCENTILE VEHICLE MANOEUVRING

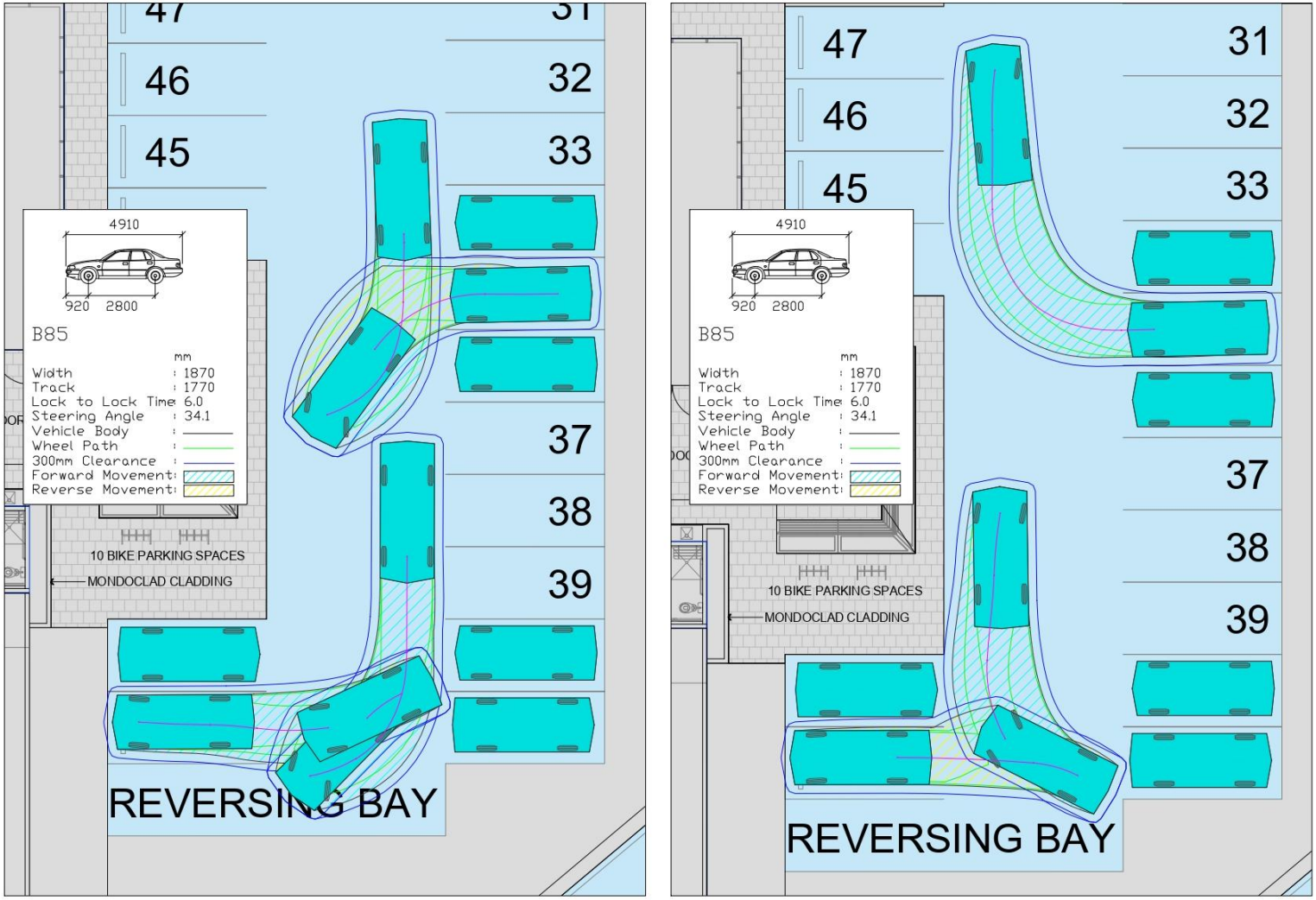

FIGURE 4.12 – 85TH PERCENTILE VEHICLE MANOEUVRING

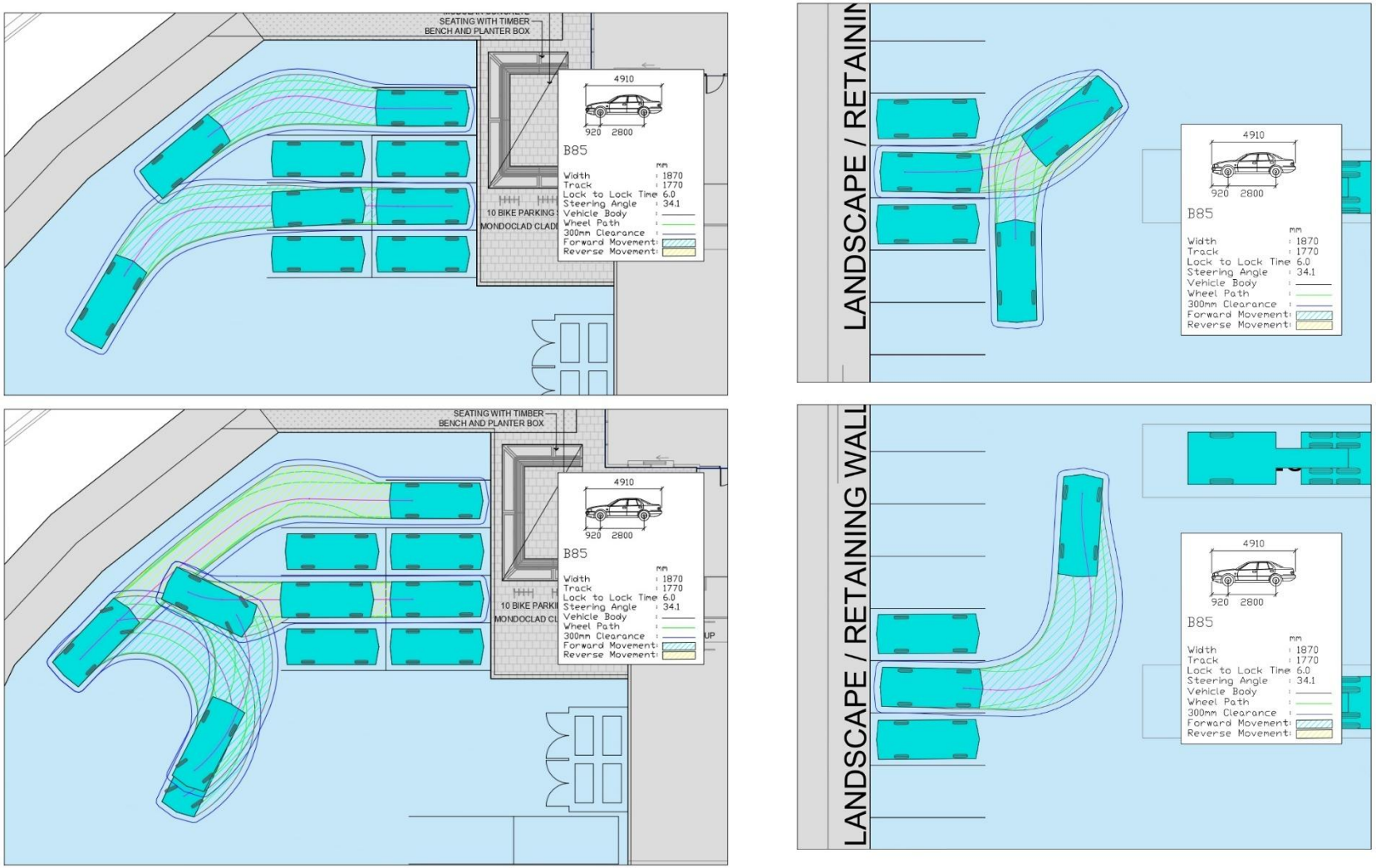

FIGURE 4.13 – 85TH PERCENTILE VEHICLE MANOEUVRING

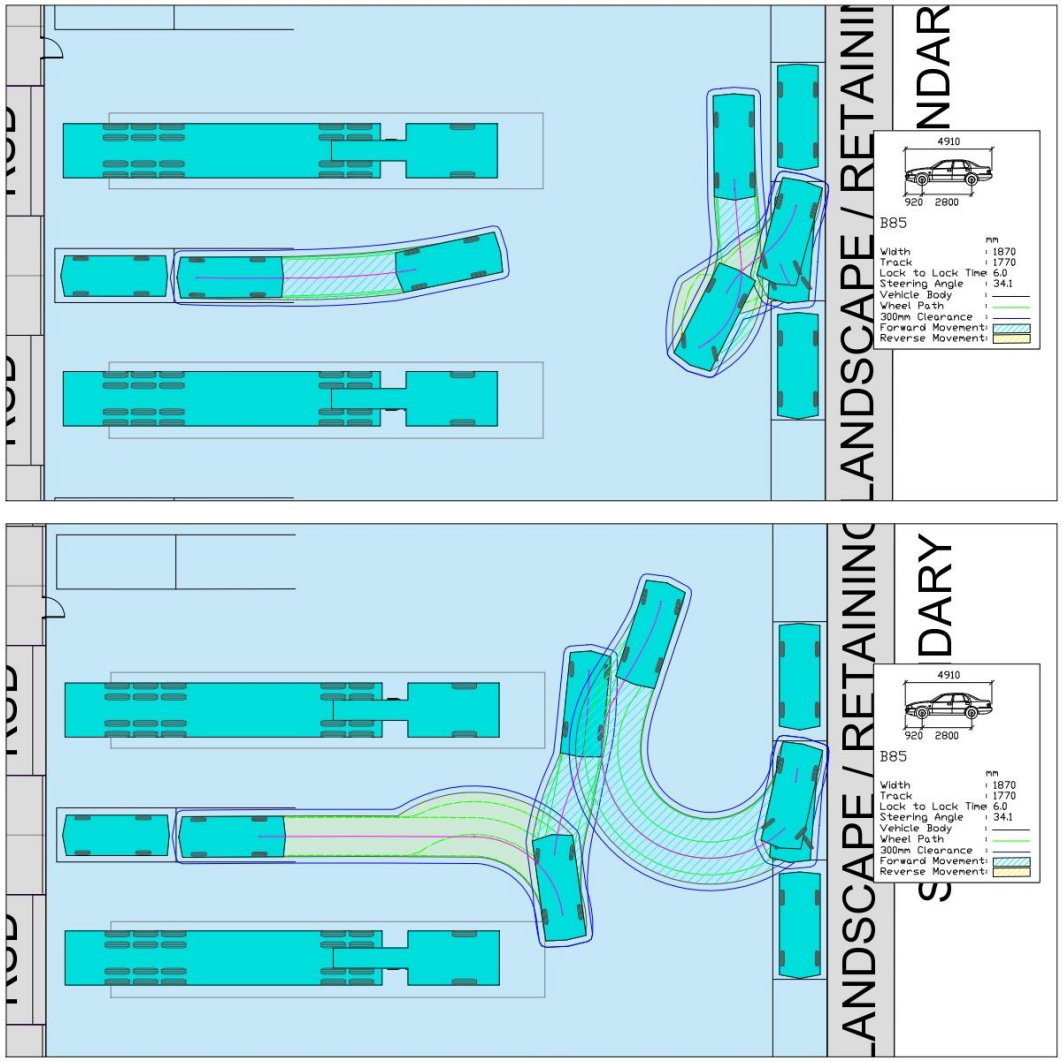

FIGURE 4.14 – 85TH PERCENTILE VEHICLE MANOEUVRING

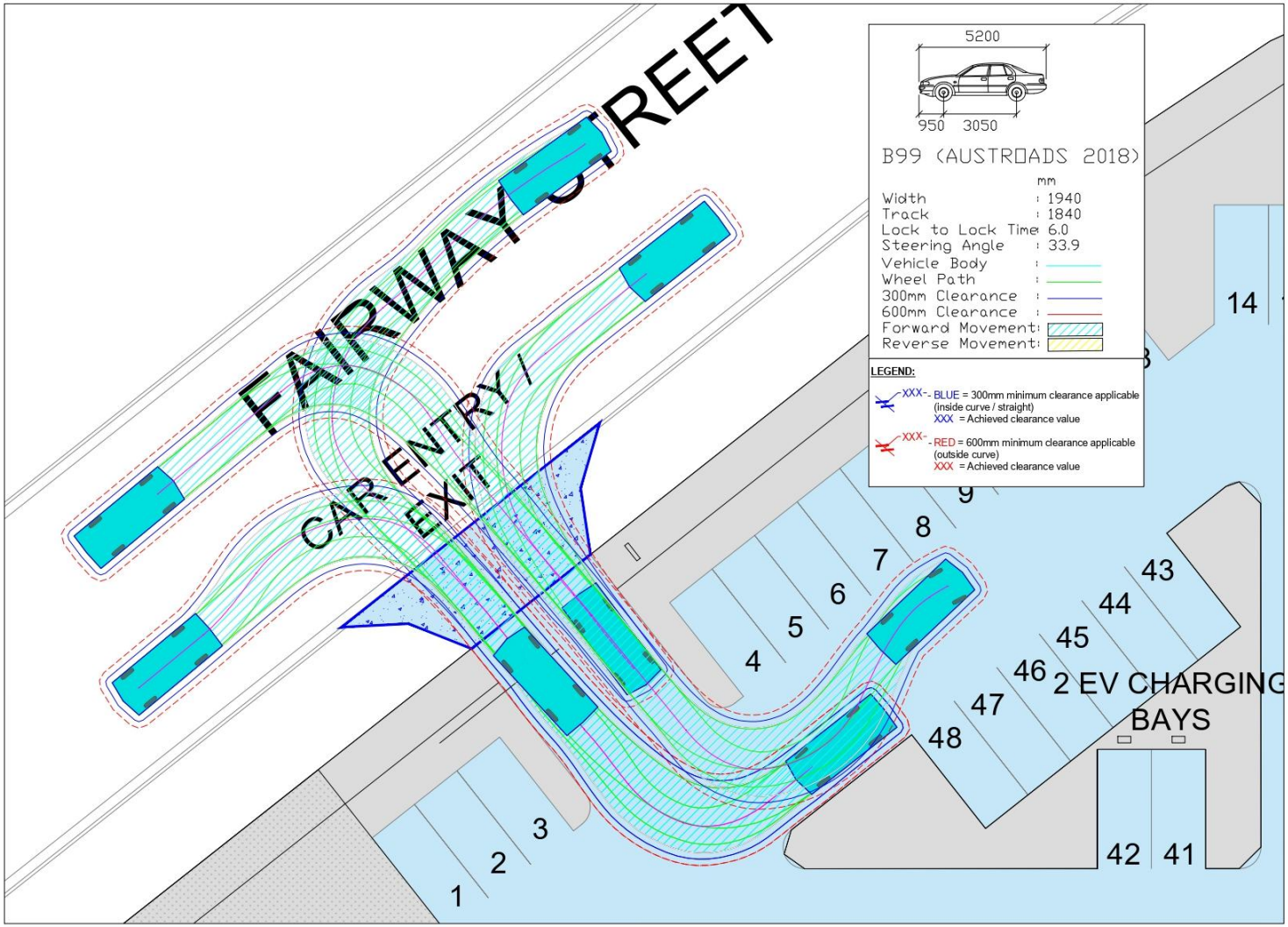

FIGURE 4.15 – 99TH PERCENTILE VEHICLE MANOEUVRING

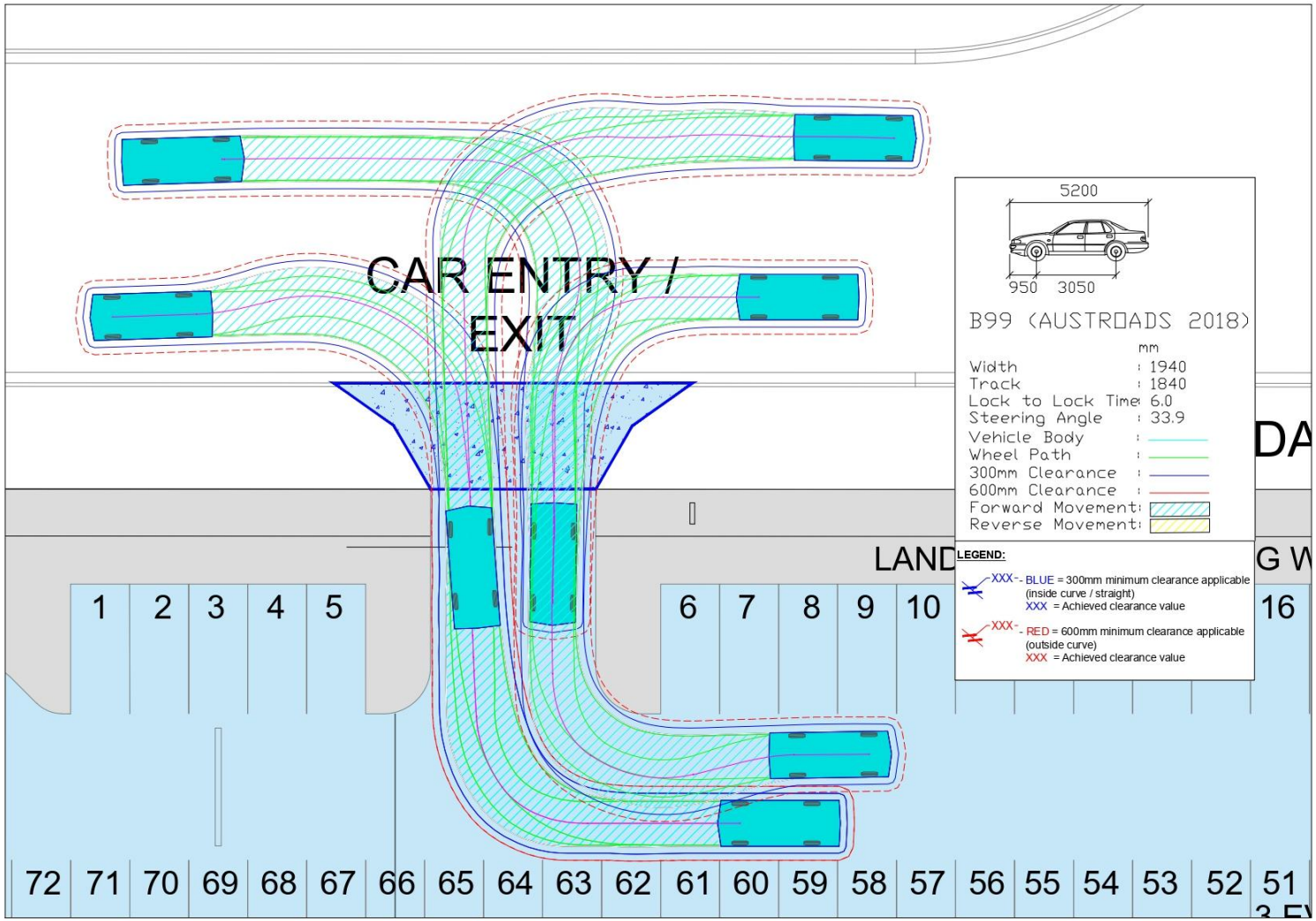

FIGURE 4.16 – 99TH PERCENTILE VEHICLE MANOEUVRING

5.0 ACCESS ARRANGEMENTS

Access is proposed via five separate vehicle crossovers along Coastlink Court and Fairway Street, comprising:

- Two combined entry/exit crossovers located along the Fairway Street frontage, providing access for light vehicles to the car parking areas;
- A combined entry/exit crossover located along the Fairway Street frontage, providing access for heavy vehicles to the Warehouse A loading area;
- An entry-only crossover located at the eastern end of the Coastlink Court frontage, providing ingress for heavy vehicles to the Warehouse B loading area; and
- An exit-only crossover located at the western end of the Coastlink Court frontage, providing egress for heavy vehicles from the Warehouse B loading area.

As shown in Figures 5.1 – 5.5, the proposed vehicle crossovers have been designed in accordance with the IPWEA Standard Drawings RS-051 suitable for the intended design vehicle.

The proposed access arrangement separates the principal light and heavy vehicle movements and provides direct access between the heavy vehicle crossovers and the respective warehouse hardstand and loading areas.

The Warehouse A truck crossover at the eastern end of Fairway Street is located generally opposite the adjoining road intersection. The eastern edge of the crossover is approximately 15.675 metres from the tangent point of the intersection, and the crossover has an overall width of approximately 36 metres.

The crossover therefore effectively operates as a fourth leg to the existing intersection. This provides a clear and defined intersection arrangement and avoids creating a separate, closely offset heavy vehicle access immediately adjacent to the intersection.

The proposed location is considered preferable from a traffic engineering perspective, as it consolidates vehicle conflict points within the intersection environment rather than introducing an additional offset conflict point.

The proposed access arrangement provides satisfactory visibility and enables heavy vehicles to transition directly between Fairway Street and the Warehouse A heavy vehicle hardstand.

Pedestrian sight triangles are provided at the relevant access locations, with fencing and landscaping maintained clear of the visibility areas.

The proposed access arrangements are considered satisfactory for the intended operation of the development.

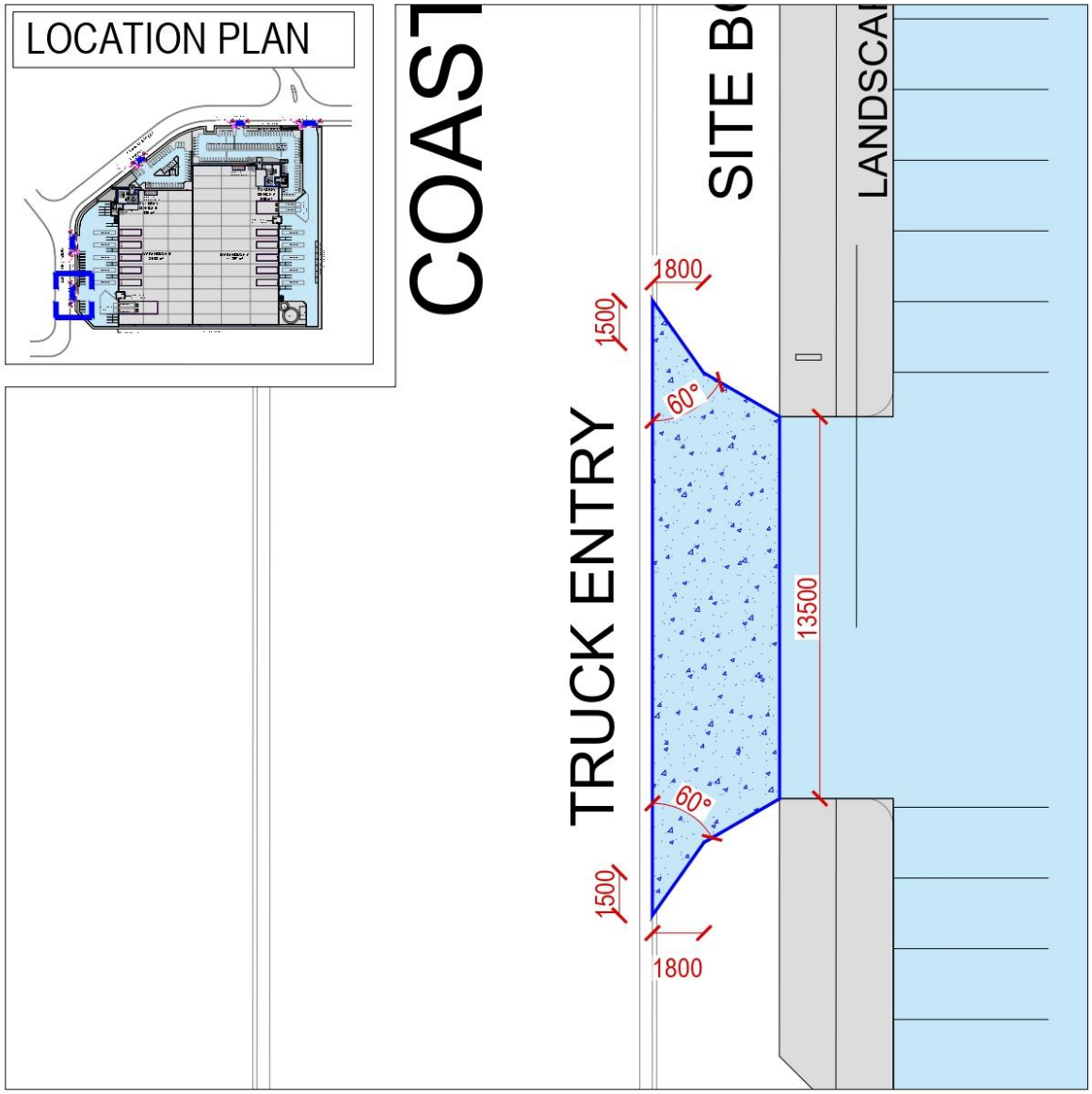

FIGURE 5.1 – ACCESS ARRANGEMENTS (HEAVY VEHICLE ENTRY CROSSOVER – WAREHOUSE B)

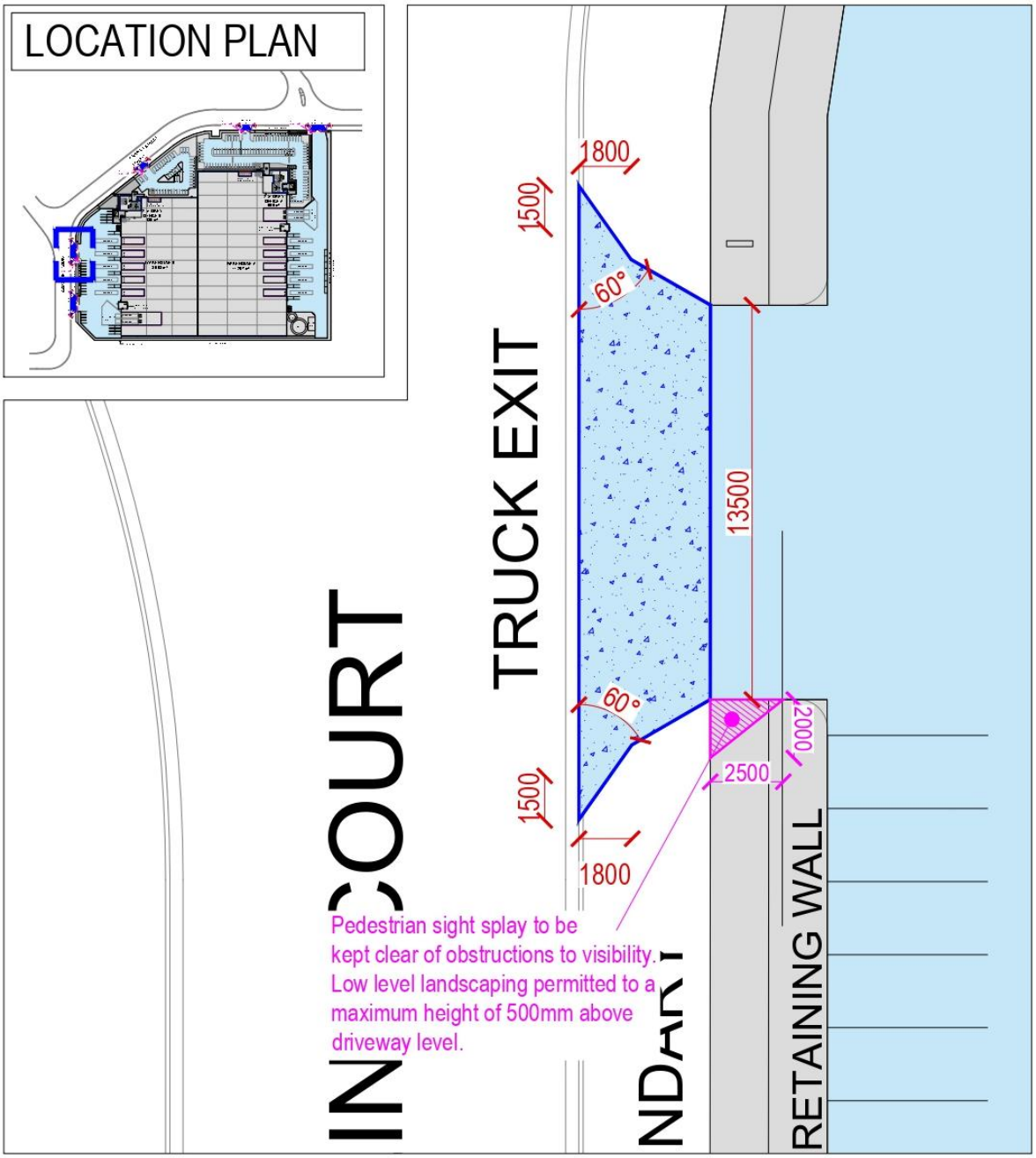

FIGURE 5.2 – ACCESS ARRANGEMENTS (HEAVY VEHICLE EGRESS CROSSOVER – WAREHOUSE B)

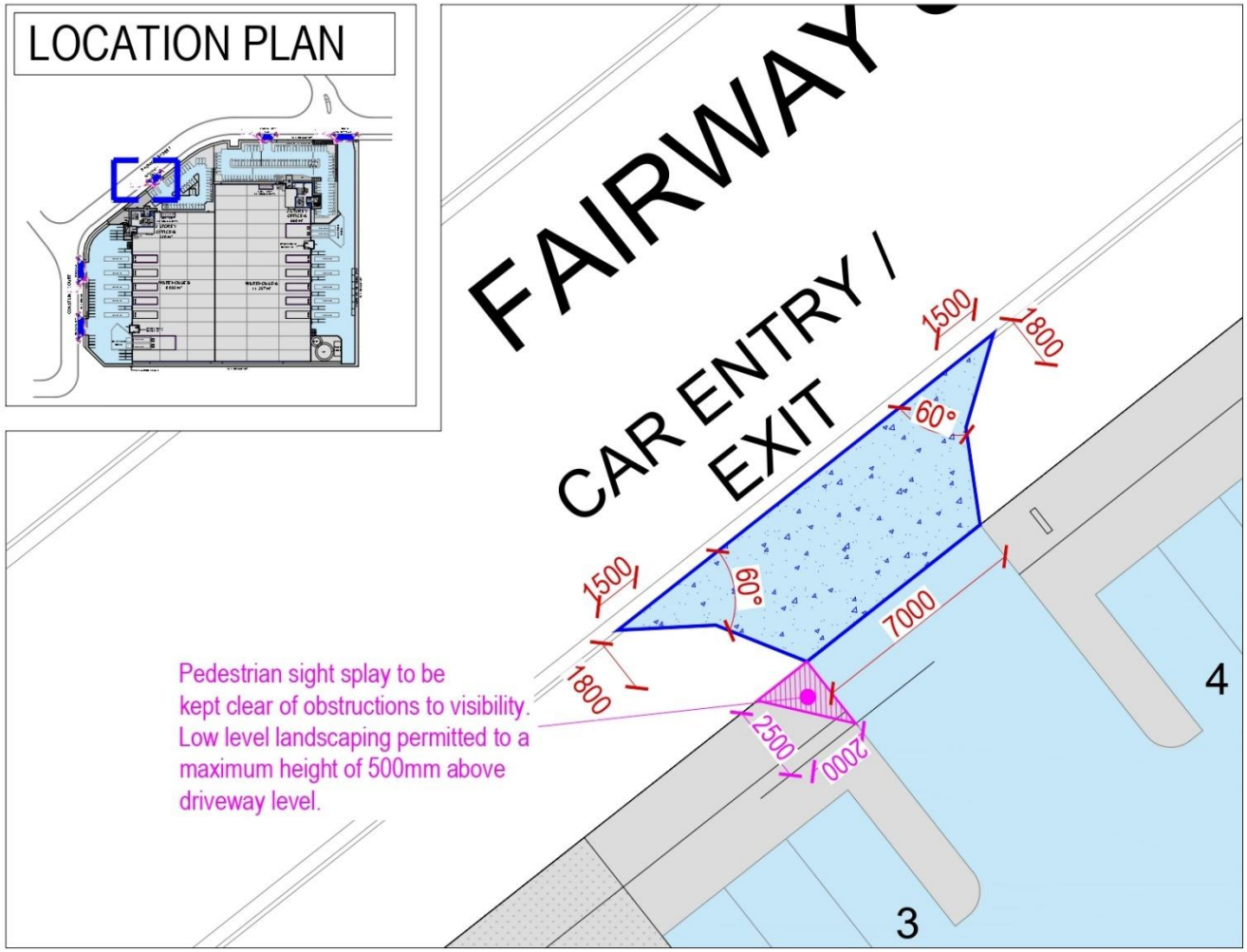

FIGURE 5.3 – ACCESS ARRANGEMENTS (LIGHT VEHICLE CROSSOVER – WAREHOUSE B)

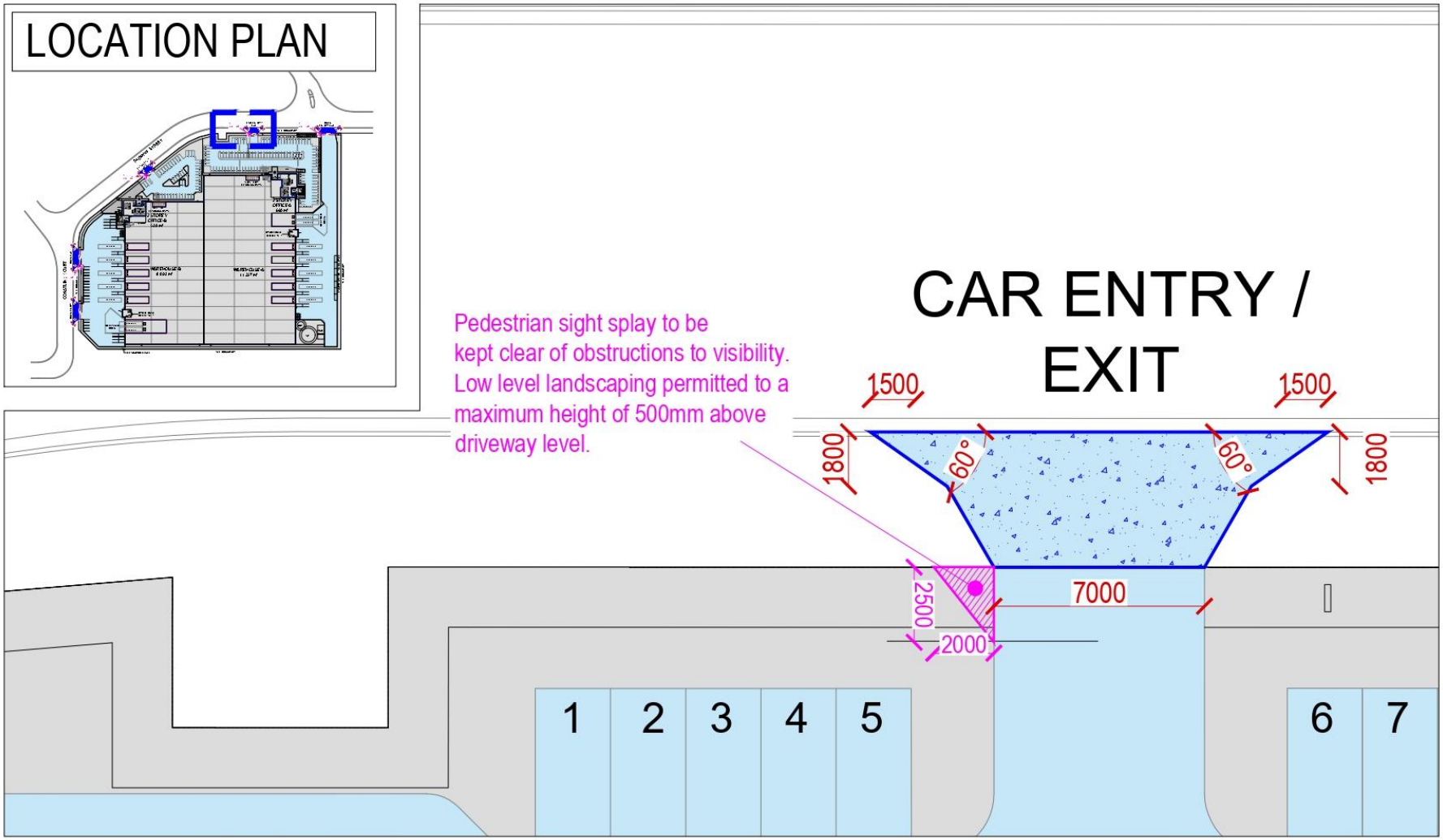

FIGURE 5.4 – ACCESS ARRANGEMENTS (LIGHT VEHICLE CROSSOVER – WAREHOUSE A)

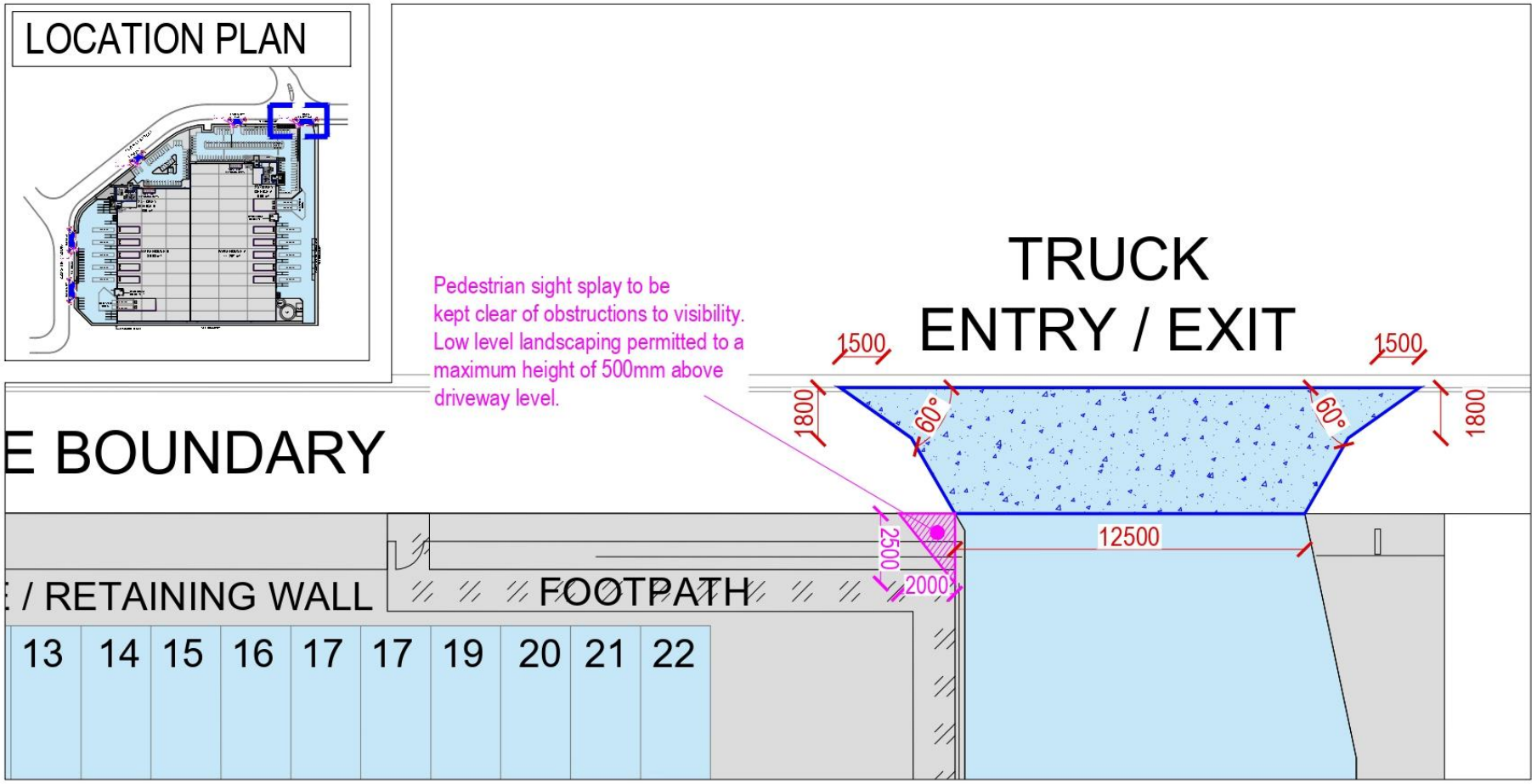

FIGURE 5.5 – ACCESS ARRANGEMENTS (HEAVY VEHICLE CROSSOVER – WAREHOUSE A)

6.0 PROPOSED LOADING ARRANGEMENTS

6.1 Acceptable Solution

In accordance with the City of Gold Coast Car Parking, Access and Transport Integration Constraint Code, the development is required to accommodate an Articulated Vehicle (AV) for servicing.

6.2 Delivery Vehicles

The applicable servicing requirement is an Articulated Vehicle (AV). Notwithstanding this, the proposed layout has also been assessed for vehicles up to the size of a B-Double.

Swept path analysis demonstrates that the assessed service vehicles can satisfactorily enter the site, access the respective loading areas, manoeuvre within the heavy vehicle hardstand areas and depart the site.

The loading and circulation areas provide appropriate clearance to buildings and other obstructions. Clearly delineated loading bays are provided adjacent to the warehouse roller doors within the respective heavy vehicle hardstand areas.

The loading areas are separated from the principal light vehicle parking areas and provide dedicated areas for loading and unloading activities.

Swept path analyses of the proposed service vehicle arrangements are shown in Figures 6.1 to 6.10.

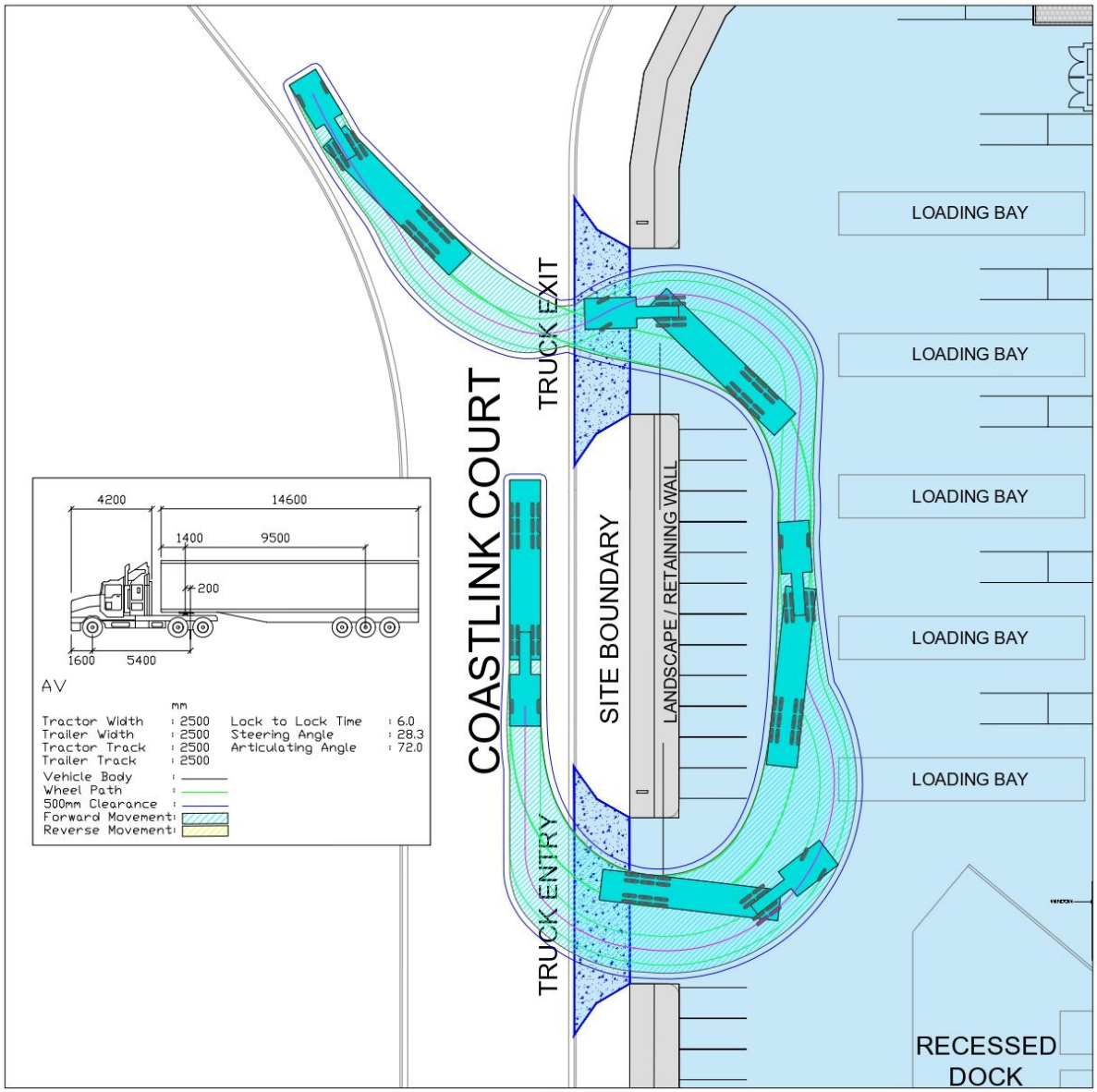

FIGURE 6.1 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

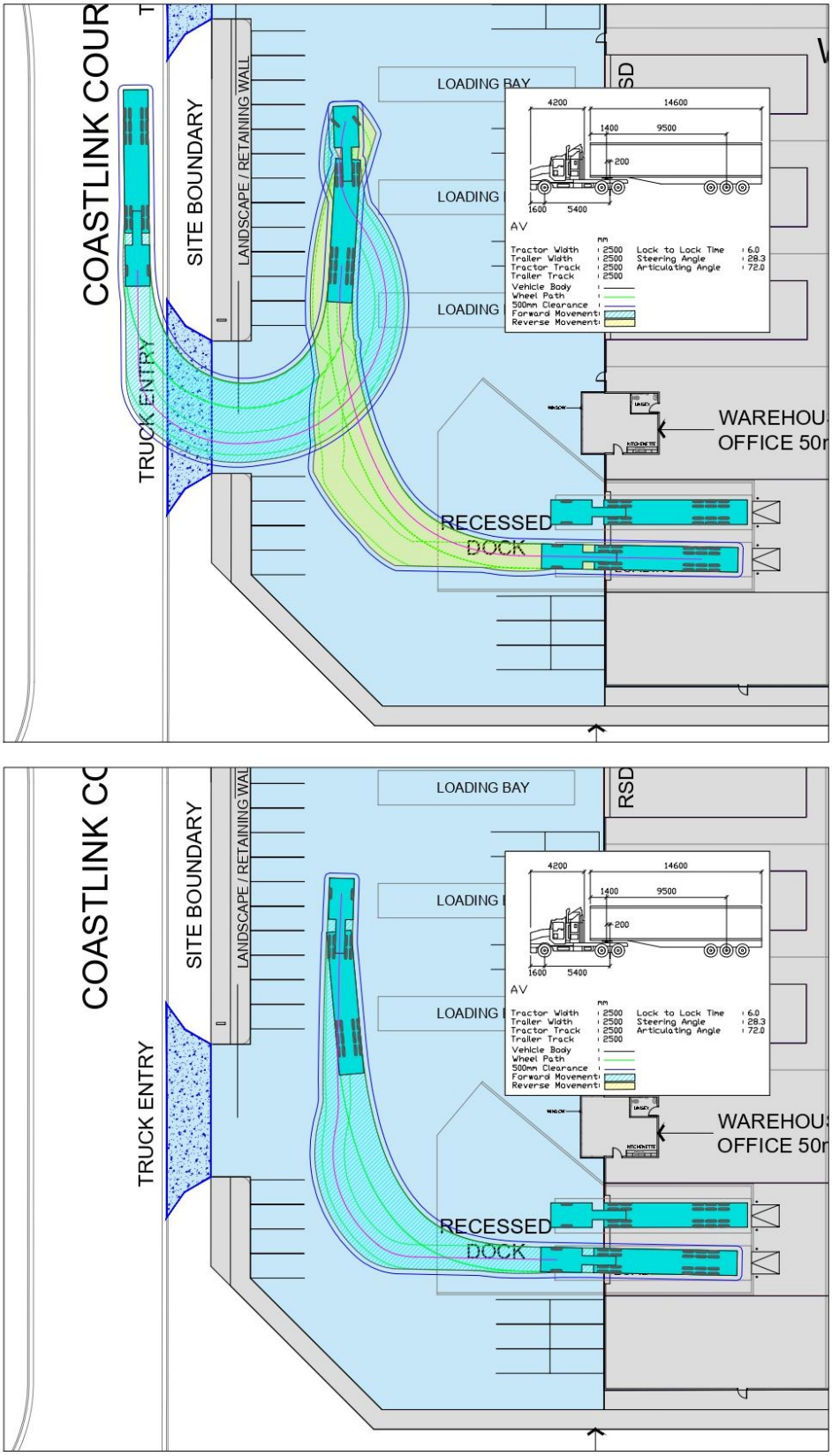

FIGURE 6.2 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

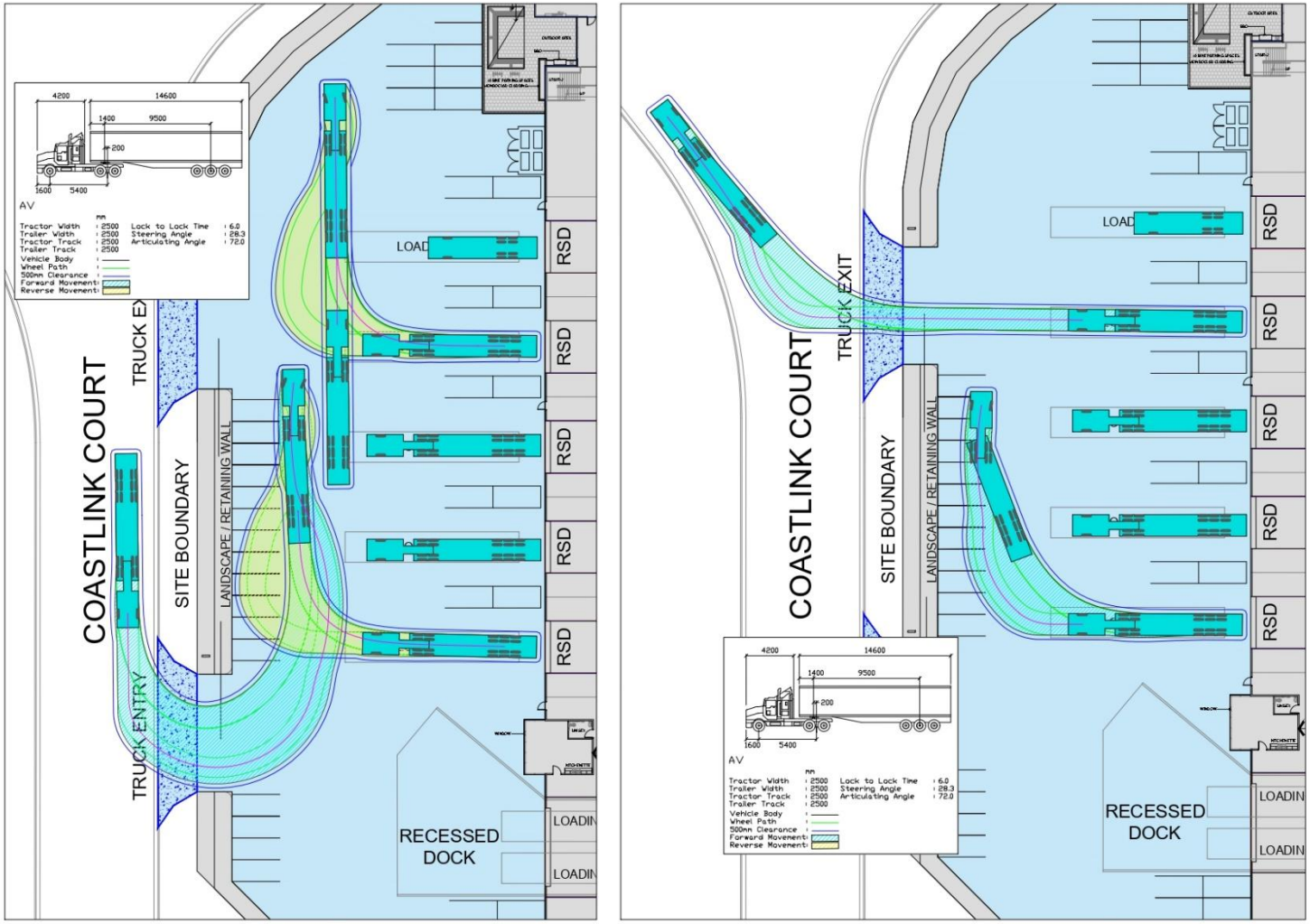

FIGURE 6.3 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

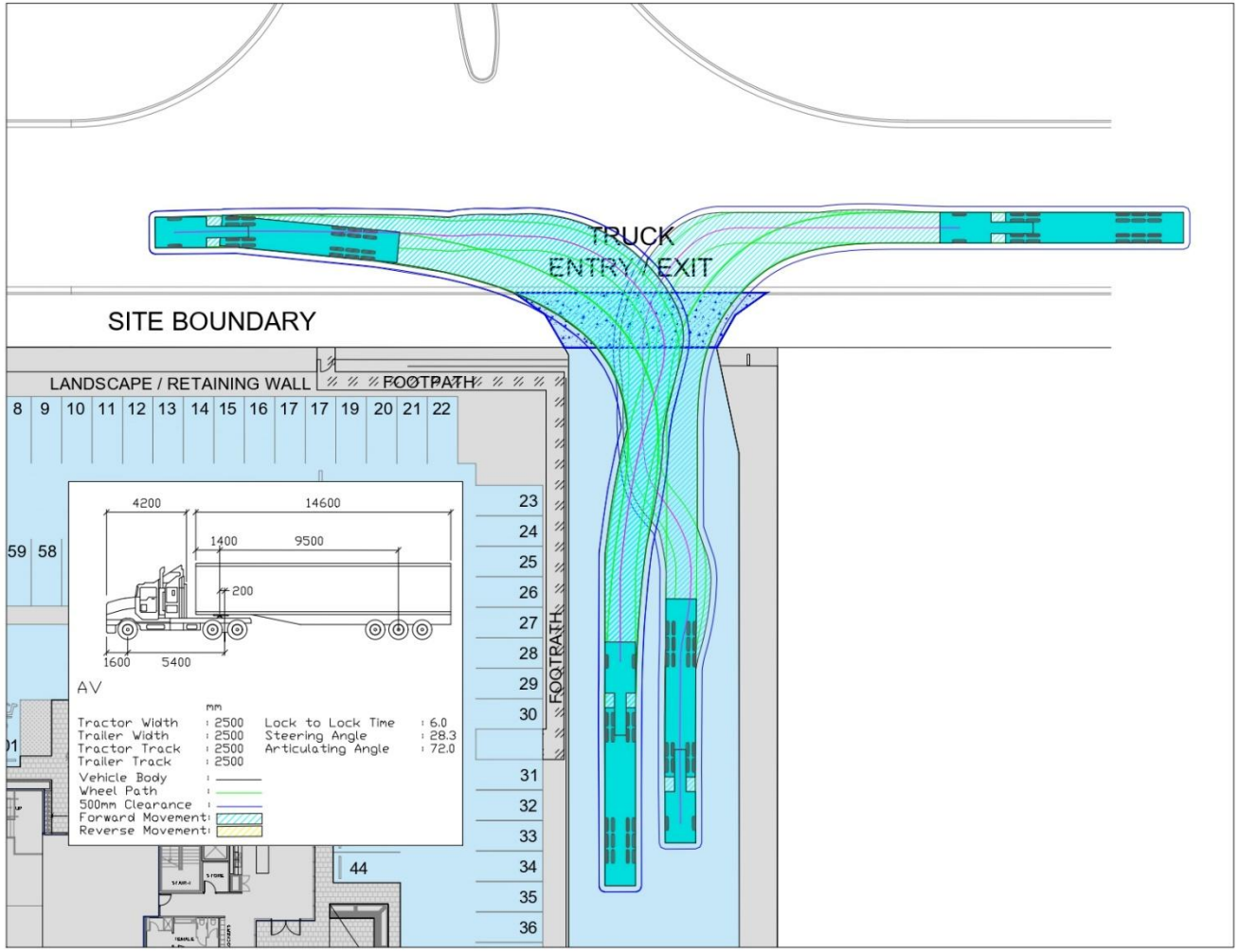

FIGURE 6.4 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

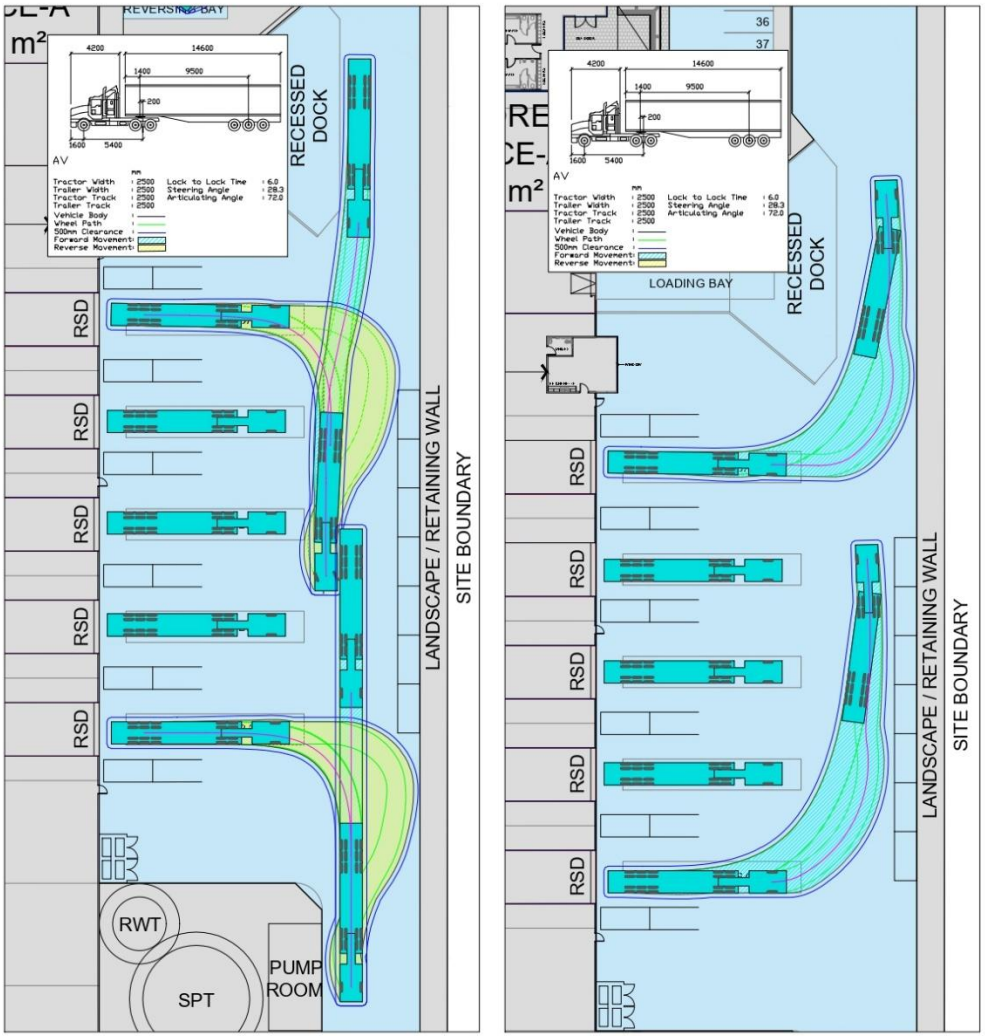

FIGURE 6.5 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

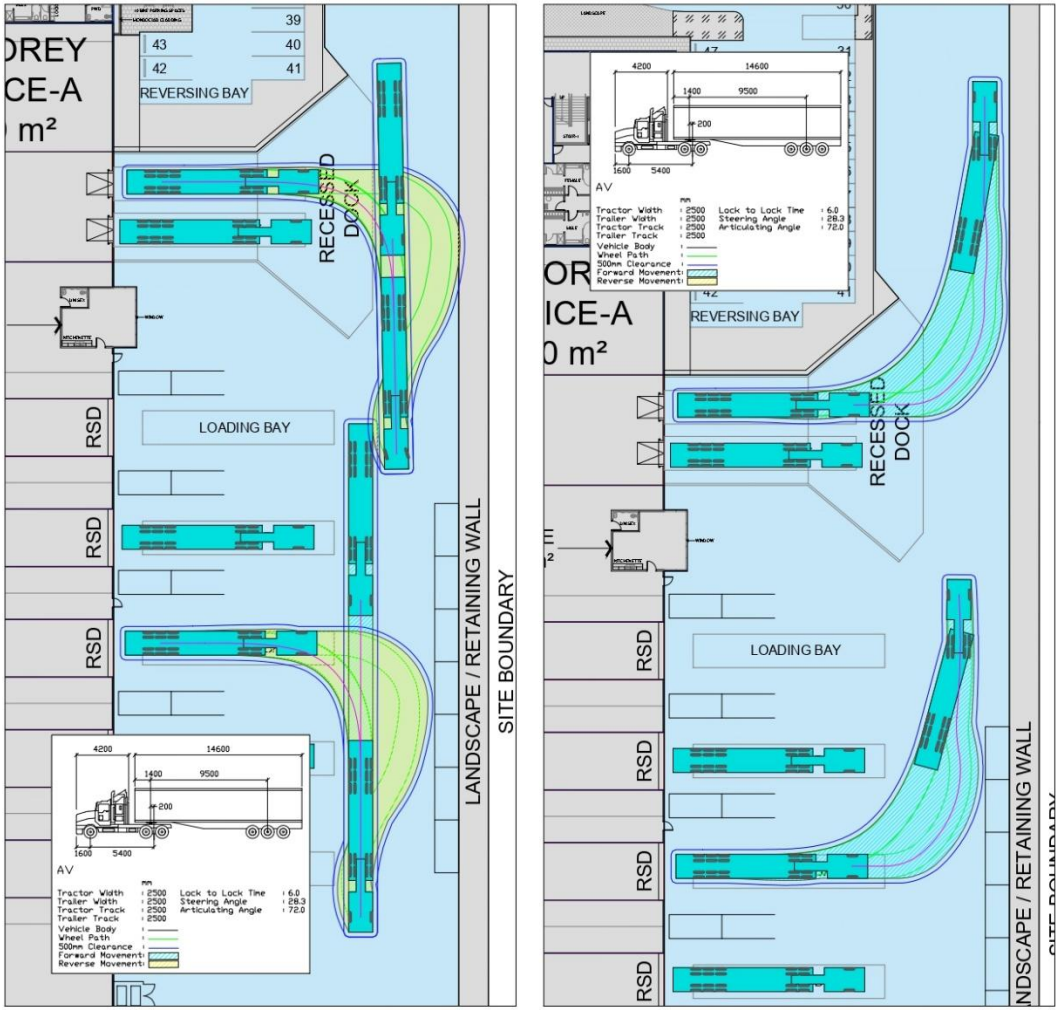

FIGURE 6.6 – ON-SITE SERVICE VEHICLE MANOEUVRING (ARTICULATED VEHICLE)

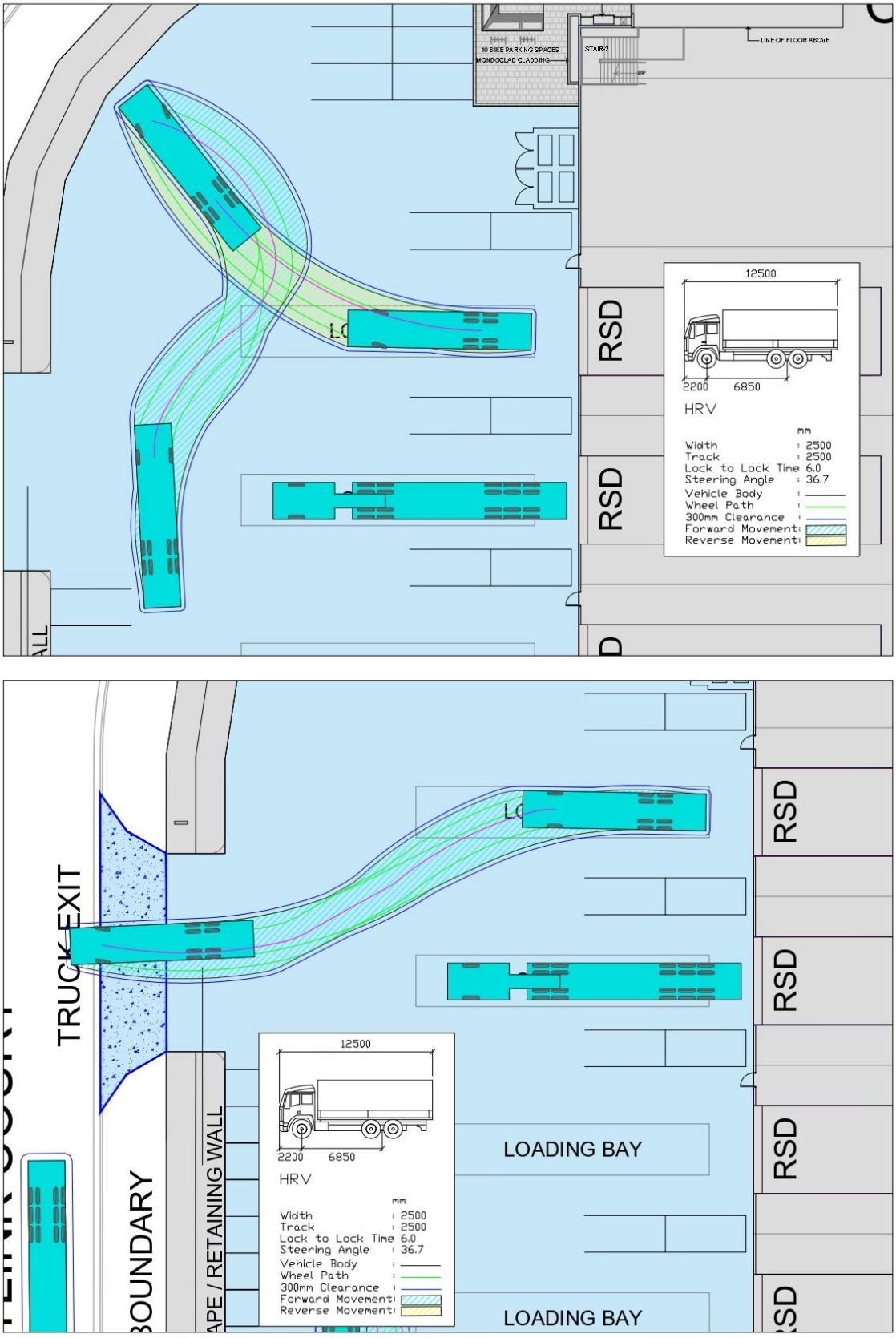

FIGURE 6.7 – ON-SITE SERVICE VEHICLE MANOEUVRING (HEAVY RIGID VEHICLE)

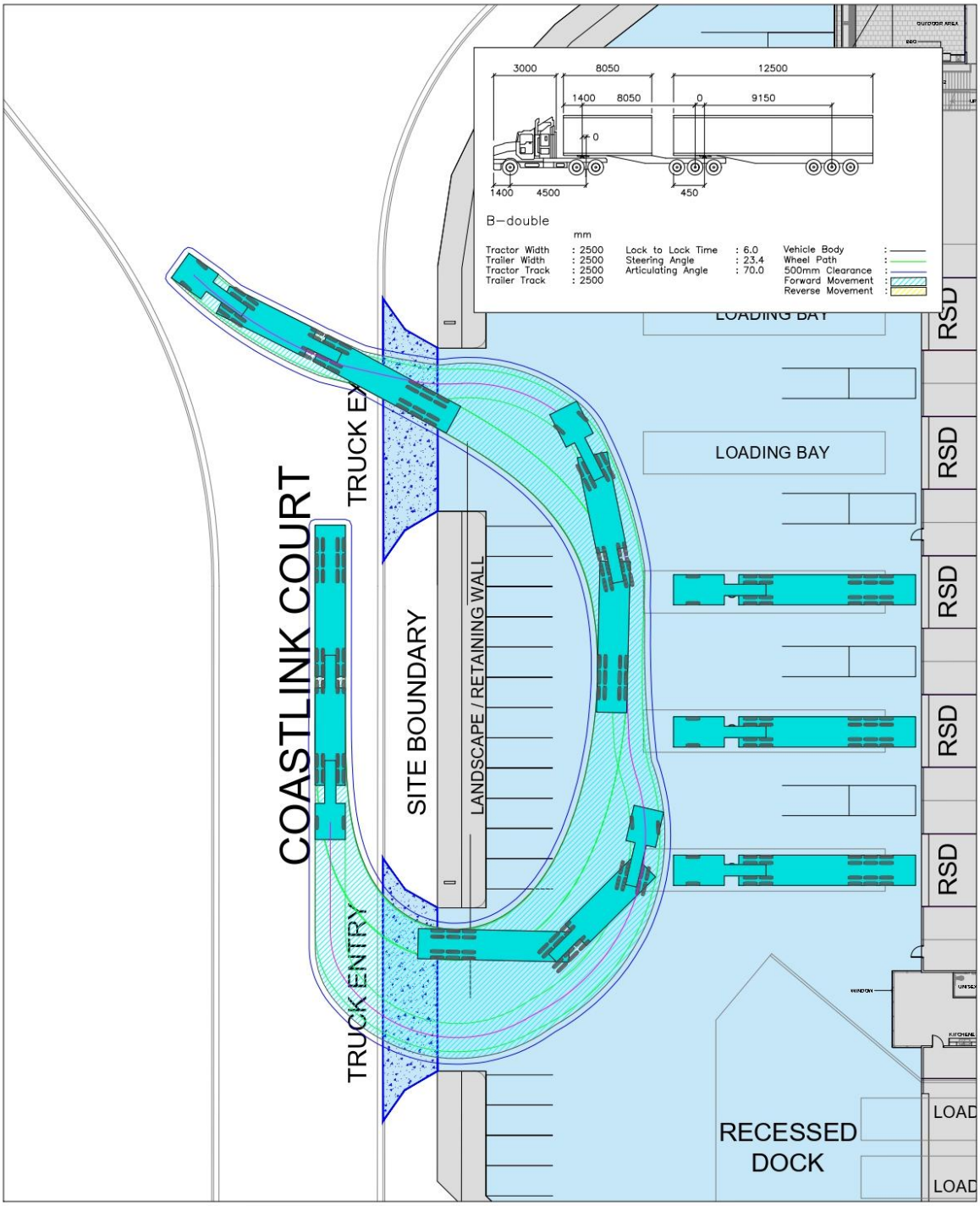

FIGURE 6.8 – ON-SITE SERVICE VEHICLE MANOEUVRING (B-DOUBLE)

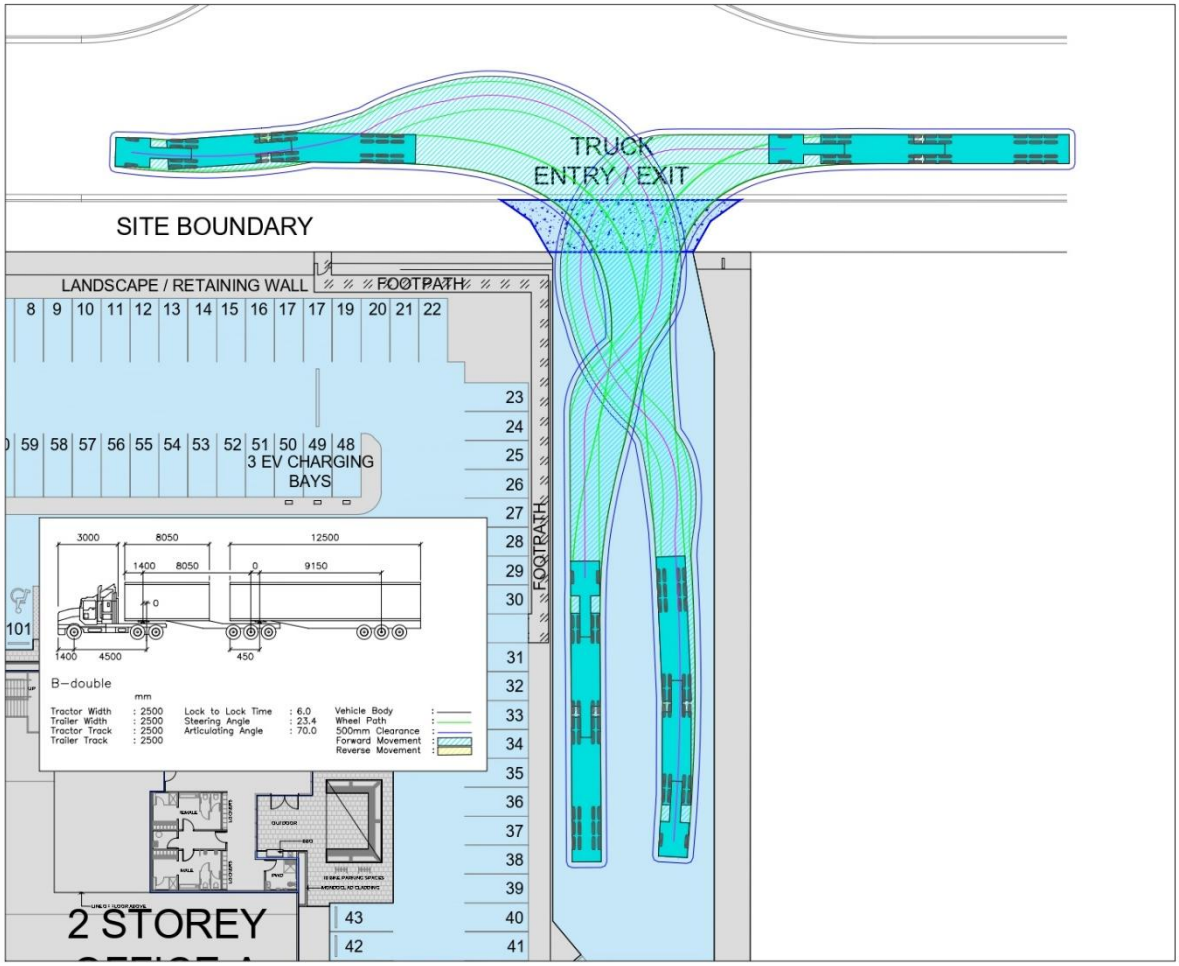

FIGURE 6.9 – ON-SITE SERVICE VEHICLE MANOEUVRING (B-DOUBLE)

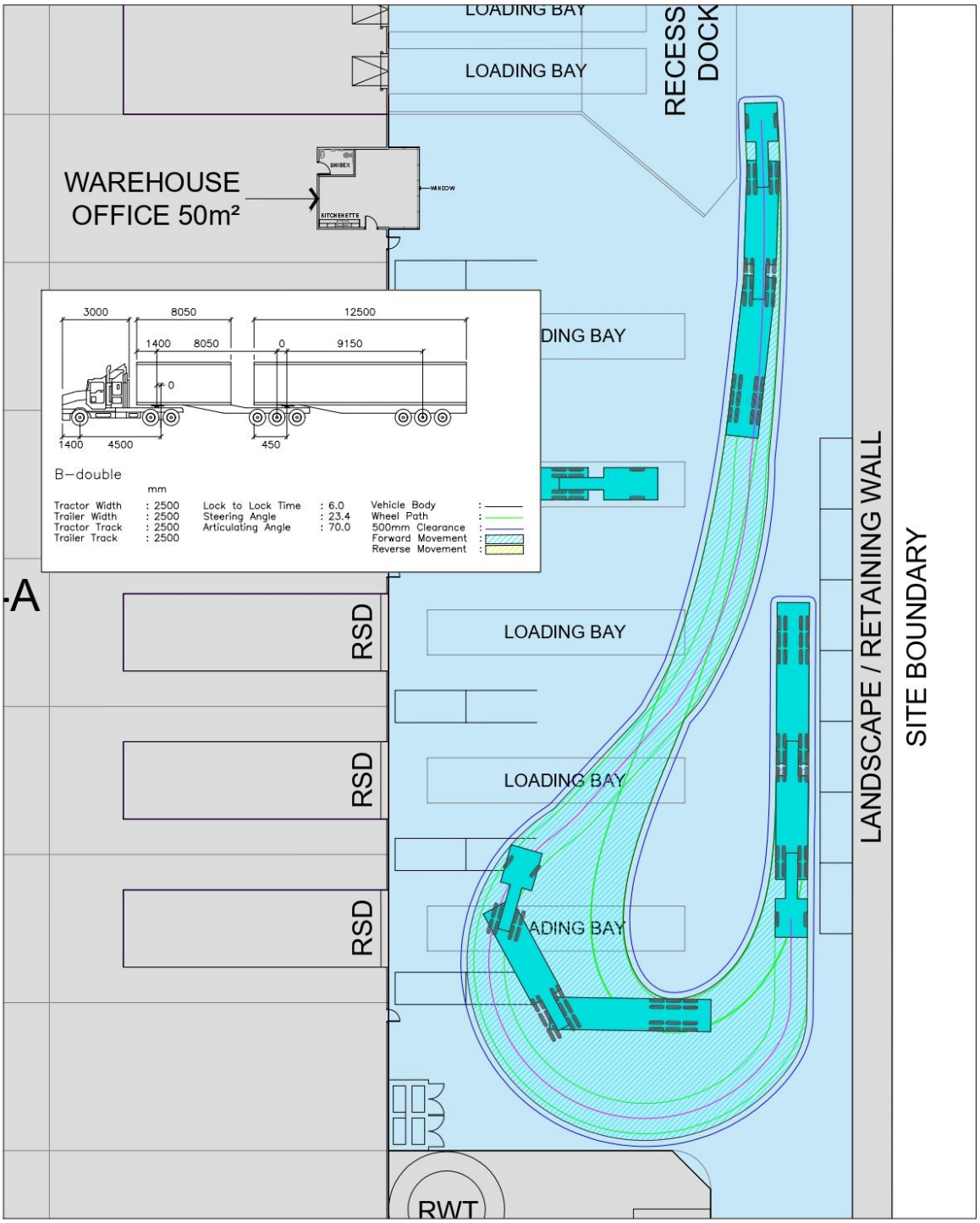

FIGURE 6.10 – ON-SITE SERVICE VEHICLE MANOEUVRING (B-DOUBLE)

7.0 PROVISION FOR SERVICE VEHICLES

7.1 Waste Collection Vehicles

As shown in Figures 7.1 and 7.2, a 10.5 metre front-loading Waste Collection Vehicle (WCV) can satisfactorily access, manoeuvre and circulate within the site.

The proposed layout therefore provides satisfactory access for waste collection activities.

7.2 Fire Appliance Access

As shown in Figures 7.3 to 7.5, an 8.35 metre emergency fire truck can satisfactorily access, manoeuvre and circulate within the site.

As shown in Figures 7.6 and 7.7, an 11.7 metre hydraulic platform truck can also satisfactorily access, manoeuvre and circulate within the site.

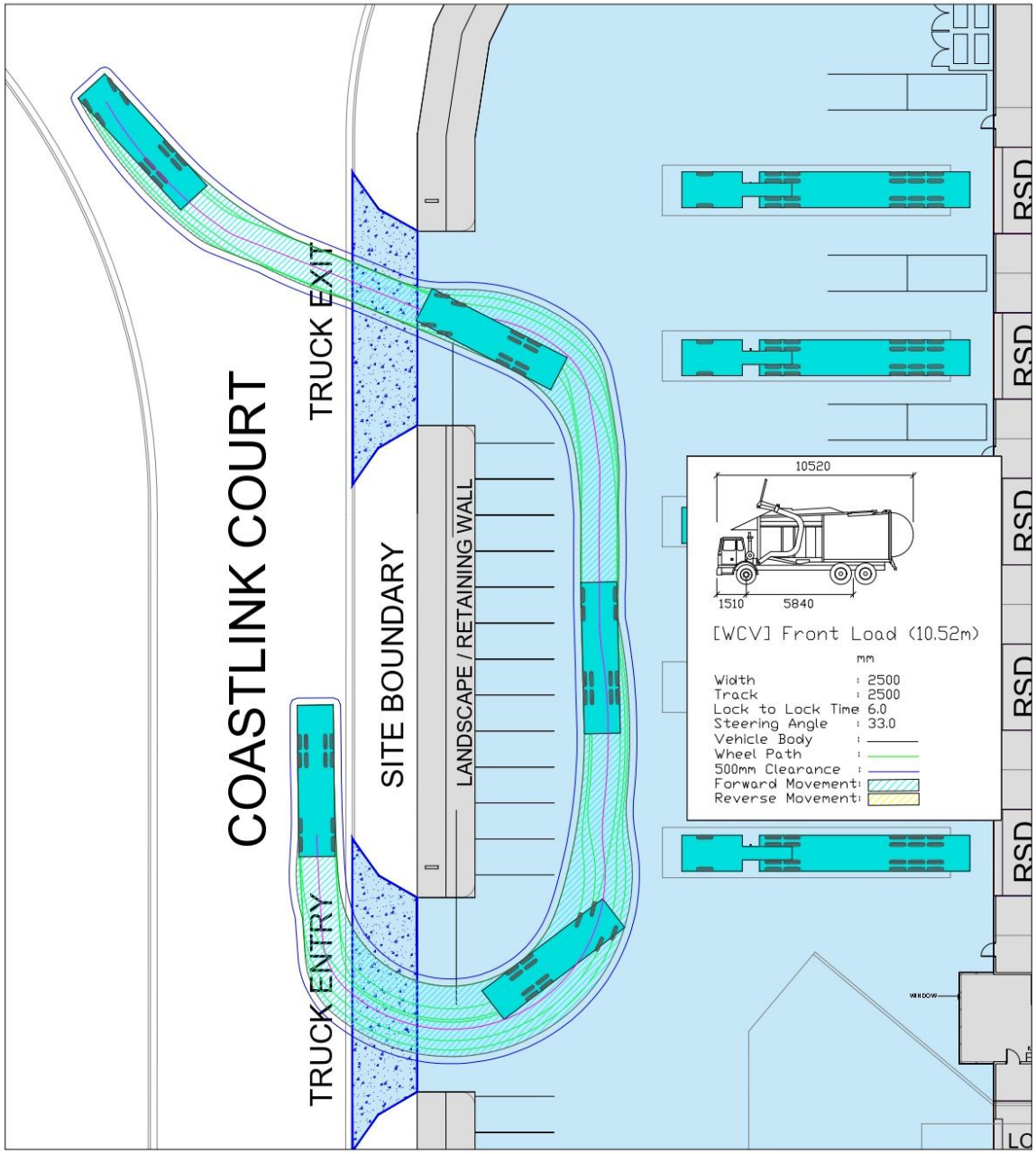

FIGURE 7.1 – WASTE COLLECTION VEHICLE MANOEUVRING

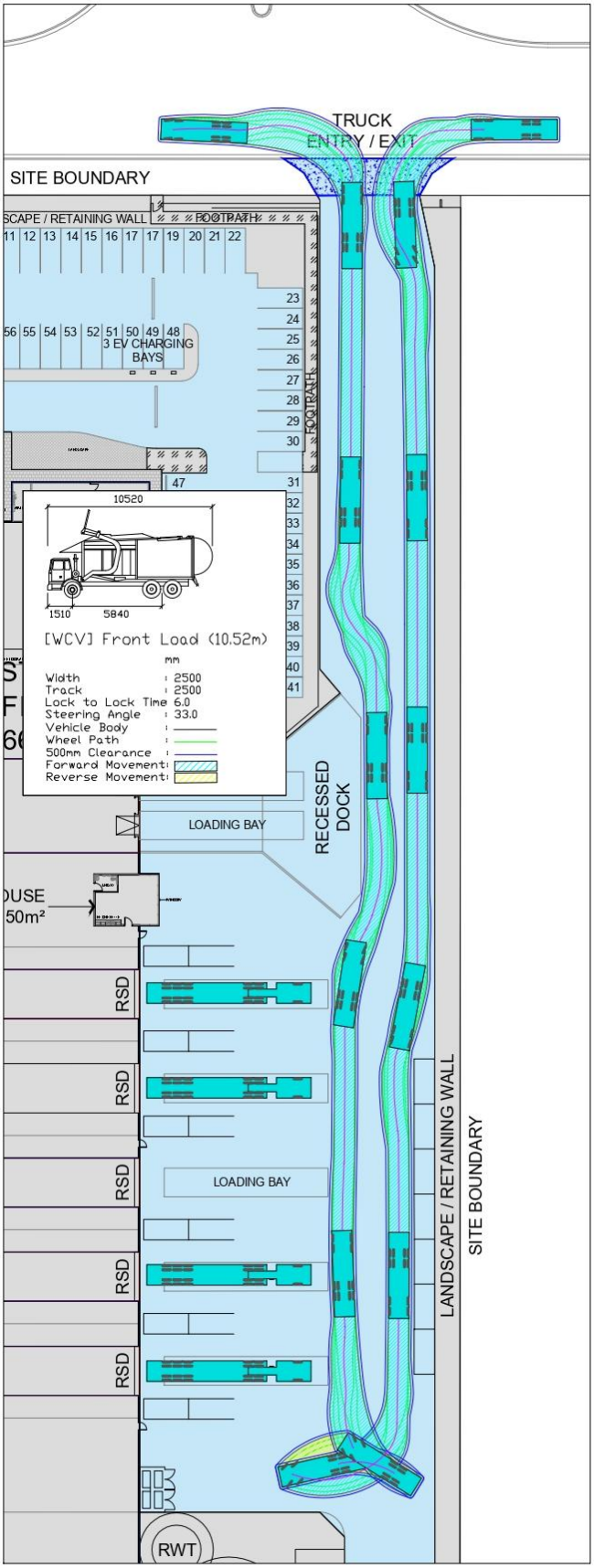

FIGURE 7.2 – WASTE COLLECTION VEHICLE MANOEUVRING

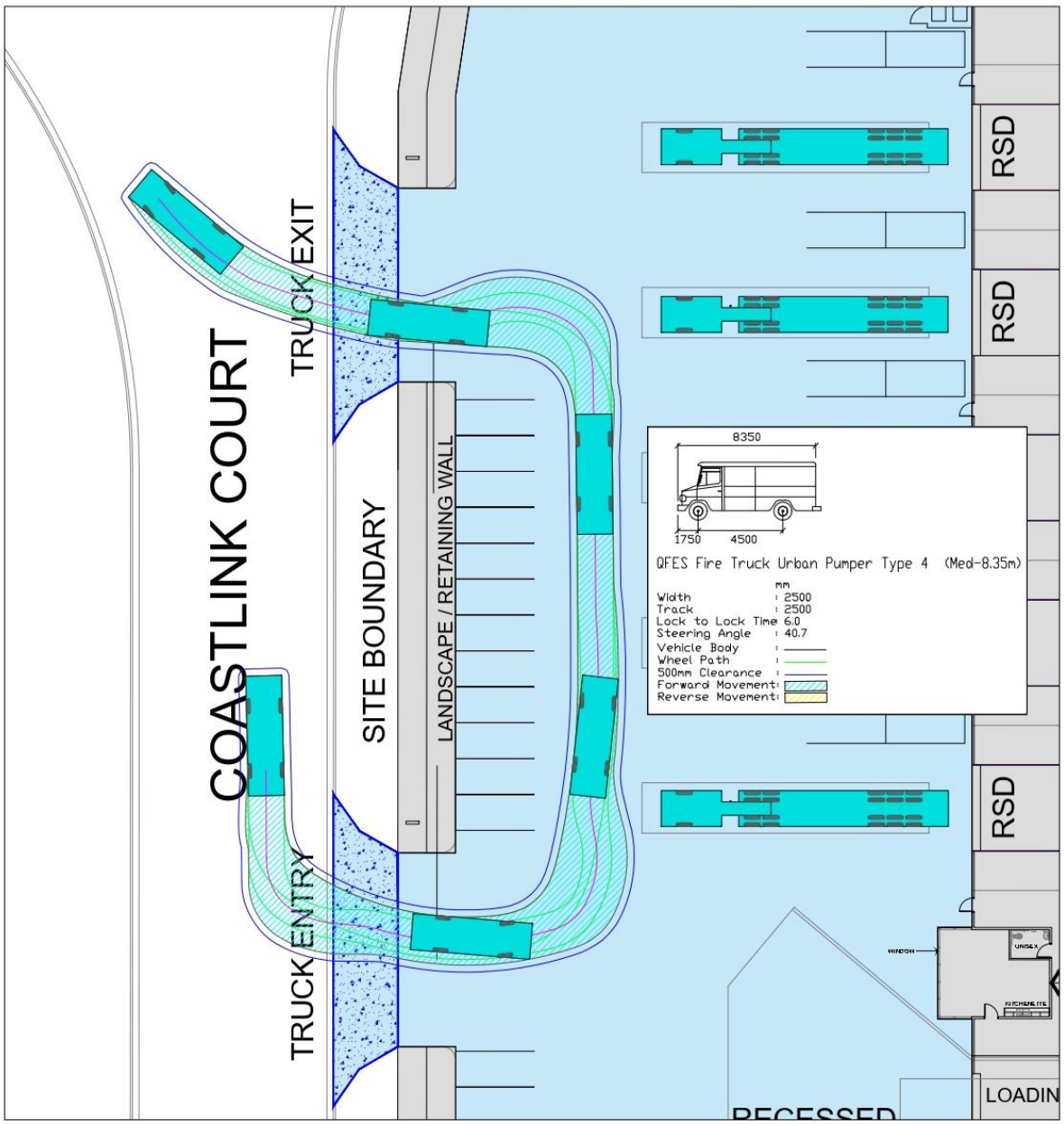

FIGURE 7.3 – 8.35 METRE FIRE TRUCK MANOEUVRING

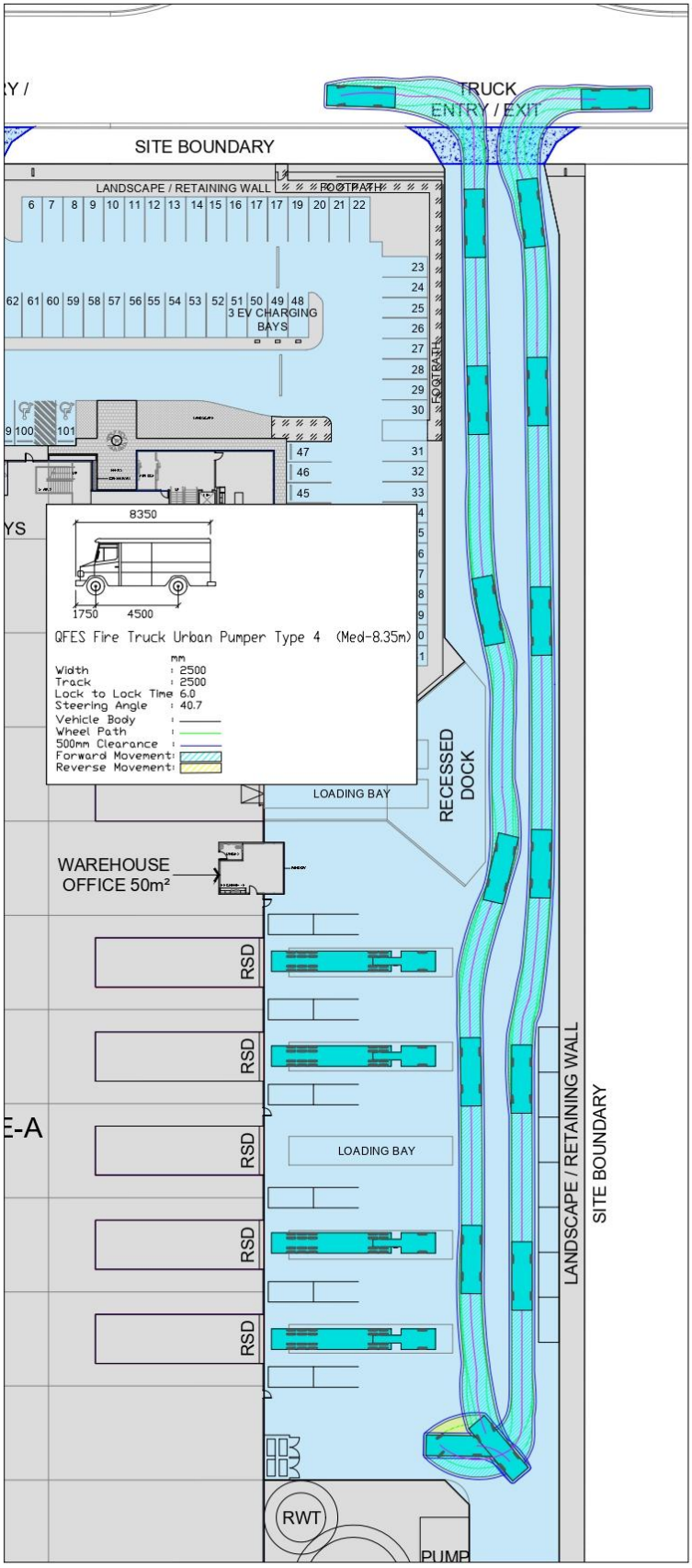

FIGURE 7.4 – 8.35 METRE FIRE TRUCK MANOEUVRING

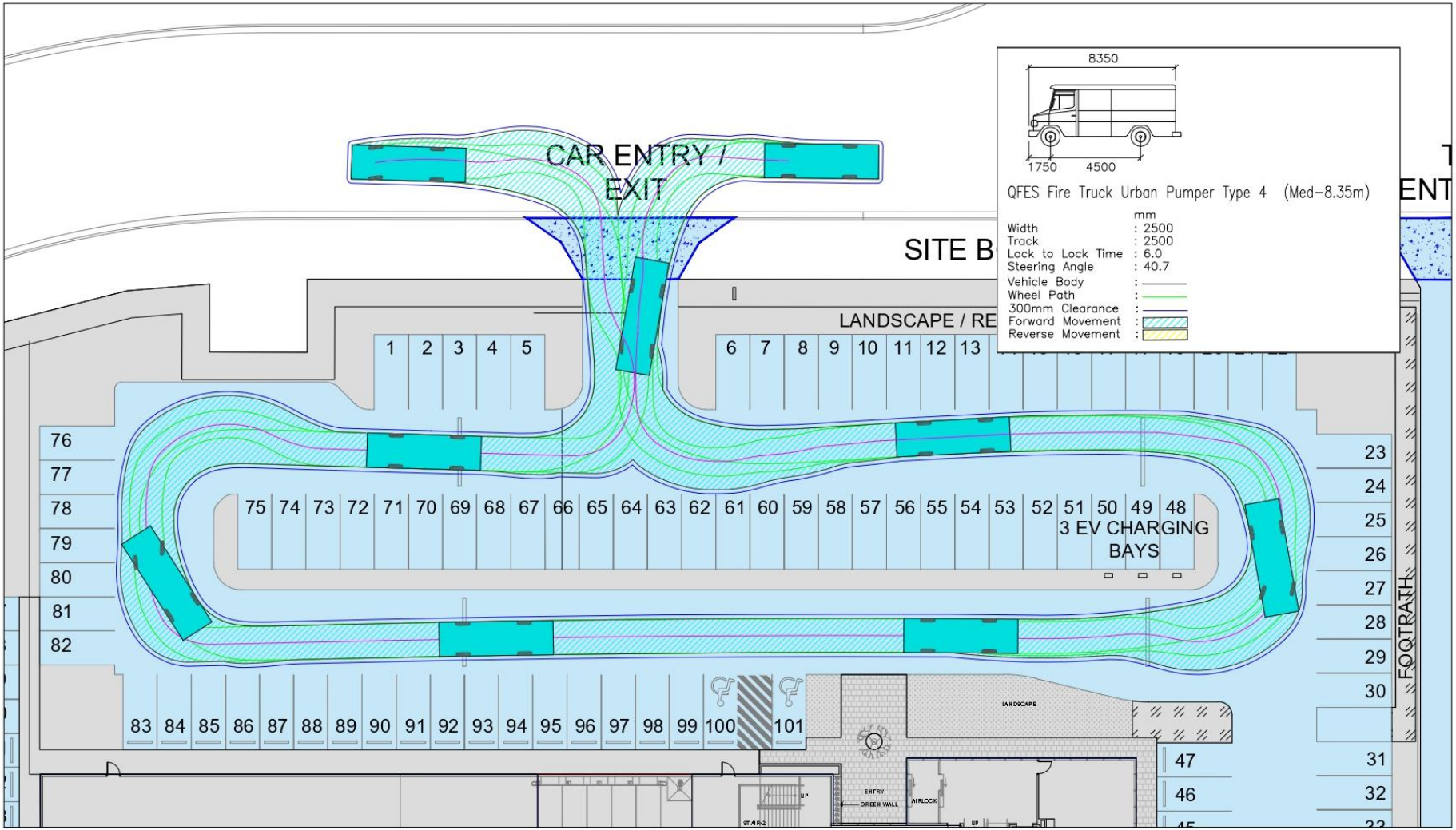

FIGURE 7.5 – 8.35 METRE FIRE TRUCK MANOEUVRING

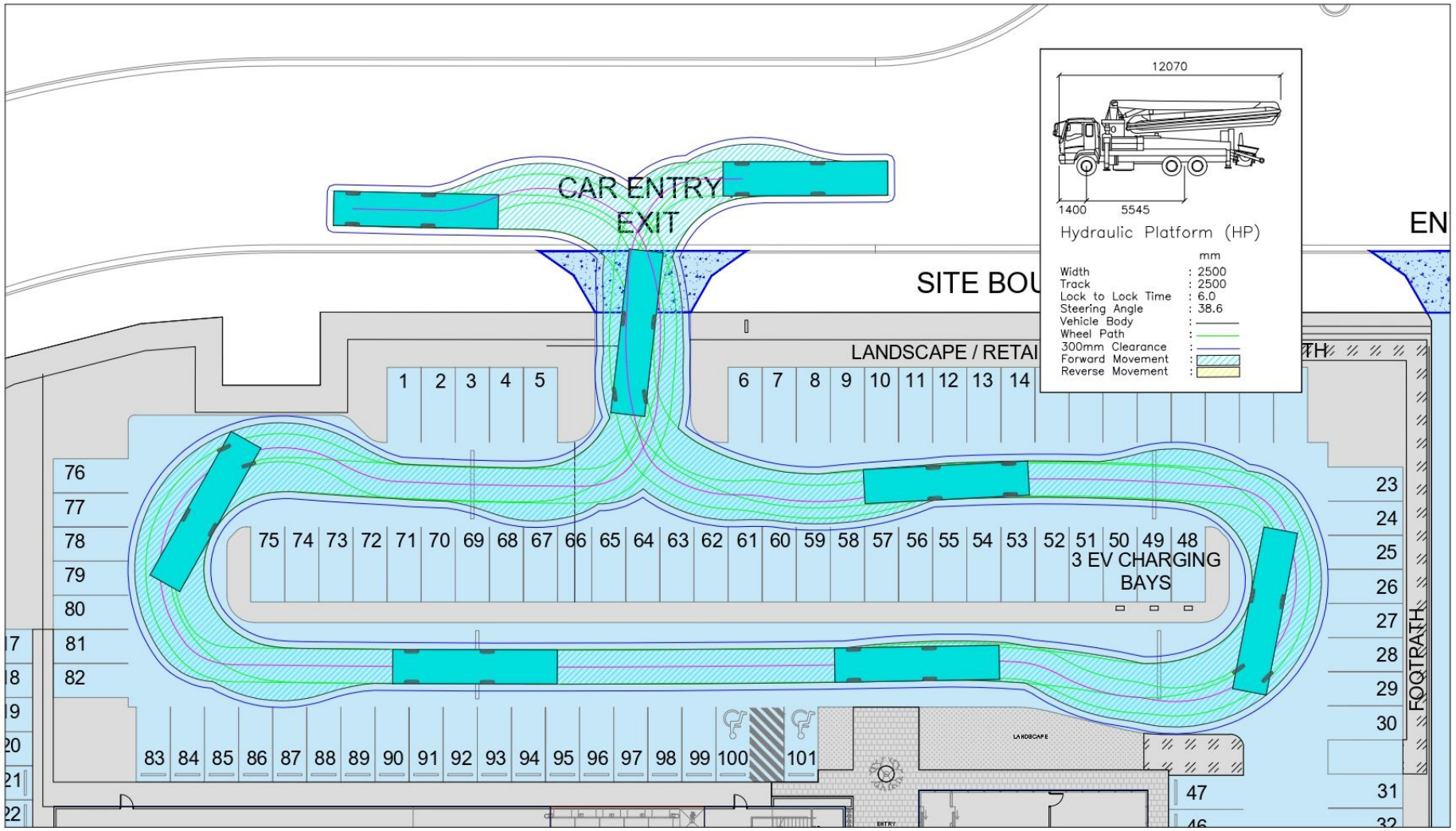

FIGURE 7.6 – HYDRAULIC PLATFORM MANOEUVRING

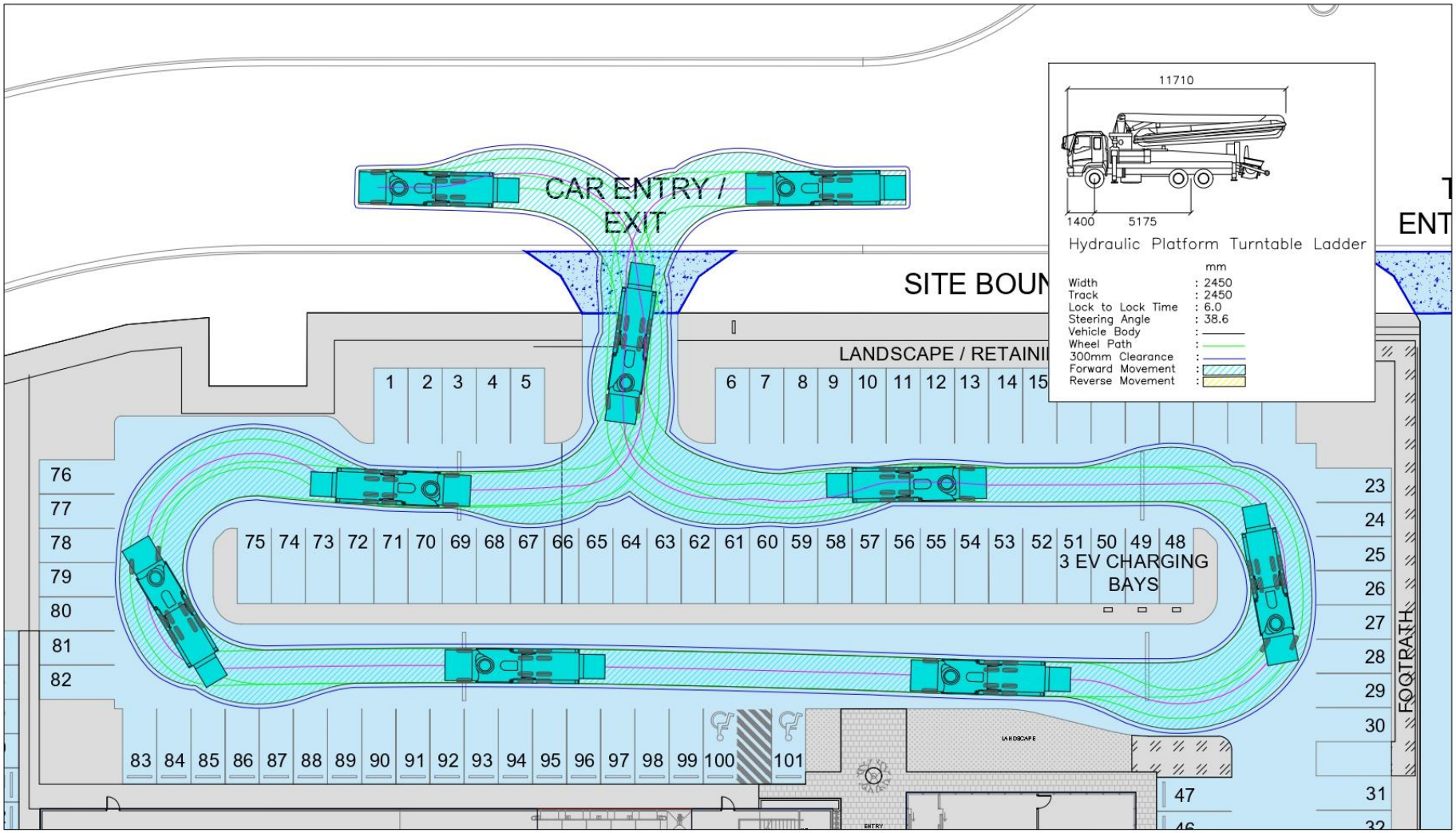

FIGURE 7.7 – HYDRAULIC PLATFORM TURNTABLE LADDER MANOEUVRING

8.0 PROVISION FOR PEDESTRIANS AND BICYCLES

In accordance with the *M38 Industrial Place Code – AS41.4*, the following rate applies to the proposed use:

Warehouse:
1 space per 800m^2 of GFA plus.

Application of this rate to the total proposed building area of approximately 20,540m² results in a requirement for approximately 25 bicycle parking spaces.

Given the location of the site and the nature of the proposed warehouse uses, bicycle travel demand is expected to be relatively low. Provision will be available for employees to store bicycles within the warehouse facilities, together with end-of-trip facilities including shower and change facilities.

Dedicated pedestrian paths are provided through the light vehicle parking areas and between the Fairway Street frontage and the building entrances.

The proposed pedestrian arrangements provide defined routes separated from the principal heavy vehicle loading and manoeuvring areas.

9.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The subject site is located on the western side of Coastlink Court, identified as Lot 203 on SP329487 (Approved Lot 213), with a site area of 37,546m². The site is within the low and medium impact industry zone.

- The proposal comprises Warehouse A with a warehouse area of 11,257m² and two-storey office of 660m², and Warehouse B with a warehouse area of 8,093m² and two-storey office of 530m², providing a total building area of approximately 20,540m².

- Application of the M38 Industrial Place Code car parking rates results in a car parking requirement of 120 spaces for Warehouse A and 88 spaces for Warehouse B. The proposal provides 101 spaces for Warehouse A and 48 spaces for Warehouse B, below the respective Acceptable Solution requirements of 120 and 88 spaces. The proposed provision is considered suitable for the anticipated warehouse operation, with an indicative concept demonstrating that the full numerical requirement could be accommodated on-site if required in the future.

- The proposed car parking layout has been designed in accordance with AS2890.1:2004, with swept path analyses demonstrating that B85 and B99 design vehicles can safely and efficiently manoeuvre within the site.

- Site access is proposed via five crossovers along Coastlink Court and Fairway Street, with separate arrangements for light and heavy vehicles. All crossovers have been designed in accordance with IPWEA Standard Drawings RS-051 for the intended design vehicles.

- The applicable servicing requirement for an Articulated Vehicle (AV) is satisfied. Swept path analysis also demonstrates that vehicles up to the size of a B-Double can satisfactorily access and manoeuvre within the site.