

15 September 2023

Frasers Property
Level 2, 1C Homebush Bay Drive
Rhodes NSW 2138

Attention: James Jarimba

Dear James,

**RE: PROPOSED WAREHOUSE DEVELOPMENT
LOT 122 OF VANTAGE YATALA
RESPONSE TO INFORMATION REQUEST**

INTRODUCTION

This report has been prepared by PTT as requested by Fraser Property in response to the traffic engineering items of an information request letter issued by Gold Coast City Council (Council), dated 17 August 2023 (application reference COM/2023/162). The request relates to a proposed industrial development located at Lot 122 of the Vantage Yatala master planned area. Responses have been provided for Items 3, 4 and 6 of Council's information request.

ITEM 3: CAR PARKING SUPPLY

Item 3 of the information request relates to car parking supply and states:

To comply with AS8.1.2 of the M38 Industrial Place Code, the development must provide 104 car parking spaces. The submitted drawings show a total of 50 spaces. Compliance with AS8.1.2 is therefore not achieved, requiring consideration of an alternative solution

Project Traffic Engineer (Pekol Traffic and Transport) has proposed the following solution:

- *Austroroads considers the 85th percentile peak parking demand to be an adequate measure of the minimum parking provision.*
- *A desktop survey of five sites in the Stapylton area shows an 85th percentile parking rate of 2 spaces plus 0.40 spaces per 100m² TUA for warehouse uses.*

Application of this rate to the subject site results in a requirement of 44 spaces. Officers have considered but do not support the above solution for the following reasons:

- *Austroads Guide to Traffic Management Part 11: Parking recommends using 85th percentile for land uses such as shopping centres where demand varies quite considerably throughout the year (i.e. on boxing day sales etc). In cases such as this, if parking were provided to satisfy the maximum demand, there would be large expanses of car parking which remain vacant throughout the year.*
- *Officers would expect the proposed development to have a consistent number of staff and visitors expected onsite each day, meaning the car parking demand would also be consistent. Provision of the maximum car parking demand would therefore be used every day of the year.*

Assuming the ultimate 24 hour, 7 days per week operation, the applicant is requested to provide the following information:

- a. Shift times and duration;*
- b. Maximum number of staff for each shift and at shift changeover times; and*
- c. Expected maximum demand for visitor parking at any given point on any given day.*

Using the above information, the applicant is requested to submit amended drawings showing sufficient car parking to meet the expected workforce and likely number of visitors to the site.

CAR PARKING DEMAND

We have been advised that the site does not have a specific tenant at this stage. As such, there is no information available regarding shift times and duration and maximum number of staff and visitors.

We have assessed the parking provision requirement from first principles. According to Performance Outcome (PO) 1 of Council's Transport Code, developments need to ensure that the car parking provision is sufficient to accommodate the parking demand. Council's Planning Scheme Policy references Austroads as a relevant guideline for achieving planning scheme outcomes. As such, we have used Austroads to guide our methodology. In particular, we note that Austroads' Guide to Traffic Management Part 11: Parking Management Techniques (2020) states that:

"Conventional practice is not to provide parking supply to meet demand on the busiest day of the year as this approach would be uneconomical because parking supply would exceed demand for all but one day of the year. Likewise, it would be inappropriate to link the supply of parking to the demand on an average day as this would mean that there would be insufficient parking available on half the days of every year. Instead accepted practice is to adopt a level of supply to satisfy the parking demand that will only be exceeded for a number of hours or days each year. This demand is most often taken to be equivalent to the 85th percentile hourly utilisation level experienced throughout the year. Where this is difficult to accurately determine, often the peak hour demand on the tenth (or fifteenth) busiest day of the year is used. However, in those cases where overflow will have a significant detrimental effect on adjacent areas a higher level of supply may be appropriate."

The methodology outlined in Austroads is not limited to one specific land use. Instead, it makes reference to mixed-use developments and shopping centres as examples of developments that may benefit from adopting this methodology. Therefore, the application of the 85th percentile parking demand is

considered appropriate for the proposed development. The provision of parking based on the maximum demand is not supported by any traffic engineering guidelines and has not been considered further.

The average and 85th percentile parking demands for large warehouses have been calculated based on a desktop survey of ten sites in the Stapylton / Yatala area. The number of occupied parking spaces was counted on five weekdays for each site. Dates that coincided with school holidays and covid lockdown periods were excluded from the analysis. The analysis of the survey data is attached and includes 50 observations, which is statistically significant.

The results of the analysis indicate an average parking demand rate of **0.31 cars per 100m² GFA** and an 85th percentile demand of **0.45 cars per 100m² GFA**.

The application of the 85th percentile parking rate results in a parking demand of 47 spaces for the proposed development, as shown in Table 1.

Table 1: CAR PARKING REQUIREMENT (FIRST PRINCIPLES)

LAND USE	SCALE	PARKING RATE	REQUIRED
Warehouse	10,465m ² GFA	0.45 space per 100m ² GFA	47

PROVISION

The number of parking spaces proposed onsite has been increased from 50 to 55 parking spaces, including one people with disabilities (PWD) space. The parking rate of the proposed provision is 0.53 spaces per 100m² GFA, which is equivalent to the 92nd percentile demand. Therefore, the proposed parking provision complies with PO1 of Council's Parking Code.

Furthermore, on-street parking is provided along the Homestead Drive and Eastridge Street site frontages with capacity for approximately 33 cars. The proposed development would not need to rely on on-street parking to accommodate the typical demand. However, in the unlikely event that the parking demand exceeds 55 spaces, there is sufficient on-street parking to accommodate an occasional overflow in demand.

ITEM 4: CAR PARK DESIGN

Item 4 of the information request relates to the car park design and states:

To comply with AS3.1 of the Car Parking, Access and Transport Integration Constraints Code, the applicant is requested to submit amended drawings showing the following changes to ensure compliance with the requirements of AS2890.1:2004:

- Provide a note identifying the purpose of the pedestrian sight triangle which reads "Pedestrian sight triangle to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level".*
- In addition to the 1m wide aisle extension, provide a turnaround bay within each blind aisle to enable visitors/staff to turn around. Alternatively, redesign the car parking facility to provide full circulation without the need for turnaround bays.*

- c. Show the grades and transitions on the section of light vehicle ramp between Eastridge Street and the car parking area.*
- d. Provide swept path diagrams demonstrating that opposing vehicles can see one another and pass with the required circulating clearances. (i.e. 300mm on the inside of a turn, 600mm between vehicles and 600mm on the outside of a turn). Where vehicles are unable to pass, provide an alternative outcome which achieves the required function.*
- e. As recommended by project Traffic engineer, Pekol Traffic and Transport, provide a dedicated pedestrian entrance to accommodate safe pedestrian access between the frontage footpath and the building main entrance through the car park.*

PEDESTRIAN SIGHT SPLAYS

To ensure adequate visibility between vehicles on the driveways and pedestrians in the verge is achieved, AS2890.1 requires that 2.0m by 2.5m pedestrian sight splays be provided at the exit driveway. As shown in Figure 1, the access driveways provide pedestrian sight splays in accordance with AS2890.1. The development plans have been amended to include a note stating: "pedestrian sight triangle to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level".

DESIGN

Acceptable Outcome 20.1 of Council's Transport Code requires that off-street car parking be provided in accordance with Australian Standards AS2890.1:2004 Parking Facilities Part 1: Off-street Car Parking. The proposed on-site car parking facilities, shown in Figure 1 and attached, have been designed in accordance with AS2890.1 requirements in terms of minimum parking space and aisle dimensions, and are typified by:

- parking spaces dimensioned 2.5m wide by 5.4m long
- PWD spaces dimensioned 2.4m wide by 5.4m long, with an adjacent 2.4m wide shared area
- parking aisles dimensioned a minimum 6.2m wide
- end-of-aisle treatment of 1.0m long extension beyond the last parking bay

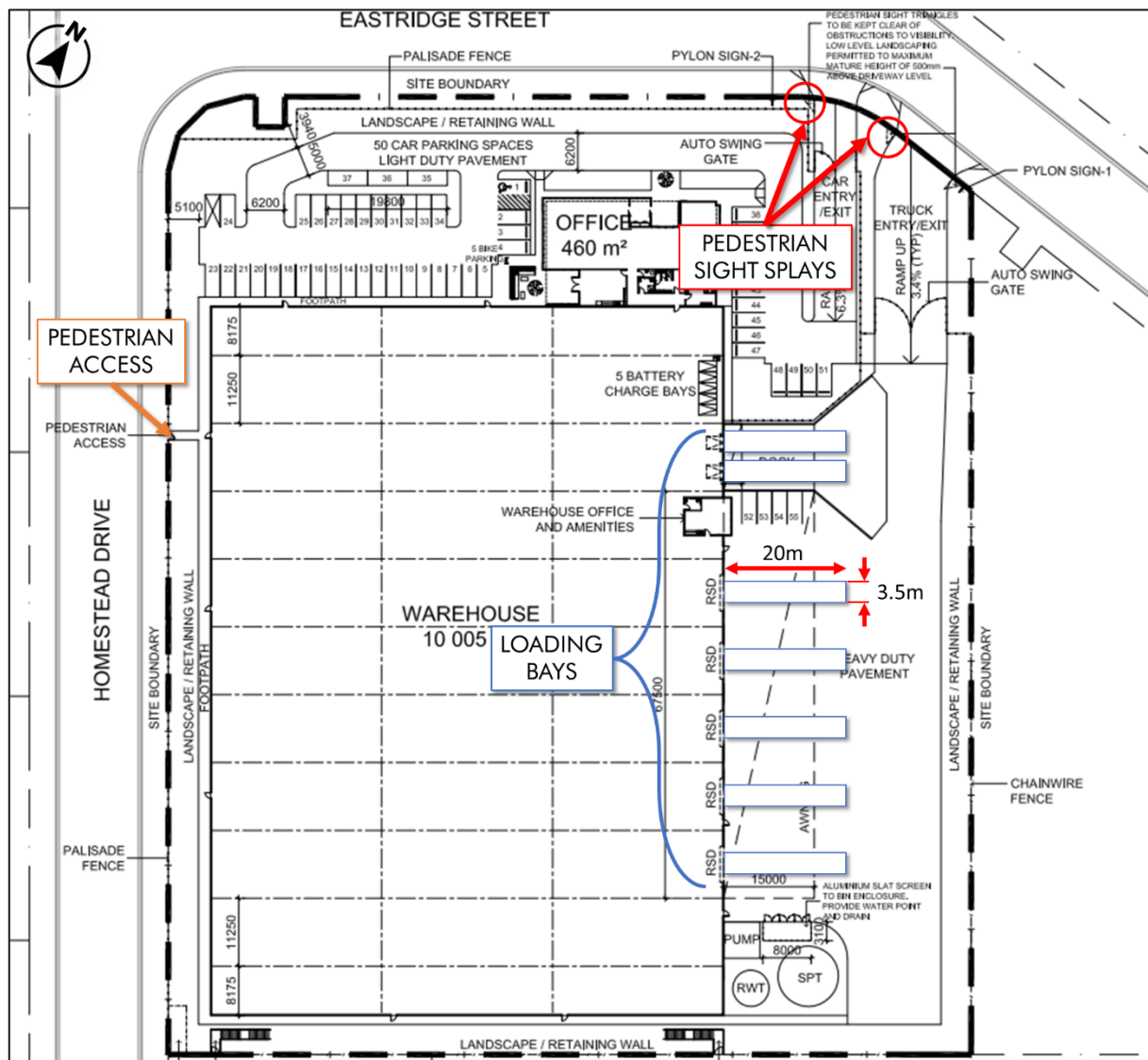
Turnaround Bay

AS2890.1 requires that a turnaround bay be provided for blind aisles longer than six 90-degree spaces. The proposed layout has been amended to remove blind aisles longer than six spaces. As such, turnaround bays are not required.

Ramp Grade

The light vehicle ramp has been designed with a maximum ramp grade of 6.3% (ie approximately 1:16), consistent with AS2890.1 requirements. The plans have been amended to indicate the maximum ramp grades.

Figure 1: SITE LAYOUT



Circulation Clearances

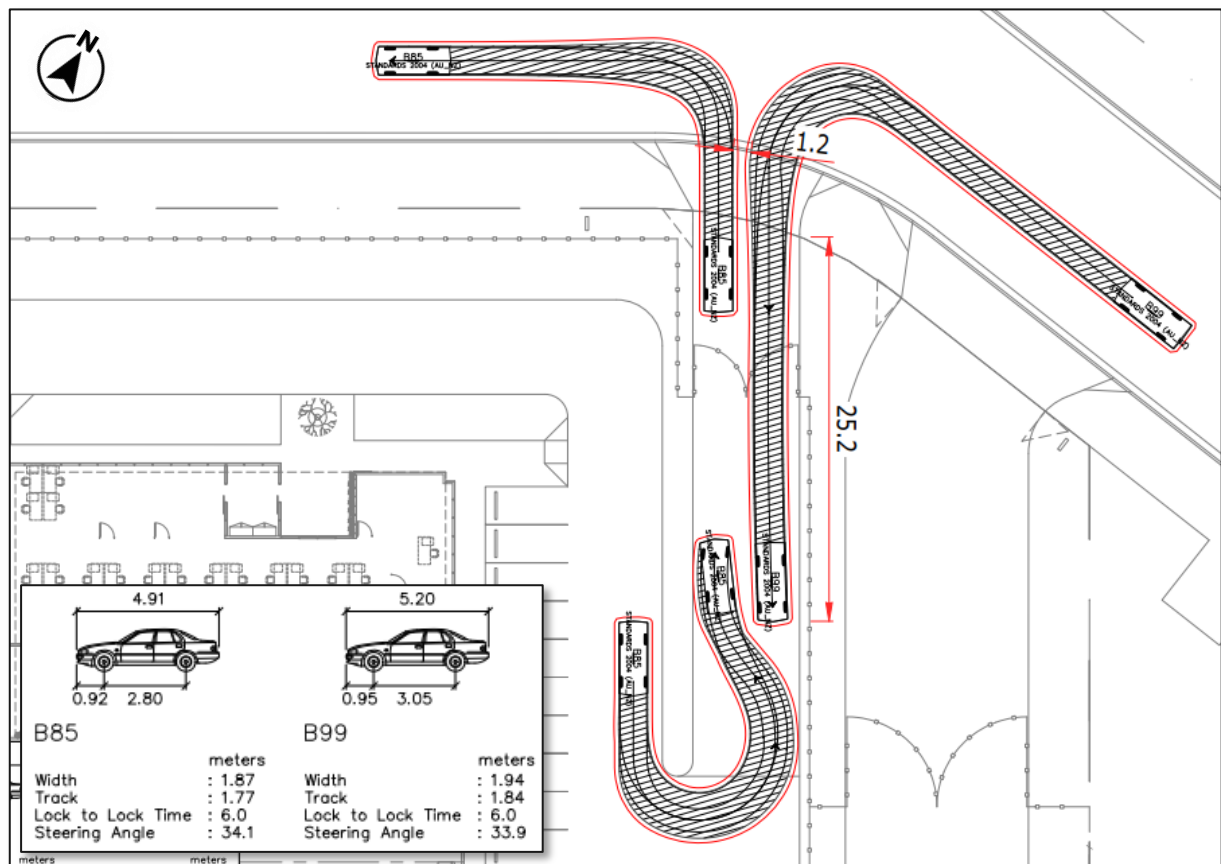
According to AS2890.1 circulation clearances are applicable to vehicles travelling on access roadways, ramps, circulation roadways and circulation aisles and require a further clearance of 0.3m (ie a total of 0.6m clearance) to be added to one side of a swept path only. As such, circulation clearance is not technically required in parking aisles and would not need to be achieved once a car leaves the ramp.

Simultaneous operations of vehicles entering / exiting the parking area at the top of the ramp cannot be achieved. The inside turn radius for a car undertaking a U-turn manoeuvre is approximately 6.0m. As shown in Figure 2, a car exiting the parking area onto the ramp would require the full ramp width to accommodate the manoeuvre. If a car entered the site while another was turning onto the ramp from the parking area, the car entering the site would have to wait until the exiting vehicle manoeuvred to the left side of the ramp. However, the proposed ramp operations are not expected to be a problem, for the following reasons:

- the situation where opposing vehicles meet on the ramp is not expected to happen often
- if / when this does occur, it would result in minimal short term queueing on-site, sufficiently removed from the access (ie approximately 25m)
- it is unlikely to result in queueing onto the external road network

As shown in Figure 2, a minimum circulation clearance of 1.2m can be achieved between vehicles entering and exiting the site at the crossover on Eastridge Street, consistent with AS2890.1.

Figure 2: ACCESS RAMP OPERATIONS



PEDESTRIANS

As shown in Figure 1, a dedicated pedestrian entrance is proposed on Homestead Way where the site is level with the verge to accommodate safe pedestrian access between the external footpaths and internal pathways.

ITEM 6: SERVICING

Item 6 of the information request relates to

To comply with AS13 and PC14 of the Car Parking, Access and Transport Integration Constraints Code, the applicant is requested to submit amended drawings showing the following changes to ensure compliance with the requirements of AS2890.2:2018:

- a. Confirm the grades and transitions on the section of heavy vehicle ramp between Eastridge Street and the service area. In this regard, given that B-double vehicles are proposed to access the site, the maximum grade must not exceed 1 in 8.3 (12%) with a maximum grade change of 1 in 16 (6.25%) over 10m in travel.*
- b. Provide horizontal or vertical sections demonstrating that sufficient sight distance exists from heavy vehicle access looking in both directions along Eastridge Street. In this regard, a minimum sight distance of 69m is required based on frontage road speed of 50km/hr.*
- c. Show pedestrian sight triangles on both sides of the heavy vehicle driveway within the site. Provide a note identifying the purpose of the pedestrian sight triangles which reads "Pedestrian sight triangles to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level".*
- d. Show the positioning and dimensions of services bays on the site plan drawing, demonstrating whether servicing will occur internal or external to the building and identify the size vehicle which will use each bay.*
- e. Demonstrate by way of swept path diagram, including the required manoeuvring clearances, the ability for the design service vehicle to manoeuvre into or out of each service bay while all other service bays are occupied.*
- f. Demonstrate by way of swept path diagram, including the required manoeuvring clearances, the ability for opposing vehicles to pass at the access from Eastridge Street, considering the frequency which each type of vehicle will access the site.*

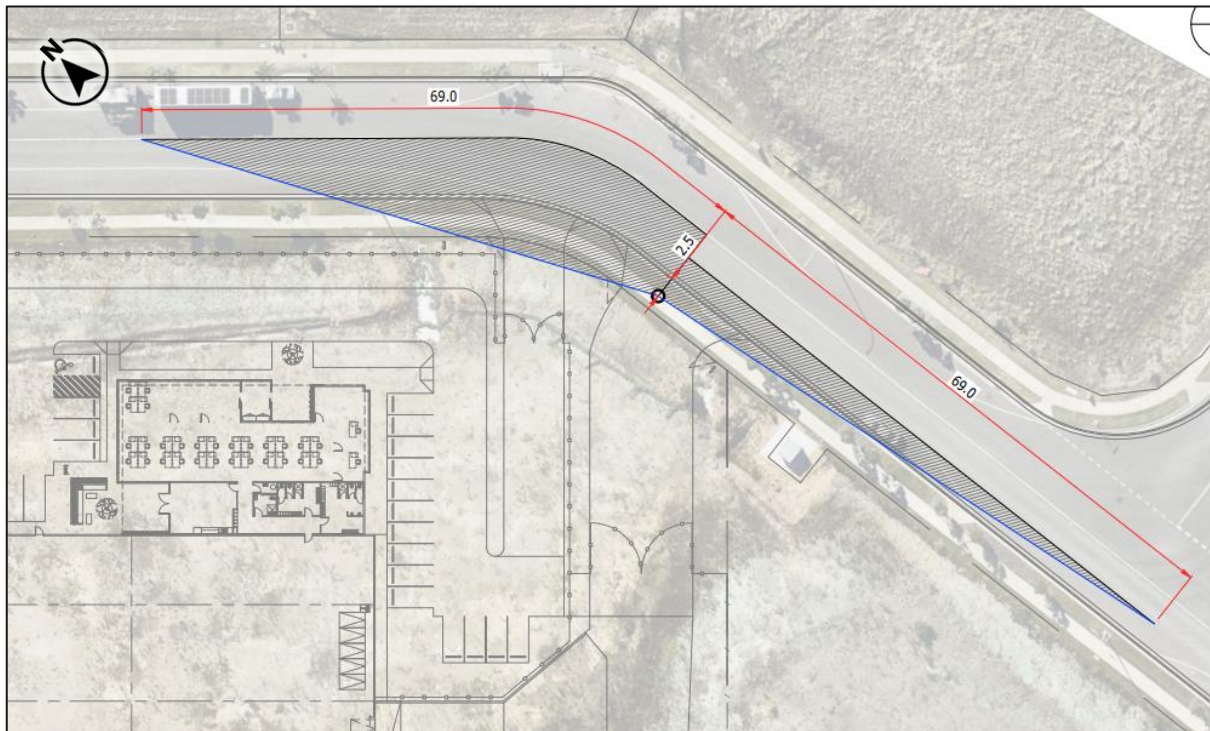
RAMP GRADES

The service vehicle ramp has been designed with a maximum ramp grade of 3.2% (ie approximately 1:31), consistent with AS2890.1 requirements. The plans have been amended to indicate the maximum ramp grades.

SIGHT DISTANCE

On a 50 km/h road (ie Eastridge Street), AS2890.1 requires a desirable sight distance of 69m and a minimum sight distance of 45m. As shown in Figure 3 and attached (drawing number 23-341-003), the desirable sight distance requirement can be achieved in both directions from the proposed servicing access provided that no permanent sight obstructions are located on-site within the sight distance area. This is not expected to be an issue as the majority of the sight distance area within the property boundary is driveway and pedestrian sight splays.

Figure 3: SIGHT DISTANCE ASSESSMENT



PEDESTRIANS

To ensure adequate visibility between vehicles on the driveways and pedestrians in the verge is achieved, AS2890.1 requires that 2.0m by 2.5m pedestrian sight splays be provided at the exit driveway. As shown in Figure 1, the service vehicle access driveways provide pedestrian sight splays in accordance with AS2890.1. The development plans have been amended to include a note stating: "pedestrian sight triangle to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level".

SERVICING AREA DESIGN

The proposed on-site servicing area, shown in Figure 1 and attached, has been designed in accordance with Australian Standards AS2890.2:2018 Parking Facilities Part 2: Off-street Commercial Vehicle Facilities requirements in terms of minimum loading bay and aisle dimensions and ramp grades, and are typified by:

- loading bays dimensioned 3.5m wide by 20m long
- aisles dimensioned a minimum 16.2m wide
- circulation aisle dimensioned a minimum 12m wide

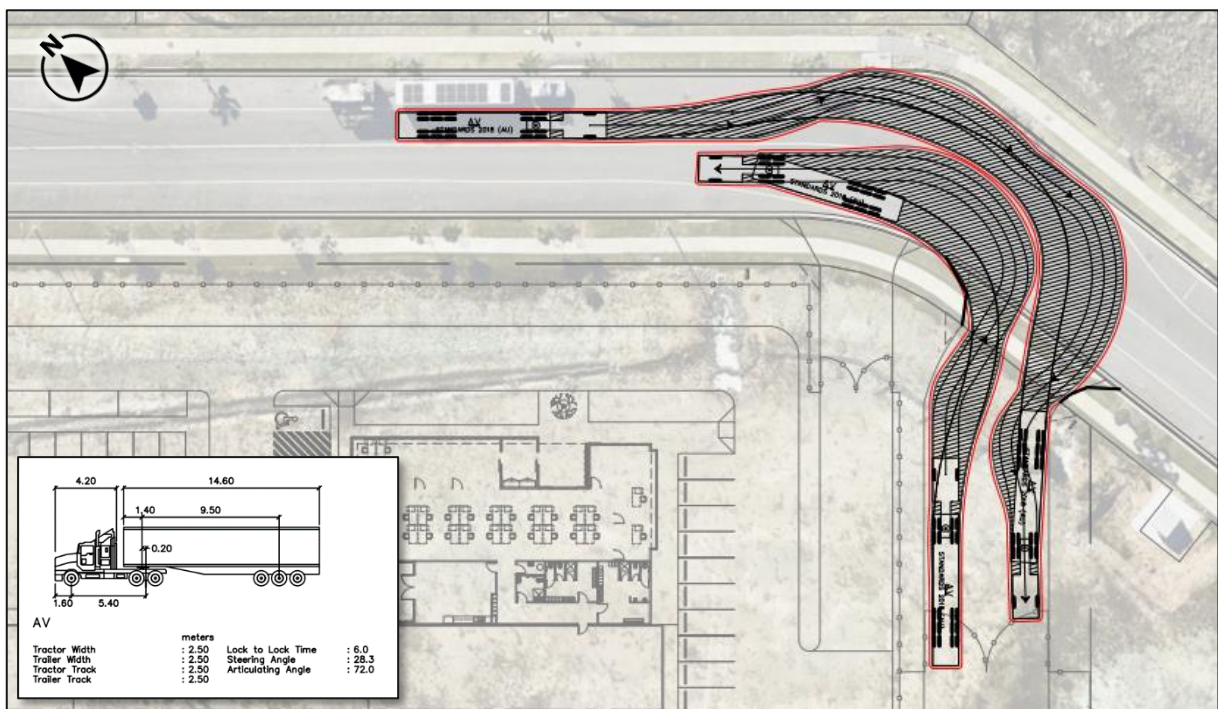
SERVICING

The proposal includes a loading dock to accommodate the servicing demands of the site. According to Council's Transport Code, the regular service vehicle for a warehouse development is an articulated vehicle (AV). The proposed servicing area has seven loading bays that can each accommodate an AV.

The proposed layout provides sufficient space to accommodate AVs manoeuvring into each bay while the other bays are occupied, as demonstrated in the attached swept paths (drawing numbers 23-341-004 to 23-341-006).

It is anticipated that the majority of service vehicles would enter the Vantage Yatala industrial area from and exit to the Stapylton Jacobs Well Road / Homestead Drive signalised intersection (ie right in / left out operations). As shown in Figure 4 and attached (drawing number 23-341-007), simultaneous operations of the regular service vehicle (ie AV) can be accommodated at the site access without encroaching on the on-street parking lanes.

Figure 4: AV MANOEUVRING



B-DOUBLE ACCESS

In the event that B-double access is required / permitted to the site, the proposed servicing area is sufficient to accommodate a B-double entering the site, turning around and exiting the site in a forward gear, as per the swept paths provided in PTT's report (project number 23-341) dated 19 July 2023.

CONCLUSIONS

The findings outlined in this report respond to the traffic issues raised in Council's Information request in relation to the proposed warehouse development at Lot 122 of the Vantage Yatala master planned area. Based on the above, it is our view that our responses address the traffic engineering issues raised in the Information Requests.

If you have any questions regarding the issues discussed above, please do not hesitate to contact us.

Yours sincerely,



Adam Pekol
Director (RPEQ 5286)

JOB	23-341
DATE	26/05/2023
AUTHOR	HW / RL
LOCATION	Stapylton / Yatala

Parking Survey Summary

Number of Sites	10	
Total Observations	50	
Average Demand	0.31	Cars/100m ²
85th %ile Demand	0.45	Cars/100m ²

Subject Site Parking Demand

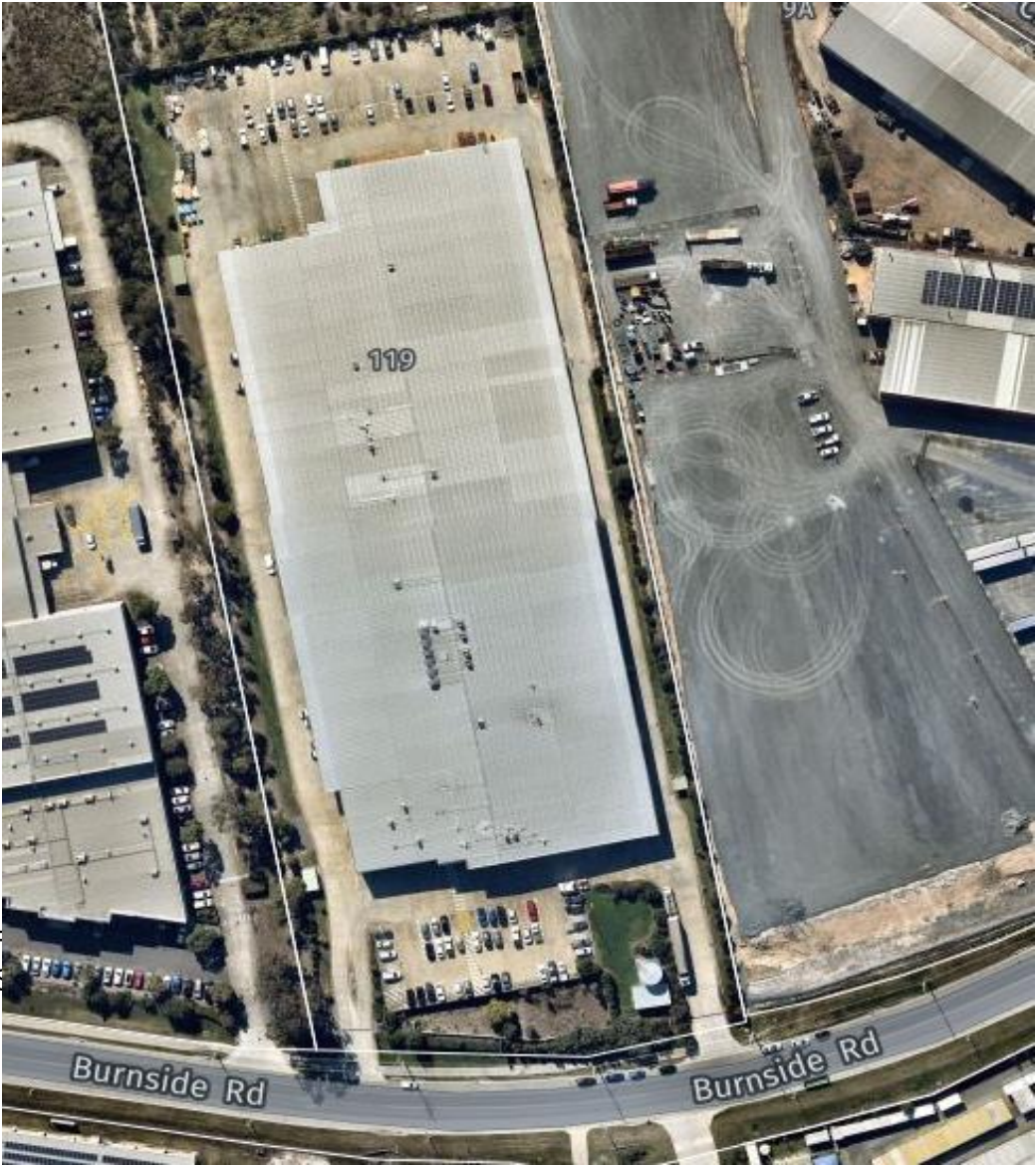
Total Use Area	10,465	m ²
Average Demand	32	spaces
85th %ile Demand	47	spaces

Proposed Provision	55 spaces
Equivalent Rate	0.53 spaces/100m ²
Equivalent Percentile Demand	92%

Site 1

Name: Jeld Wen
DA Number MCU/2013/01018
Location: 119 Burnside Road, Stapylton
GFA 14,314 sqm
Capacity 251 spaces
Required: 151 spaces

Observation	Date	Day	Cars	Cars/100m ²
1	11/04/2023	Tuesday	44	0.31
2	2/11/2022	Wednesday	64	0.45
3	16/08/2022	Tuesday	76	0.53
4	5/08/2021	Thursday	69	0.48
5	1/08/2018	Friday	78	0.54



Site 2

Name: Pacific Optics DC
DA Number: MCU/2020/286
Location: Lot 431, 20 Arthur Dixon Drive, Yatala
GFA 8,607 sqm
Capacity 67 spaces
Required: 94 spaces

Number	Date	Day	Demand	Cars/100m ²
1	11/04/2023	Tuesday	20	0.23
2	2/11/2022	Wednesday	28	0.33
3	16/08/2022	Tuesday	31	0.36
4	15/11/2021	Monday	25	0.29
5	10/09/2021	Friday	24	0.28



Site 3

Name: Visy Yatala
DA Number: -
Location: 95 Quinns Hill Road East, Stapylton
GFA 22,532 sqm (approx)
Capacity 85 spaces
Required: 233 spaces

Number	Date	Day	Demand	Cars/100m ²
1	12/04/2023	Wednesday	61	0.27
2	24/11/2022	Thursday	42	0.19
3	2/11/2022	Wednesday	46	0.20
4	19/11/2022	Monday	45	0.20
5	16/08/2022	Tuesday	49	0.22



Site 4

Name: Visy Stapylton

DA Number:

Location: 298-300 Stapylton Jacobs Well Road, Stapylton

GFA 25,188 sqm (approx)

Capacity 69 spaces

Required: 259 spaces

Number	Date	Day	Demand	Cars/100m ²
1	12/04/2023	Wednesday	31	0.12
2	24/11/2022	Thursday	53	0.21
3	2/11/2022	Wednesday	36	0.14
4	19/11/2022	Monday	40	0.16
5	16/08/2022	Tuesday	53	0.21



Site 5

Name: Aldi Warehouse

DA Number:

Location: 55 Burnside Road, Stapylton

GFA 52,433 sqm (approx)

Capacity 270 spaces

Required: 532 spaces

Number	Date	Day	Cars	Cars/100m ²
1	12/04/2023	Wednesday	87	0.17
2	2/11/2022	Wednesday	131	0.25
3	16/08/2022	Tuesday	171	0.33
4	15/11/2021	Monday	128	0.24
5	10/09/2021	Friday	116	0.22



Site 6

Name: Midway Metals
DA Number: MCU/2009/2900083
Location: 56 Business Street, Yatala
GFA 13,428 sqm (approx)
Capacity 150 spaces
Required: 142 spaces

Number	Date	Day	Cars	Cars/100m ²
1	12/04/2023	Wednesday	36	0.27
2	2/11/2022	Wednesday	37	0.28
3	16/08/2022	Tuesday	41	0.31
4	15/02/2021	Monday	35	0.26
5	10/09/2021	Friday	43	0.32



Site 7

Name: Oji Fibre Solutions Packaging
DA Number: MIN/2017/1603
Location: 148 Pearson Road, Yatala
GFA 24,486 sqm (approx)
Capacity 120 spaces
Required: 252 spaces

Number	Date	Day	Cars	Cars/100m ²
1	12/04/2023	Wednesday	48	0.20
2	2/11/2022	Wednesday	56	0.23
3	16/08/2022	Tuesday	57	0.23
4	15/11/2021	Monday	51	0.21
5	10/09/2021	Friday	51	0.21



Site 8

Name: Bidfood
DA Number: PMC/2016/1559
Location: 18 Nyholt Drive, Yatala
GFA 10,000 sqm (approx)
Capacity 101 spaces
Required: 107 spaces

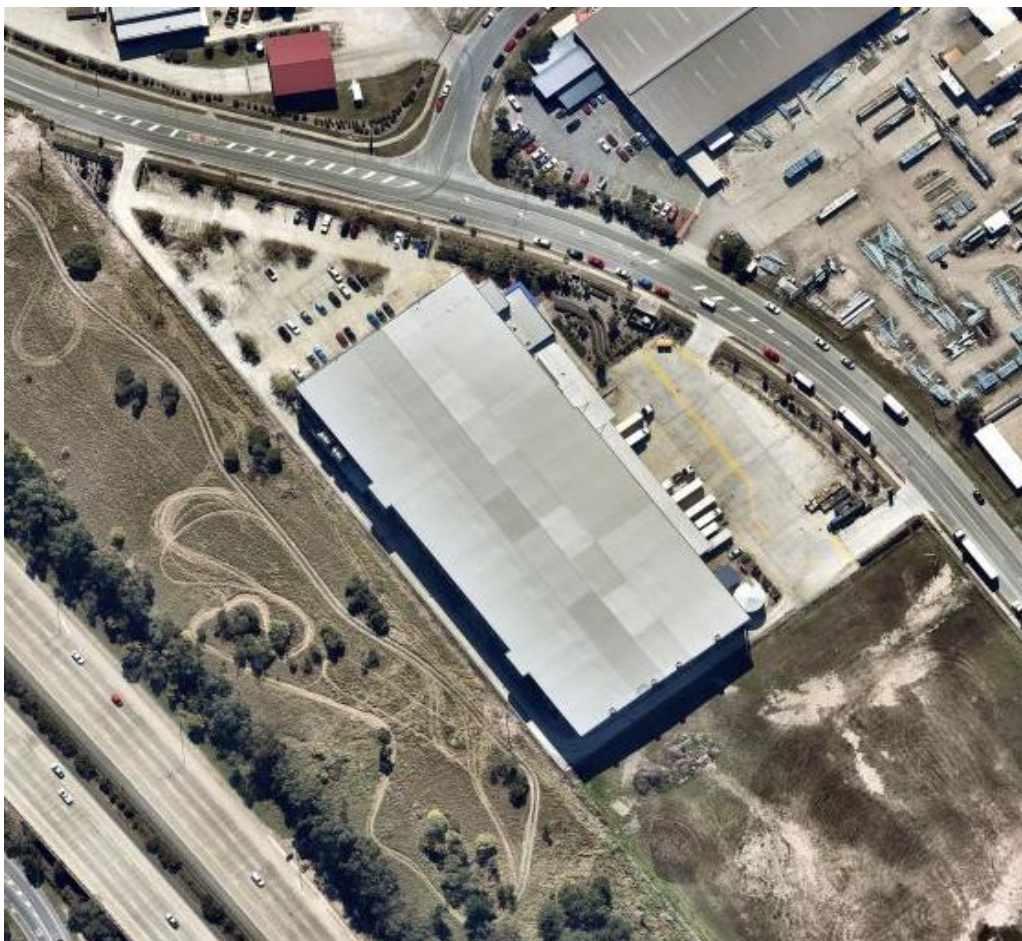
Number	Date	Day	Cars	Cars/100m ²
1	11/04/2023	Tuesday	45	0.45
2	2/11/2022	Wednesday	35	0.35
3	16/08/2022	Tuesday	60	0.60
4	8/09/2021	Wednesday	38	0.38
5	5/08/2021	Thursday	27	0.27



Site 9

Name: Markwell Foods
DA Number: MCU/2013/919
Location: 1 Lahrs Road, Yatala
GFA 9,431 sqm (approx)
Capacity 116 spaces
Required: 102 spaces

Number	Date	Day	Cars	Cars/100m ²
1	11/04/2023	Tuesday	41	0.43
2	2/11/2022	Wednesday	40	0.42
3	16/08/2022	Tuesday	41	0.43
4	5/08/2021	Thursday	20	0.21
5	26/05/2021	Wednesday	19	0.20



Site 10

Name: Civic Shower Screens and Wardrobes
DA Number: MCU/2017/748
Location: 8 Freight Street, Yatala
GFA 9,229 sqm (approx)
Capacity 108 spaces
Required: 100 spaces

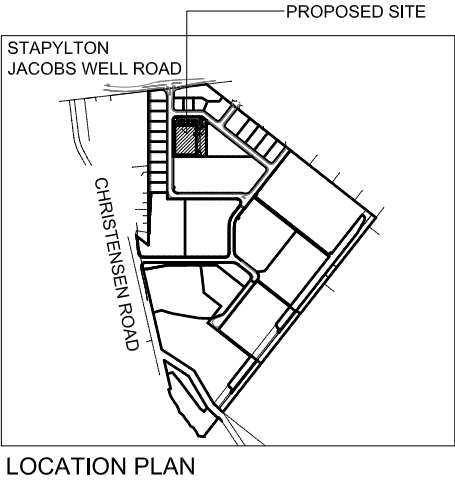
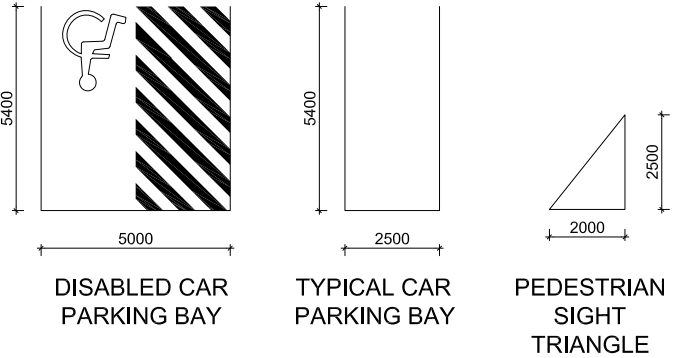
Number	Date	Day	Cars	Cars/100m ²
1	11/04/2023	Tuesday	27	0.29
2	2/11/2022	Wednesday	43	0.47
3	16/08/2022	Tuesday	52	0.56
4	5/08/2021	Thursday	35	0.38
5	26/05/2021	Wednesday	53	0.57



REV	DESCRIPTION	DATE
A	PRELIMINARY	09.06.23
B	ISSUE FOR DA	29.06.23
C	BIN ENCLOSURE AND PARKING UPDATE	13.07.23
D	PEDESTRIAN ACCESS, CAR PARKING LAYOUT, RAMP AND SIGHT TRIANGLES NOTE	18.09.23

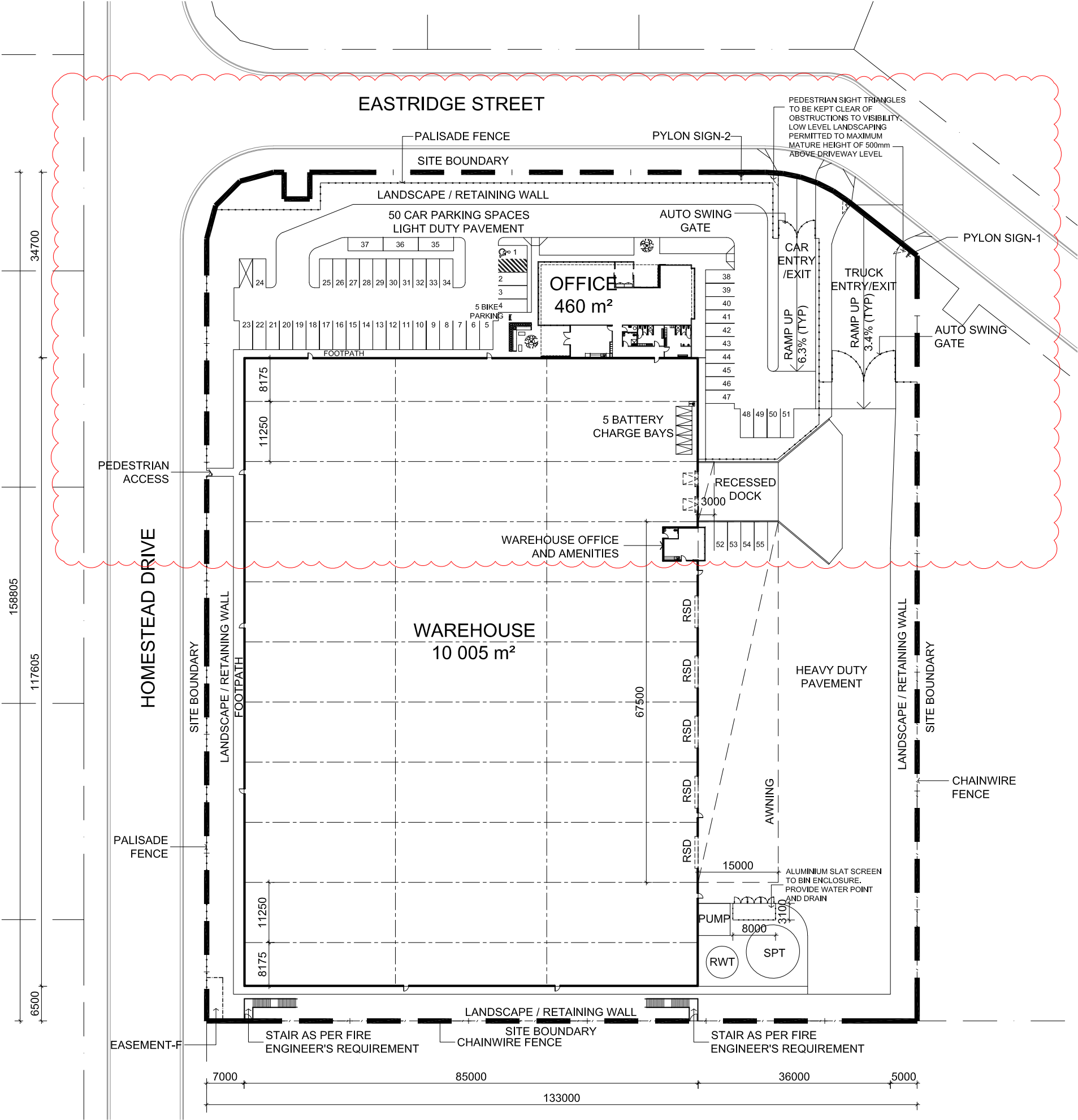
DEVELOPMENT SUMMARY

SITE AREA	20895 m²
WAREHOUSE (Including Warehouse Office and Amenities)	10005 m²
OFFICE	460 m²
TOTAL BUILDING AREA	10465 m²
CAR PARKING PROVIDED	55
AWNING	1046 m²
HEAVY DUTY PAVEMENT	3824 m²
LIGHT DUTY PAVEMENT	2201 m²
SITE EFFICIENCY	50.1
SITE COVER (Total Building Footprint + Awnings / Site Area)	55.1 %



FOR DEVELOPMENT APPLICATION

	JOB	DATE	
	Q22-002A-DA-002	18.09.23	
	SCALE	DRN.	REV.
	1:400 @ A1	MS	D



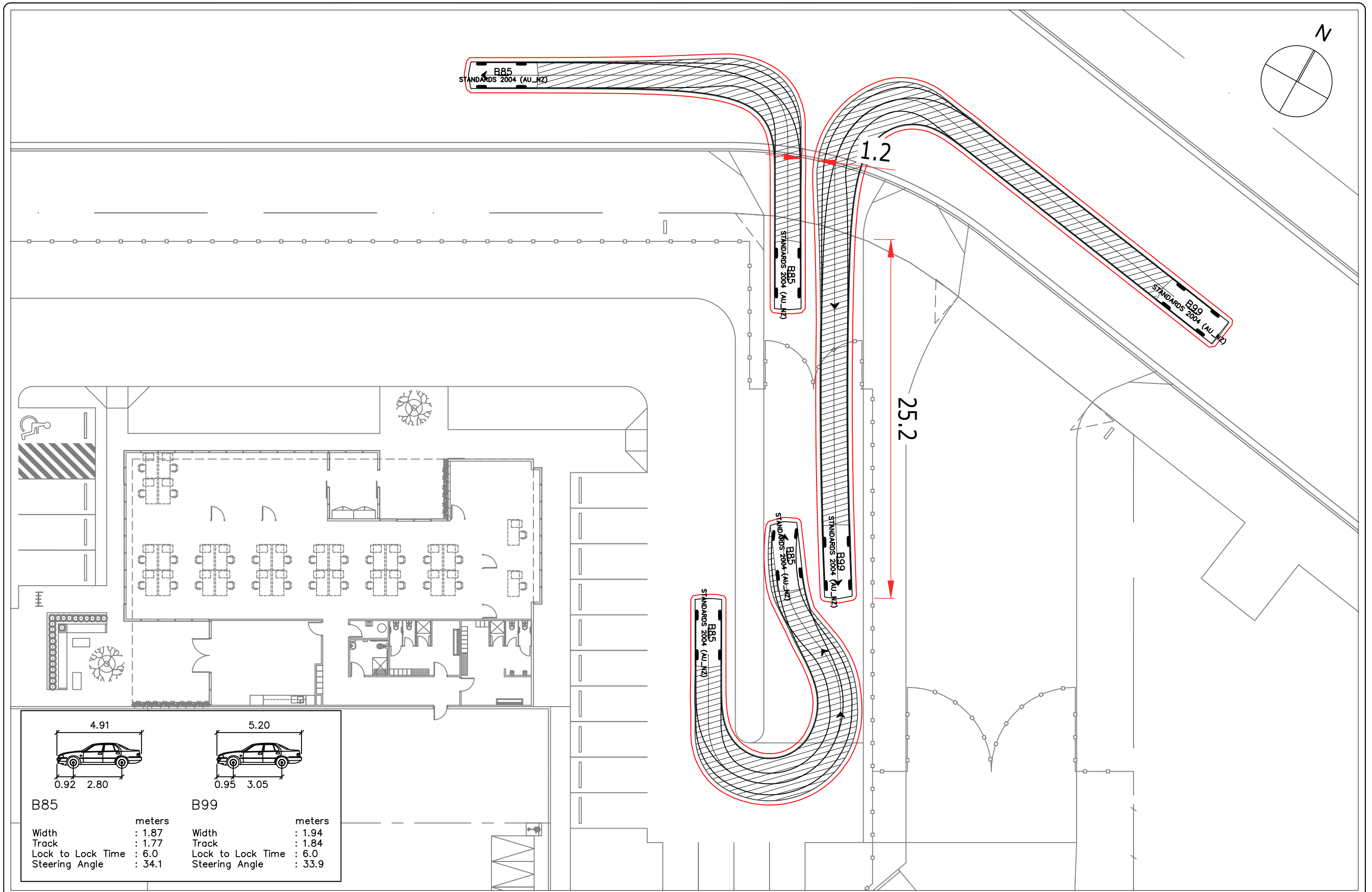
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PROPOSED INDUSTRIAL DEVELOPMENT
'VANTAGE YATALA' EASTRIDGE STREET,
STAPYLTON, QUEENSLAND

SITE PLAN



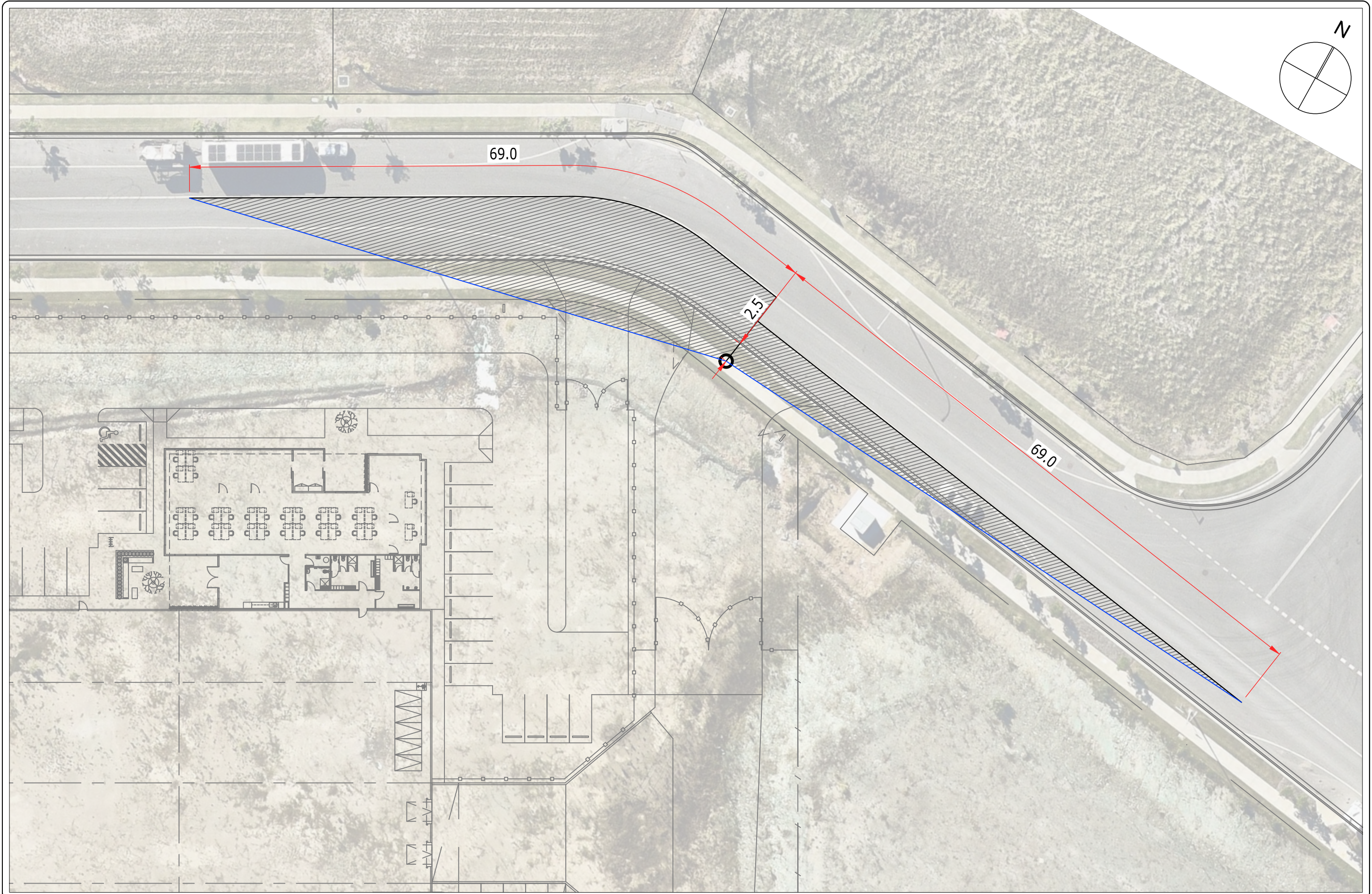
FRASERS PROPERTY INDUSTRIAL
LEVEL 8, 97 BOUNDARY STREET,
WEST END, QLD 4101
P +61 7 3249 7400



REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	LOT 122 VANTAGE YATALA
DRAWING TITLE:	CIRCULATION CLEARANCE

CLIENT:					FRASER PROPERTY GROUP				
DATE:		SCALE:		DRAWN:		APPROVED:			
13/09/2023		1:250		RL		AP			
DRAWING NO.			REV		JOB NO.				
23-341-002					23-341				





PTT
TRAFFIC & TRANSPORT ENGINEERING

ABN 96 067 593 962
P 07 3839 6771 WWW.PTT.COM.AU
Level 2, 62 Astor Tce, Spring Hill QLD 4000

REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:

LOT 122 VANTAGE YATALA

DRAWING TITLE:

SIGHT DISTANCE ASSESSMENT

CLIENT:

FRASER PROPERTY GROUP

DATE: 13/09/2023

SCALE: 1:400

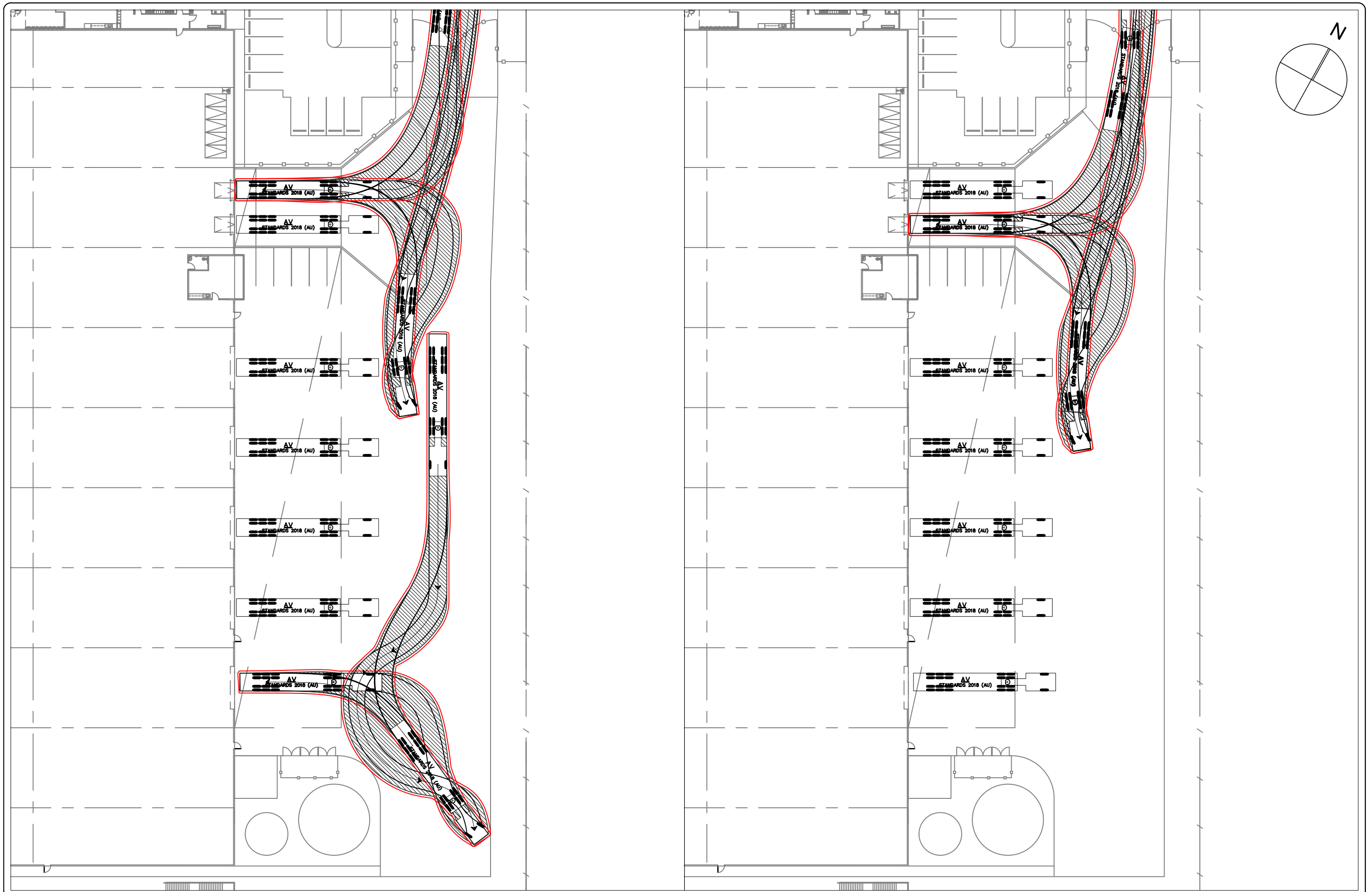
DRAWING NO. 23-341-003

DRAWN: RL

REV

JOB NO. 23-341

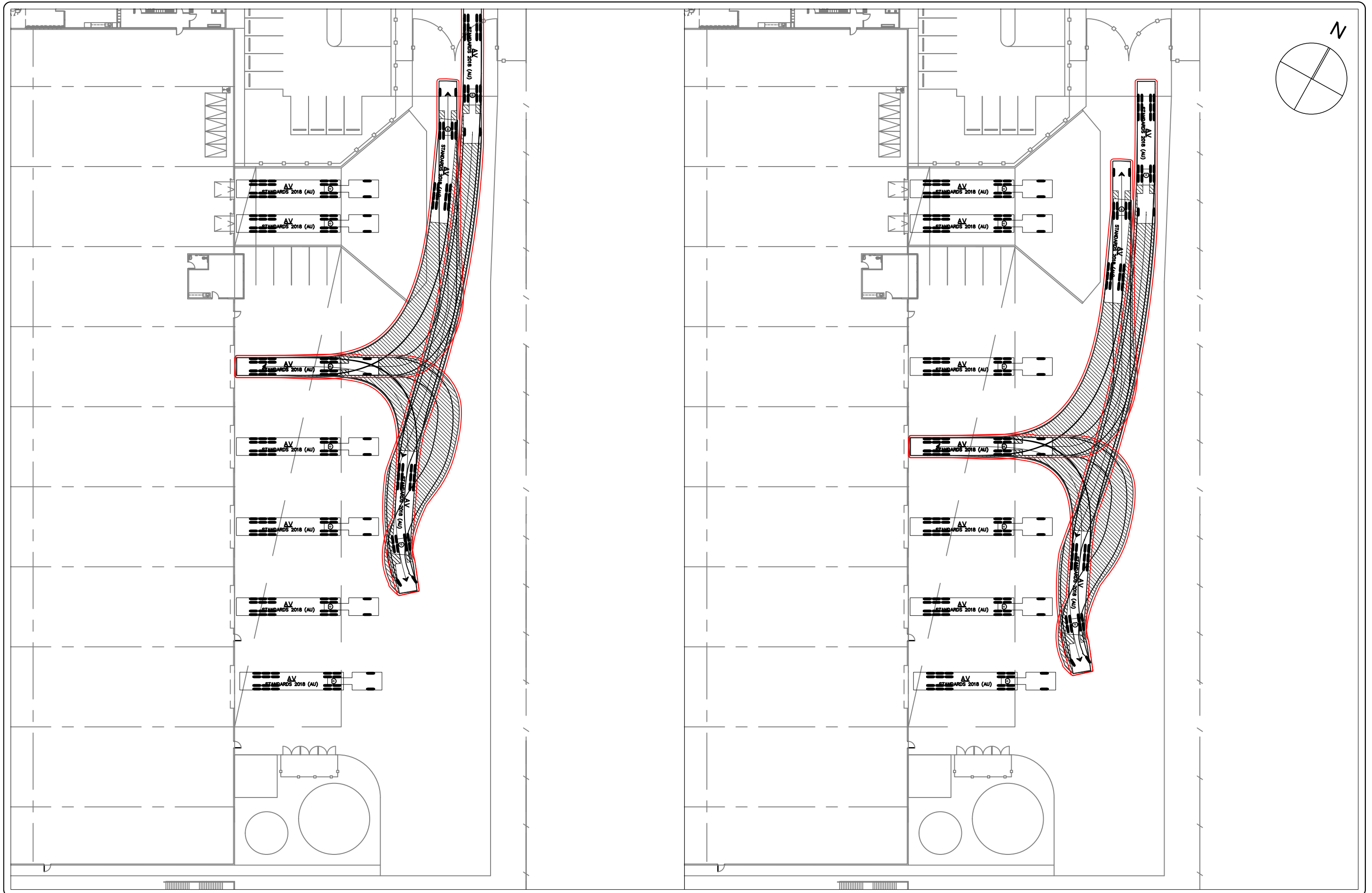
APPROVED: AP



REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	LOT 122 VANTAGE YATALA
DRAWING TITLE:	AV SWEPT PATHS

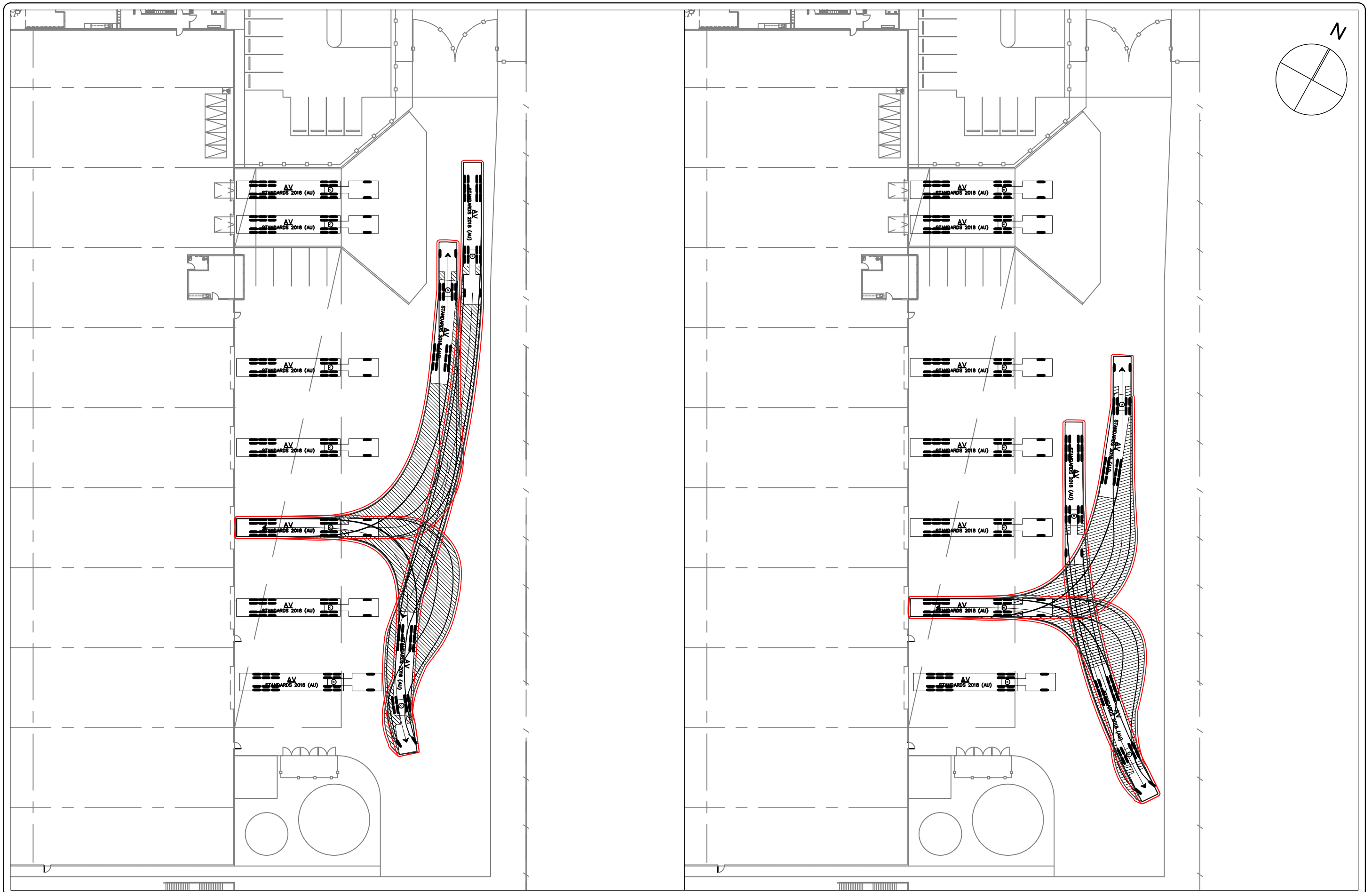
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DATE:	13/09/2023	SCALE:	1:500
DRAWING NO.	23-341-004	DRAWN:	RL
REV		APPROVED:	AP
JOB NO.	23-341		



REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	LOT 122 VANTAGE YATALA
DRAWING TITLE:	AV SWEPT PATHS

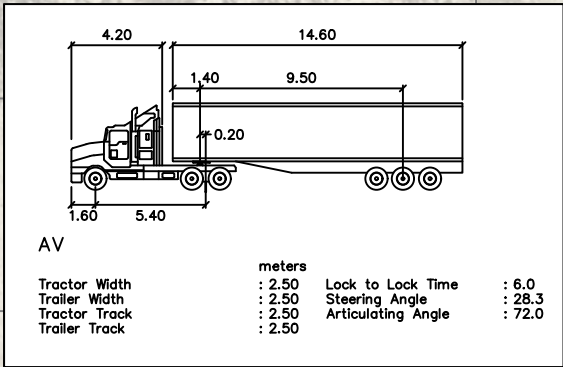
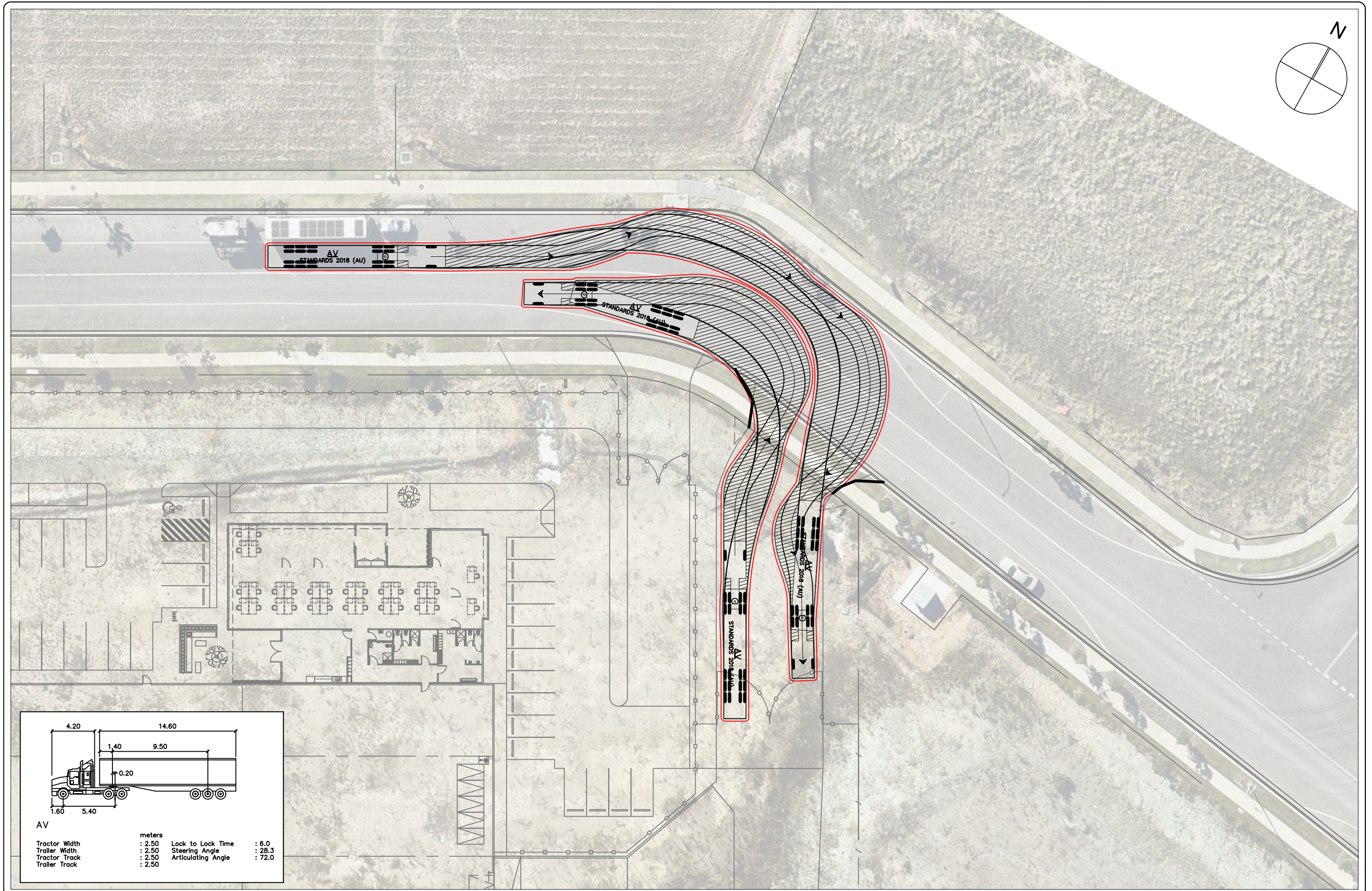
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DATE:	13/09/2023	SCALE:	1:500
DRAWING NO.	23-341-005	DRAWN:	RL
REV		APPROVED:	AP
JOB NO.	23-341		



REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	LOT 122 VANTAGE YATALA
DRAWING TITLE:	AV SWEPT PATHS

CLIENT:	FRASER PROPERTY GROUP		
DATE:	13/09/2023	SCALE:	1:500
DRAWING NO.	23-341-006	DRAWN:	RL
REV		APPROVED:	AP
JOB NO.	23-341		



REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE:	LOT 122 VANTAGE YATALA
DRAWING TITLE:	AV SWEPT PATHS

CLIENT:		FRASER PROPERTY GROUP						
DATE:	13/09/2023	SCALE:	1:400	DRAWN:	RL	APPROVED:	AP	
DRAWING NO.		23-341-007		REV	JOB NO.			23-341