



TRANSPORT IMPACT ASSESSMENT

PROPOSED MULTIPLE DWELLINGS

203 ESPLANADE, REDLAND BAY

(RESPONSE TO INFORMATION REQUEST DATED 2 JULY 2025)

Prepared for

STELLER DEVELOPERS

11 JUNE 2026

DOCUMENT REGISTER

RTE Reference 24291

Document History

Version	Version date	Details	Reviewed and Authorised	
			Name / Position	Signature
1	24 January 2025	DA	Luke Rytenskild Director RPEQ 6293	
2	12 March 2025	DA v2	Luke Rytenskild Director RPEQ 6293	
3	11 June 2026	IR	Luke Rytenskild Director RPEQ 6293	

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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by Steller Developers to prepare a Transport Impact Assessment of its proposed multiple dwellings at Redland Bay.

This is an amended version of the report submitted as part of the Development Application and responds to transport-related matters raised by Council in their Information Request letter dated 2nd July 2025.

The responses to the Transport, Servicing and Parking Code have been removed from this version of the report.

Item:

Waste management and collection

Waste collection

4. The location of the waste bulk bin storage area shown on the architectural drawings is of a suitable size for the number of bins anticipated to be required for the proposed development. The bins are unable to be serviced on-site by a waste collection vehicle (WCV) as the clearance between the driveway and Level 1 is less than that required by WCVs. Provide a revised design that enables a WCV to service the bulk waste bins within the site boundaries. In doing so, demonstrate compliance with performance outcomes PO15 of the infrastructure works code, and PO20 of the transport, servicing, access and parking code.

Response:

The TIA and associated swept path analysis have been updated to reflect the revised architectural plans.

The proposal provides sufficient length within the site frontage to accommodate a rear-loading Waste Collection Vehicle (WCV) standing wholly within the site during servicing operations. A rear-loading WCV requires an overall operating length of approximately 12 metres, comprising a 10.5 metre vehicle and an additional 1.5 metres at the rear for bin lifting operations.

The swept path assessment confirms that a WCV can reverse onto the site, undertake waste collection activities, and exit in a forward gear without overhanging the kerb or impeding traffic on the Esplanade. Given the infrequent and short-duration nature of waste collection activities, the proposed arrangement is considered satisfactory.

Item:

On-site parking, site access, and servicing and manoeuvring

6. The swept paths shown in the Traffic Impact Assessment (TIA) by rytenskild Traffic Engineering (24291 V1, dated 24 January 2025) are inconsistent with the architectural drawing Ground Level by think tank architects (36-24 TP101 Rev. 6, dated 25 March 2025). The following issues arise as a result of the inconsistencies and will need to be revised:

- Swept paths shown in the TIA for access to all parking spaces.
- Access by a design vehicle (car) has not been demonstrated for parking space no. 11 (western end) due to the blind aisle now not extending past the parking space sufficiently to enable turning manoeuvres that would not be considered excessive.
- The driveway length between the property boundary and the car park gate, and positions of the visitor spaces, result in the queuing area not meeting the standards required for queue length and vehicle manoeuvring.

Provide a revised design that accommodates access to all resident parking spaces by the design vehicle, queued vehicles on-site, and enables visitor space parking manoeuvres and waste collection vehicle manoeuvres to be conducted on-site while avoiding conflict with vehicles and pedestrian activities. In doing so, demonstrate compliance with performance outcomes PO8, PO9, PO18, and PO20 of the transport, servicing, access and parking code.

Response:

The TIA and associated swept path analysis have been updated to align with the latest architectural plans. Access arrangements have been reviewed, and the aisle adjacent to space 11 has been widened to 6.5 metres, allowing improved manoeuvring for vehicles using the space.

Sufficient setback is provided from the property boundary to enable at least two vehicles to queue clear of the frontage, which is considered satisfactory given the scale of the development.

It is acknowledged that visitor parking has been positioned within the queuing area of the site access. This arrangement is considered acceptable given the development is expected to generate a low level of visitor demand and a low turnover from the provision of only three (3) visitor spaces. On the rare occasion that a visitor is departing as a vehicle is entering, there is adequate space for a vehicle to wait momentarily within the driveway clear of traffic along the Esplanade. The inclusion of visitor parking within access queuing areas is common for developments of this scale and nature and is not expected to adversely impact the operation of the site.

Item:

7. The plans identify a shortfall of two (2) resident spaces and one (1) visitor space. Provide amended plans or further information demonstrating how the development achieves compliance with performance outcome PO8 of the transport, servicing, access and parking code.

Response:

The proposed development provides a total of 27 car parking spaces, including three (3) visitor spaces, which is below the Acceptable Outcome of 34 spaces prescribed by the Transport, Servicing and Parking Code.

Notwithstanding, the proposed parking supply is considered satisfactory having regard to the scale and nature of the development, the typical parking demand associated with multiple dwelling developments, the provision of three (3) visitor spaces, and the availability of on-street parking in the surrounding area. The proposed parking supply is therefore considered sufficient to accommodate the anticipated parking demands of the development without adversely affecting the surrounding road network or local amenity.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located on the western side of Esplanade. The site is identified as Lot 5 on RP172052, with a total area of 1,070m².

The site is located within the Medium Density Residential zone and is currently occupied by a detached dwelling.



FIGURE 2.1 – LOCATION OF SUBJECT SITE

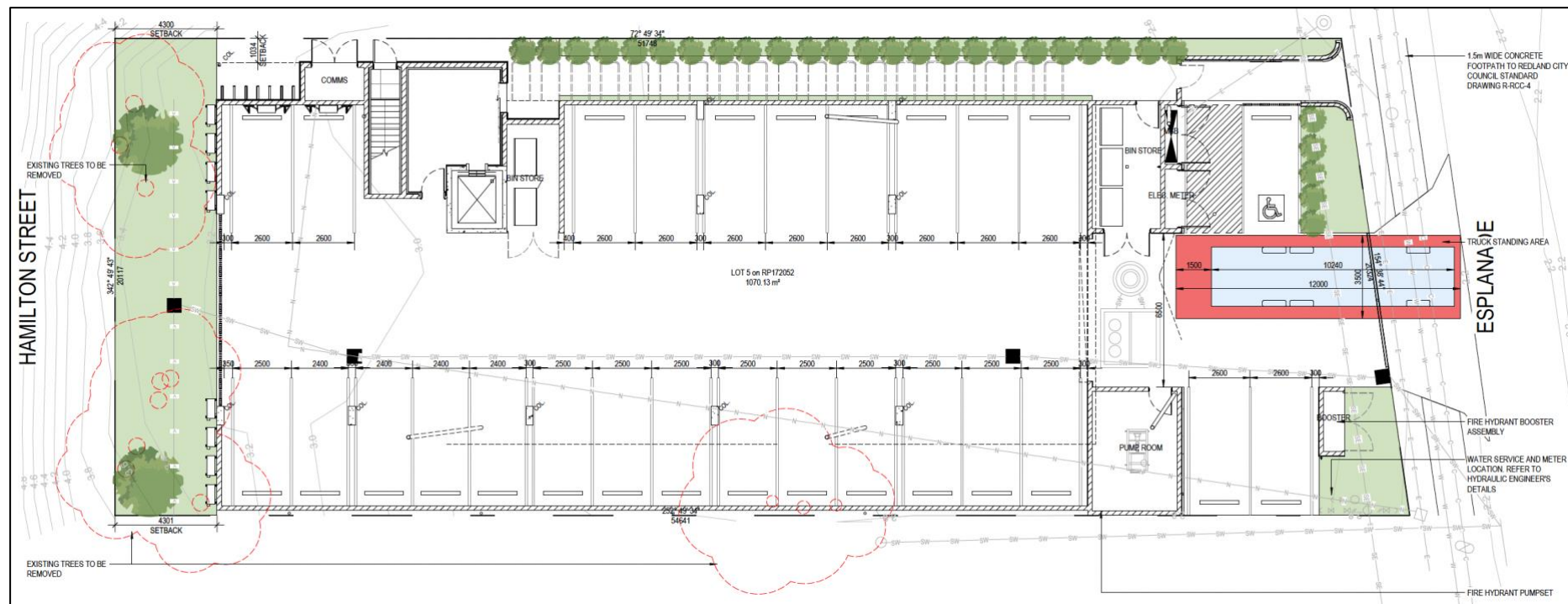
3.0 DEVELOPMENT PROPOSAL

The proposed plan of development is for a 15-unit multiple dwelling comprising of 5x two-bedroom units and 10x three-bedroom units.

The proposal includes a total of 27 car parking spaces, comprising 24 resident spaces and 3 visitor spaces, located at ground level.

Access to the site is proposed via a new crossover located approximately halfway along the road frontage.

The proposed ground floor plan is provided in Figure 3.1.



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4.0 CAR PARKING

4.1 Car parking supply

In accordance with *Table 9.3.5.3.2 in the Transport Servicing, Access and Parking Code* of the Redland City Plan 2018, the following car parking rates are applicable to the proposed uses:

Multiple Dwelling:

1 space per 1 bedroom dwelling

2 spaces per 2 bedroom dwelling

2 spaces per 3 bedroom dwelling

2.5 spaces per 4 bedroom dwelling

0.25 spaces per dwelling for visitor parking

Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling.

At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.

Note—Where car share spaces are provided they will be included in the minimum car parking requirement.

Application of the above rates results in the following Acceptable Outcome for parking:

Table 4.1: Acceptable Outcome for Parking

Component	Acceptable Outcome
Multiple Dwelling:	
5x two-bedroom units	10 spaces
10x three-bedroom units	20 spaces
Sub-total:	30 spaces
Visitors: 15 units	3.75 (4) spaces
TOTAL	34 car parking spaces

The proposed layout provides a total of 27 car parking spaces, including 3 spaces for visitors. The proposal is therefore short of the above Acceptable Outcome.

The proposed car parking supply is considered satisfactory given:

- The proposal generally provides two (2) spaces per three-bedroom dwelling, and one (1) space per two-bedroom dwelling. These parking provisions are considered satisfactory and are typical for developments of this scale and nature.
- The proposal includes adequate visitor parking, providing a total of three (3) spaces. Multiple dwelling developments, such as the proposed, typically generate a demand for visitor parking at a rate of 0.15 spaces per dwelling, which equates to approximately 2.25 (3) spaces, and therefore it is expected that the proposed supply will cater for such demands. Additionally, on-street parking is available, and its use would not adversely impact neighbouring residents.

Given the above, the proposed provision of 27 car parking spaces, including three (3) spaces allocated for visitors, is considered satisfactory and is not expected to impact the local road amenity.

4.2 Car parking design

The geometric layout of the proposed parking facilities has been designed to comply with the relevant requirements specified by the Australian Standard publication AS2890.1:2004.

The proposed car park has been designed with the following characteristics:

Table 4.2 – Car Parking Design Characteristics

Design Aspect	Minimum AS2890.1 Standard	Proposed Provision	Compliance
Parking space length: - Resident - Visitor	5.4 metres 5.4 metres	5.2 metres (min) 5.4 metres	Performance Compliant
Parking space width: - Resident - Visitor	2.4 metres 2.5 metres	2.6 metres (min) 2.6 metres (min)	Compliant Compliant
Aisle Width: - Parking aisle - Circulation aisle (two-way, ramp)	5.8 metres 5.5 metres	6.1 metres (min) 6.5 metres	Compliant Compliant
Maximum Gradient - Parking Bay - Parking Aisle - Ramp	1:20 (5.0%) 1:16 (6.25%) 1:4 (25%)	1:20 (5.0%) 1:17 (5.0%) 1:5 (25%)	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.	2.2 metres	6.0 metres	Compliant

A swept path analysis of the proposed car park indicates that the required design vehicle will be able to access and manoeuvre within the facility satisfactorily.

The proposed car park dimensions are shown in Figure 4.1. Swept path diagrams for a B85 and B99 negotiating the parking facilities are shown in Figures 4.2 - 4.7.

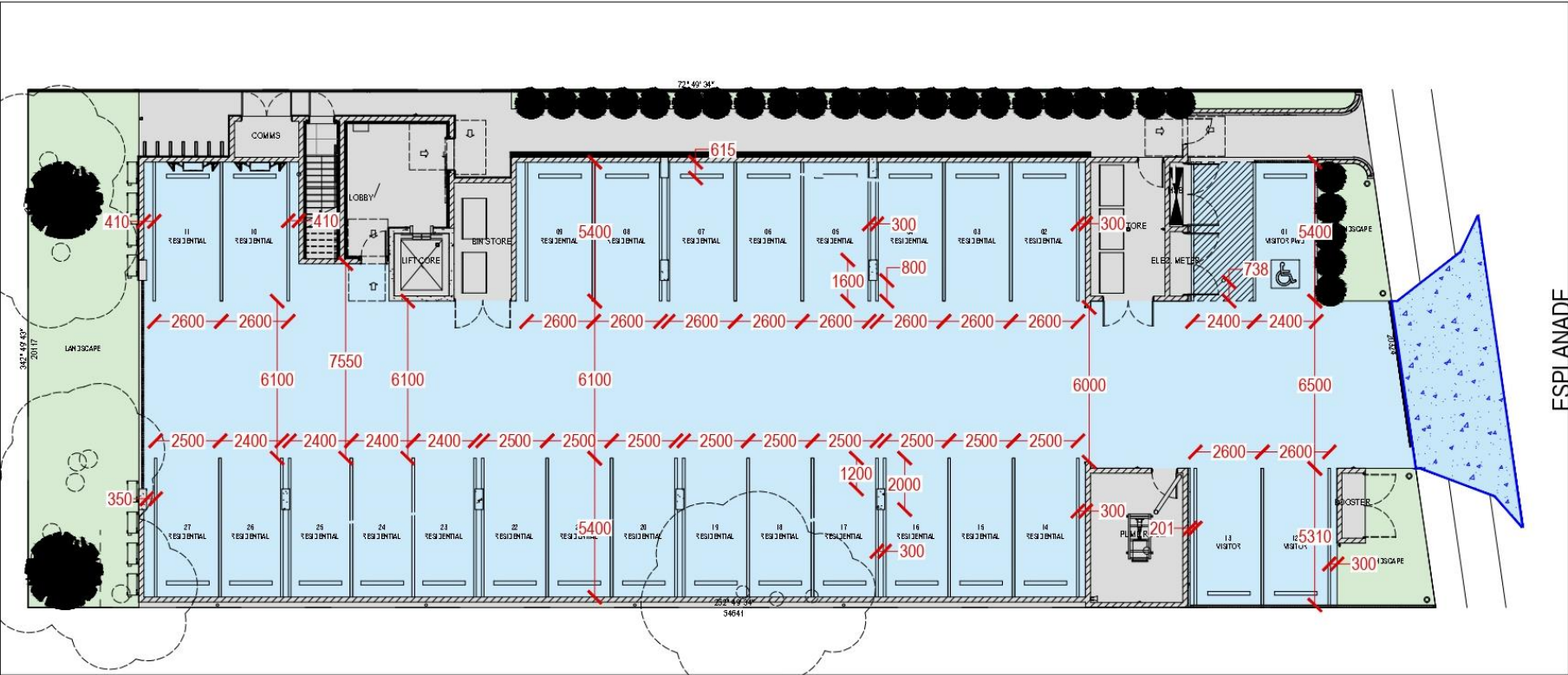


FIGURE 4.1 – PROPOSED CAR PARKING DIMENSIONS

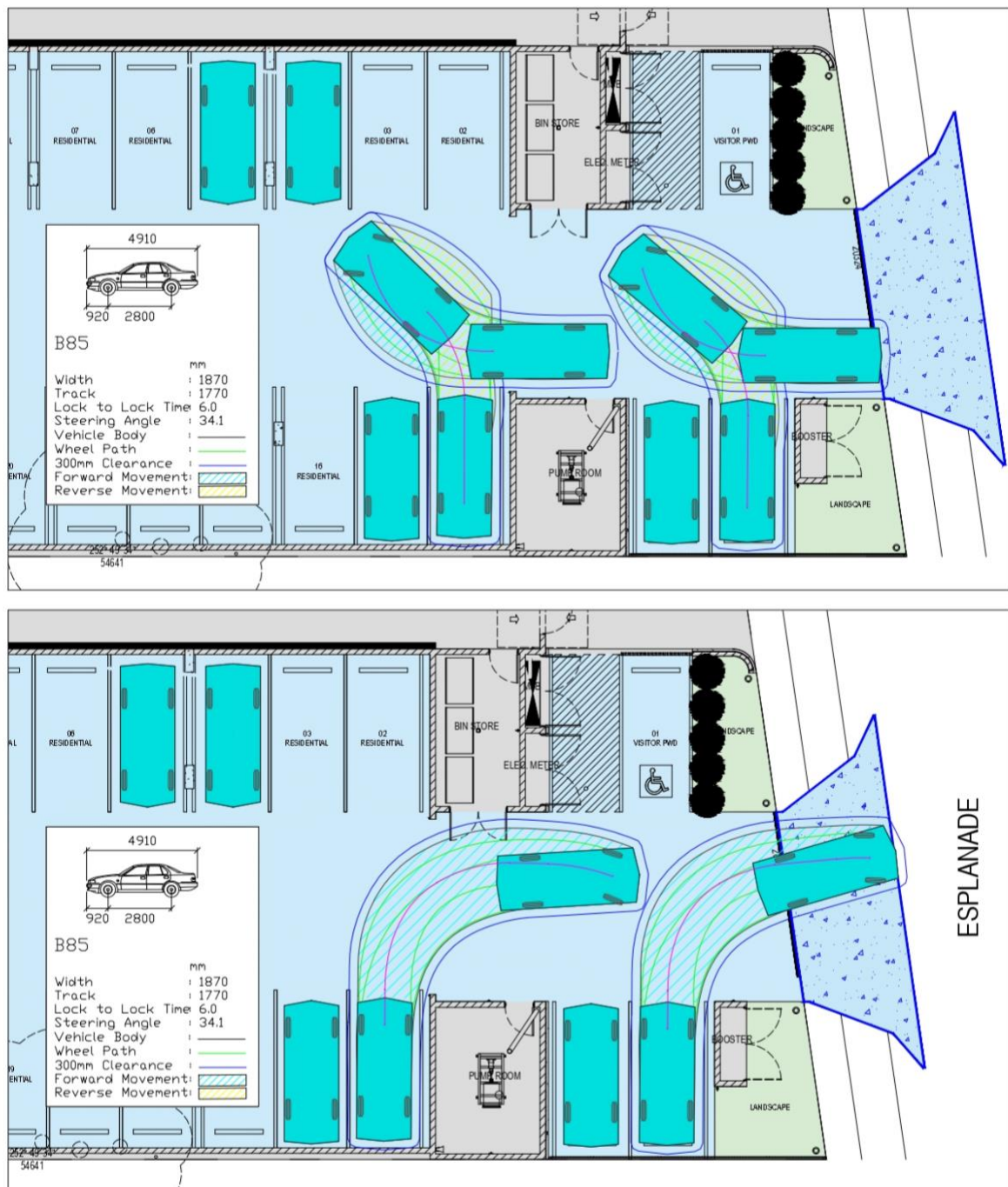


FIGURE 4.2 – B85 VEHICLE MANOEUVRING

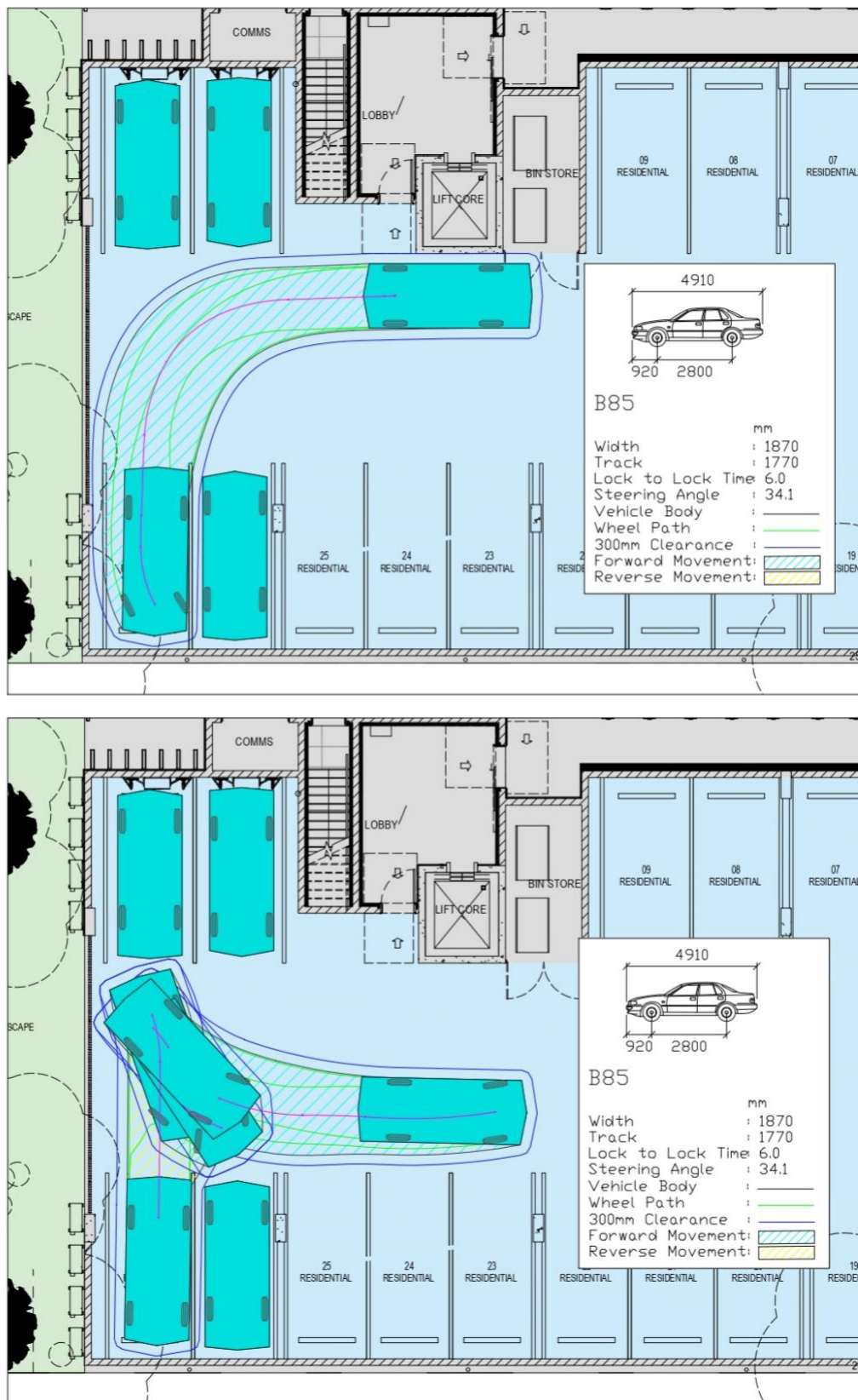


FIGURE 4.3 – B85 VEHICLE MANOEUVRING

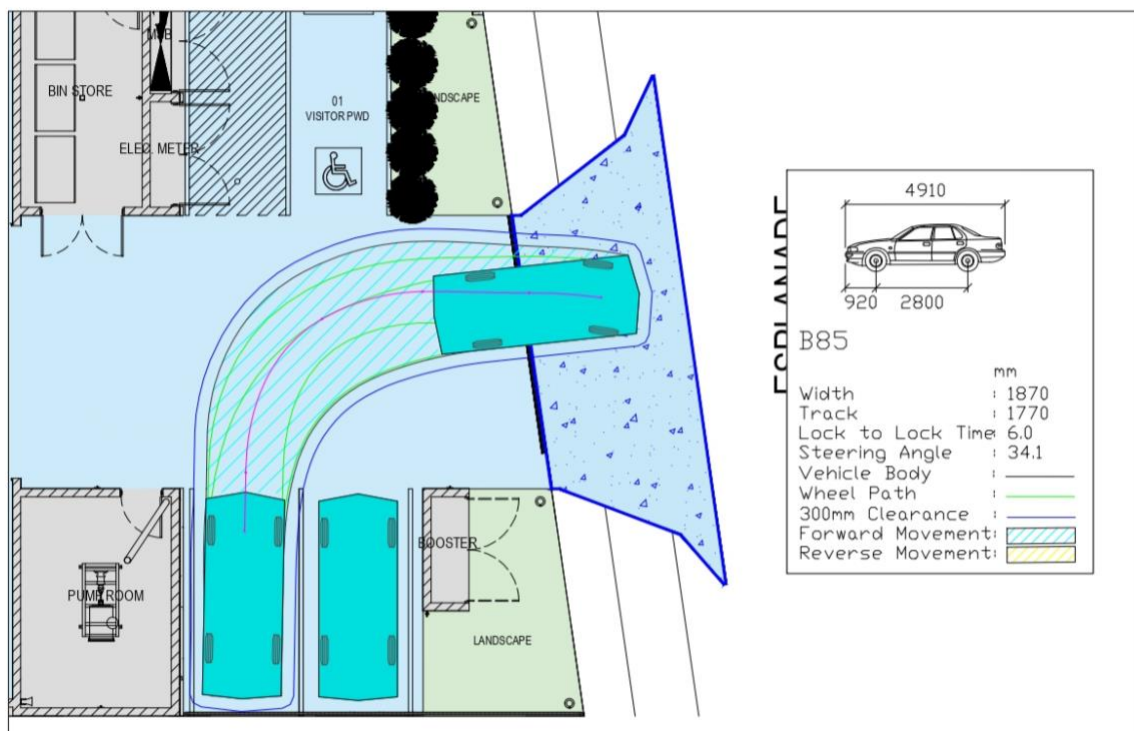
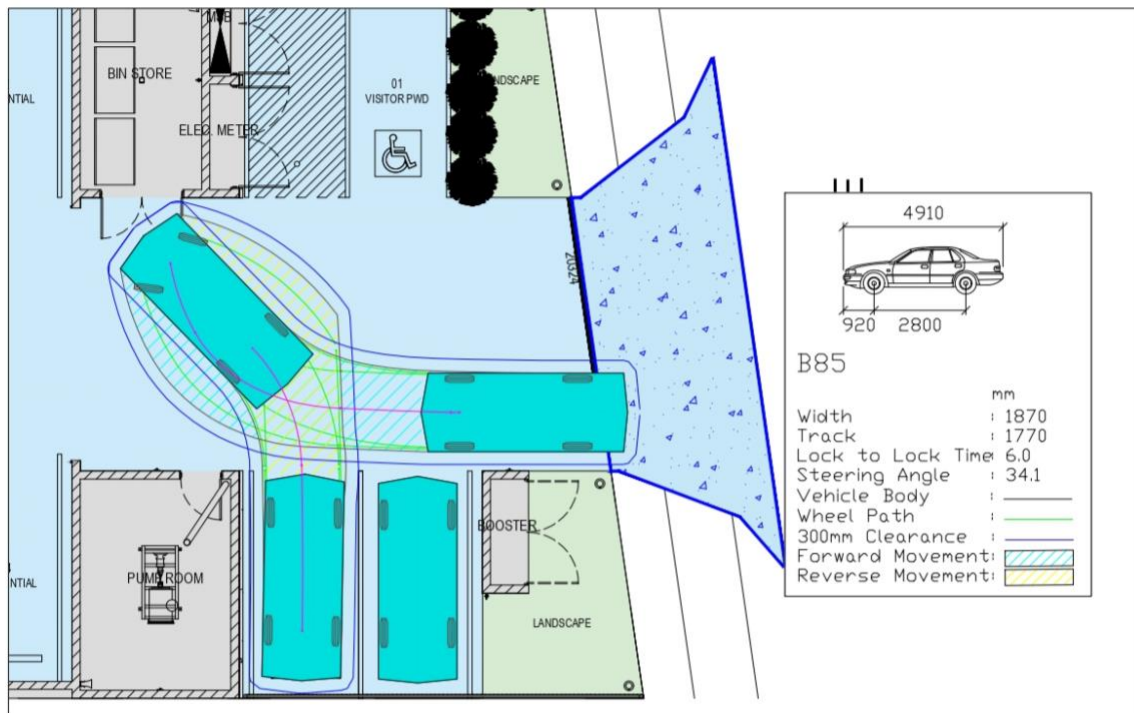


FIGURE 4.4 – B85 VEHICLE MANOEUVRING

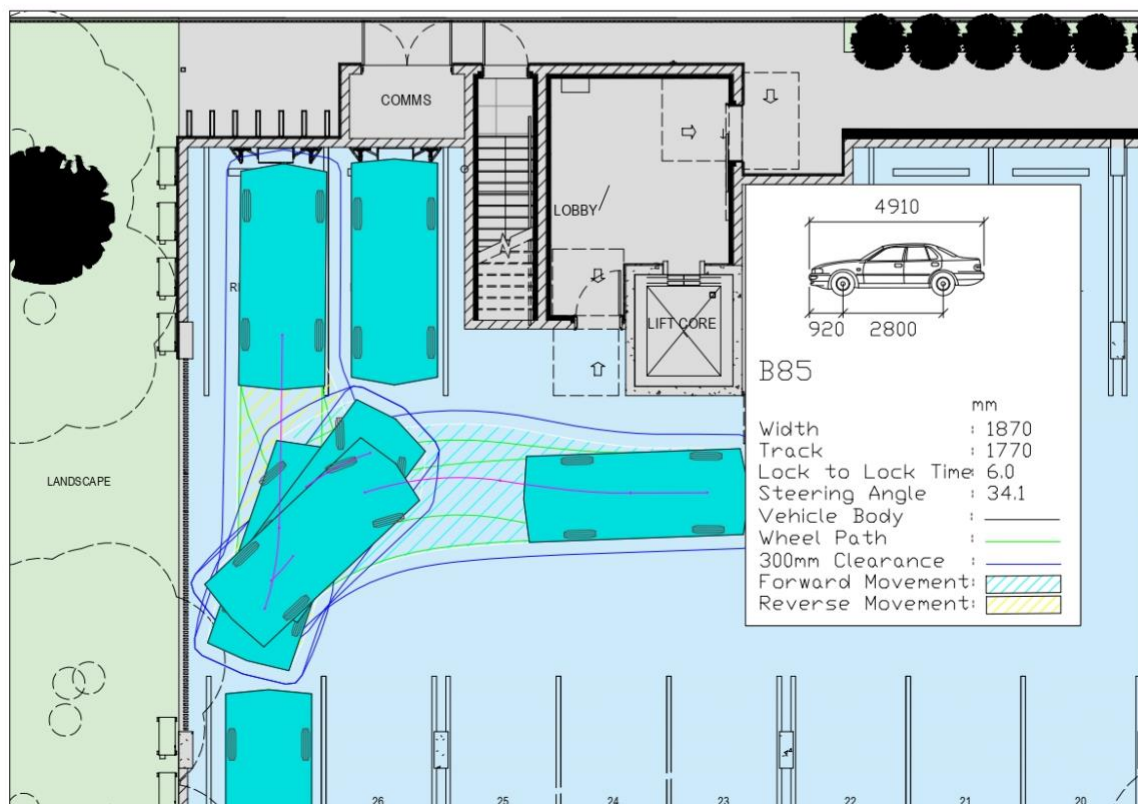
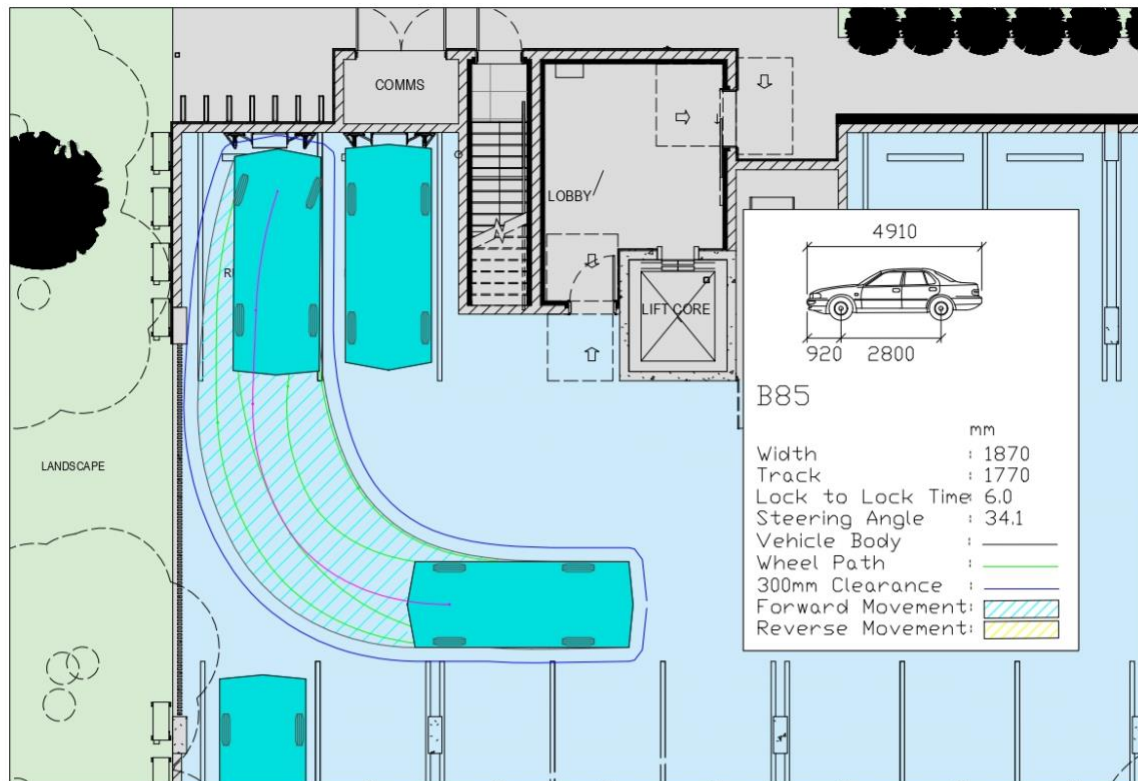


FIGURE 4.5 – B85 VEHICLE MANOEUVRING

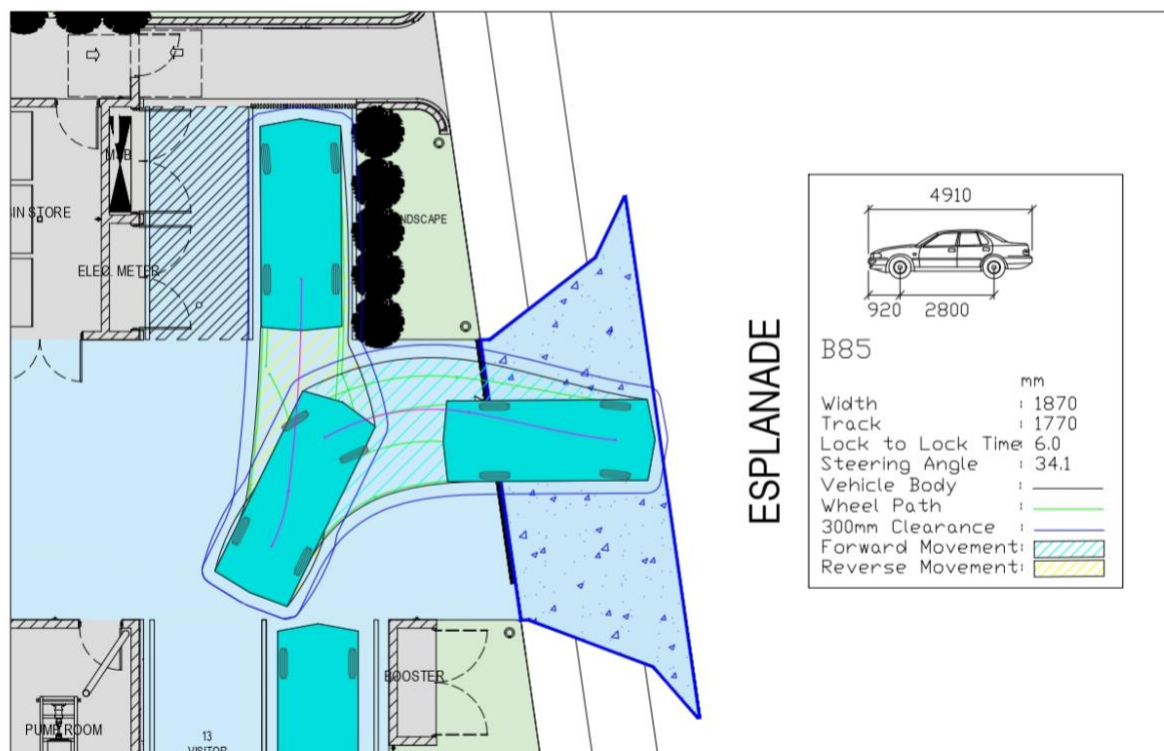
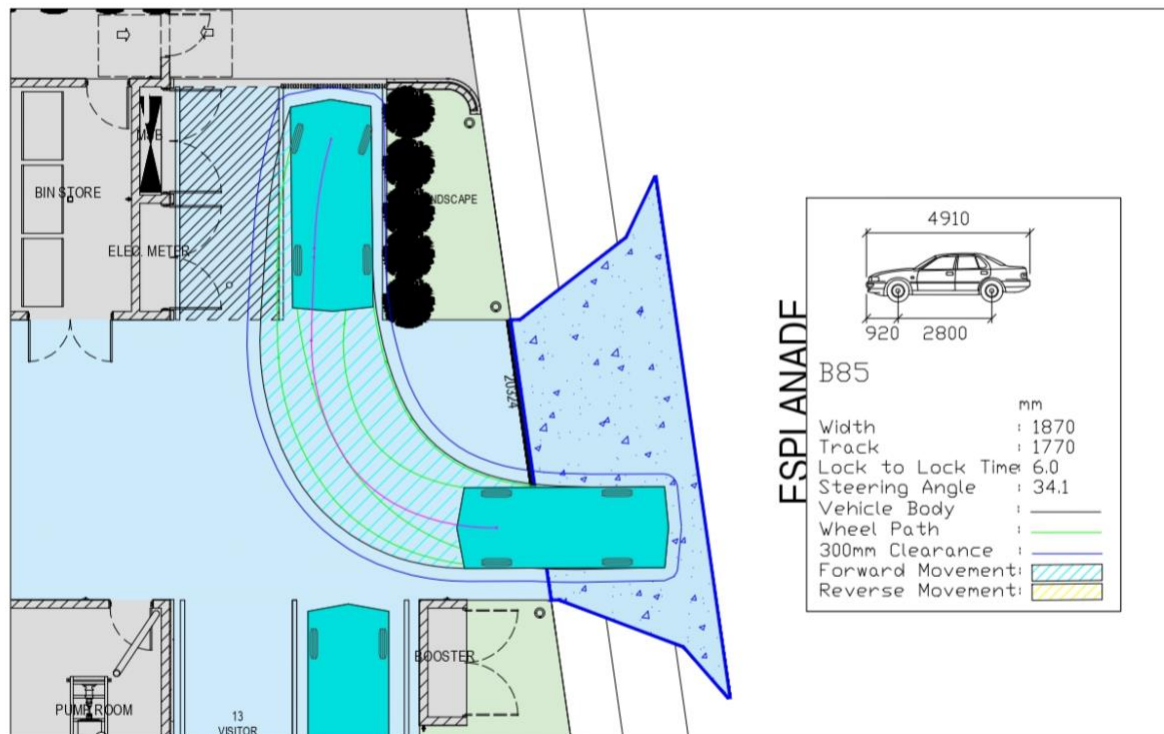


FIGURE 4.6 – B85 VEHICLE MANOEUVRING

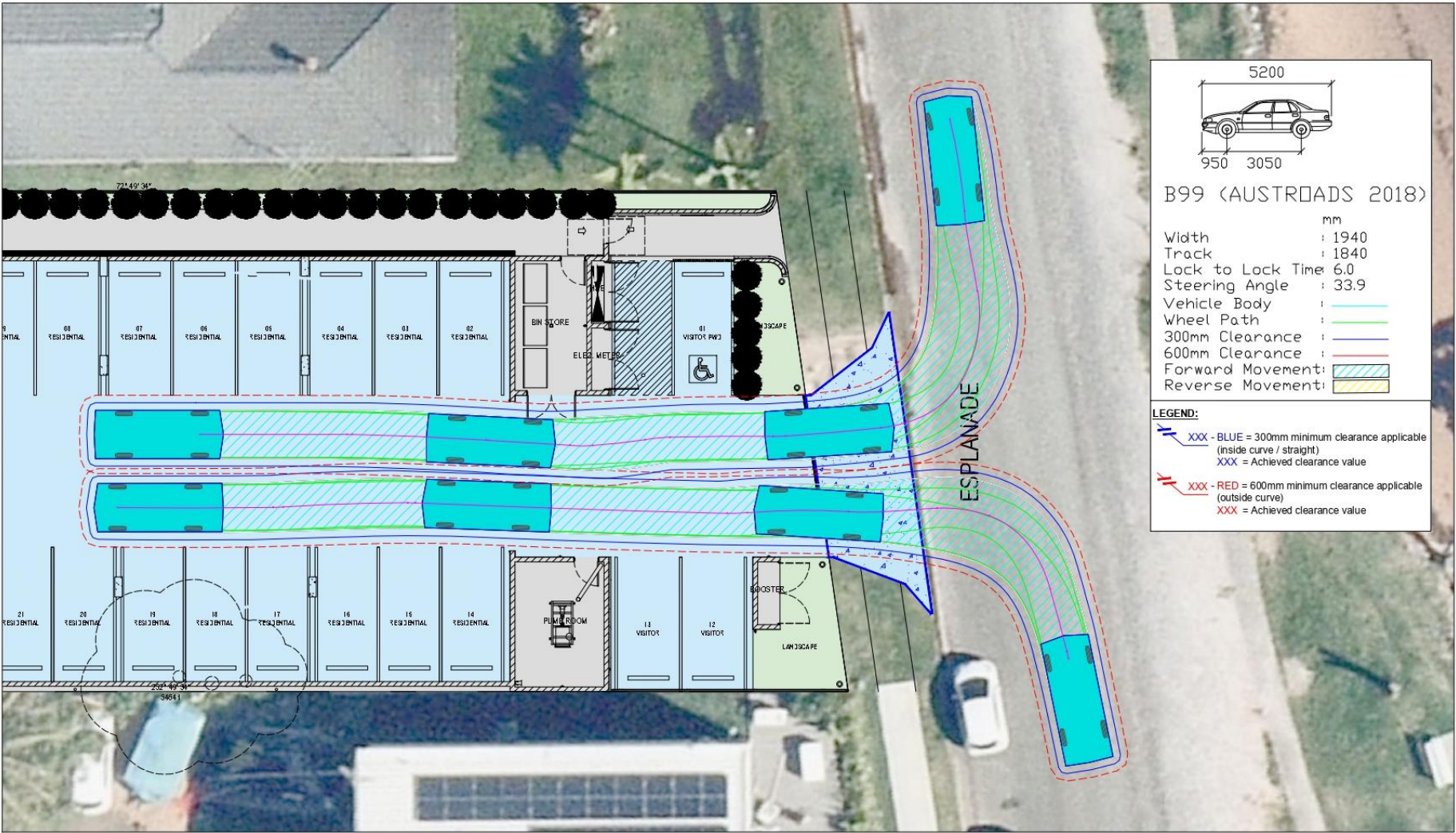


FIGURE 4.7 – B99 VEHICLE MANOEUVRING

5.0 PROPOSED ACCESS ARRANGEMENTS

Access to the development is proposed to be gained via a new crossover located approximately midway along the road frontage.

As shown in Figure 5.1, the proposed vehicle crossover has been designed in accordance with the IPWEA Standard Drawing RS-051. A pedestrian sight splay has been provided on the exit side of the crossover in accordance with AS2890.1:2004.

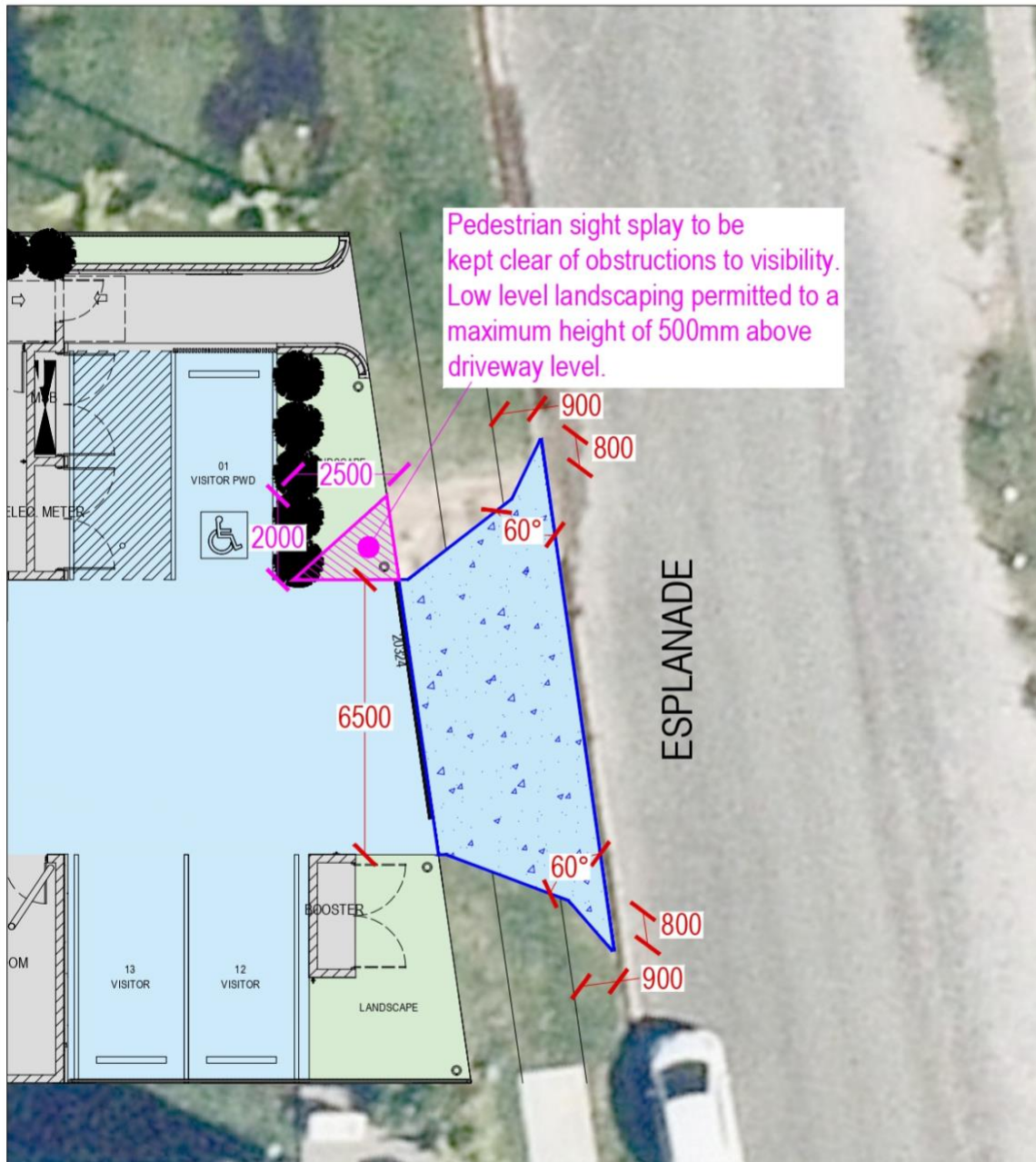


FIGURE 5.1 – PROPOSED VEHICLE CROSSOVER LAYOUT AND DIMENSIONS

6.0 PROVISION FOR SERVICE VEHICLES

In accordance with *Tables 12 and 13 in the Infrastructure Works Planning Scheme Policy (PSP)* of the City Plan, the following service vehicle provision is specified for the proposed developments:

Residential Use (Multiple Dwelling):

Waste Collection Vehicle (WCV);

Small Rigid Vehicle (SRV) where waste collection is from a kerb.

The proposal provides for service vehicles up to the size of a Waste Collection Vehicle (WCV) to stand on the driveway. This is considered satisfactory due to the height restriction of the ground floor level, which prevents access by a WCV. Additionally, the need for a WCV to stand on-site is temporary, and since there is no pedestrian crossing on that side of the street, there is no potential for pedestrian conflict.

As shown in Figure 6.1, a rear loading Waste Collection Vehicle (WCV) can satisfactorily reverse onto the site from the road frontage in order to exit in a forward gear.

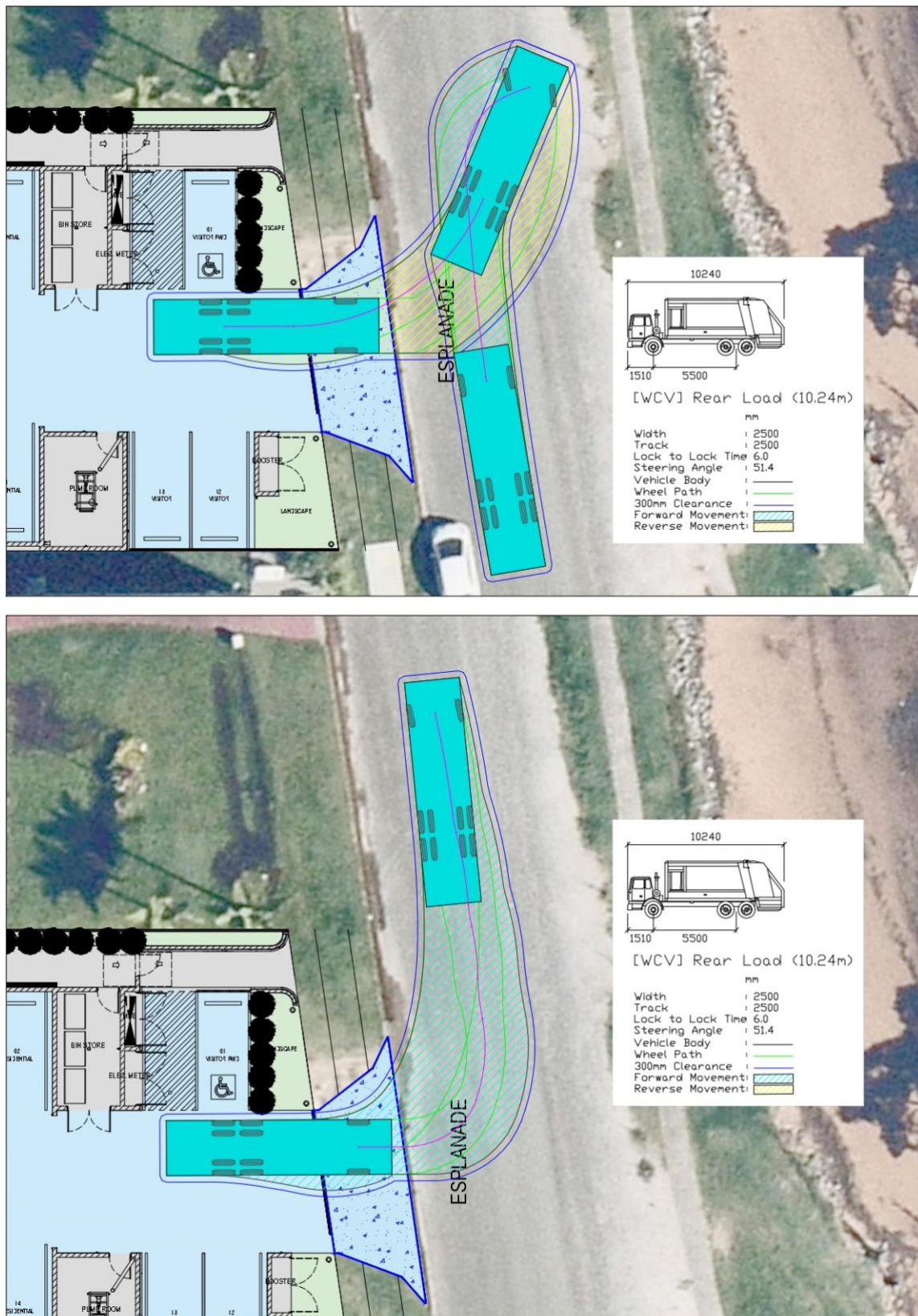


FIGURE 6.1 – SWEEP PATH OF A REAR LOADING WASTE COLLECTION VEHICLE (WCV)

7.0 PROVISION FOR PEDESTRIANS AND BICYCLES

The development provides for safe access by pedestrians.

The Redland City plan does not prescribe specific requirements for bicycles for the proposed use.

8.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The subject site is located on the western side of Esplanade. The site is identified as Lot 5 on RP172052, with a total area of 1,070m². The site is located within the Medium Density Residential zone and is currently occupied by a detached dwelling.
- The proposed development comprises a 15-unit multiple dwelling development consisting of 5 two-bedroom units and 10 three-bedroom units.
- Table 9.3.5.3.2 of the Transport, Servicing and Parking Code prescribes an Acceptable Outcome of 34 car parking spaces, including 4 visitor spaces.
- The proposed development provides a total of 27 car parking spaces, comprising 24 resident spaces and 3 visitor spaces. While this is below the Acceptable Outcome, the proposed parking supply is considered satisfactory given the scale and nature of the development, the typical parking demand associated with multiple dwellings, and the availability of on-street parking.
- The geometric layout of the proposed parking facilities has been designed generally in accordance with the relevant requirements of AS2890.1:2004. A swept path analysis demonstrates that the required design vehicles can satisfactorily access and manoeuvre within the site.
- Access to the development is proposed via a new crossover located approximately midway along the Esplanade frontage. The crossover has been designed in accordance with IPWEA Standard Drawing RS-051 and incorporates appropriate pedestrian sight distance provisions.
- The proposal makes provision for service vehicles up to the size of a Waste Collection Vehicle (WCV). Due to height restrictions within the ground floor level, the WCV will stand on the site driveway whilst undertaking waste collection activities. This arrangement is considered satisfactory given the infrequent nature and short duration of waste collection activities.
- The development provides for safe pedestrian access and is not expected to result in any adverse traffic, parking, access or servicing impacts.