ATTACHMENT A

TARGETED TRAFFIC RESPONSE LETTER

gassman development perspectives

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10 February 2025
RTEref: 24261

Chief Executive Officer
City of Gold Coast
PO Box 5042
Gold Coast MC 9726

Dear Sir/Madam,

RESPONSE TO INFORMATION REQUEST (COM/2024/367)
PROPOSED WAREHOUSE DEVELOPMENT
LOT 204 VANTAGE ESTATE, YATALA

Reference is made to the above project and Information Request (COM/2024/367) dated 23rd January 2025. We have been engaged to address the proposed warehouse development at Yatala. The following transport matters have been raised.

Item:

Transport Assessment
2.Car parking
M38 Industrial Estate Place Code
Vehicular parking – PC8
To comply with AS8.1.1, the proposed development requires 215 off-street car parking spaces. The proposal represents a significant parking shortfall, with only 100 car parking spaces proposed. The information provided in the Transport Impact Assessment does not provide sufficient justification to meet PC8.
Given that the end users and specific operations for the proposed development are unknown, the applicant is requested to demonstrate compliance with the prescribed parking rate. Alternatively, suitable and sufficient justification shall be provided to demonstrate that the expected parking demand will be fully accommodated on-site, in accordance with PC8 noting the above identified noncompliance with the Performance Criteria.

Response:

The proposed provision of 100 car parking spaces will comfortably accommodate the expected staffing levels, and results in a car parking supply rate of 0.49 spaces per 100m^2 GFA. This approach is consistent with recent approvals, such as DEV2023/1466, where a warehouse (distribution centre) with a GFA of 40,939m^2 was approved with a total of 140 car parking spaces. This equates to a rate of 0.34 spaces per 100m^2 GFA. Additionally, for application MCUI/24/2022/A, a warehouse with a GFA of 21,055m^2 was approved with 100 car parking spaces, resulting in a rate of 0.47 spaces per 100m^2 GFA. These examples demonstrate that EDQ and LCC have supported similar uses with comparable or lower parking provisions.

As depicted in Attachment A, a review of car parking utilisation has been carried out using Nearmap aerial imagery. As shown, the surveyed sites indicate low car parking utilisation, with car parking rates as low as 1 space per 600m^2 GFA. For the above reasons, the proposed provision of 100 car parking spaces will adequately service the proposed building without causing an overflow of parking demand into the public street system.

The results of the review are summarised in Table 4.1, with the car parking relationships detailed in Table 4.2.

As shown in Table 4.2, the surveyed sites indicate low car parking utilisation, with car parking rates as low as 0.17 spaces per 100m^2 GFA. RTE has been involved in many large warehouse unit developments and find that the rates shown below are typical of user requirements.

Table 4.1 – Aerial Imagery Survey Results

Location	Number of Car Parking Spaces Occupied		
	Tuesday 11th April 23	Wednesday 2nd Nov 22	Tuesday 16th August 22
Bluestone Place, Yatala	20 spaces	28 spaces	31 spaces
Arthur Dixon Crt, Yatala	14 spaces	22 spaces	23 spaces
Thomas Hanlon Crt, Yatala	9 spaces	7 spaces	8 spaces

Table 4.2 – Average Car Parking Rates

Location	Approx. Area	Avg. Spaces Occupied	Car Parking Rate
Bluestone Place, Yatala	9,000m^2	15 spaces	0.17 spaces per 100m^2
Arthur Dixon Crt, Yatala	8,500m^2	19 spaces	0.23 spaces per 100m^2
Thomas Hanlon Crt, Yatala	2,500m^2	21 spaces	0.84 spaces per 100m^2

Given the above data, the provided car parking rate of 0.49 spaces per 100m^2 is considered to be satisfactory, and should adequately meet future car parking demands.

Item:

3.Site access and servicing
M38 Industrial Estate Place Code
Site access – PC43Site servicing – PC55Car Parking, Access and Transport Integration Constraint code Driveways and crossovers – PC18
The proposal for vehicle access to be taken from Christensen Road conflicts AS43 and AS55.1 of the Place code, and AS18 of the Constraint code, as follows:

- AS43: Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and Austroads standards, and/or the following minimum requirements:
  f) where the site has frontage to two roads, access is taken off the secondary/minor road, if possible.
- AS55.1: The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function.
- AS18: Access to developments with more than one frontage road is via minor roads. Impacts of driveway traffic are concentrated on less busy roads, with traffic distributed to major roads via existing intersections.

Given the high-order function of Christensen Road and the proposed access driveway is located off a left-turn slip lane which increases risk of rear-end collisions, to maintain the operation, capacity and safety of Council's road network, direct access to/from Christensen Road is not supported.

The proposed vehicle access arrangements shall be consolidated to the Highlands Street frontage (with the exception of 'truck egress' to Homestead Drive). Of note, officers are supportive of separation between truck and passenger car access points (in accordance with the relevant assessment benchmarks), however, internal connectivity shall be provided between car parking areas to reduce the overall number of vehicle access points and to remove vehicle access from Christensen Road.

Response:

It is proposed that the existing crossover from Christensen Road be retained for light vehicle access to the car park, as removing this access would create multiple conflict zones between light and heavy vehicles. Removing the crossover would require light vehicles to utilise the western Highlands Street heavy vehicle crossover, potentially impeding heavy vehicle access and resulting in queuing at the site entry. For ease of access, operational efficiency, and maximising site safety, it is considered necessary to retain the crossover on Christensen Road.

Item:

4. Loading and unloading
M38 Industrial Estate Place Code – PC52, PC53
Submit a swept path to demonstrate that a fire truck is able to circulate from Lot 204, to the proposed easement in Lot 205 (and through Lot 205), with all movements achieved in a continuous, forward motion.

Response:

As shown in Attachment B, a swept path analysis has been carried out and demonstrates that a fire truck can circulate from Lot 204 to the proposed easement in Lot 205, and through Lot 205, with all movements achieved in a continuous forward motion.

Item:

5. Design of car parking areas and car park spaces
Car Parking, Access and Transport Integration Constraint code – PC3
Dimensions, for all car parking and servicing facilities, shall be shown on development drawings (not just on figures within the Transport Impact Assessment). Car parking facilities shall be designed in accordance with the relevant 'User Class' requirements of AS2890.1 (for both staff and visitor use), and surface gradients shall be identified; dimensions shall be shown for all service bays, with notations shown on development drawings to clearly identify service bays (within the building); pedestrian sight triangles shall also be dimensioned, and the relevant notation amended to read: "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."

Response:

The development plans have been amended to include dimensions for all car parking and servicing facilities directly on the drawings, in accordance with AS2890.1. Refer to Attachment C.

Item:

6. Provision of bicycle parking spaces
Car Parking, Access and Transport Integration Constraint code – PC15
Section 7.0 of the Transport Impact Assessment states that "The proposed development provides a secured bicycle parking facility, suitable for 10 bicycles, adjacent to the office." The proposed bicycle facility shall be clearly identified on development drawings.

Response:

The development plans have been amended to clearly identify the proposed secured bicycle parking facility, accommodating 10 bicycles. Refer to Attachment C.

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

Yours faithfully

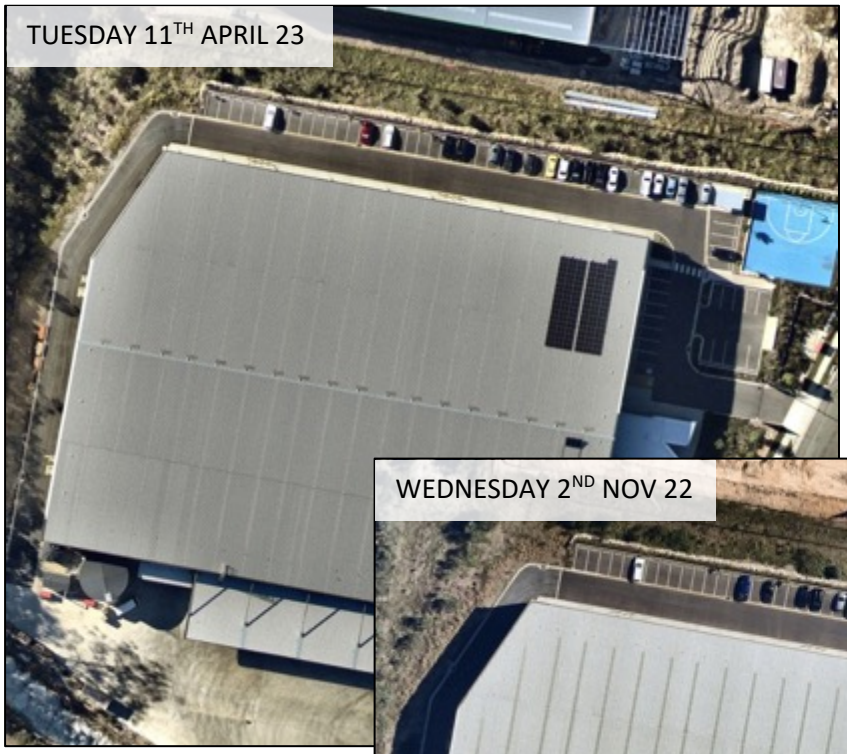
LUKE RYTENSKILD
DIRECTOR, B.ENG (Civil), RPEQ 6293

ATTACHMENT A - SURVEYED CAR PARKING DEMAND AT VARIOUS WAREHOUSE DEVELOPMENTS
ATTACHMENT B - FIRE TRUCK SWEPT PATH
ATTACHMENT C - PROPOSED SITE PLAN

ATTACHMENT B - SURVEYED CAR PARKING DEMANDS AT VARIOUS WAREHOUSE DEVELOPMENTS

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

TUESDAY 11TH APRIL 23

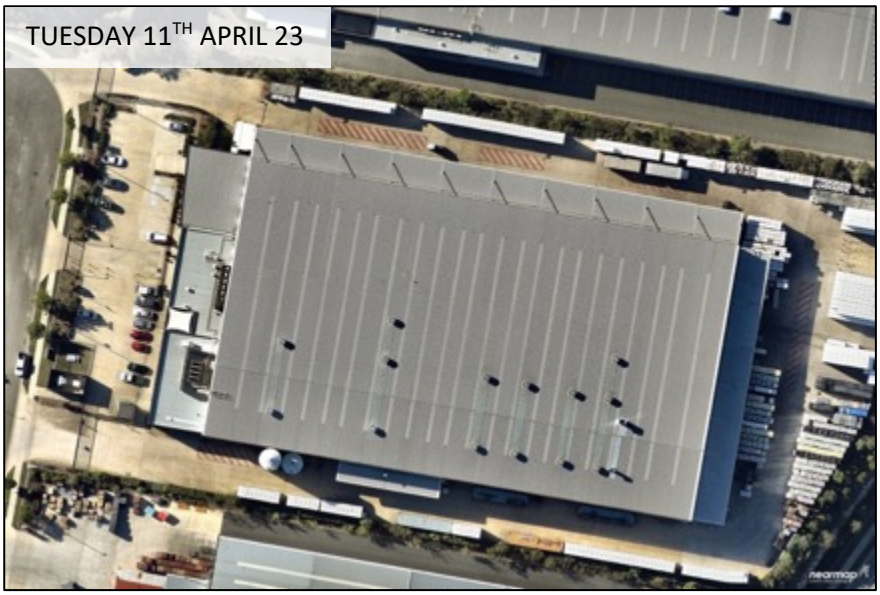


WEDNESDAY 2ND NOV 22

TUESDAY 16TH AUGUST 22

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

TUESDAY 11TH APRIL 23



WEDNESDAY 2ND NOV 22

TUESDAY 16TH AUGUST 22

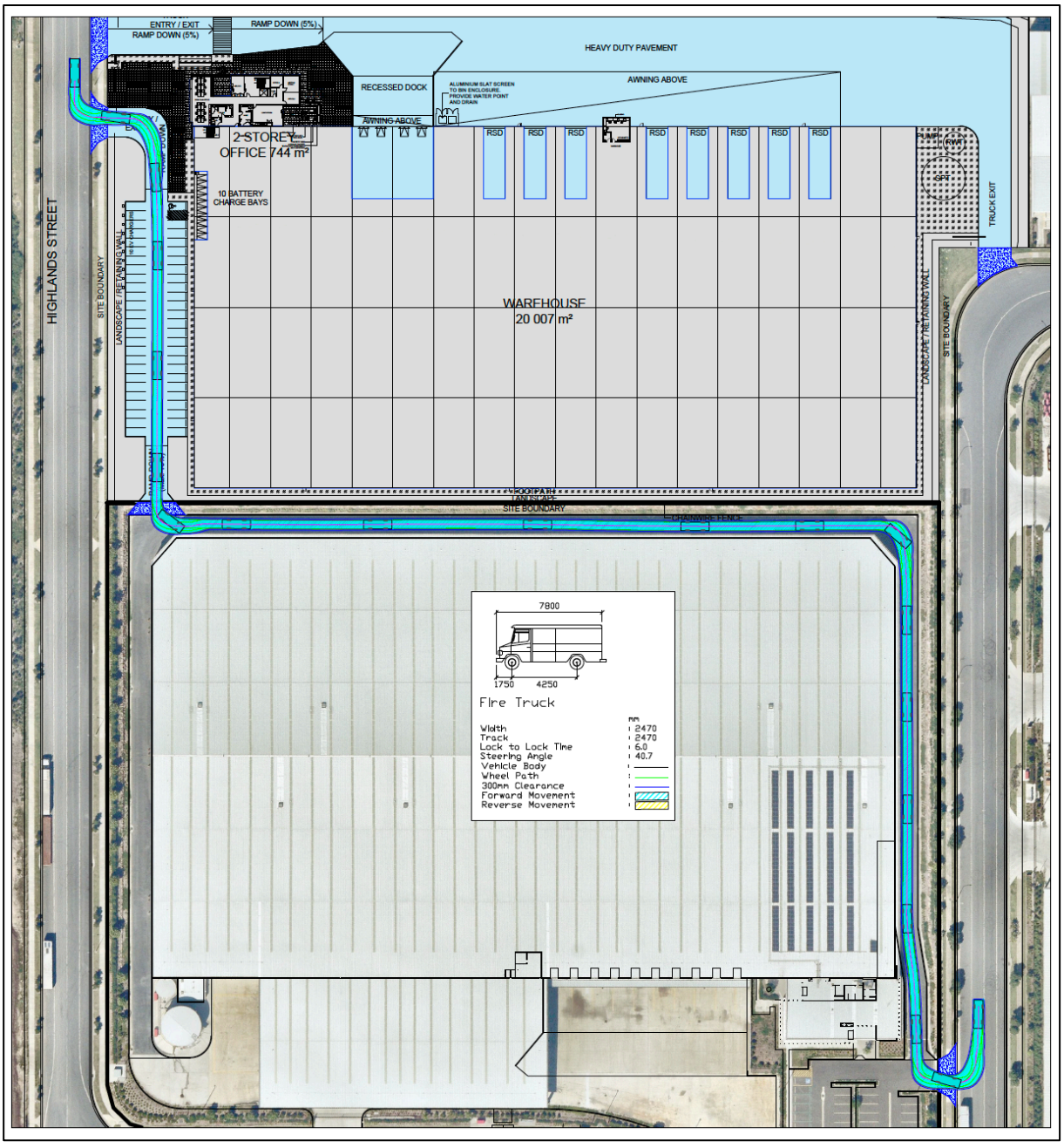
CAR PARKING DEMANDS AT 14 THOMAS HANLON COURT, YATALA (GFA APPROX: 2,500M^2)

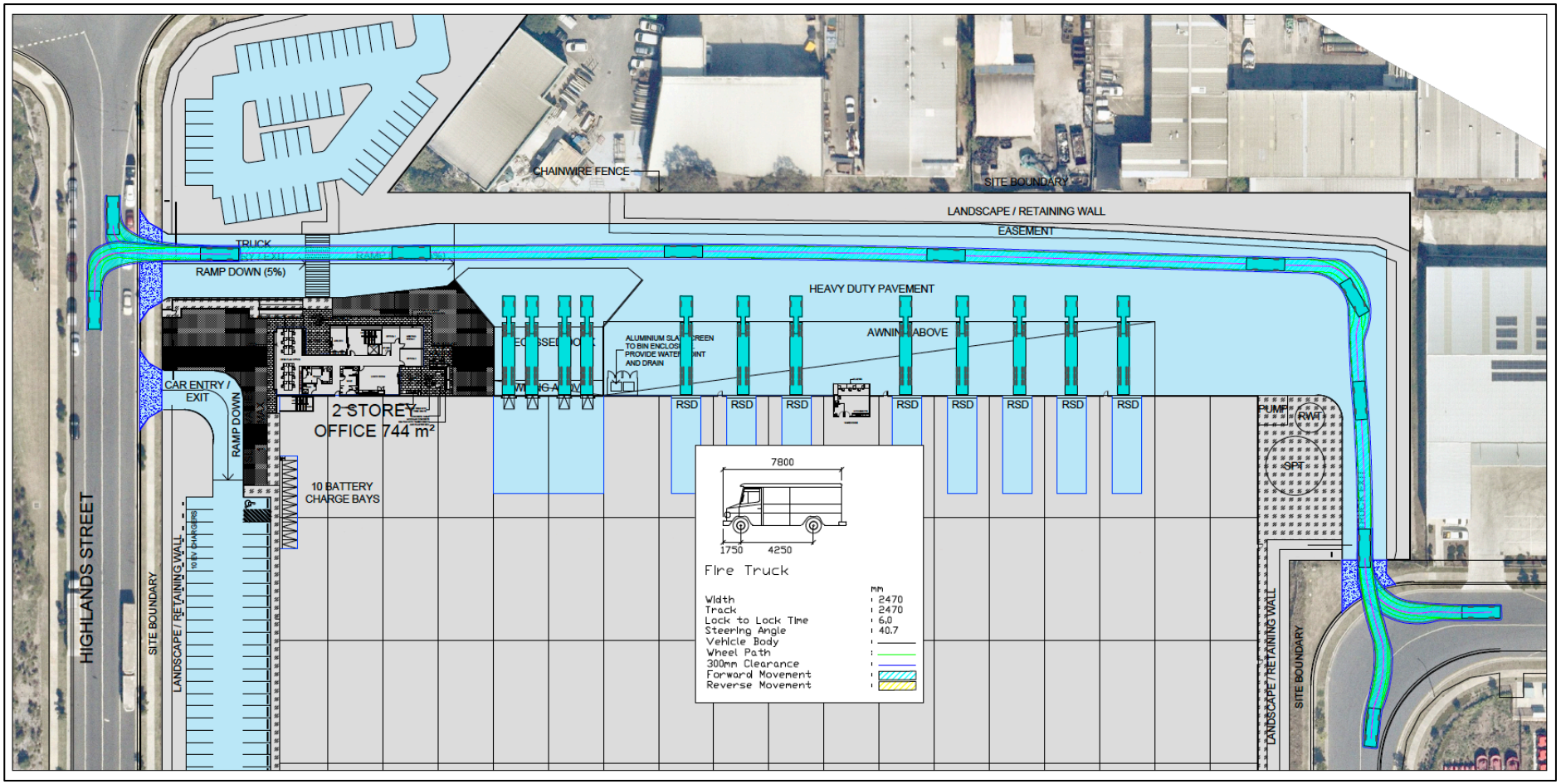
TUESDAY 11TH APRIL 23

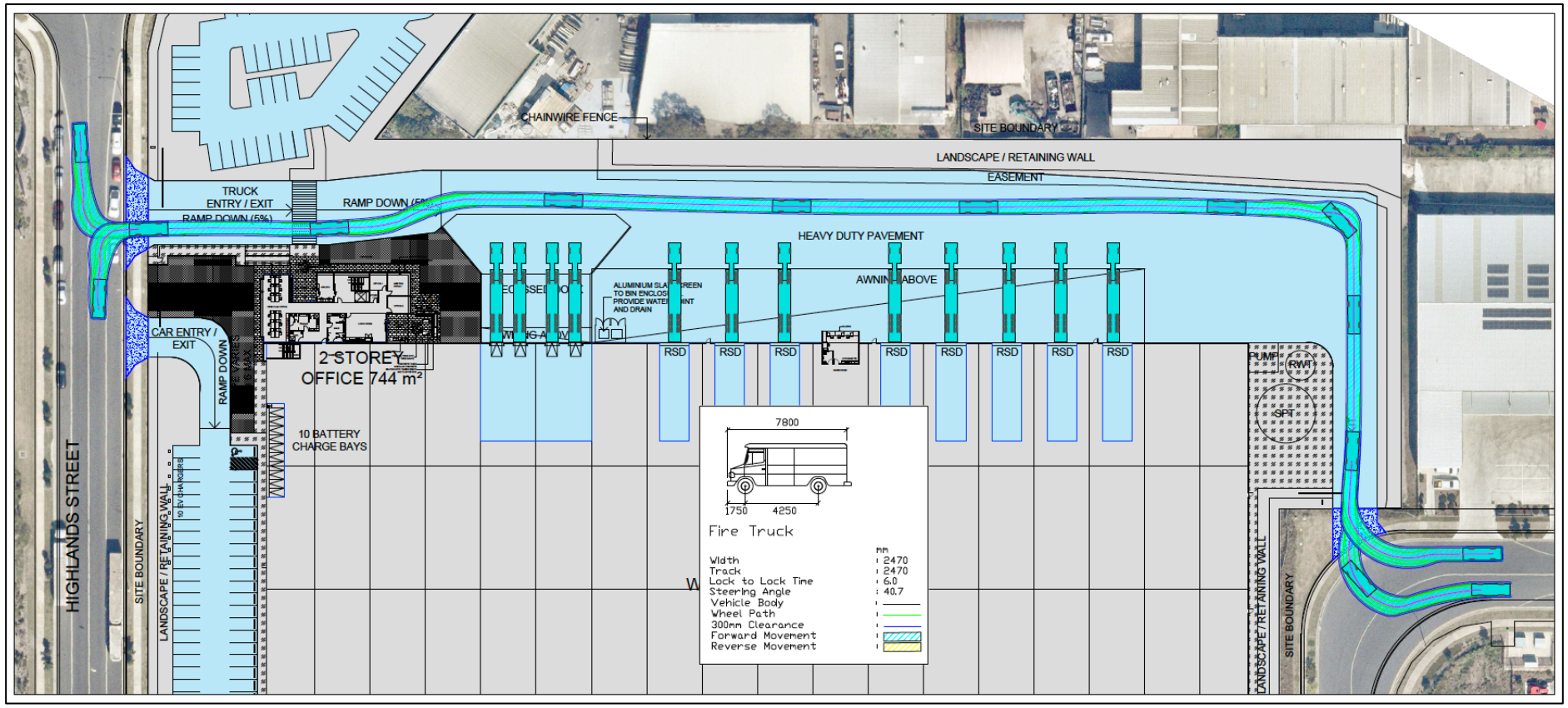
WEDNESDAY 2ND NOV 22

TUESDAY 16TH AUGUST 22

ATTACHMENT B – SWEPT PATH ANALYSIS (FIRE TRUCK)




CHAINWIRE FENCE
SITE BOUNDARY
LANDSCAPE / RETAINING WALL
EASEMENT
TRUCK
RAMP DOWN (5%)
HEAVY DUTY PAVEMENT
AWNING ABOVE
CAR ENTRY / EXIT
RAMP DOWN
2 STOREY
OFFICE 744 m²
10 BATTERY
CHARGE BAYS
RSD
PUMP
RWT
SPT
HIGHLANDS STREET
SITE BOUNDARY
LANDSCAPE / RETAINING WALL
7800
1750
4250
Fire Truck
mm
Width 2470
Track 2470
Lock to Lock Time 6.0
Steering Angle 40.7
Vehicle Body
Wheel Path
300mm Clearance
Forward Movement
Reverse Movement


CHAINWIRE FENCE
SITE BOUNDARY
LANDSCAPE / RETAINING WALL
EASEMENT
TRUCK
ENTRY / EXIT
RAMP DOWN (5%)
HEAVY DUTY PAVEMENT
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RAMP DOWN
2 STOREY
OFFICE 744 m²
10 BATTERY
CHARGE BAYS
RSD
PUMP
RWT
SPT
HIGHLANDS STREET
SITE BOUNDARY
LANDSCAPE / RETAINING WALL
7800
1750
4250
Fire Truck
mm
Width : 2470
Track : 2470
Lock to Lock Time : 6.0
Steering Angle : 40.7
Vehicle Body
Wheel Path
300mm Clearance
Forward Movement
Reverse Movement

ATTACHMENT C - PROPOSED SITE PLAN