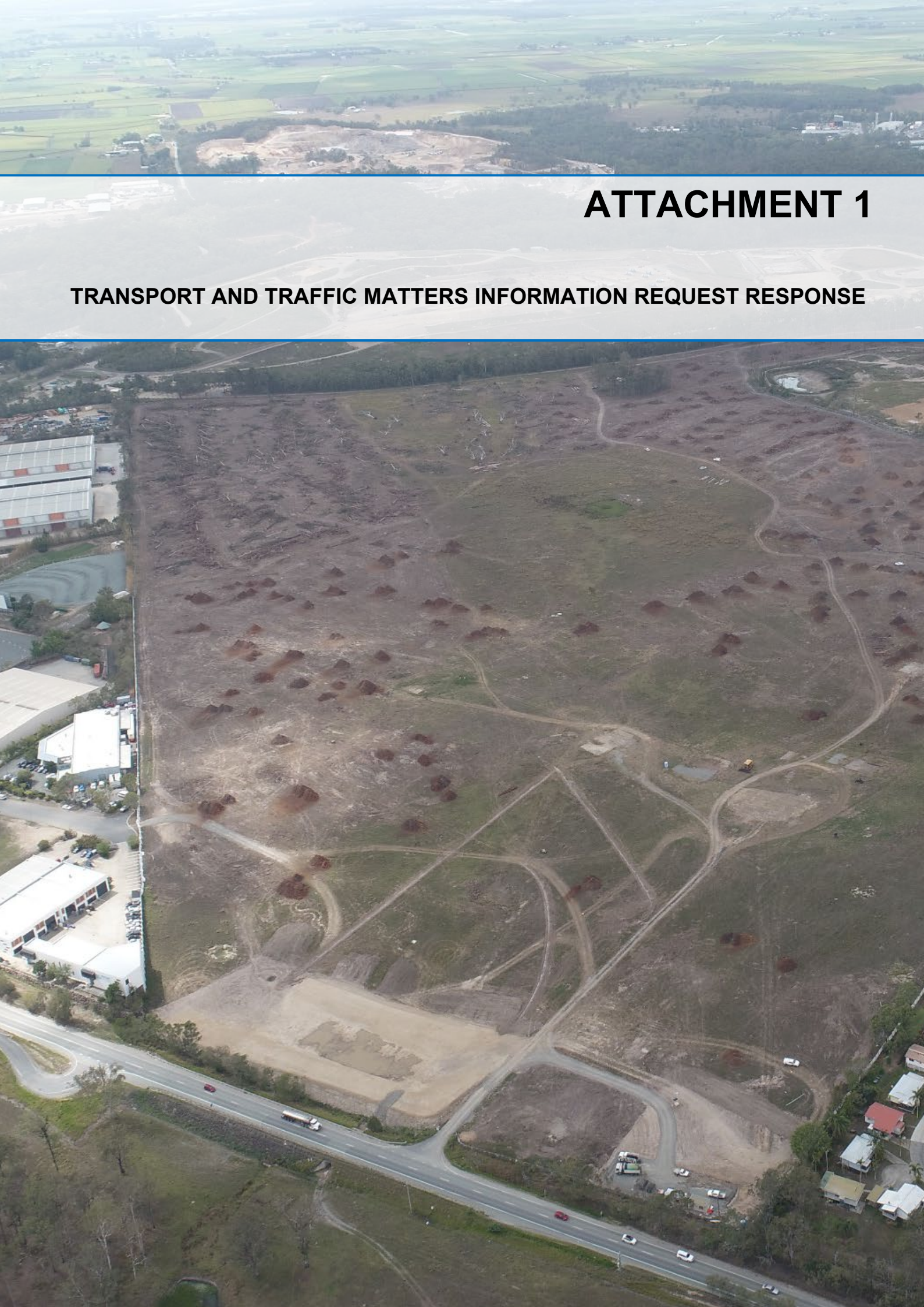




ATTACHMENT 1

TRANSPORT AND TRAFFIC MATTERS INFORMATION REQUEST RESPONSE

21 February 2020

RTeref: 19334

Chief Executive Officer
Council of the City of Gold Coast
Po Box 5042
GCMC QLD 9726

Dear Sir / Madam,

RESPONSE TO COUNCIL'S REQUEST FOR FURTHER INFORMATION
M83 INDUSTRIAL PARK, YATALA
60 STAPYLTON – JACOBS WELL ROAD & 82 CHRISTENSEN ROAD, STAPYLTON
LOT 1 ON RP6882, LOT 204 ON W31330
COUNCIL REF: MIN/2019/762

Reference is made to the above Development Application and Council's Further Issues email, received on 5 February 2020. Rytenskild Traffic Engineering (RTE) has been engaged by the applicant to prepare a response to Item 1a of the request, as follows:

Transport Assessment

1. Condition 9 - Land use Classification and Staging Plan

*The applicant has requested to amend approval condition 9 to reflect the updated Land use Classification and Staging Plan date, drawing number and version.
The applicant is requested to:*

- a. *Relocate the intersection of Road 7 and Christensen Road in the same location as shown on the approved M38 Industrial Estate Land Use Classification and Staging Plan, drawing 5738 P 001, Revision D, dated 07 August 2018 prepared by Gassman Development Perspectives. The intersection as proposed, is located very close to the vehicle crossing of the existing business to the south and in a location where sight distance looking south appears to be limited by a crest in the road.*

Response:

A sight distance analysis has been carried out for the proposed Road 7 intersection with Christensen Road. The analysis was carried out in accordance with Austroads Part 4A for a design speed limit of 60km/hr. As shown in Attachment A, appropriate sight distance is achieved between a driver exiting Road 7 and vehicles approaching the intersection on Christensen Road.

As shown in Attachment B, the proposed new road (Road 7) intersection will provide approximately 55 metres separation to the existing driveway to the south. This distance will allow traffic turning to and from proposed Road 7 to do so without impacting on the operation of that driveway. The proposed separation is well in excess of the minimum requirement under AS2890, which requires a 6 metre separation from the nearest tangent point at the intersection.



Based on the above, it is considered that the proposed location of Road 7 is satisfactory and the crest to the south of the intersection will not impede view lines between approaching vehicles.

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

Yours faithfully



LUKE RYTENSKILD

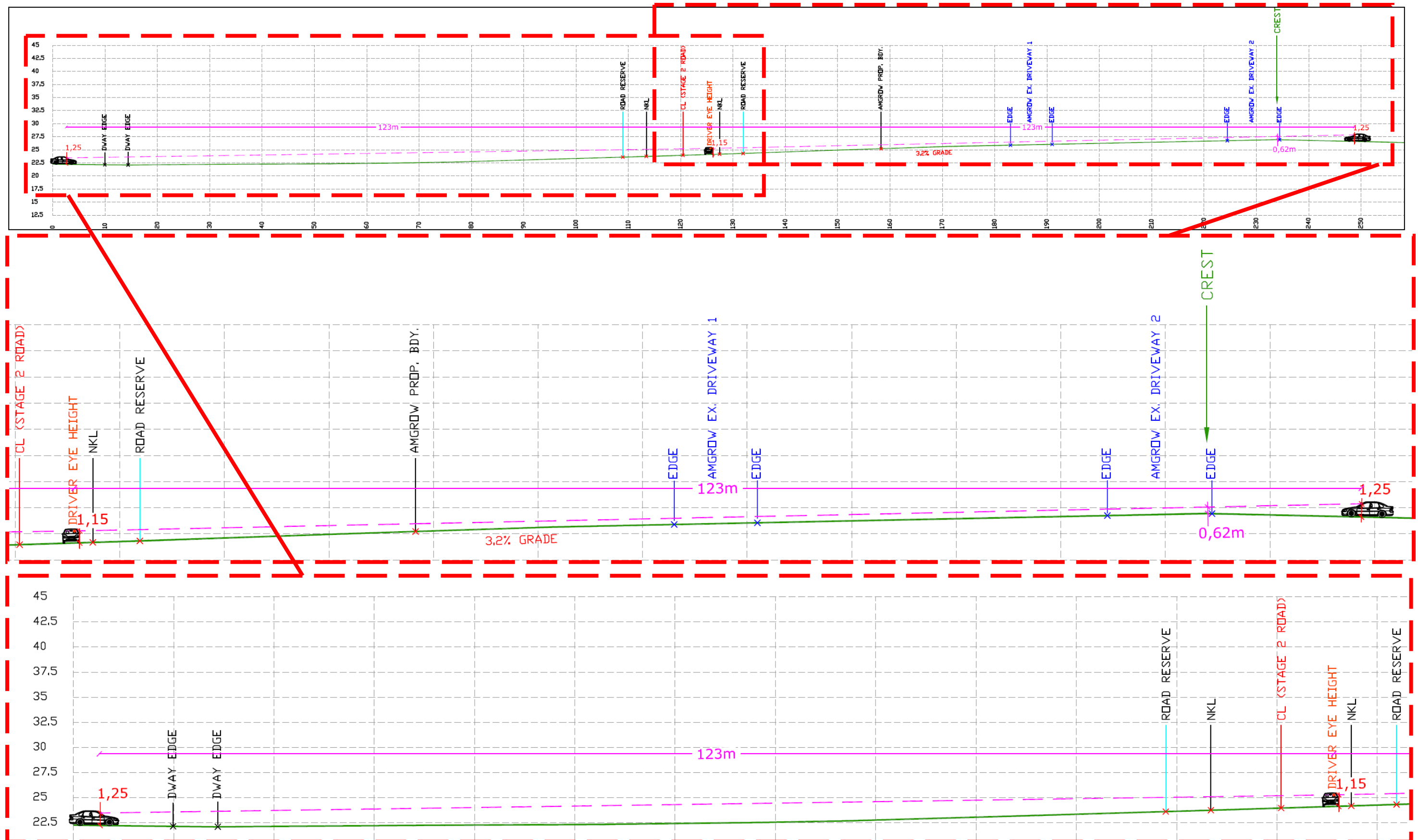
DIRECTOR, B.ENG (Civil), RPEQ 6293

ATTACHMENTS:

ATTACHMENT A – SIGHT DISTANCE PLAN (ROAD 7 / CHRISTENSEN ROAD INTERSECTION)

ATTACHMENT B – INTERSECTION SEPARATION

ATTACHMENT A – SIGHT DISTANCE PLAN (ROAD 7 / CHRISTENSEN ROAD INTERSECTION)



ATTACHMENT B – INTERSECTION SEPARATION

