

21 January 2022

RTeref: 21438

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

Dear Sir/Madam,

**RESPONSE TO INFORMATION REQUEST MCU/2021/638
PROPOSED WAREHOUSE DEVELOPMENT
LOT 205 VANTAGE INDUSTRIAL ESTATE YATALA**

Reference is made to the above project and Council's Request for Further Information, dated 7 January 2022. We have been engaged to address Items 6 - 10 of the request in relation to Transport Assessment. Our responses are provided as follows:

TRANSPORT ASSESSMENT

6. Car parking supply

To comply with Acceptable solution AS8.1.2 of the M38 Industrial Estate Place Code, the development must provide a minimum of 258 car parking spaces. The submitted drawings show a total of 63 car parking spaces. Compliance with AS8.1.2 is therefore not achieved. Alternatively, to comply with PC8, Rytenskild Traffic Engineering advises that there will be a maximum of 63 staff onsite. While this may be the case, consideration must be given to shift changeover periods where the demand for parking will double for a short period of time. The applicant is therefore requested to increase the supply of onsite parking to accommodate all staff including during the shift changeover periods.

Response:

As discussed in the planning report submitted with the original application the development will operate with up to 40 staff, with 30 working in the warehouse and 10 in the office. The proposed parking supply (63 spaces) exceeds the practical parking requirements based on the number of staff by more than 50%. Therefore, it is considered that the proposed parking supply of 63 spaces will satisfactorily cater for the peak parking demands of the site, including during shift changeover periods.

Furthermore, it is noted that there will be minimal staff operating the facility overnight. Therefore the proposal is not expected to have a significant shift overlap period.



7. Bicycle parking supply

To comply with Acceptable solution AS41.4 of the M38 Industrial Estate Place Code, the development must provide a minimum of 31 bicycle parking spaces. The submitted drawings show a total of 10 bicycle parking spaces. Compliance with AS41.4 is therefore not achieved. Rytenskild Traffic Engineering has not addressed bicycle parking supply. To comply with PC41, the applicant is requested to demonstrate that the proposed supply of bicycle parking is sufficient for the proposed workforce.

Response:

Given that there will be only up to 40 staff members at the site the provision of 31 bicycle spaces is not considered to be appropriate. Based on the location of the site and proposed type of use, it is expected that it will generate very low demand for bicycle parking. The proposed provision of 10 bicycle spaces is considered to be satisfactory, as it equates to 25% of the workforce. Developments located in urban areas which are easily accessible by bicycle typically generate a demand for less than 10% of the workforce. On this basis it is considered that the proposed bicycle parking facilities will comfortably cater for the expected demand.

8. Safe vehicle access

To comply with Acceptable solution PC43 of the M38 Industrial Estate Place Code, the applicant is requested to demonstrate that the proposed vehicle access points to Homestead Drive and Fairway Street provide sufficient sight distance to oncoming traffic compliant with the requirements of section 3.4.5a of AS2890.2:2018. This is to be based on the approved road long sections.

Response:

As demonstrated in Attachment A, appropriate sight lines are achieved at the Homestead Drive and Fairway Street access points in accordance with AS2890.2:2018. As shown, a driver standing at the egress point on of Holmview Drive and Fairway Court will have appropriate view line to a vehicle approaching the driveway from either direction of the respective roads.

9. Access to car parking

To comply with Performance Criteria PC7 and PC9 of the Car Parking, Access and Transport Integration Constraints Code, the applicant is requested to confirm that all gates (including the gates to the service area) will remain open during the proposed hours of operation to ensure that cars and service vehicles are not required to queue on the road whilst waiting to enter the site. It is requested that a notation be provided on the drawing beside each gate confirming the hours of operation. If recommended for approval, a condition will be imposed requiring all gates to remain open during the hours of operation.

Response:

It is confirmed that all gates will remain open during the proposed operating hours of operation. Appropriate annotation has been included in the updated architectural package.

10. Servicing

To comply with Performance Criteria PC14 of the Car Parking, Access and Transport Integration Constraints Code, the applicant is requested to relocate or reduce the area allocated for shipping container hardstand to enable an Articulated Vehicle (AV) to manoeuvre to access the south-eastern roller door. Reverse in manoeuvres from Homestead Drive will not be supported.

Response:

On-site heavy vehicle manoeuvring would be managed to ensure that Articulated Vehicles (AV) would not be required to access the south eastern roller door when manoeuvring is restricted by containers in the hardstand. Given the frequency of containers being taken to and from the site the location of the contains in the hardstand will be controlled to ensure that appropriate access is maintained. It is not intended that any reverse movements will be required on Homestead Drive for Articulated Vehicles (AV) to service the development.

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

Yours faithfully



DARE JANZEKOVIC

Senior Traffic Engineer, B.ENG (Civil)

RPEQ Review by:



Luke Rytenskild, Director
B.ENG (Civil), RPEQ 6293

ATTACHMENT A - SIGHT DISTANCE ANALYSIS

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