

9 February 2022

RTeref: 21440

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

Dear Sir/Madam,

**RESPONSE TO INFORMATION REQUEST MCU/2021/718
PROPOSED WAREHOUSE DEVELOPMENT
LOT 501 VANTAGE INDUSTRIAL ESTATE YATALA**

Reference is made to the above project and Council's Request for Further Information, dated 28 January 2022. We have been engaged to address Items 4 - 11 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:

The proposal provides a total of 54 car parking spaces for Warehouse A, and 118 spaces for the tenancy intended to be occupied by National Tiles. Whilst the tenant of Warehouse A has not been identified, the available parking supply for the proposed use (8,233m² GFA) is provided at a rate of approximately 1 space per 150m². This rate is typical of larger warehouse tenancies where there is a lower density of employees per unit floor area, and very low demand (less than 5 per day) for visitors.

The proposed parking is consistent with the car parking supply provided for a number of other similar developments which have been approved and have proven to meet the practical needs of the various tenants, without resulting in an overflow demands in the adjacent road system. Buildings used for other industrial purposes, and particularly manufacturing typically generate parking in accordance with the rates prescribed in the City Plan.



As discussed in the original traffic report, National Tiles does not expect there to be more than 65 staff on their premises at the time. Based on this, the proposed parking supply (118 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 will satisfactorily cater for the peak parking demands of the site, including any additional demand generated by visitors.

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

6. On-site vehicle parking and movement

Pursuant to AS50.1 (a) of the M38 Industrial Place Code, internal driveways must be designed and constructed to enable all vehicles to enter and exit the site in a forward motion. The applicant is requested to update the drawings to include turnaround bays at the end of parking aisles in the parking area for Warehouse A.

Response

Based on the use and scale of the development, Warehouse A is expected to only generate a low demand for visitor parking (no more than 5 vehicles per day). On this basis, the proposed parking facility has been designed to maximise the number of parking spaces for staff. It is proposed that all visitor parking spaces will be allocated near the building entry, in the proximity of the PWD space. As such, visitors entering the site will clearly be able to identify the visitor spaces from the car park entry.

As shown in Attachment A, should visitor parking be fully occupied, a vehicle can turn within the aisle near the entry, as well as at the southern end of the car park in order to exit the site in a forward gear. This is considered to be satisfactory given the low probability that all visitor spaces would be occupied on the basis that no showroom or facilities that would attract visitors are provided at the tenancy.

Based on the above, it is therefore considered that a turning bay is not necessary.

7. PWD spaces location

Pursuant to AS50.3 of the M38 Industrial Place Code, short term/high turnover visitor parking and disabled parking spaces are required to be located close to the main building entrance. While a requirement of the building code, PWD spaces are requested to be shown on the drawings to ensure that they are accommodated for within the overall parking supply, and to assist in demonstrating compliance with AS50.3.

Response

The proposal provides PWD parking spaces at each of the proposed parking facilities. As shown as Attachment B, the proposed facilities are provided near the building entrances and are linked by a pedestrian walkway. The proposed PWD parking arrangements have been designed in accordance with AS2890.

8. Bicycle parking supply

It is noted the applicant has provided an assessment of the development's bicycle parking supply against the Transport code. Bicycle parking supply must however be assessed against AS41.4/PC41 of the M38 Industrial Place Code. Pursuant to AS41.4 of the M38 Industrial Place Code, bicycle parking must be provided at a rate of 1 staff space per 800m² GFA. No visitor bicycle parking is required. This equates to a requirement to provide 34 Security level B (staff) spaces. The development provides ten (10) Security level C spaces per tenancy to be used by either staff or visitors. Compliance with AS41.4 is not achieved, requiring consideration against PC41.

PC41 states that *'A network of pedestrian paths and cycleways is provided which considers....(e) provision of bicycle end-of-trip facilities.'* The provision of ten (10) security level C spaces per tenancy is considered appropriate, with provision for staff to park bicycles internal should security or the weather be of a particular concern. It is however noted that the areas proposed to accommodate ten (10) spaces do not appear large enough to accommodate ten (10) spaces in accordance with the dimensional requirements for bicycle parking in accordance with AS2890.3. The applicant is therefore requested to dimension or redesign/relocate bicycle parking to achieve the minimal dimensional requirements of AS2890.3.

Response:

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 for each tenancy is considered to be satisfactory, as it equates to 18% and 15% of the workforce of the respective tenancies. 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.

9. Pedestrian access

Pursuant to AS45.1 of the M38 Industrial Place Code, pedestrian paths designed for disabled access are required to be provided between building entrances, public footpaths and car parking areas. Pedestrian paths have not been provided as required by AS45.1. The applicant is requested to update the drawings to provide pedestrian paths as required by AS45.1.

Response:

Pedestrian paths have been provided linking car parking facilities to the building entrances.

10. Design of off-street parking area

To assist in demonstrating compliance with AS3.1 of the Car Parking Access Transport Integration Constraints Code, the applicant is requested to address the following:

- a) Provide typical dimensions of the off-street parking facilities, including but not limited to, dimensions of parking spaces, parking aisles, loading areas etc in accordance with AS2890.1 and AS2890.2.
- b) Provide pedestrian triangles at all driveways in accordance with AS2890.1 and AS2890.1. Pedestrian sight triangles must be dimensioned on the architectural drawings and annotated as 'Pedestrian sight triangles to be kept clear of obstructions to visibility. Low level landscaping permitted up to a maximum mature height of 500mm above driveway level.'
- c) Undertake a sight distance assessment, with photographic evidence, from all vehicle accesses to demonstrate that sight distance is achieved in accordance with AS2890.1 and AS2890.2.

Response

- a) Typical dimensions for the proposed parking facilities are provided in the updated architectural package. The proposed parking arrangements have been designed in accordance with AS2890.1:2004.
- b) Pedestrian sight splays have been provided in the updated architectural package and have been annotated appropriately.
- c) As shown as Attachment C, the proposed crossovers achieve satisfactory view lines at each access in accordance with AS2890.1:2004. It is noted that the road system surrounding the site is currently being constructed with the grade profile in accordance with the approved design, generally allowing unobstructed vertical view lines between intersections. On this basis It is considered that sufficient view lines are achieved at each access.

11. Access to parking

To comply with Acceptable outcome AS9.1 of the Car Parking Access Transport Integration Constraints Code, car parking spaces for employees or visitors must not have gates, which restrict vehicular access. The development includes security gates; therefore, compliance with AS9.1 is not achieved, requiring consideration against Performance criteria PC9. PC9 requires that access to car parking is provided for employees and visitors. The applicant is requested to address PC9 as follows:

- a) Confirm that the gates are to remain open during operating hours; or
- b) If any gates are to remain close during operation hours, demonstrate how access will be provided for staff visitors, including for service vehicles.

Response:

It is confirmed that all gates will remain open during the proposed operating hours.

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

Yours faithfully



DARE JANZEKOVIC

Senior Traffic Engineer, B.ENG (Civil)

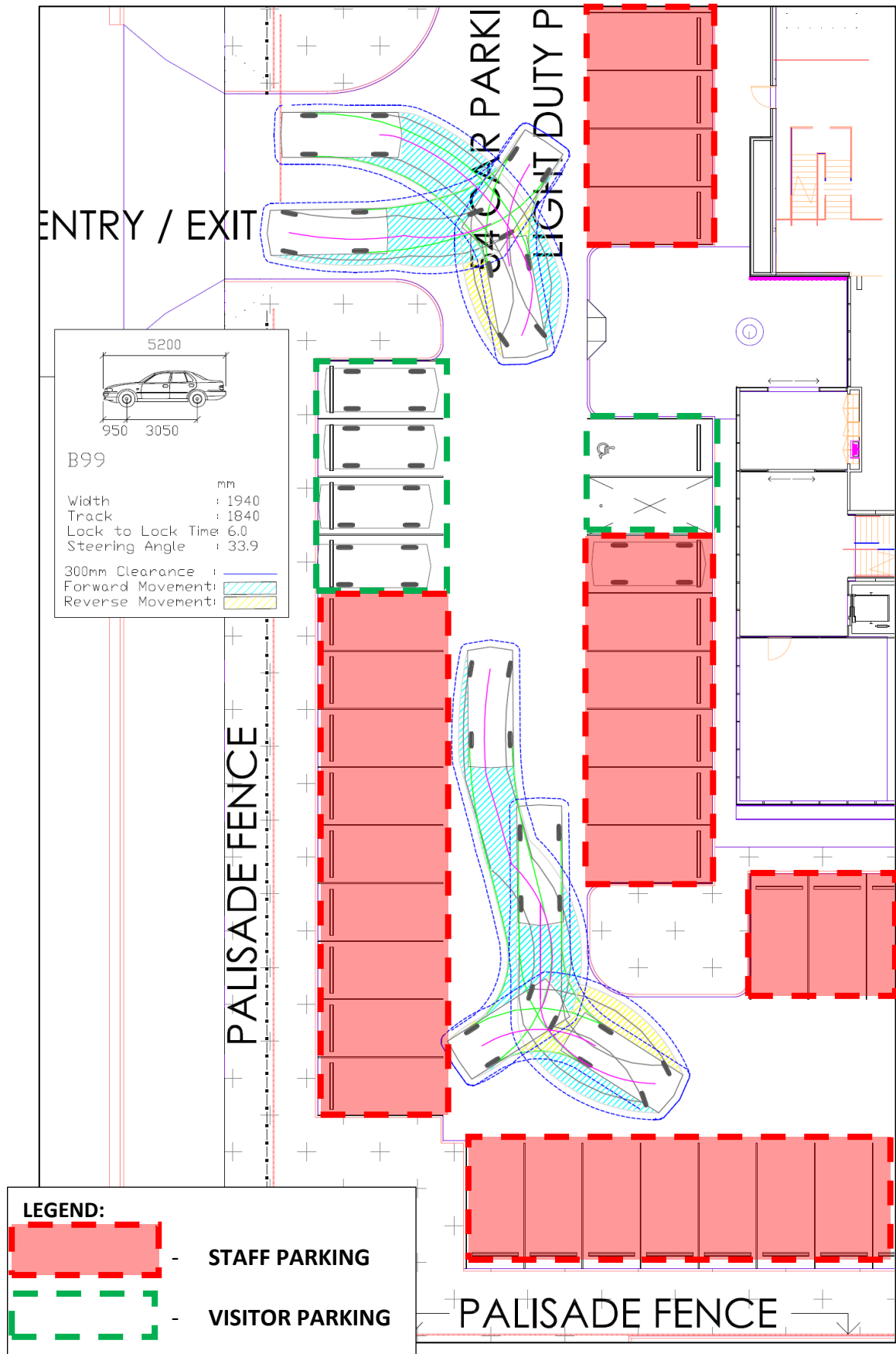
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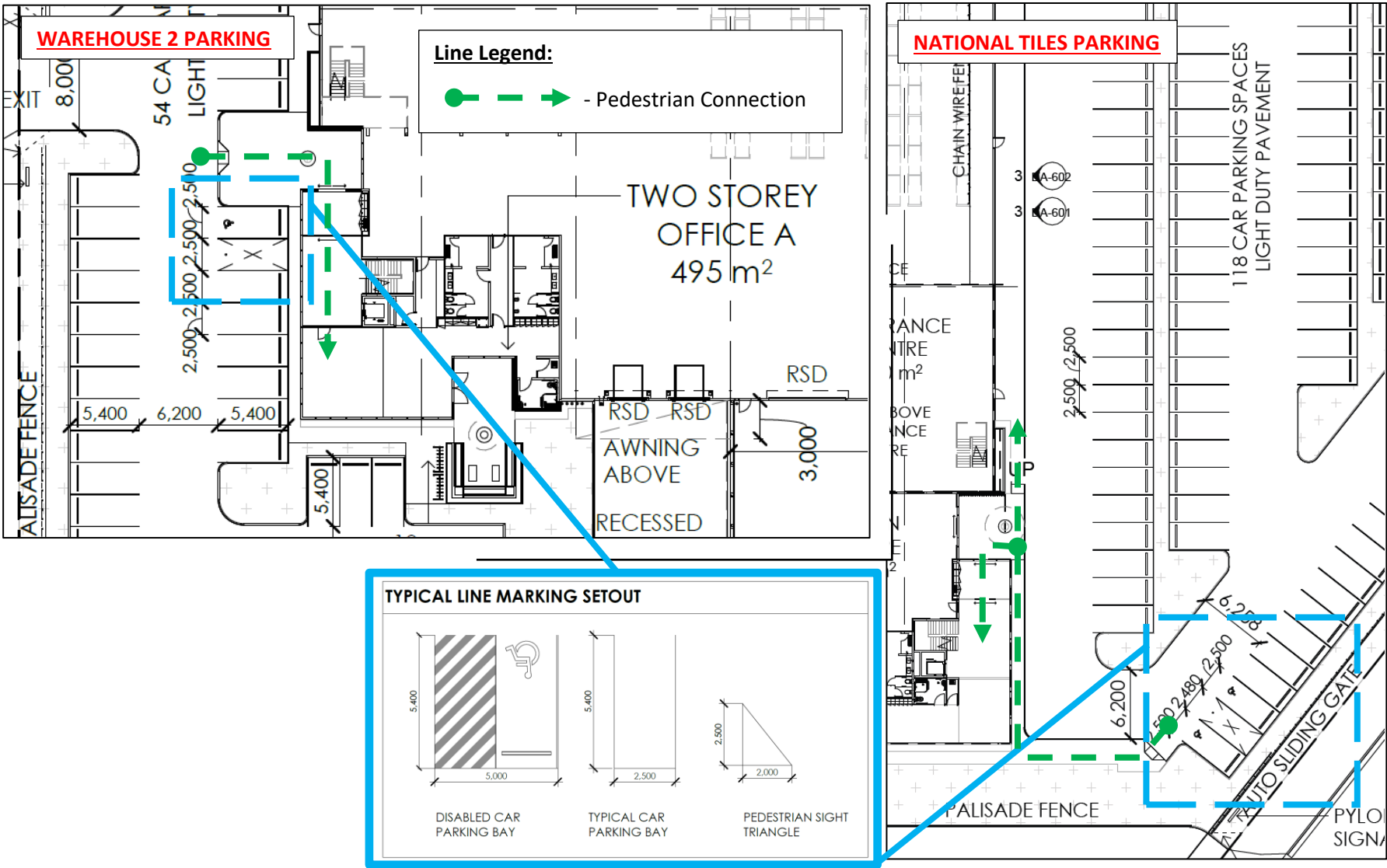
Luke Rytenskild, Director
B.ENG (Civil), RPEQ 6293

ATTACHMENT A –	B99 TURNING
ATTACHMENT B –	PROPOSED PEDESTRIAN ACCESS FACILITIES AND PWD PARKING
ATTACHMENT C –	SIGHT DISTANCE ANALYSIS

ATTACHMENT A – B99 TURNING



ATTACHMENT B - PROPOSED PEDESTRIAN ACCESS FACILITIES AND PWD PARKING



ATTACHMENT C - SIGHT DISTANCE ANALYSIS

