

Our Ref: 1778\_IPL59

30 September 2022

Gold Coast City Council  
C/- I-Plan Town Planning Pty Ltd  
PO BOX 242  
ANNERLEY QLD 4103

Attention: Adam Morris, Supervising Planner North

**Site Location:** 84-160 Christensen Road South, STAPYLTON

**Reference No:** MCU/2022/291

**Subject:** Response to Information Request – Traffic Matters

Dear Adam,

We refer to the development application on the site at 84-160 Christensen Road South, Stapylton.

This letter has been prepared in response to Gold City Council's Information request dated 19 July 2022. It addresses the traffic-related issues therein, which are copied below for ease of reference, with a response to each item provided following.

Reference should be made to the amended architectural plans included as **Attachment 1**, which are discussed further following.

**5. Vehicle crossing design**

*To comply with Acceptable outcome AO1 of the Driveways and vehicular crossings code, the vehicular crossings must be designed in accordance with the City's Land Development Guidelines, specifically IPWEAQ Standard Drawing RS-051 – Heavy Duty Vehicle Crossing. In this regard, while the northern vehicle crossing will mostly be used by light vehicle traffic, officers consider that it may also be used by heavy vehicles up to a 20m Articulated Vehicle (AV). The applicant is therefore requested to widen this vehicle crossing from 6m as proposed to 9m to match the southern vehicle crossing width. The PWD is to have a shared area in accordance with the Australian Standards (AS/NZS 2890.6-2009).*

Response

In As requested by Council, the plan has been amended to provide a 9.0m wide northern crossover. As Council have stated, this then provides flexibility for heavy vehicles to use this crossover as well as the southern crossover.

## 6. Access to parking

*To comply with Acceptable outcome AO2 of the Transport code, the applicant is requested to submit an amended drawing showing a notation advising that the gate will be opened by the first staff member to arrive onsite each day and remain open for visitor access during the hours of operation. The gate and front fencing must be set into the site to account for widening and land dedication requirements associated with the proposed site access intersection.*

### Response

As requested by Council, the amended plan include a notation advising that the gate will be opened by the first staff member to arrive onsite each day and remain open for visitor access during the hours of operation. With respect to the gate and front fencing, this is located on the front property alignment and given the gate consists of slim tubular vertical elements (i.e similar to a pool fence), they do not impede visibility between vehicles exiting the property and pedestrians within the verge.

## 7. Servicing

*To comply with Acceptable outcomes AO5, AO6.1 and AO6.2 of the Transport code, the applicant is requested to address the following:*

- a. Provide pedestrian sight triangles on both sides of both driveways in accordance with the requirements of section 3.4.5(b) of AS2890.2:2018. Relocate the security gates and any other obstruction a minimum of 2.5m into the site clear of the pedestrian sight triangles. Also, include the following annotation to clearly indicate the intent being that the “Pedestrian sight triangle to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level”.*
- b. Relocate the proposed ‘container zone’ elsewhere onsite where it will not impact access and manoeuvring of heavy vehicles. Before responding to this point, the applicant is requested to discuss the alternate location with Transport Assessment.*

### Response

In relation to item 7a, pedestrian sight triangles have been shown on the amended plan. The purpose of these sight triangles is to ensure that motorists leaving the sight have a clear line of sight to pedestrians within the verge. It is for that reason that low landscaping (i.e below 500mm) is permitted within these areas. As noted in our response to item 6, the front fence and gate will be made of slim tubular vertical elements, similar to a pool fence. Just like a pool fence which is purpose built to allow visibility into a pool area, the fence will not impede the visibility between a motorist and a pedestrian within the verge. As a consequence, the fence and gate can be constructed on the front boundary.



**Figure 1 – Fence**

In relation to item 7b, the container zone is simply area of reinforced concrete that could be used to unload a container. This is infrequent. The site will typically be serviced by MRV and HRV's. On occasion a large container may be delivered to the site and would unload in the area shown. The northern crossover which has been widened to 9.0m could be used to ensure that vehicles can continue to access the site even if a container is being unloaded. The swept paths are included as **Attachment 1**.

#### **8. Bicycle parking supply**

*To comply with Performance outcomes PO10 and PO12 of the Transport code, the applicant is requested to submit an amended drawing identifying a location where staff could store a bicycle internal to the tenancy should they decide to ride to work. Bicycle parking areas must be located as close as practical to the cyclist's ultimate destination, desirably somewhere near the office and amenities.*

#### Response

Wall mounted bicycle parking is shown on the plans adjacent to the office. Given the warehouse is 2,500m<sup>2</sup>, staff would also have the option to store the bicycle within the warehouse.

#### **9. Car parking design**

*To comply with AO25.1 of the Transport code, the applicant is requested to submit amended drawings showing the following amendments:*

- a. Dimension all car parking facilities to show compliance with the requirements of AS2890.1:2004.*
- b. Show the access driveway and main car parking area to be drained sealed and line marked.*

#### Response

Refer to the amended plans included as **Attachment 1** which has been dimensioned.

### **Summary and Conclusion**

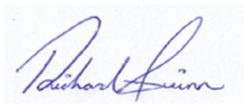
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We trust that the above information satisfactorily addresses the traffic-related issues in Council's information request.

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed access, parking, and servicing arrangements are generally acceptable and supportable from a traffic engineering perspective, however any additional minor refinements considered necessary by Council could reasonably be addressed by way of a condition of the approval.

Should you have any queries regarding the above, please do not hesitate to contact the undersigned.

Regards

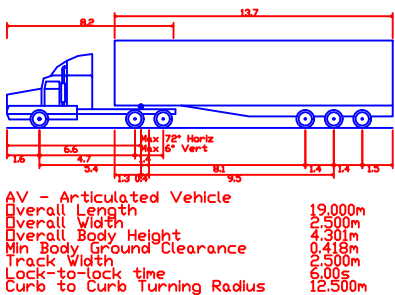
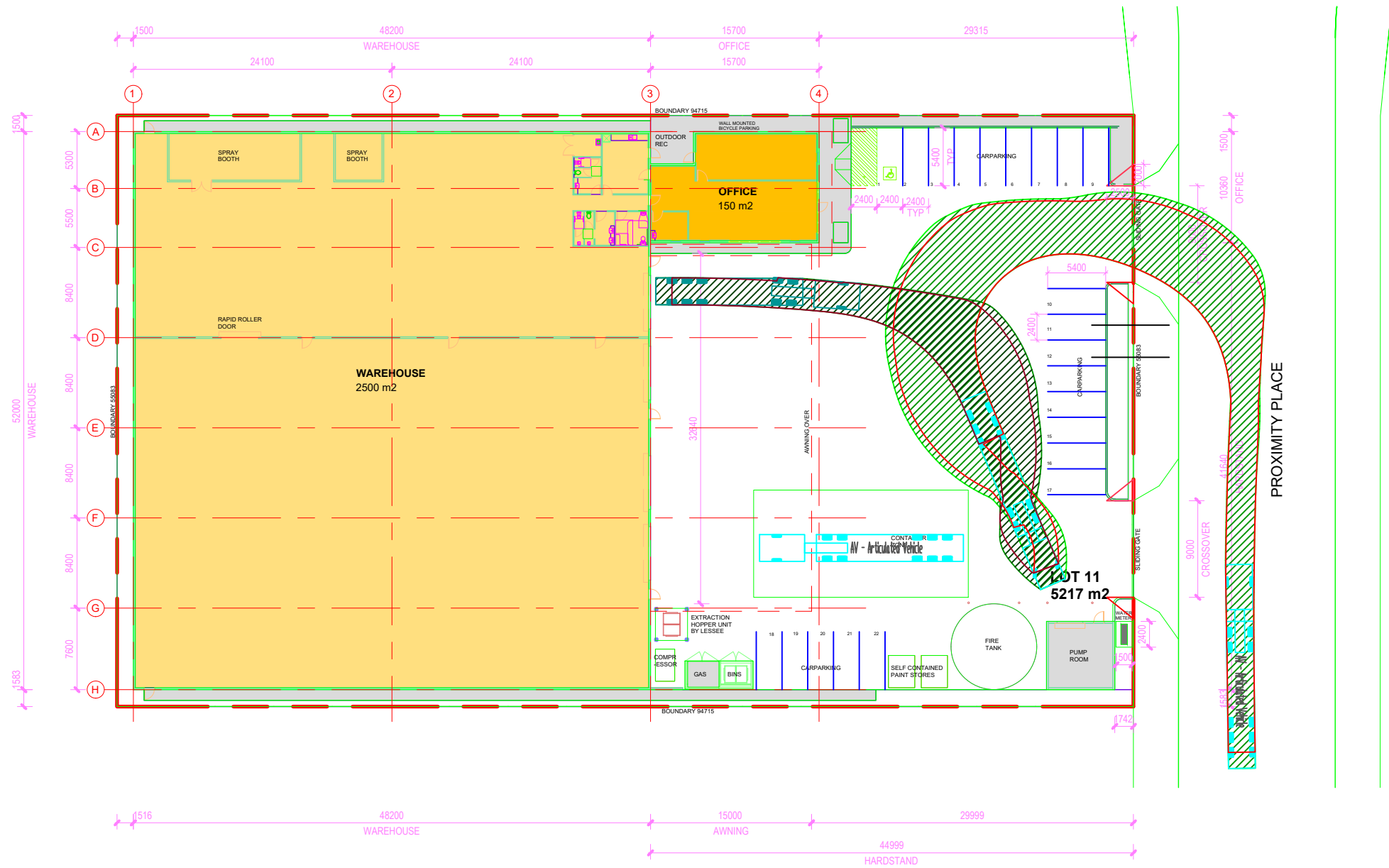


Richard Quinn  
BECivil, MIEAust, RPEQ (08565)  
Director – Q Traffic

## ATTACHMENT 1

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### Amended Architectural Plan / Swept Path



|                                                                                                         |    |                   |                                                                                       |          |
|---------------------------------------------------------------------------------------------------------|----|-------------------|---------------------------------------------------------------------------------------|----------|
| drawing title                                                                                           |    |                   |  |          |
| 284-160 Christensen Road                                                                                |    |                   |                                                                                       |          |
| Articulated Vehicle                                                                                     |    |                   |                                                                                       |          |
| drawn:                                                                                                  | RQ | Scale: 1:500 @ A3 | date:                                                                                 | 30/09/22 |
| The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only |    |                   |                                                                                       |          |
| 1778_IPL59                                                                                              |    | SK.01             |                                                                                       | A        |
| project no.                                                                                             |    | drawing no.       |                                                                                       | rev      |