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9 September 2021

Old Pub Lane Pty Ltd
c/- Ethos Urban
356 St Pauls Terrace
FORTITUDE VALLEY QLD 4006

Attention: **Rebekah McDonald**

Sent via email: rmcdonald@ethosurban.com

Dear Rebekah,

**RE: FURTHER ISSUES RESPONSE: TRAFFIC AND TRANSPORT ITEMS
PROPOSED CHANGE APPLICATION AT 43-77 OLD PUB LANE, GREENBANK**

1.0 INTRODUCTION

1.1. Overview

Bitzios Consulting (Bitzios) has been commissioned by Old Pub Lane Pty Ltd to provide traffic advice in relation to Stage 2 of the development located at 43-77 Old Pub Lane, Greenbank (subject site).

1.2. Background

The following project history and site details are outlined below:

- The subject site is located within the Logan City Council (Council) local government area (LGA), is located within the Greater Flagstone Priority Development Area (PDA) and is under the jurisdiction of Economic Development Queensland (EDQ)
- The subject site is formally described as Lot 1 on RP184067 and is approximately 20ha in size and has frontage to Pub Lane (north), Old Pub Lane (south), and a rail corridor (west)
- A three (3) stage Masterplan DA has been approved over the subject site. This included 3 lots (Lot 1: Child Care, Lot 2: Medical and Swim School, Lot 3: Storage)
- On 26th February 2021 the applicant lodged a Change Application seeking to amend the approved Master Plan (Lot 2 only) including the yields, car parking and access
- On 17th March 2021, EDQ issued a Further Issues (FI) letter requesting a Traffic Engineering report/memo assessing the suitability of the proposed changes.
- On 16th June 2021, EDQ sent an email requesting further amendments to the report/memo.

This letter has been prepared in response to the EDQ FI letter and subsequent email, which is included in **Attachment 1**.

**PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL**

Approval no: DEV2019/1035/2

Date: 14 September 2021



2.0 ITEM 2: SERVICE VEHICLE ACCESS

2. Submit a Traffic Engineering report/memo assessing the suitability of the new layout for the service/refuse vehicles movements for each of the Lots, and assessing the suitability of the new proposed driveway access for Lot 2, including amenity impacts (noise, light intrusion into the dwellings) of vehicles existing from the new driveway for residents opposite the new driveway location.

Bitzios Response:

2.1. Proposed Lot 2 Access

Overview

A new vehicular access to Old Pub Lane is proposed to Lot 2 (Stage 2) to enable the Lot to operate independently and to remove the access easement over Lot 3 that was provided as part of the Masterplan. A review of the proposed vehicular access arrangement, considering; configuration, location, and available sight distances has been undertaken as detailed herein.

The proposed site plans are included in **Attachment 2**.

Configuration

Table 2.1 summarises our review of the driveway configuration against Australian Standards (AS2890) and will be provided in accordance with IPWEAQ Standard Drawing RS-051.

Table 2.1: Driveway Crossover Configuration Review

ID	Design Vehicle	Required Configuration	Proposed Configuration
1	Heavy Rigid Vehicle (HRV)	6.5m Type B	6.6m Type B

In summary, the proposed driveway configuration complies with AS2890.

Location

Table 2.2 summarises our review of proposed driveway location against AS2890.

Table 2.2: Driveway Locations Review

ID	Frontage Road Type	Adjacent Feature	Required Separation	Proposed Separation	Compliant
1	Minor	Lance Road	6m (from continuation of the property boundary)	20m (from continuation of the property boundary)	Yes

In summary, the proposed driveway location complies with AS2890.

Sight Distances

Table 2.3 summarises our review of sight distance requirements at the proposed driveway location.

Table 2.3: Driveway Sight Distances Review

ID	Speed Environment	Direction	Available Sight Distance	AS2890 Requirement	Compliant
1	60km/h	East	130m	83m	Yes
		West	180m (end of road)		Yes

In summary, available sight distances at the proposed driveway location comply with AS2890.

Other Considerations

Whilst not a traffic engineering item, it is noted that the proposed driveway location is not directly opposite any existing residential dwellings. The driveway is directly opposite vegetation within #43 on the southern side of Old Pub Lane.

Summary

In summary, the proposed driveway location for Lot 2 meets all AS2890 requirements and is considered suitable to service the development.

2.2. Car Parking Layout

We have undertaken a layout review of the updated car park design to confirm compliance with AS2890 which is summarised in Table 2.4.

Table 2.4: Car Parking Layout Review

Design Element	Proposed	AS Requirement	Compliant
Parking Aisle Width (two-way)	6.1-6.6m	5.8m	Yes
Heavy Vehicle Movement Aisles	6.6m	6.5m	Yes
Visitor Parking Bay	2.6m x 5.4m	2.6m x 5.4m	Yes
PWD Space	2.4m x 5.4m with adjacent shared area	2.4m x 5.4m with adjacent shared area	Yes
Clearance to obstructions	0.3m	0.3m	Yes
End of Aisle Extension	1.0m	1.0m	Yes

In summary, the car parking layout complies with AS2890.

2.3. Servicing

Overview

No significant changes to the servicing arrangements compared to the existing preliminary approval is proposed. However, due to the new access for Lot 2, revised servicing will occur for Lots 2 and 3 to operate independently of each other. This has been reviewed further below.

Service Vehicle Requirements

Table 2.5 summarises our review of the servicing arrangements against Council's Servicing, Access and Parking (SAP) Code.

Table 2.5: Servicing Review

Lot	Land Use	Design Vehicle
2	Indoor Sport & Recreation	HRV / RCV
	Medical Centre	SRV / Ambulance / RCV
3	Industry (Self Storage)	HRV / RCV

Lot 2 Servicing

Consistent with the Masterplan Approval, a shared servicing bay (12.5m x 5m) that can accommodate service vehicles up to the size of HRV has been proposed for Lot 2. The provision of a single bay is expected to be adequate to service Lot 2, noting that the proposed uses (Indoor Sport and Recreation and Medical Centre) will be serviced occasionally only. Furthermore, a footpath connecting Building 1 to the loading bay has been provided.

It is noted that the Medical Centre may require access for an Ambulance vehicle. In accordance with AS.2890.1 PWD bays can also be used for ambulance parking and be marked as a shared PWD / ambulance bay. As such, one of the PWD bays near the Medical Centre entry is to be marked as a shared PWD / ambulance bay and used for ambulance parking on rare occasions it may be required. Access to these bays is via minimum 6.6m wide aisles which complies with AS2890.

Relevant swept path diagrams have been prepared which demonstrate that Lot 2 can be serviced by an RCV independently. This includes entry and exit in a forward gear and access to the proposed loading bay. Swept path diagrams are included in **Attachment 3**.

Lot 3 Servicing

No changes to the layout or servicing bay for Lot 3 are proposed; however, due to changes within Lot 2, the access to the servicing area has been revised slightly. Swept path diagrams have been prepared which demonstrate that Lot 3 can be serviced by an HRV independently (i.e. without using Lot 2). This includes entry and exit in a forward gear and access to the proposed loading bay. Swept path diagrams are included in **Attachment 3**.

In summary, Lot 3 servicing is in accordance with Councils SAP Code and is consistent with the Masterplan approval. No further analysis is considered warranted.

3.0 ITEM 3: PARKING

EDQ Further Issues Letter (17th March 2021)

3. Aspects of the proposed car parking rates do not reflect the Bitzios report, e.g. it is proposed the commercial building will have a car parking rate of 5 spaces/per 100sqm of GFA. The commercial building includes Health Care Services and Veterinary Clinic. The Bitzios report submitted with the original application requires 1 space/10sqm GFA for health centre services and 1 space/30sqm GFA for Veterinary Clinic.

Furthermore, the swim school appears to have been removed and it is unsure if this is to be relocated in Building 2. It was noted that the Swim School had a ratio of 15 spaces + 1 space per 100sqm of GFA. However, since it is now proposed to double the indoor sport and recreational space EDQ needs to determine that there is sufficient parking available in accordance with the rates set out by the Logan Planning Scheme.

Submit a Traffic Engineering report/memo that identifies the required car parking spaces for the revised proposals in accordance with the Logan Planning Scheme and submit an updated Master Plan that shows these car parking spaces can be accommodated on the site.

EDQ Response Email (16th June 2021)

1. The Trip Generation Surveys in the RMS are all NSW specific and do not correlate to the outcomes that are occurring in Logan. For instance, some of the areas used to determine trip generation rates include Bondi and Kings Cross, which are heavily orientated to PT services. This is quite different from this location where there is only 1 PT service that could service this site and this PT Service does not currently service the potential customer base for these uses, i.e. Everleigh and Covella.

2. The Traffic report further states that from the Trip Generation Surveys we can apply a Temporal Parking Demand to further reduce the car parking rates. EDQ has applied a practice in the other PDA's where if multi uses are provided and a relaxation is sought to the car parking rates, we would utilise the Logan Planning Scheme less either the temporal parking rates, or just the rates identified in the Trip Generation Survey that has been identified using relevant local examples.

3.1. Overview

Based on recent revisions to the development plans, the following GFA is noted for Lot 2

- Commercial / Healthcare: 980m² GFA (-1,020m²)
- Indoor Sport and Recreation: 1,730m² GFA (+710m²)
- **Total: 2,710m² GFA (-310m²)**

Lot 2 proposes a total of 99 car parking bays which are shared between the two proposed buildings. The total site (Lots 1-3) provides a total of 158 car parking bays across all uses. A review has been undertaken to confirm that the proposed car parking supply meets the expected maximum demands for the site in accordance with PO1 of Council's SAP Code.

3.2. Council's Requirements

Performance Outcomes

Council's SAP Code provides the following relevant performance outcomes and acceptable outcomes.

PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to: <ol style="list-style-type: none"> the particular circumstances of the premises including the: <ol style="list-style-type: none"> nature, intensity and hours of operation of the use; desirability of providing a car park and attracting vehicles to the premises; maximum number of employees and customers to be on the premises at any one time; size, levels and dimensions of the premises; the proximity of the premises to an existing or future Parking station, other available car park or public transport facility. 	AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: <ol style="list-style-type: none"> for a use listed in Table 9.4.7.3.2 - Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2 - Vehicle parking and servicing; for a use not listed in Table 9.4.7.3.2 - Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of Planning scheme policy 5 - Infrastructure. <p>Editor's note - For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5 - Carparking spaces for people with a disability in the Building Code of Australia.</p>
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As shown, PO1 relates to the maximum expected demand of the site.

It is important to note that PO1 considers both the nature, intensity and specific use of the site (PO1(a)(i, iv)) and the maximum demands at any one time (PO1(a)(iii)). Based on the points raised in PO1 it is necessary to consider both the changed rates and temporal demands that influence parking demand across a typical day at the subject site.

3.3. Masterplan Approval

Table 3.1 presents the previous parking provision for the site within the Masterplan Approval.

Table 3.1 Masterplan Parking Rates

Lot	Use	Yield	Parking Rate	Required Parking	Proposed Parking
1	Childcare Centre	120 Children 20 Staff	1 per 10 children 1 per staff	32.0	27
2	Medical Centre	416m ² GFA	1 space per 10m ² GFA	41.6	106
	Vet / Pet Store	650m ² GFA	1 space per 30m ² GFA	21.7	
	Swim School	495m ² GFA	20 spaces	20.0	
3	Storage Facility	4,600m ² GFA	1 per staff + 1 per 100 units	8.5	34
TOTAL				123.8	167

* Swim School was existing and currently contains 20 car parking spaces.

It is important to note that the Swim School was approved to provide 20 spaces for the existing Pool at the subject site. This is at an approximate rate of one (1) space per 25m² GFA.

Council's SAP Code Rates

Table 3.2 presents the parking requirements for the subject site (Lots 1-3) as per Council's SAP Code.

Table 3.2 Required Parking Rates

Lot	Use	Yield	SAP Code Rate	Required Parking
1	Childcare Centre	120 Enrolments	1 Space per 10 enrolments	12
		20 Staff	1 Space per 1 staff	20
Lot 1 Sub Total				32
2	Health Care Service	490m² GFA	1 space per 10m² GFA	49
	Office	490m² GFA	1 space per 20m² GFA	25
	Pool (Indoor Sport and Recreation)	400m² GFA	1 space per 15m² GFA	27
	Gym (Indoor Sport and Recreation)	1,125m² GFA		75
	Dance Studio (Indoor Sport and Recreation)	206m² GFA		14
Lot 2 Sub Total				190
3	Self-Storage	350 Units	1 Space per 100 units	3.5
		5 Staff	1 Space per 1 staff	5
Lot 3 Sub Total				9
Total				231

In summary, based on Council's SAP rates, the site is required to provide 231 car parking spaces, with Lot 2 required to provide 190 spaces. However, as shown, the rates do not consider the temporal demands associated with the proposed uses. To determine a more accurate parking demand, these have been reviewed further below.

3.4. Temporal Parking Demands

Methodology

EDQ raised concerns in the Response Email dated 16th June 2021 regarding the use of reduced rates and temporal analysis to determine the parking demand of the site. Whilst this methodology is still considered appropriate, to address EDQ's concerns a revised assessment has been conducted considering parking rates in accordance with Council's requirements and considering the temporal demand nature of the proposed uses (i.e. varying parking demands per use across a typical day).

Assessment

A detailed review of likely car parking demand across a typical day has been undertaken across the whole site (Lots 1-3). Considering the differing uses on-site, and different peak times, this is considered an appropriate way to define the peak parking demand / time for the site, based on the following:

- Across Lots 1-3 there are seven (7) separate uses, all with differing operating conditions and peak periods, and it is therefore important to review each use independently
- Performance Outcome 1 of Council's SAP states that parking should be sufficient to satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to the circumstances of the premises including the:

- Nature, intensity and hours of operation of the use
- Desirability of providing a car park and attracting vehicles to the premises
- Maximum number of employees and customers to be on the premises at any one time
- Size, levels and dimensions of the premises.

This indicates that the expected demand should be based on the specific operating conditions of the uses within the site, as well as the operating times and to determine the maximum demand.

The following key assumptions are noted:

▪ **Lot 1: Childcare Centre**

- Peak (100%) usage for staff will occur all day
- Peak usage for visitors is typically 7:00 to 9:00am and 3:00 to 6:00pm (based on information provided within the 'Guide to Traffic Generating Developments' (RMS, 2002))
- Outside of these periods, the visitor parking will operate at 0% capacity
- On weekend the use will be closed.

▪ **Lot 2: Health Care Services**

- This use will open at 8:00am and reach 75% capacity up until 11:00am (based on RMS survey data results for the sites noted as relevant to the subject site – refer to Trip Generation Surveys, Medical Centres, Data Report, prepared for RMS, August 2015)
- From 11:00 to 4:00pm the use will operate at 100% (based on RMS survey data results)
- This use will close at 6:00pm
- This use will be closed on weekends.

▪ **Lot 2: Office**

- This use will open at 8:00am and reach 100% capacity from 9:00am to 4:00pm (based on RMS survey data, refer Trip Generation & Parking Surveys, Office Blocks, Analysis Report, prepared April 2010)
- This use will close at 6:00pm
- This use will be closed on weekends.

▪ **Lot 2: Pool**

- Peak (100%) usage will occur from 6:00 to 8:00am and 4:00 to 6:00pm (based on aerial photography of existing site and typical timetables for nearby Swim Schools)
- Outside of these periods, the Pool will operate at 50% (or lower) capacity
- On weekend, peak capacity will be at 9:00am to 1:00pm.

▪ **Lot 2: Gym**

- Peak (100%) usage will occur from 6:00 to 8:00am and 6:00 to 8:00pm (based on survey data results for the sites noted as relevant to the subject site – refer to Trip Generation and Parking Demand Surveys of Gymnasiums Data and Analysis Report' (PeopleTrans, 2014))
- Outside of these periods, the Gym will operate at 50% capacity
- On weekend, peak capacity will be at 9:00am to 12:00pm.

▪ **Lot 2: Dance Studio**

- This use will open at 3:00pm and close at 8:00pm
- On weekends, this use will open at 9:00am and close at 2:00pm.

▪ **Self-Storage (Lot 3)**

- Peak (100%) usage for staff will occur all day
- Peak usage for visitors is 7:00 to 9:00am and 5:00 to 7:00pm (based on review of Google popular times nearby self-storage businesses)
- Outside of these periods, the visitor parking will operate at 60% capacity
- On weekend, peak capacity will be at 7:00am to 3:00pm

Figure 3.1 and Figure 3.2 present the daily peak parking demand for Lots 1-3.

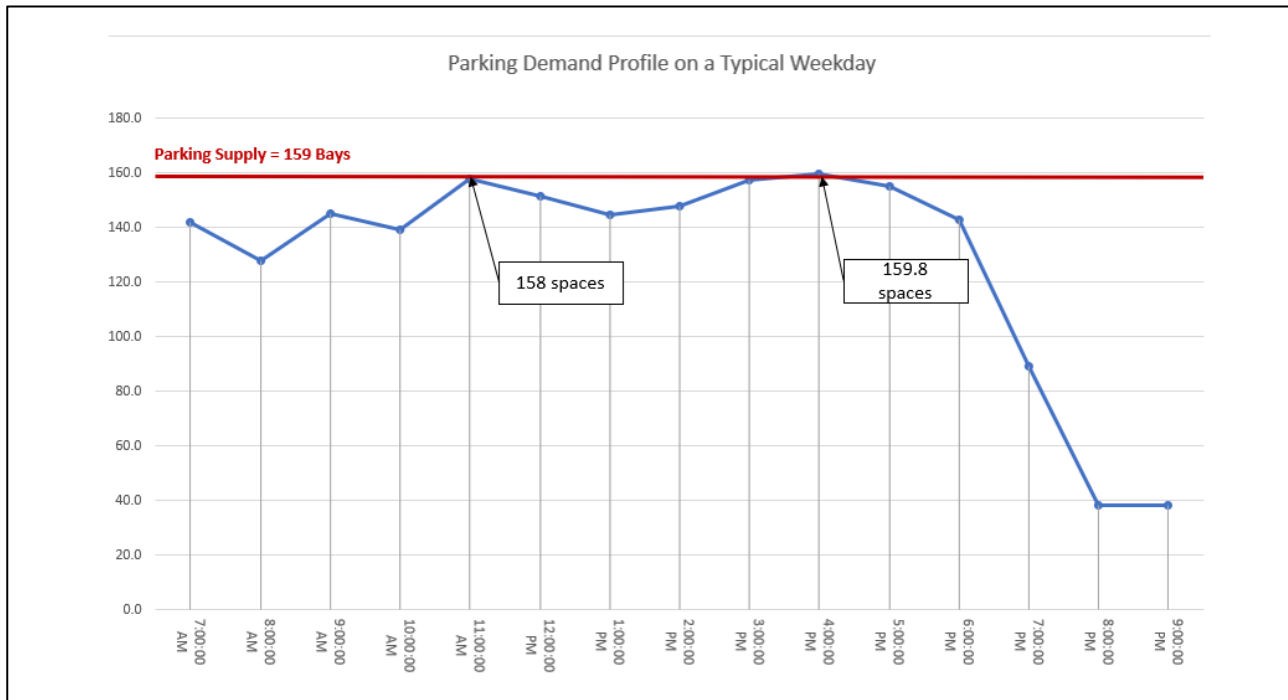


Figure 3.1: Temporal Parking Demands (Weekday)

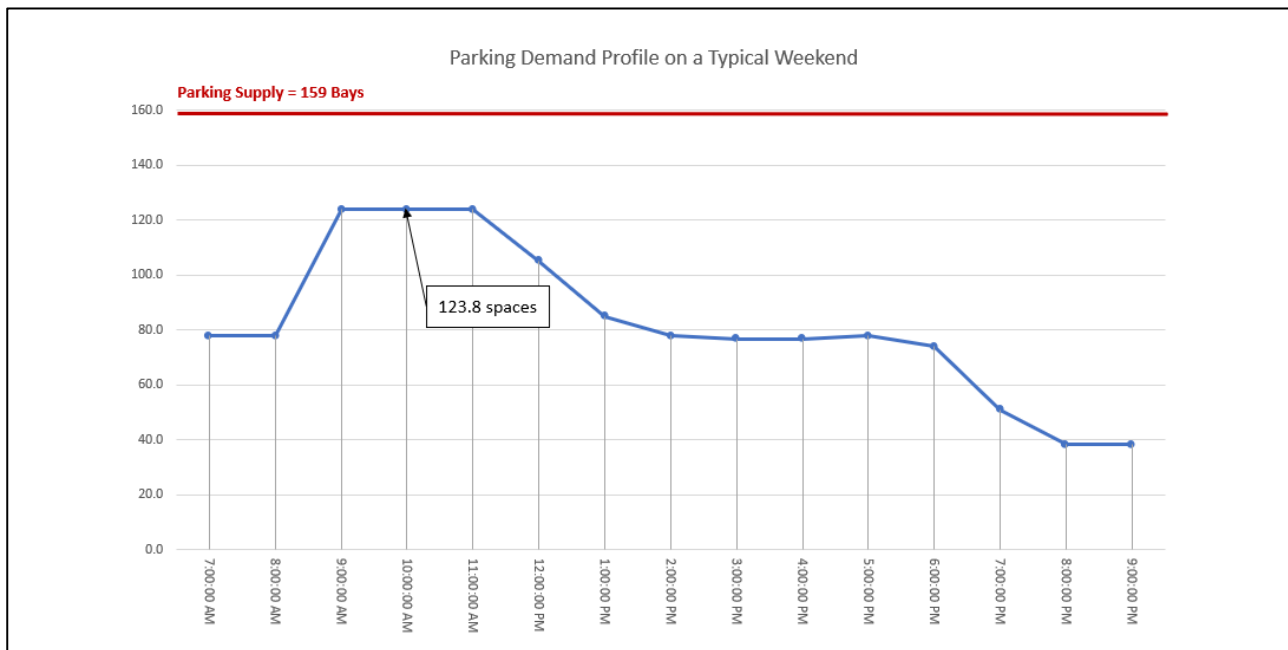


Figure 3.2: Temporal Parking Demands (Weekend)

As shown, the peak parking demand for all three (3) lots will be at 4:00pm on a weekday with a peak parking demand of 160 spaces. Detailed temporal demand analysis are provided at **Attachment 4**.

3.5. Linked Trips

The proposed uses on-site are likely to generate linked trips and therefore linked parking demand. This is especially the case between uses such as:

- Childcare Centre and Dance Studio, with afternoon Dance sessions provided for children
- Childcare Centre and Pool, with afternoon Swimming sessions provided for children
- Office / Medical Centre and Gym, with staff using the Gym before, during and after work
- Office and Medical Centre, with staff using the nearby Medical Centre for Medical bookings.

Whilst, no detailed data has been analysed on the scenario, a high-level review indicates a possible reduction of parking demands by 5-10% which would further reduce the peak parking demands for the site. If a 10% linked trip reduction was applied, which is likely reasonable given the proposed uses, the peak parking demand for the site is estimated to be 146 car parking spaces. This is 13 bays short of the proposed car parking provision (159) bays.

3.6. Parking Supply

The total parking provided between the three (3) lots is 159 spaces. This represents a shortfall of one space compared to the estimated peak temporal parking demand. The shortfall is considered acceptable from a traffic engineering standpoint because:

- Due to the likelihood of linked trips between uses present at Lots 1 & 2, 159 spaces are likely not to be required at any time, with a peak parking demand of 146 spaces anticipated
- When Lot 3 (Stage 3) is developed there is opportunity at the northern end of the parking aisle to provide at least one (1) additional car parking space.

In summary, the proposed parking supply is expected to be suitable to accommodate peak parking demands, and there are opportunities to provide additional parking in Stage 3 is necessary.

3.7. Overflow Parking

EDQ specifically requested a review of the potential impacts of parking overflow. In the unlikely event that parking overflow does occur the following is noted:

- Old Pub Lane is a low order cul-de-sac which currently provides access to a small number of large residential lots and is expected to contain very low volumes. The previous TIA noted that the road could contain less than 300 trips per day
- On-street parking will be permitted on Old Pub Lane and there is approximately 100m of street frontage along the site that could be utilised (equivalent to 17 spaces (one side) or 34 spaces (both sides))

In summary, in the unlikely event that car parking overflows from the site, there is plenty of vacant space on the shoulder of Old Pub Lane to accommodate the low levels of parking that may occur.

Furthermore, this is not expected to impact road users on Old Pub Lane given the low traffic volumes, good sightlines and pavement provision.

3.8. Summary (Parking)

In summary,

- Lot 2 proposes a total of 99 car parking spaces
- The entire site (Lots 1-3) proposes to provide a total of 159 spaces
- A detailed review of peak parking rates and consideration of temporal demands across the site indicates that the peak parking demand for the site is 160 car parking spaces
- This is likely to be reduced due to linked trips based on the proposed uses (146 spaces)
- There is opportunity within Lot 3 to provide at least one (1) additional car parking space
- In the unlikely event that overflow parking occurs, it is not expected to significantly impact the surrounding road network
- Based on the above, the proposed parking supply for the whole site is expected to be suitable to accommodate peak parking demands on-site which meets PO1 of Council's SAP Code.

4.0 SUMMARY

In summary:

- The proposed Lot 2 access is compliant with AS2890 requirements
- The proposed car parking layout is compliant with AS2890 requirements
- The proposed servicing provisions are compliant with Council's SAP Code
- The proposed the parking supply of the entire site (159 spaces) is expected to exceed the maximum parking demand (146-160 spaces) when considering the specific site uses and demands across a typical day which meets PO1 of Council's SAP Code.

I trust the above response is sufficient to address the traffic and transport related queries raised and will allow EDQ to prepare reasonable and relevant conditions of approval.

Yours faithfully



Mark Davidson
Senior Traffic Engineer & Transport Planner
BITZIOS CONSULTING



Steve Brooke (RPEQ 16182)
Principal Traffic Engineer & Transport Planner
BITZIOS CONSULTING

Attachments:

- 1: Further Issues Notice
- 2: Development Plans
- 3: Swept Path Diagrams
- 4: Temporal Demand Analysis

Attachment 1: Further Issues Notice

Our ref: DEV2019/1035/2

17 March 2021

Old Pub Lane Pty Ltd
C/- Ethos Urban
Att: Rebekah McDonald and Ben Haynes
GPO Box 1268
BRISBANE QLD 4000

Email: RMcDonald@ethosurban.com; BHaynes@ethosurban.com

Dear Rebekah and Ben

FURTHER ISSUES FOR PDA DEVELOPMENT APPLICATION FOR A PDA PRELIMINARY APPROVAL FOR A MATERIAL CHANGE OF USE FOR DEVELOPMENT GENERALLY IN ACCORDANCE WITH A MASTER PLAN FOR HEALTH CARE SERVICES, BUSINESS (VET), WAREHOUSE (SELF STORAGE FACILITY), CHILD CARE CENTRE AND INDOOR SPORT AND RECREATION (GYM, SWIM SCHOOL) AT 43-77 OLD PUB LANE, GREENBANK DESCRIBED AS LOT 1 ON SP184067

After undertaking a preliminary assessment of the Priority Development Area (PDA) development application, the Minister for Economic Development Queensland (MEDQ) has identified the following further issues:

1. EDQ does not support the reduction in building setback to Old Pub Lane from 6m to 3m due to the interface with the existing rural residential properties outside of the PDA and the potential conflict with the proposed water and stormwater infrastructure to be constructed within the property and identified in the ROL approval (DEV2019/1042). Either:
 - a. Amend the plans to reinstate the 6.0m setback to Old Pub Lane; or
 - b. Submit a conceptual landscape plan to demonstrate how a building on the Old Pub Lane could be appropriately screened to the existing rural residential properties on Old Pub Lane, while still providing opportunities for passive surveillance on Old Pub Lane, and
 - c. Submit a Civil Engineering report/memo addressing the potential conflicts between the water and stormwater infrastructure proposed within the property as part of the DEV2019/1042 ROL approval and the Building 1 of the proposed amended Master Plan.

2. Submit a Traffic Engineering report/memo assessing the suitability of the new layout for the service/refuse vehicles movements for each of the Lots, and assessing the suitability of the new proposed driveway access for Lot 2, including amenity impacts (noise, light intrusion into the dwellings) of vehicles existing from the new driveway for residents opposite the new driveway location.
3. Aspects of the proposed car parking rates do not reflect the Bitzios report, e.g. it is proposed the commercial building will have a car parking rate of 5 spaces/per 100sqm of GFA. The commercial building includes Health Care Services and Veterinary Clinic. The Bitzios report submitted with the original application requires 1 space/10sqm GFA for health centre services and 1 space/30sqm GFA for Veterinary Clinic.

Furthermore, the swim school appears to have been removed and it is unsure if this is to be relocated in Building 2. It was noted that the Swim School had a ratio of 15 spaces + 1 space per 100sqm of GFA. However, since it is now proposed to double the indoor sport and recreational space EDQ needs to determine that there is sufficient parking available in accordance with the rates set out by the Logan Planning Scheme.

Submit a Traffic Engineering report/memo that identifies the required car parking spaces for the revised proposals in accordance with the Logan Planning Scheme and submit an updated Master Plan that shows these car parking spaces can be accommodated on the site.

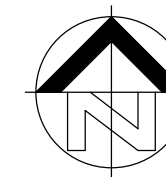
Should you have any queries in relation to this matter, please do not hesitate to contact me on 3452 7422 or at brandon.bouda@dsdti.qld.gov.au.

Yours sincerely



Brandon Bouda
Manager
Development Assessment
Economic Development Queensland

Attachment 2: Development Plans



DA ISSUE

THIS DRAWING IS NOT
FOR CONSTRUCTION

PROPERTY DESCRIPTION

LOT 1 on RP184067
COUNCIL: LOGAN CITY COUNCIL

DEVELOPMENT STATISTICS

STAGES 1-3

TOTAL SITE AREA 20,097m²

BUILDING AREAS - GFA

STAGE 1
CHILDCARE (BY OTHERS) 820m²

STAGE 2
BUILDING 1 - BUSINESS / HEALTHCARE 980m²

BUILDING 2 - INDOOR SPORT & RECREATION 1,730m²

TOTAL STAGE 2 2,710m²

STAGE 3
INDUSTRIAL (WAREHOUSE) 4,600m²

CAR PARKING

STAGE 1 PROVIDED 33 bays
STAGE 2 PROVIDED 99 bays
STAGE 3 PROVIDED 27 bays

TOTAL PARKING PROVIDED 159 bays

NOTES:

1. MINIMUM 30m SETBACK IS REQUIRED TO THE WESTERN BOUNDARY OF THE SITE ADJOINING THE RAILWAY CORRIDOR.
2. MAXIMUM BUILDING HEIGHT OF 8.5m FOR ALL USES (EXCEPT INDUSTRY).
3. INDUSTRY (WAREHOUSE) MAY COMPRISE A BUILDING HEIGHT UP TO 15m.
4. ALL BUILDINGS MUST BE SETBACK A MINIMUM OF 6m FROM PUB LANE AND 6m FROM OLD PUB LANE
5. LANDSCAPING IS TO BE PROVIDED ALONG ALL STREET FRONTAGES, AROUND BUILDINGS AND WITHIN CAR PARKING AREAS



VERVE SCHEDULES DISCLAIMER:

1. ALL SCHEDULES SHOULD BE CHECKED WITH THE REMAINDER OF THE DRAWING SET.
2. SCHEDULED RATES AND AREAS ARE INTENDED FOR ASSISTANCE ONLY. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF QUANTITIES.
3. ANY DISCREPANCIES IN SCHEDULES SHOULD BE IDENTIFIED TO THE AUTHOR NOTED.
4. ALL AREAS ARE GROSS AREAS, UNLESS NOTED OTHERWISE

CONSULTING ENGINEER



- ☐ commercial / industrial / retail
- ☐ fast food restaurant design
- ☐ travel centre / service stations
- ☐ project concept to completion

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VERVE BUILDING DESIGN and must not be
used or duplicated without authorisation.

Do not scale this drawing.

Check all dimensions on site prior
commencement of works

Revision and approvals

Rev	Date	Drn	Description	Appr
A	01.07.2021	TD	DA ISSUE	
B	23.07.2021	SS	AMENDED DA ISSUE	

Project Description

PROPOSED MIXED USE DEVELOPMENT
STAGE 2
43-77 OLD PUB LANE, GREENBANK 4124

Scale @A1
1: 500
Drawn
TD

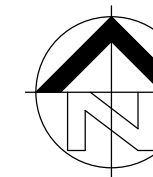
Date
SEPT 2020
Approved By
SS

Drawing Title

MASTER SITE PLAN

Job Number - Drawing Number
19222 DA21

Revision
B



DA ISSUE

THIS DRAWING IS NOT
FOR CONSTRUCTION

PROPERTY DESCRIPTION

LOT 1 on RP184067
COUNCIL: LOGAN CITY COUNCIL

DEVELOPMENT STATISTICS

STAGE 2

TOTAL SITE AREA 6,922m²

BUILDING AREAS - GFA

BUILDING 1 - BUSINESS / HEALTHCARE 980m²

BUILDING 2 - INDOOR SPORT & RECREATION 1,730m²

TOTAL STAGE 2 2,710m²

CAR PARKING

STAGE 2 PROVIDED 99 bays



- VERVE SCHEDULES DISCLAIMER:**
1. ALL SCHEDULES SHOULD BE CHECKED WITH THE REMAINDER OF THE DRAWING SET.
 2. SCHEDULED RATES AND AREAS ARE INTENDED FOR ASSISTANCE ONLY. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF QUANTITIES.
 3. ANY DISCREPANCIES IN SCHEDULES SHOULD BE IDENTIFIED TO THE AUTHOR NOTED.
 4. ALL AREAS ARE GROSS AREAS, UNLESS NOTED OTHERWISE

CONSULTING ENGINEER



- ☐ commercial / industrial / retail
- ☐ fast food restaurant design
- ☐ travel centre / service stations
- ☐ project concept to completion

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Do not scale this drawing.

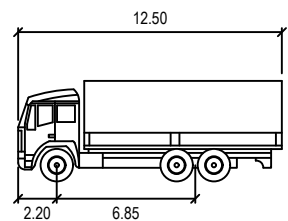
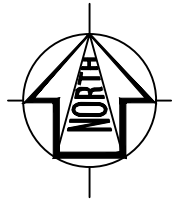
Check all dimensions on site prior to commencement of works

Revision and approvals				
Rev	Date	Drn	Description	Appr
A	08.06.2021	TD	BUILDING 1 SETBACK INCREASED TO 6m	
B	01.07.2021	TD	DA ISSUE	
C	23.07.2021	SS	AMENDED DA ISSUE	

Project Description	
PROPOSED MIXED USE DEVELOPMENT	
STAGE 2	
43-77 OLD PUB LANE, GREENBANK 4124	
Scale @A1 1 : 250	Date SEPT 2020
Drawn TD	Approved By SS

Drawing Title	
PROP. SITE PLAN - STAGE 2	
Job Number - Drawing Number 19222 DA22	Revision C

Attachment 3: Swept Path Diagrams



HRV
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6

DESIGN VEHICLE



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	CONCEPT ONLY	R.B	14.05.2021
002	FOR COUNCIL REVIEW	R.B	21.05.2021
003	FOR COUNCIL REVIEW	R.B	30.06.2021

Scale @ A3 0 4 8 12 16 20 1:400

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project

Old Pub Lane Greenbank

Title

Lot 2 HRV In & Out Swept Paths

Design

R.B

Drawn

R.B

Checked

M.D

CONCEPT ONLY

Date
30.06.2021

Project Number

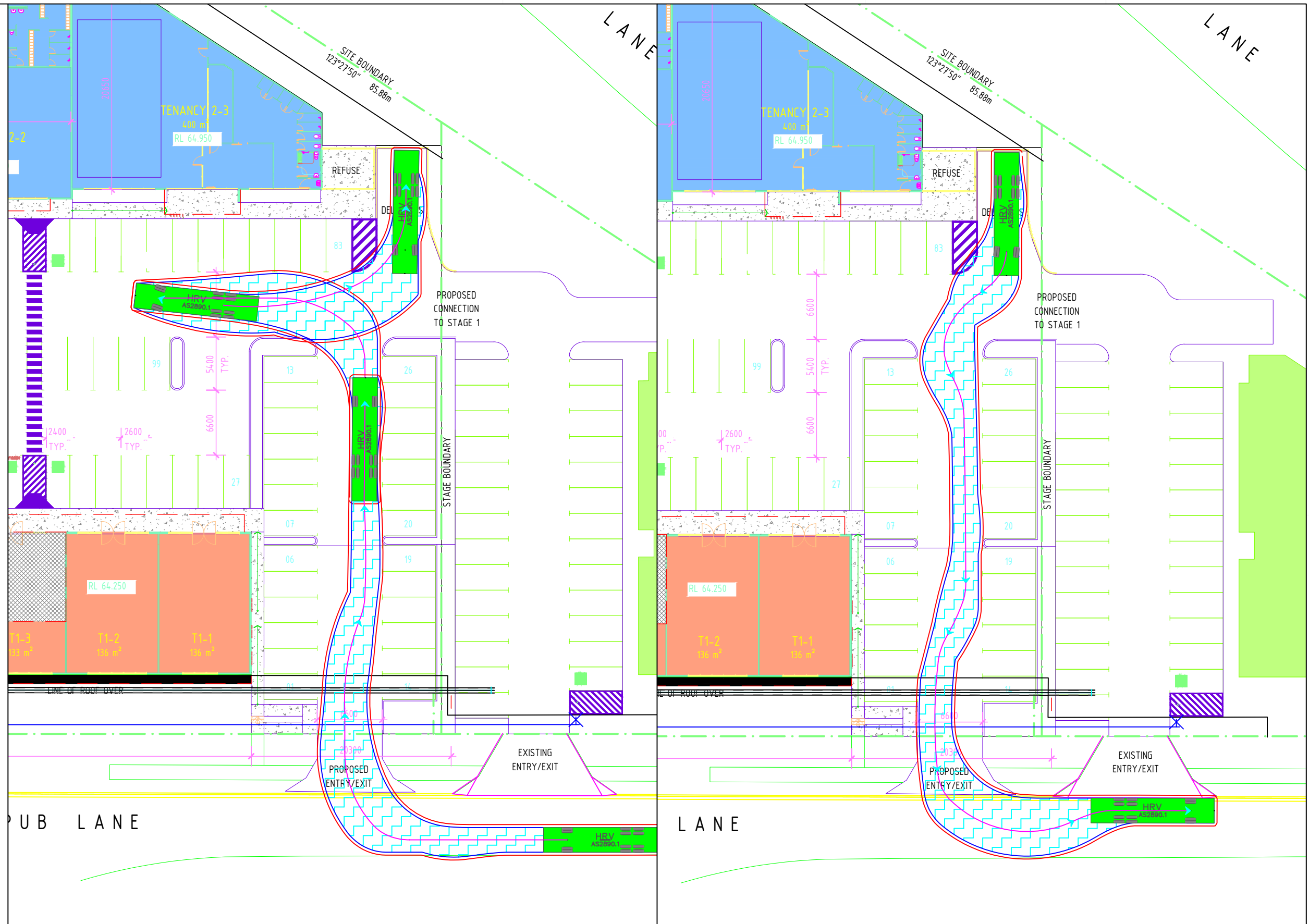
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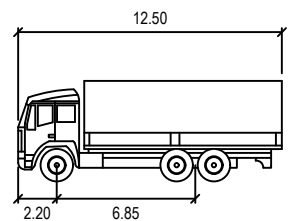
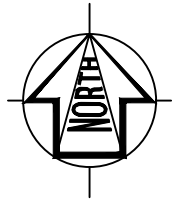
Sheet Number

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Issue

003





HRV
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6

DESIGN VEHICLE



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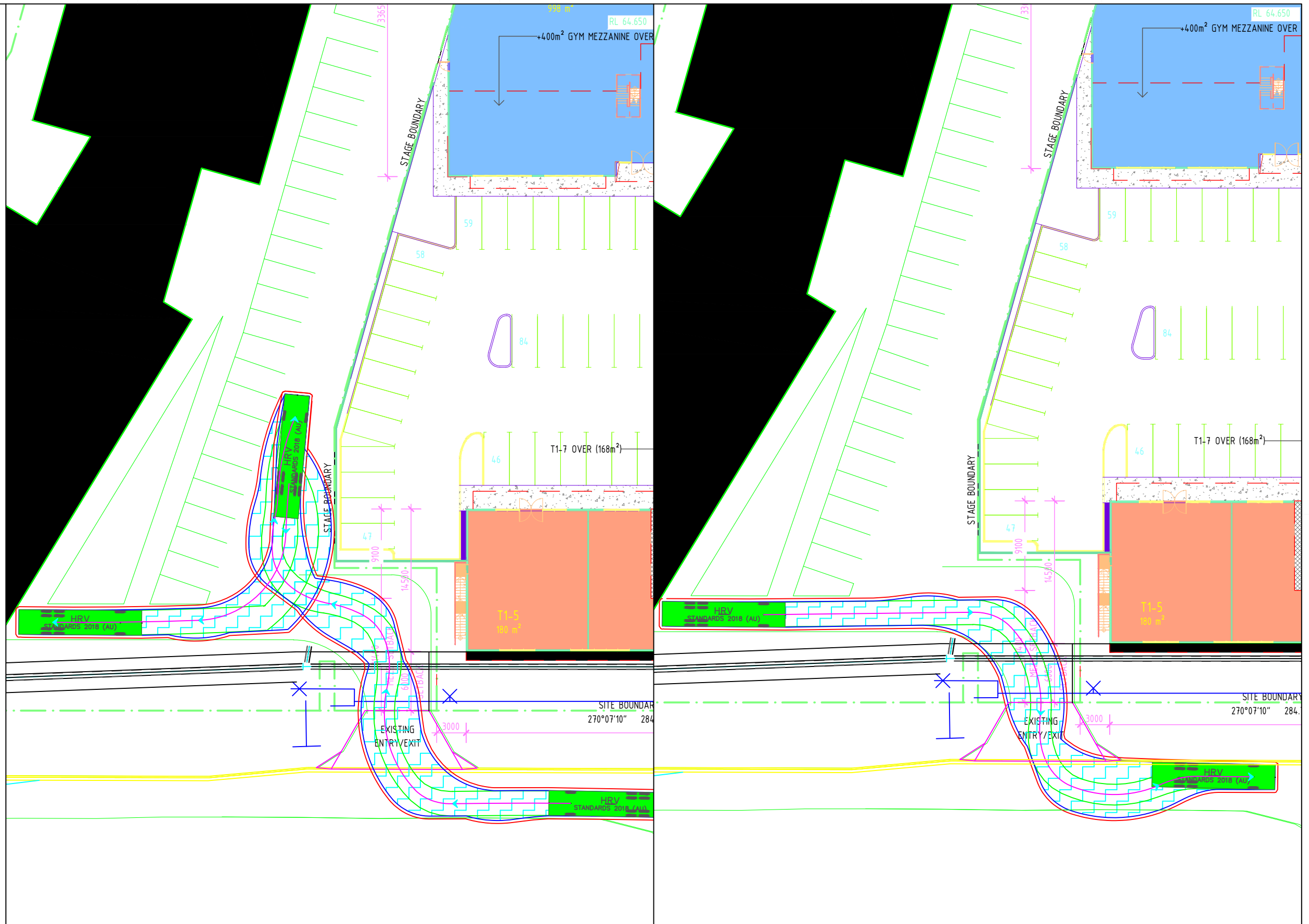
REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	CONCEPT ONLY	R.B	14.05.2021
002	FOR COUNCIL REVIEW	R.B	21.05.2021
003	FOR COUNCIL REVIEW	R.B	30.06.2021

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ENGINEERING CERTIFICATION (RPEQ)

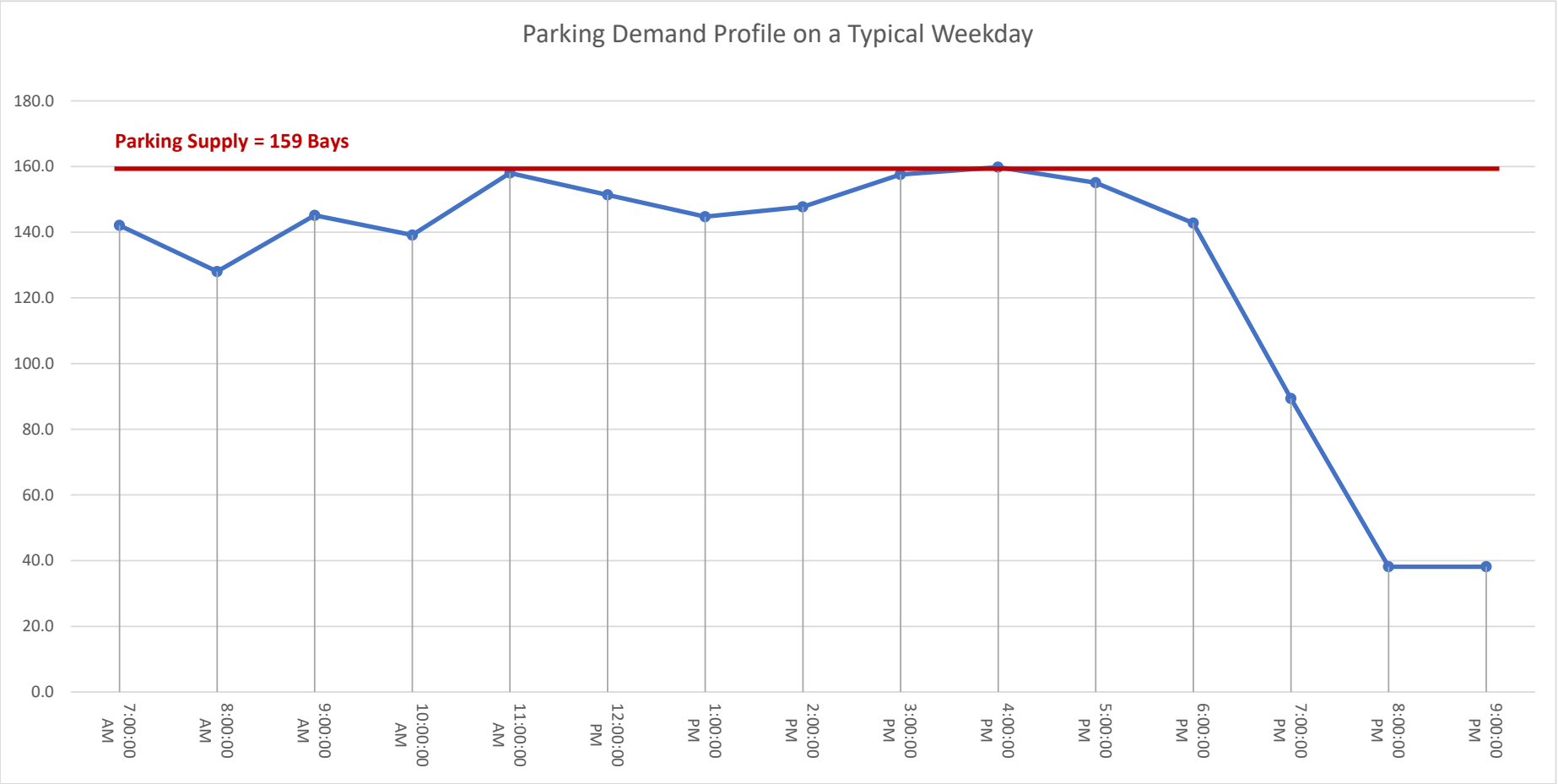
Name	Signature	No.	Date

Project Old Pub Lane Greenbank	Design R.B	Drawn R.B	Checked M.D
	CONCEPT ONLY		
Title Lot 3 HRV In & Out Swept Paths	Project Number P5105	Sheet Number 2	Date 30.06.2021
			Issue 003



Attachment 4: Temporal Demand Analysis

Land Use	Proposed Peak Parking Rate	Proposed Peak Parking Requirement	7:00:00 AM	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Health Care Service	10.0	49.0	0	24.5	36.75	36.75	49	49	49	49	49	24.5	24.5	0	0	0	0
		100%	0%	50%	75%	75%	100%	100%	100%	100%	100%	50%	50%	0%	0%	0%	0%
Office	5	24.5	0	12.25	24.5	24.5	24.5	24.5	24.5	24.5	24.5	18.375	12.25	0	0	0	0
		100%	0%	50%	100%	100%	100%	100%	100%	100%	100%	75%	50%	0%	0%	0%	0%
Pool	6.7	26.6	26.6	13.3	13.3	13.3	20.0	13.3	6.7	6.7	6.7	26.6	26.6	26.6	0.0	0.0	0.0
		100%	100%	50%	50%	50%	75%	50%	25%	25%	25%	100%	100%	100%	0%	0%	0%
Gym	6.66	74.925	74.9	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	74.9	74.9	37.5	37.5
		100%	100%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	100%	100%	50%	50%
Dance Studio	6.7	13.7	0	0	0.0	0.0	0.0	0.0	0.0	0	6.9	13.7	13.7	13.7	13.7	0	0
		100%	0%	0%	0%	0%	0%	0%	0%	0%	50%	100%	100%	100%	100%	0%	0%
Child care Enrolments	12.0	12.0	12	12	6	0	0	0	0	3	6	12	12	3	0	0	0
		100%	100%	100%	50%	0%	0%	0%	0%	25%	50%	100%	100%	25%	0%	0%	0%
Child care Staff	20.0	20.0	20	20	20	20	20	20	20	20	20	20	20	20	0	0	0
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%
Storage Units	3.5	3.5	3.5	3.5	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	3.5	3.5	0.7	0.7	0.7
		100%	100%	100%	60%	60%	60%	60%	60%	60%	60%	60%	100%	100%	20%	20%	20%
Storage Staff	5.0	5.0	5	5	5	5	5	5	5	5	5	5	5	1	0	0	0
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	20%	0%	0%	0%
Total (Stage 1)		32.0	32.0	32.0	26.0	20.0	20.0	20.0	20.0	23.0	26.0	32.0	32.0	23.0	0.0	0.0	0.0
Total (Stage 2)		188.8	101.6	87.5	112.0	112.0	130.9	124.3	117.6	117.6	124.5	120.7	114.6	115.3	88.6	37.5	37.5
Total (Stage 3)		8.5	8.5	8.5	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1	8.5	4.5	0.7	0.7	0.7
Total		229.3	142.1	128.0	145.1	139.1	158.0	151.4	144.7	147.7	157.6	159.8	155.1	142.8	89.3	38.2	38.2



Land Use	Proposed Peak Parking Rate	Proposed Peak Parking Requirement	7:00:00 AM	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Health Care Service	10.0	49.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Office	5	24.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pool	6.7	26.6	13.3	13.3	26.6	26.6	26.6	26.6	13.3	13.3	13.3	13.3	13.3	13.3	13.3	0.0	0.0
		100%	50%	50%	100%	100%	100%	100%	50%	50%	50%	50%	50%	50%	50%	0%	0%
Gym	6.66	74.925	56.2	56.2	74.9	74.9	74.9	56.2	56.2	56.2	56.2	56.2	56.2	56.2	37.5	37.5	37.5
		100%	75%	75%	100%	100%	100%	75%	75%	75%	75%	75%	75%	75%	50%	50%	50%
Dance Studio	6.7	13.7	0	0	13.7	13.7	13.7	13.7	6.9	0	0.0	0.0	0.0	0.0	0.0	0	0
		100%	0%	0%	100%	100%	100%	100%	50%	0%	0%	0%	0%	0%	0%	0%	0%
Child care Enrolments	12.0	12.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Child care Staff	20.0	20.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Storage Units	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	2.1	2.1	3.5	3.5	0	0.7	0.7
		100%	100%	100%	100%	100%	100%	100%	100%	100%	60%	60%	100%	100%	0%	20%	20%
Storage Staff	5.0	5.0	5	5	5	5	5	5	5	5	5	5	5	1	0	0	0
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	20%	0%	0%	0%
Total (Stage 1)		32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total (Stage 2)		188.8	69.5	69.5	115.3	115.3	115.3	96.6	76.4	69.5	69.5	69.5	69.5	69.5	50.8	37.5	37.5
Total (Stage 3)		8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	7.1	7.1	8.5	4.5	0.0	0.7	0.7
Total		229.3	78.0	78.0	123.8	123.8	123.8	105.1	84.9	78.0	76.6	76.6	78.0	74.0	50.8	38.2	38.2

