

APPENDIX C

TRAFFIC AND WASTE RESPONSE

Our ref: 50589-LT01-A
Your ref: DEV2022/1325
Contact: James Goodman

20 December 2022

Manager, Development Assessment
Economic Development Queensland (EDQ)
GPO Box 2202
Brisbane Qld 4001
jake.pitt@dsdilgp.qld.gov.au
Attention: Jake Pitt

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



Approval no: DEV2022/1325

Date: 17/05/2023

Dear Jake,

**Response to Further Issues – Application Number DEV2022/1325
Proposed Mixed Use Development
16 Nexus Way (Lot 3A Corner of Knowledge Street and Bonner Street), Southport
(Part Lot 9 on SP275512)**

Reference is made to a Further Issues letter dated 11 October 2022 from Economic Development Queensland (EDQ) in relation to the abovementioned development application. The purpose of this letter is to provide a response to 'Transport Management' related items and 'Waste Management' items of the Further Issues letter.

1. Response to Further Issues Items – Transport Management

22. Amend the relevant plans and document in response to the following:

- a. Demonstrate a strategy to mitigate the risk associated with the proposed staff parking area and the blind aisle. The current arrangement creates a risk of collision for vehicles exiting the premises and turning to/from the ramp.

Response to Item 22a

To mitigate the risk of a collision associated with the staff parking area on Podium Level 2, a convex mirror is proposed opposite the access into these spaces as well as pavement marking alerting drivers to 'watch for entering traffic'. These mitigation measures will improve the awareness and visibility for vehicles exiting the staff parking area on Podium Level 2.

Updated plans of development reflecting the above mitigation measures are included as **Attachment A** to this letter.

- b. The reverse parking provision, set out at AS2890.1:2004 Clause B4.3 (Appendix B) is intended for use only where residential and domestic car parks are catering for unusually shaped manoeuvring areas. Please provide justification for using this approach for the commercial reverse parking layout plan.

Response to Item 22b

Clause B4.3 of AS2890.1:2004 stipulates that the use of the templates within Appendix B is limited to residential or domestic car parks, but it does not mean that the use of reverse in parking is prohibited in other types of situations, just that these templates cannot be used. For the analysis undertaken for this development, AutoTURN software was utilised to assess reverse in parking manoeuvres. The allocation of reverse in manoeuvre for several staff car parking spaces is required due to the presence of a vertical obstruction opposite the parking spaces in question, which prevents a compliant 6.1m wide parking aisle from being achieved. As compliance with AS2890.1 cannot be achieved for these spaces, a swept path assessment was undertaken to demonstrate the functionality of the spaces which are required to be allocated as reverse in only to avoid exceeding a 3-point turn

when undertaking a parking manoeuvre. As these spaces are for staff, users will be familiar with the arrangement, similar in nature to the situation that occurs when residents are allocated reverse in parking spaces in domestic car parks. The operational nature of car parks i.e. slow speed and highly alert driving conditions means that the use of reverse in only spaces will not introduce hazards or unsafe operating conditions beyond that which occur in the day to day operation of any car parking facility of this type. It is important to note that users of the car park are free to reverse into any of the parking spaces throughout the facility which is completely at the discretion of the driver when entering the parking space, as reverse in manoeuvres are not prohibited i.e. parking spaces are not marked as 'forward in only'.

- c. Provide an on-street parking plan, including build outs and the proposed driveway. The plan should clearly identify the total number of car parking spaces that will be reduced / retained on Bonner Street and the 'No Stopping' areas recommended in Section 5.2 of the Geleon Traffic report.

Response to Item 22c

Figure 1 shows the proposed 'On-Street' parking plan for Bonner Street including landscape build-outs and the proposed driveway, while a detailed layout plan is provided as **Attachment B**. As a result of the proposed vehicle crossing and complying with AS2890.1 sight distance requirements, four on-street car parking spaces will be removed. Landscaping within the build-outs will be low level planting that does not exceed a mature height greater than 500mm above road level.



Figure 1 On-Street Parking Plan on Bonner Street

- d. Utilise vehicle turning templates to demonstrate safe manoeuvres into and out of the four (4) small tandem car parks adjacent to the ramps.

Response to Item 22d

The small car parking spaces comprise a length of 5.2m, a width of 2.3m and a parking aisle width of 6.1m and comply with the requirements stipulated in AS2890.1 – Section 2.4.1 (a) (iii). As these spaces are deemed to comply with AS2890.1, a swept path assessment is not required to demonstrate the functionality of these spaces.

- e. Show bollards outside the lifts on each parking level to prevent vehicle encroachment.

Response to Item 22e

The plans of development have been updated to include bollards outside the pedestrian lifts on each parking level. Updated plans of development reflecting this change are included as **Attachment A** to this letter.

- f. Annotate all tandem car parking spaces and small car parking spaces as “Staff” parking consistent with the assumptions contained in the Geleon traffic report.

Response to Item 22f

The plans of development have been updated to include an ‘S’ label on each tandem car parking space that will be allocated to staff. Updated plans of development reflecting this change are included as **Attachment A** to this letter.

- g. Dimension the width of all vehicle ramps in the development, and the length of all grade transitions, to demonstrate compliance with the relevant requirements of AS2890.1.

Response to Item 22g

The plans of development have been updated to include dimensions for the width of the vehicle ramps and the length of all grade transitions to demonstrate compliance with AS2890.1. Updated plans of development reflecting this change are included as **Attachment A** to this letter.

- h. Provide additional information in relation to service vehicle requirements for each of the land uses proposed. Where the design vehicle identified is larger than a MRV, provide additional swept path analysis to show how the largest service vehicle can access the loading bay.

Response to Item 22h

A letter prepared by the applicant has been provided in **Attachment D** which confirms the largest service vehicle requirement for the development comprises an 8.8m Medium Rigid Vehicle (MRV). It is also understood that the hotel land use is being applied for to operate a small bar on level 4 attached to the café which is likely only going to trigger the need for service vehicles up to a 6.4m Small Rigid Vehicle (SRV) consistent with City of Gold Coast Council requirements for a food and drink outlet land use.

- i. Identify the location of Electric Vehicle Charging Bays and clarify whether they are intended as provisioned bays with Electric Vehicle Supply Equipment (EVSE) to Basic (slow) / Destination (regular) or provisioning for electrical capacity including conduits and wiring.

Response to Item 22i

The Parklands Priority Development Area Development Scheme does not stipulate any requirement to provide electric vehicle charging bays and therefore are not proposed as part of this development.

- j. Number all car parking spaces in the development for ease of reference.

Response to item 22j

The plans of development have been updated to include reference numbers for all car parking spaces. Updated plans of development reflecting this change are included as **Attachment A** to this letter.

2. Response to Further Issues Items – Waste Management

28. Correct waste generation discrepancies in the Waste Management Plan (WMP)

- a. Table 3.2.2 shows a general waste calculation for the Level 4 Food and drink outlet of 4,116L when it should be 9,055L.
- b. The total for the site is 36,113L / week, rather than the 31,117L.
- c. The proposed 6 x 2,000L general bins and 5 x 2,000L recycling bins, however the plans show 9 x 2,000L bins and 2 x 1,000L bins

Response to item 28

The correct waste generation rate for the food and drink outlet land use comprises 300L per 100m² not 660L per 100m². The waste management plan has been amended to include the correct rate as provided in **Attachment D**. In addition, the plans of development have been updated to show 6 x 2,000L general bins and 5 x 2,000L recycling bins within the refuse storage room on Level 1 (**Attachment A**).

29. Amend the architectural plans to show the bins as nominated in the WMP.

Response to item 29

The plans of development have been updated to reflect the quantity of bulk bins specified in Geleon *Waste Management Plan 50589-RP02-B*. Updated plans of development reflecting this change are included as **Attachment A** to this letter.

30. Label general and recycling bins (include colours to differentiate or a G / R) for each bin.

Response to item 30

The plans of development have been updated to include colour differentiations for the general and recycling waste bulk bins located in the refuse storage room on Level 1. The general waste bulk bins are shown as red, and the recycling waste bulk bins are shown as yellow. Updated plans of development reflecting this change are included as **Attachment A** to this letter.

31. Update Figure 3.5.1 of the WMP to use the amended architectural plans.

Response to item 31

The amended Geleon *Waste Management Plan 50589-RP02-B* reflects the most recent plans of development (**Attachment D**).

32. Provide a scaled cross section demonstrating sufficient vertical clearance within the Truck turning bay for the waste collection vehicle to turn around.

Response to item 32

The plans of development have been updated to demonstrate that a minimum 4.5m vertical clearance is achieved above the service area which is used by refuse collection vehicles to turn around and exit the development site in a forward gear. Updated plans of development reflecting this change are included as **Attachment A** to this letter.

3. Conclusion

As a result of the responses provided to the matters raised, we conclude that the proposed development now addresses all transport management and waste management items of the Further Issues raised by EDQ in relation to the proposed development.

Should you have any questions or need anything clarified, please contact our office.

Yours sincerely

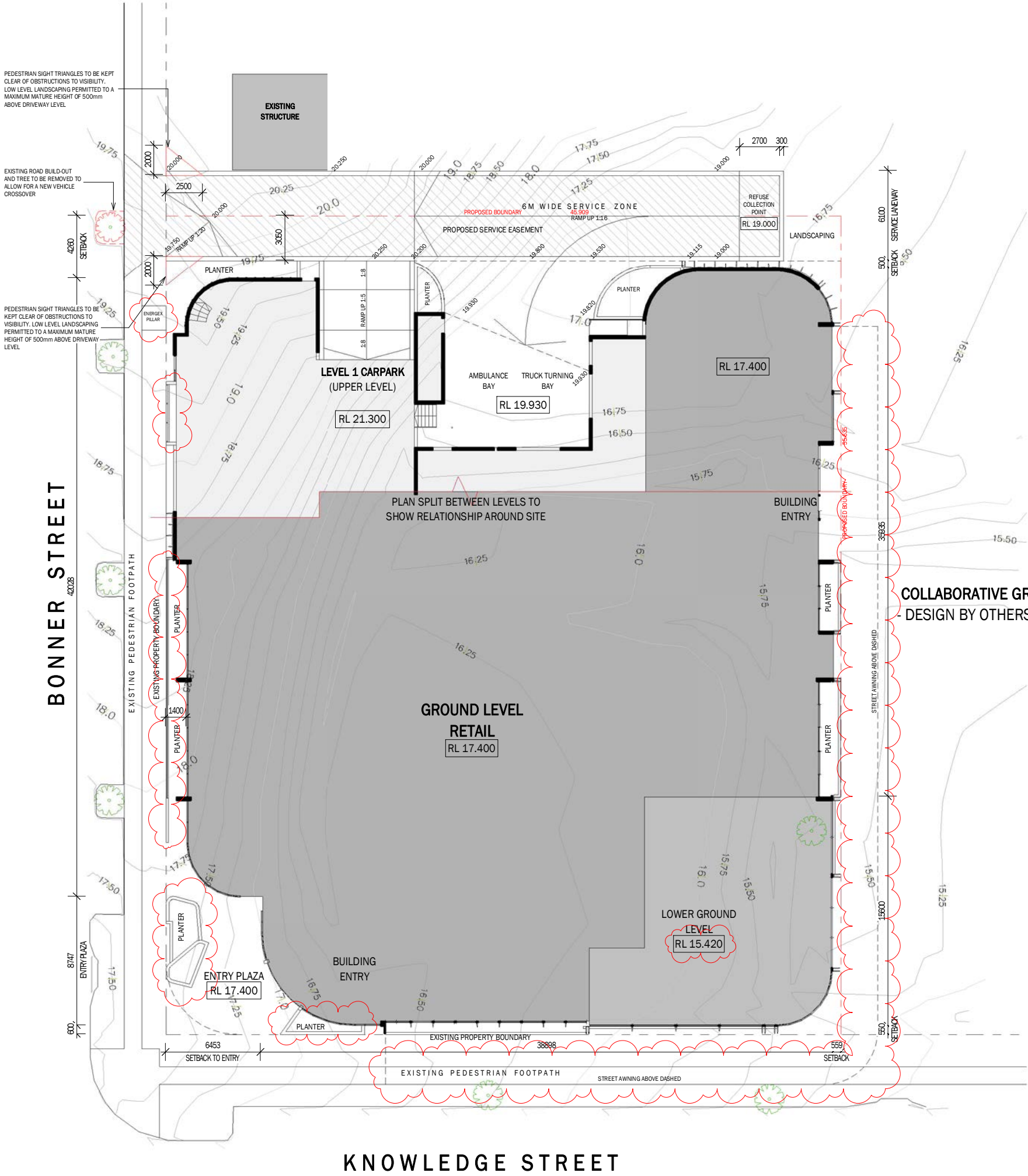


Greg Lerch, RPEQ 07382
Director | Engineering Principal

Attach.

Attachment A

Updated Plans of Development



SITE PLAN
Scale @ A1 1:150

KNOWLEDGE STREET

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LEGEND

N	Further Issues Response	16-12-22	CZ
M	Preliminary FI Response	07-12-22	CZ
L	Development Application	03-08-22	CZ
K	Prelodgement Updates	19-07-22	CZ
J	Amended Site Boundaries	28-03-22	CZ
I	General Amendments	14-12-21	CZ
H	Preliminary DA Set	30-11-21	CZ
G	Preliminary DA Set	28-10-21	CZ
F	Concept Design	11-10-21	CZ
E	Concept Design	06-10-21	CZ
D	Concept Design	30-09-21	CZ
C	Concept Design	23-09-21	CZ
B	General Amendments	02-08-21	CZ

Revision	Description	Date	Initials
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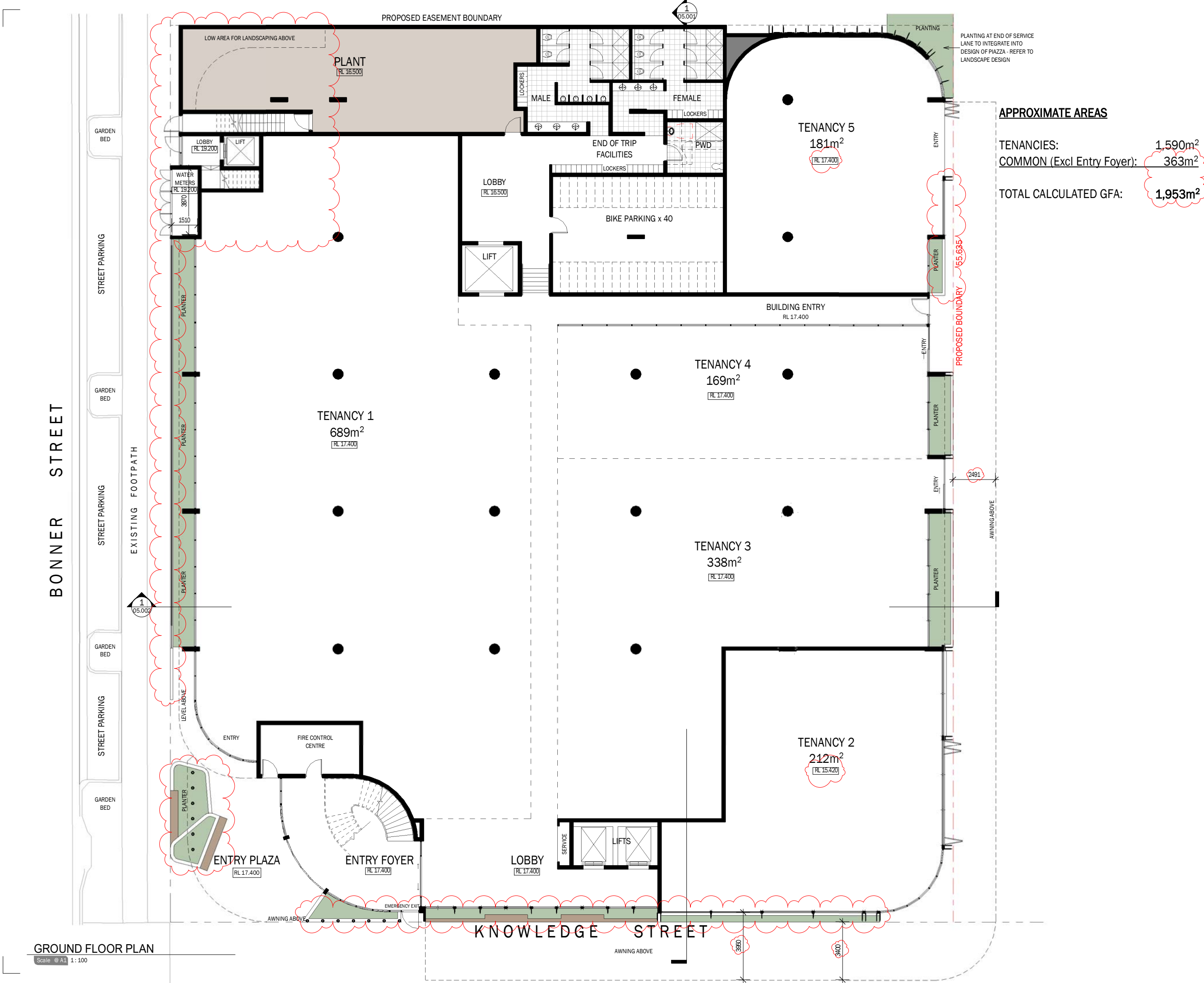
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PROJECT
NORTH STAR
LOT 3A-2 CORNER OF KNOWLEDGE AND BONNER STREET, GCHKP

CLIENT
GOLD COAST 888 TRUST

DRAWING TITLE
SITE PLAN

Project Architect/Designer	Drawn By	Date Drawn
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Drawing No.	Revision	
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APPROXIMATE AREAS

TENANCIES: 1,590m²
COMMON (Excl Entry Foyer): 363m²
TOTAL CALCULATED GFA: 1,953m²

LEGEND

Revision	Description	Date	Initials
P	Further Issues Response	16-12-22	CZ
O	Preliminary FI Response	07-12-22	CZ
N	Preliminary FI Response	08-11-22	CZ
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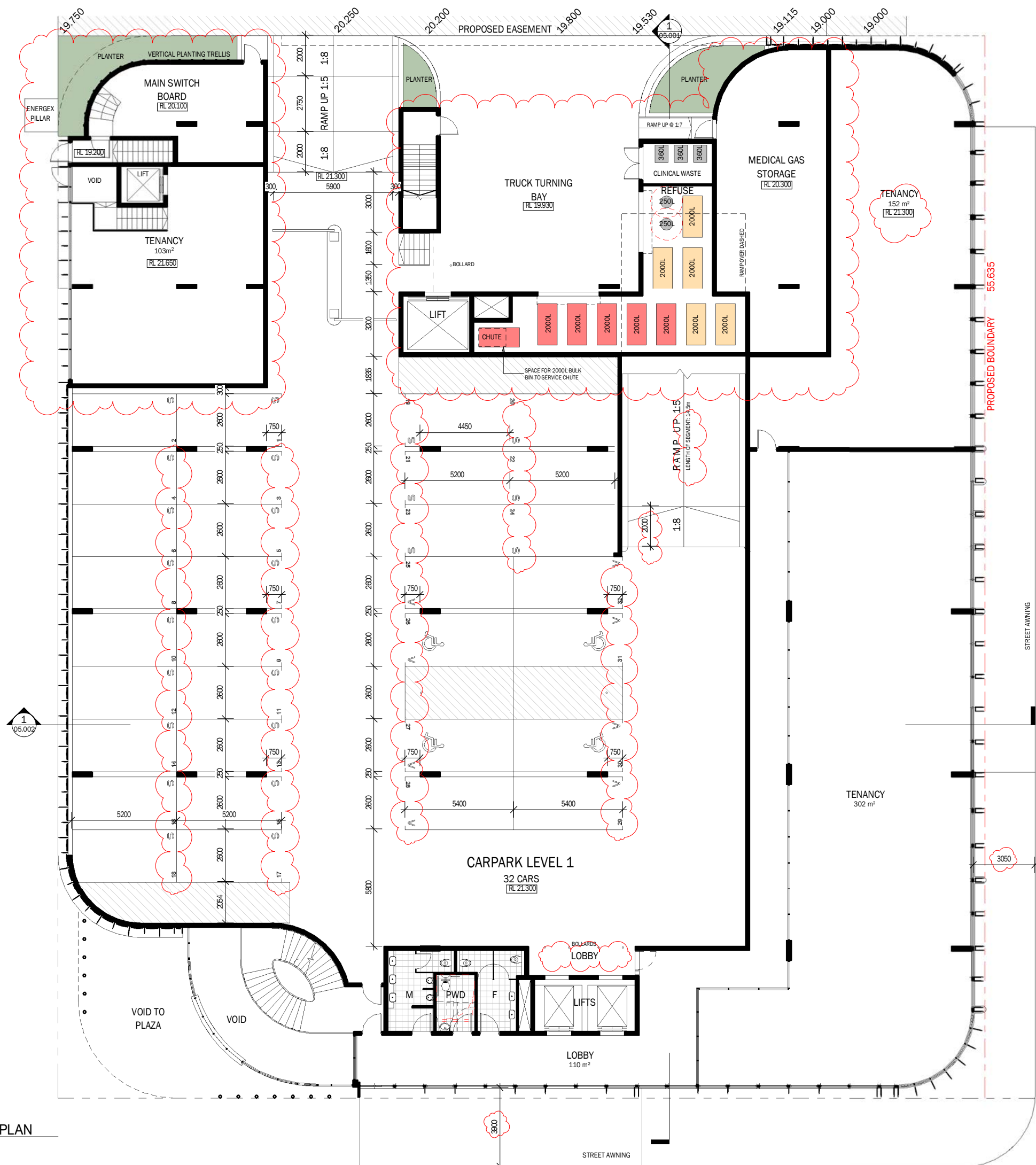
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PROJECT
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DRAWING TITLE
GROUND FLOOR PLAN

Project Architect/Designer	Drawn By	Date Drawn
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APPROXIMATE AREAS
TENANCY: 557m²
COMMON: 143m²
TOTAL CALCULATED GFA: 700m²
CARPARK: 1,063m²

LEGEND

P	Further Issues Response	16-12-22	CZ
O	Preliminary FI Response	07-12-22	CZ
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F	Concept Design	11-10-21	CZ
E	Concept Design	02-10-21	CZ
D	Concept Design	28-09-21	CZ

Revision	Description	Date	Initials
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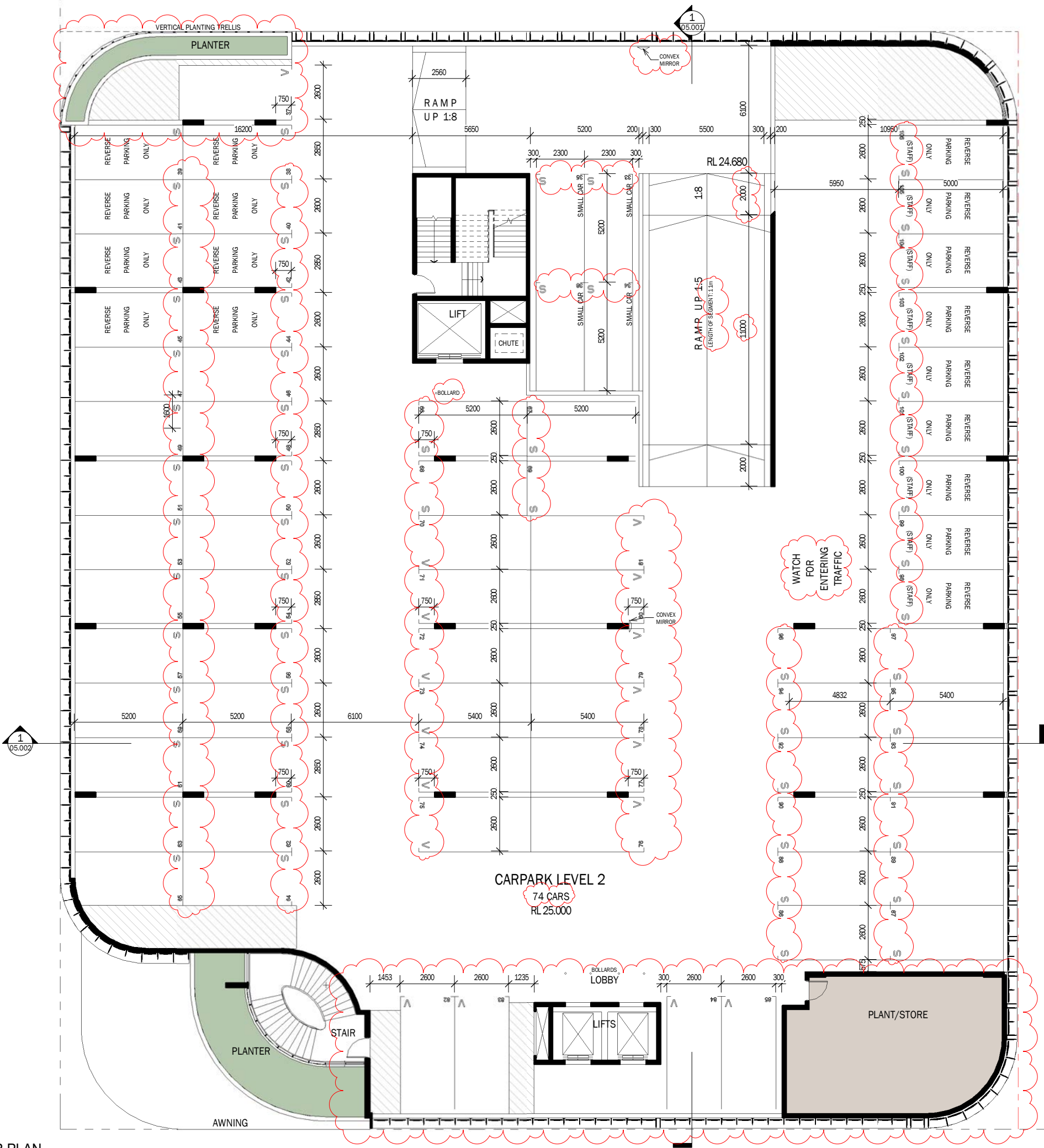
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DRAWING TITLE
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LEVEL 1 FLOOR PLAN
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LEVEL 2 - FLOOR PLAN

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APPROXIMATE AREAS

CARPARK:

2,024m²

LEGEND

Revision	Description	Date	Initials
N	Further Issues Response	16-12-22	CZ
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C	Concept Design	23-07-21	CZ
B	Prelodgement Issue	29-06-21	CZ

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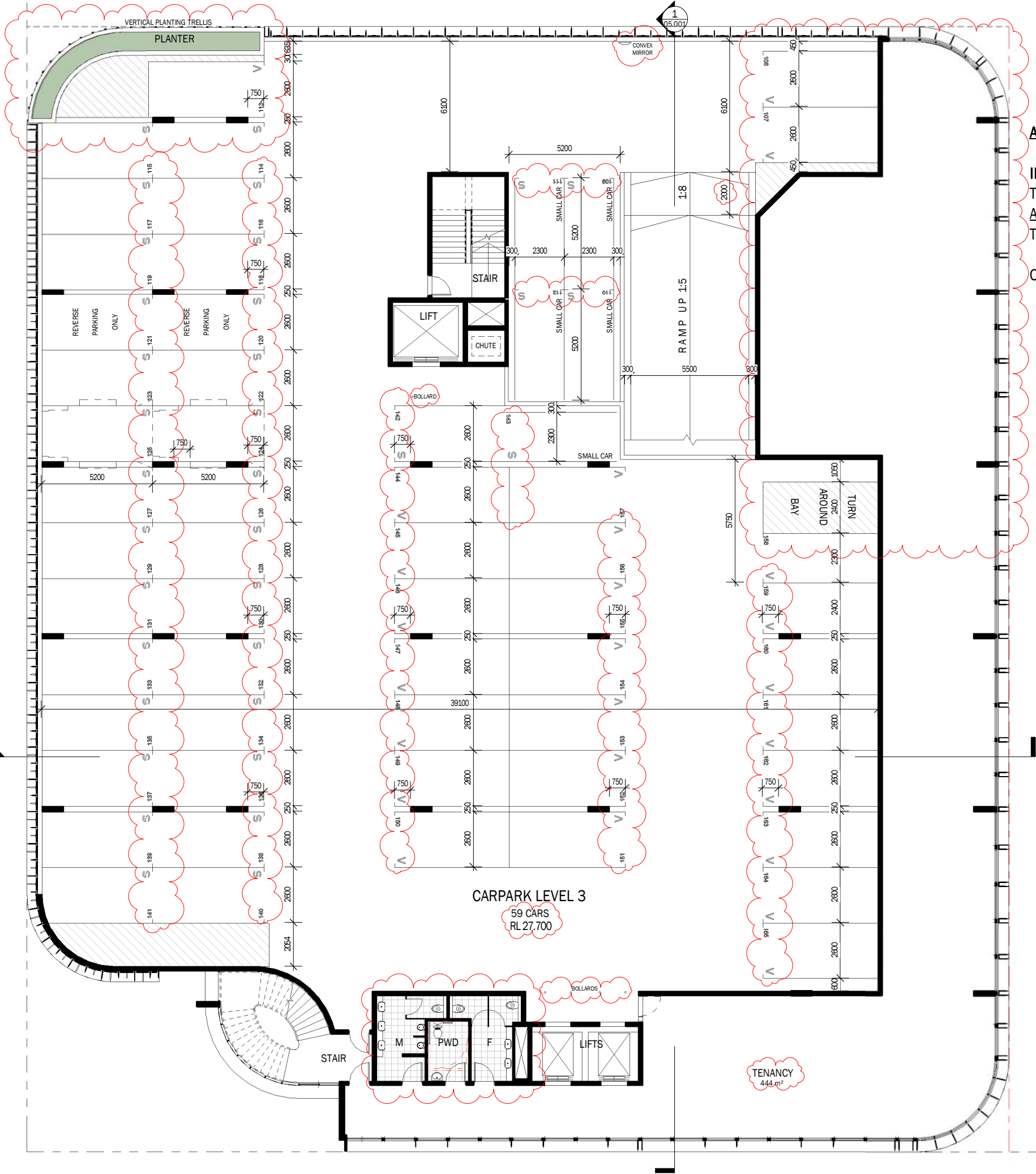
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DRAWING TITLE
LEVEL 2 FLOOR PLAN

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LEVEL 3 - FLOOR PLAN
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APPROXIMATE AREAS

INTERNAL

TENANCY:

AMENITIES:

TOTAL CALCULATED GFA:

CARPARK:

444m²

28m²

472m²

1,612m²

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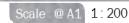
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LEVEL 3 FLOOR PLAN

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LEGEND



Attachment B

On-Street Parking Layout Plan



BONNER STREET PARKING SUMMARY

Existing car parking supply:	22
Proposed car parking supply:	18
Net Loss of Parking:	4

GELEON

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PO Box 454 Nerang Qld 4211
tel +61 7 5594 4473

0 1 2 3 4m

16 NEXUS WAY - SOUTHPORT
PROPOSED MIXED-USE DEVELOPMENT

ON-STREET PARKING PLAN

Project No. 50589	Issue Date 14/12/22
Drawing No. 50589-WS005-A	
Series No. 1	of 1

Attachment C
Service Vehicle Letter

19-12-2022

Att: Elizabeth Piper
The Assessment Manager
EDQ Development Assessment Team
Economic Development Queensland
GPO Box 2202
Brisbane QLD 4001

Dear Elizabeth,

LETTER OF ADVICE – SERVICE VEHICLE REQUIREMENTS
DEVELOPMENT APPLICATION FOR MATERIAL CHANGE IN USE
LOT 3A, 16 NEXUS WAY, SOUTHPORT (APPLICATION REFERENCE: DEV2022/1325)

I write to you as the developer of the proposed building at 16 Nexus Way, Southport to provide supporting information in relation to service vehicle requirements. I make the following comments:

- It is understood that the proposal includes the 'Research and Technology Industry' land use to accommodate potential future tenants, such as myself, that seek to establish a medical laboratory within the building.
- My practice generally requires a Medium Rigid Vehicle (MRV) to service our needs, including relevant loading and unloading.
- I do not consider it necessary to provide an Articulated Vehicle (AV) service vehicle on the site, given the intention for medical laboratories (or similar) only.

I request Economic Development Queensland take into consideration my above comments, noting that the requirements for an AV do not reflect my general requirement for an MRV instead.

Yours sincerely,

Signature	
Name	Vincent Yu

Attachment D

Amended Geleon Waste Management Plan: 50589-RP02-B
