

OUR REF: 1292 PC

July 2012

The Chief Executive Officer
Planning, Environment & Transport Directorate,
Gold Coast City Council
PO Box 5042
GCMC QLD. 9729

Attention: Adam Brown

Dear Adam,

**RE: RESPONSE TO GOLD COAST CITY COUNCIL INFORMATION
REQUEST - DEVELOPMENT PERMIT FOR MAKING A MATERIAL
CHANGE OF USE FOR EXTENSIONS TO EXISTING INDUSTRY AND
WAREHOUSE.**

PROPERTY: 82 CHRISTENSEN ROAD, STAPLYTON (LOT 240 ON W31320)

APPLICATION NO.: MCU 201200283

The following is in response to an Information Request made by Gold Coast City Council (GCCC) dated the 11th July 2012, with respect to the abovementioned application over the subject site. Given the nature of the response, the applicant considers this to be a full response to the information request.

GCCC Item 1 – Waste Storage Facilities

The applicant is requested to provide further information with regard to the proposed waste storage and servicing facilities and or waste storage and servicing arrangements for the proposed development. The application is requested to provide further information including details of the solid waste management facilities storage and servicing arrangements for the development. Submitted information must include:

- *Expected weekly waste generation for the development and type / size of waste containers for general, recyclable and development specific waste streams; and*
- *Plans detailing the location, size and design of all storage point/s, servicing point/s, internal servicing roadways, service vehicle, clearance and manoeuvrability, and waste removal systems.*

The applicant is directed to consult Gold Coast City Council's Solid Waste Management Guideline for New Developments (2011) for relevant waste management requirements.

GDP Comment:

In accordance with this request from Council, please find attached drawing **1292 CP 02A** in **Appendix A**, prepared in support of this I.R. response, illustrating the location of proposed waste storage points and collection points. Given that the application relates to an existing operation the proposals for waste management have been derived from the existing waste servicing arrangements successfully utilised on site.

There are currently six (6) three (3) metre cubed bins located on site (illustrated on plan), these bins are taken to a collection point twice a week for collection and approximately 30 metres cubed of solid waste is generated each week.

In order to manage and service waste as part of the new development new bins will be provided for compaction and recycling. Six (6) three (3) metre cubed bins will be retained for general waste, to be emptied once a week. One (1) six (6) metre cubed bin will be introduced for recyclable compactible waste, to be emptied once a week. One (1) six (6) metre cubed will be introduced for recyclable cardboard, to be emptied once a week. The location of each storage point is illustrated on the drawing **1292 CP 02A**.

Each stream of waste will be collected on specified days at centralised collection points, as illustrated on the attached plan. The main waste generated by the operation will be plastic and cardboard. By compacting and recycling the waste produced the increase in waste production will be relatively minor, approximately six (6) metres cubed per week, resulting in a total weekly waste production of approximately 36 metres cubed per week.

For further information in relation to the waste storage and collection, please refer to the **Attachment A**.

GCCC Item 2 – Frontage Landscaping

Council officers are aware that in late 2010 a significant portion of garden located at the frontage of Existing Warehouse A was converted to hardstand and is currently being used for storage purposes (the location of this garden area is shown below in Figure 1). Council officers maintain that this garden area was approved under Landscaping Operational Works Application OPW2101335, and is required to be retained in the development. Accordingly, the application is requested to amend all proposal plans (including the statement of landscape intent) to show the full reinstatement of this garden. This portion of the site is important to visual amenity viewed from Christensen Road, and is not suitable for storage purposes.

GDP Comment:

In accordance with this request from Council, the applicant acknowledges that the subject area is currently being used as a hardstand storage area, and has committed to improving the treatment and aesthetics of the area. Specifically it is intended to relocate this storage to the rear of the site (behind building line) in accordance with this proposed development. It is currently anticipated that there will be sufficient ability and new hardstand area for this successful relocation to occur post the completion of Stage One.

Further, following relocation of this storage to the rear, intensive remedial landscaping works are proposed. This should soften the transition between road reserve and built form. As highlighted on the revised landscape drawings that have been prepared in support of this I.R. response this

strategy would include establishing more intensive landscaping within the existing landscaped strip in effect framing the views of the subject lot.

It is considered that the relocation of the existing storage in addition to the proposed new landscaping will sufficiently improve the amenity of the area as required by Council.

An updated landscape intent plan has been prepared in support of this response, for further information in relation to the intended relocation and intensive landscaping, please refer to the **Attachment B**.

GCCC Item 3 – Loading Bays and Set Down Areas

The applicant is requested to amend plans to clearly designate loading bays and set down areas on plans to demonstrate full compliance with PC13 of the Car Parking, Access and Transport Integration Constraints Code. It is requested that appropriate locations of signage and line marking be delineated on plans.

GDP Comment:

In accordance with this request from Council and updated drawing of the proposed development with designated loading bays and set down areas identified has been provided. As explained within the TIA submitted as part of the application, proposed warehouses D and F will be serviced by the set down areas located south of the warehouses C and E respectively. The applicant acknowledges the proposed layout and servicing arrangement is not standard, however it is considered that due to the unique shape of the subject site, the established nature of the existing business operating on site and the relationship between the proposed warehousing units, the proposed servicing arrangement is considered appropriate.

Appropriate conditions can be set by Council in relation to the provision of signage and line marking as part of an approval.

Please refer to **Attachment A**, for further information regarding loading bays and set down areas.

GCCC Item 4 – Stage Boundaries

The applicant is requested to amend plans to clearly delineate the boundaries of each stage of development and demonstrate that parking is provided in accordance with PC16AS16.1 of Car Parking, Access and Transport Integration Constraints Code, at each stage. Further consideration should be taken on potential impact on parking, access and service vehicle manoeuvring during stages of construction.

GDP Comment:

In accordance with this request from Council, clearly annotated stage boundaries have been provided on an updated plan. This plan clearly delineates the proposed stage boundaries relating to the application. The identified boundaries of each stage have been designed to ensure that adequate parking has been provided in each stage of the development in order to ensure each stage of development can operate efficiently.

In association with this application, the existing car parking arrangements on site will be formalised, by providing a more efficient and accessible system of car parking areas in order to service the

existing and proposed uses on site. This will enhance and improve the existing operation and use of car parking on site. Throughout the proposed staging of the development there will be instances where the provision of car parking will not be entirely in compliance with Council requirements this specifically only applies to Stage 1.

The first stage of the development includes the built elements of the existing operation including the existing car parking with the proposed additions of a modest office associated with the operation and a new warehouse. In this regard, the majority of the car parking requirement is related to the existing operation which is currently more than sufficient to cater for the actual needs of the business. Given the existing nature of the operation and the unique nature of the business, there is an established context of car parking within stage one which is currently under used, therefore it is considered that the proposed relaxation of parking standards (within stage one only) can be justified.

It is important to note that at the completion of the total development the plan of car parking in on site will be in accordance with Council requirements. Further, whilst the provision of car parking for each stage may not be in direct compliance with Council requirements, namely Stage 1. The provision of parking for each stage has been strategically undertaken to ensure that individually each stage will function appropriately.

Please refer to **Attachment A**, for further information regarding staging boundaries.

GCCC Item 5 – Pedestrian Footpath

The applicant is requested to amend site plans to clearly show provisions of pedestrian footpaths and crossings to demonstrate compliance with PC8, PC19 and PC20 of the Car Parking, Access and Transport Integration Constraints Code.

GDP Comment:

In accordance with this request from Council, please find attached updated landscaping drawing **1292 L LI 01D** that illustrates the proposed pedestrian paths that will service each element of the proposed development. The proposed pedestrian routes have been designed to ensure that each element of the proposed development including structures, car parking and amenity areas are readily and easily accessible by foot. Pedestrian safety has also been a key consideration in designing the identified routes, in this regard every effort has been made to avoid vehicular intersections.

For further information in relation to the location of these pedestrian footpaths, please refer to the **Attachment B**.

GCCC Item 6 – Upgrade to Industrial Collector Standard

The applicant is advised City Transport will be conditioning that Christensen Road, for the proposal's part lot frontage, be upgraded to an Industrial Collector Standard with kerb and channel of the development side of the road. AS such the applicant is requested to amend site and landscaping plans accordingly to take into account this requirement.

Information note: Infrastructure Charges offsets will be given for works undertaken

GDP Comment:

In response to this request from Council, it is acknowledged the future requirement for Christensen Road to be upgraded to an industrial collector standard. Notwithstanding, it is not considered that this current application for an extension and expansion to a well-established existing use is the appropriate mechanism for this to occur.

This part of Lot 240 on W31320 forms part of a larger parcel of land currently under consideration by Council for a large industrial park (Council Ref: MCU201100650). As part of this other application, overall road dedications and upgrade works are to be undertaken. Accordingly, this current 'overarching' application is considered the appropriate mechanism for these future upgrade works to occur in a consistent and consolidated manner.

This current application effectively involves new buildings behind the established front line and as such will not require any 'landscape amendments' to be made, nor impinge on the future upgrade of Christensen Road.

GCCC Item 7 – Connection to Gold Coast Water's Water and Wastewater Infrastructure

The development site is within future industry precinct of Yatala Enterprise Area LAP and as such will be required to be connected to Gold Coast Water's water and wastewater infrastructure. Connection to Gold Coast Water's wastewater infrastructure is not currently available for the proposed development.

The applicant is requested to demonstrate how the proposed development can connect to Council's existing water reticulation, and gravity wastewater system.

GDP Comment:

In response to this request from Council, it is acknowledged the future requirement for both water and wastewater connections to be provided to the site and others. Notwithstanding, it is not considered that this current application for an extension and expansion to a well-established existing use is the appropriate mechanism for this to occur.

Although the proposed development represents an intensification of use, the manner in which the development utilises water and wastewater infrastructure is not likely to alter significantly. In this regard it is our considered opinion that the existing infrastructure will be more than sufficient to cater for the future needs of the development.

Similarly to item six, the applicant would also point out this part of Lot 240 on W31320 forms part of a larger parcel of land currently under consideration by Council for a large industrial park (Council Ref: MCU201100650). As part of this application, water related infrastructure works are to be undertaken. Accordingly, this current 'overarching' application is considered the appropriate mechanism for these future infrastructure works to occur in a consistent and consolidated manner.

We feel that the above information satisfactorily responds and addresses all the matters raised by Council. Accordingly, we now intend to commence public notification in accordance with s297 of the *Sustainable Planning Act* 2009. Following completion of this public notification, we look forward to Council's timely and favourable determination of the application.

Should any further information be required as part of this application, please don't hesitate to contact myself on the details provided below.

Yours faithfully,

GASSMAN DEVELOPMENT PERSPECTIVES

A handwritten signature in black ink, appearing to read 'Paul Creighton', written in a cursive style.

.....
Paul Creighton
Urban Designer

Enclosed

Attachment A – Waste Servicing, Loading Bays, Set Down Areas and Stage Boundaries

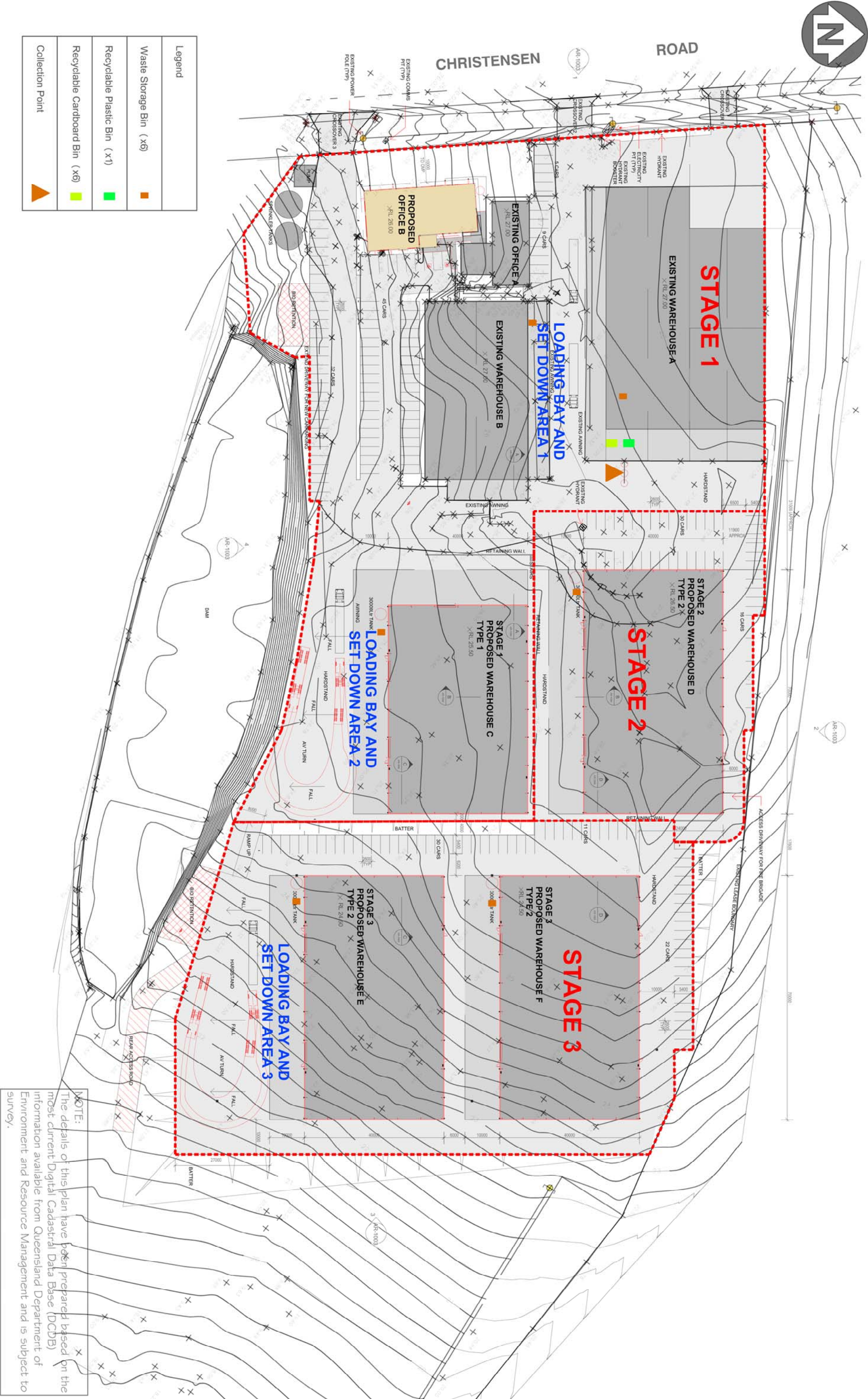
Attachment B – Landscape Intent / Pedestrian Routes

Attachment A Waste Servicing, Loading Bays and Set Down Areas and Stage Boundaries

Prepared by: Gassman Development Perspectives



Legend	
Waste Storage Bin (x6)	Orange square
Recyclable Plastic Bin (x1)	Green square
Recyclable Cardboard Bin (x6)	Yellow square
Collection Point	Orange triangle

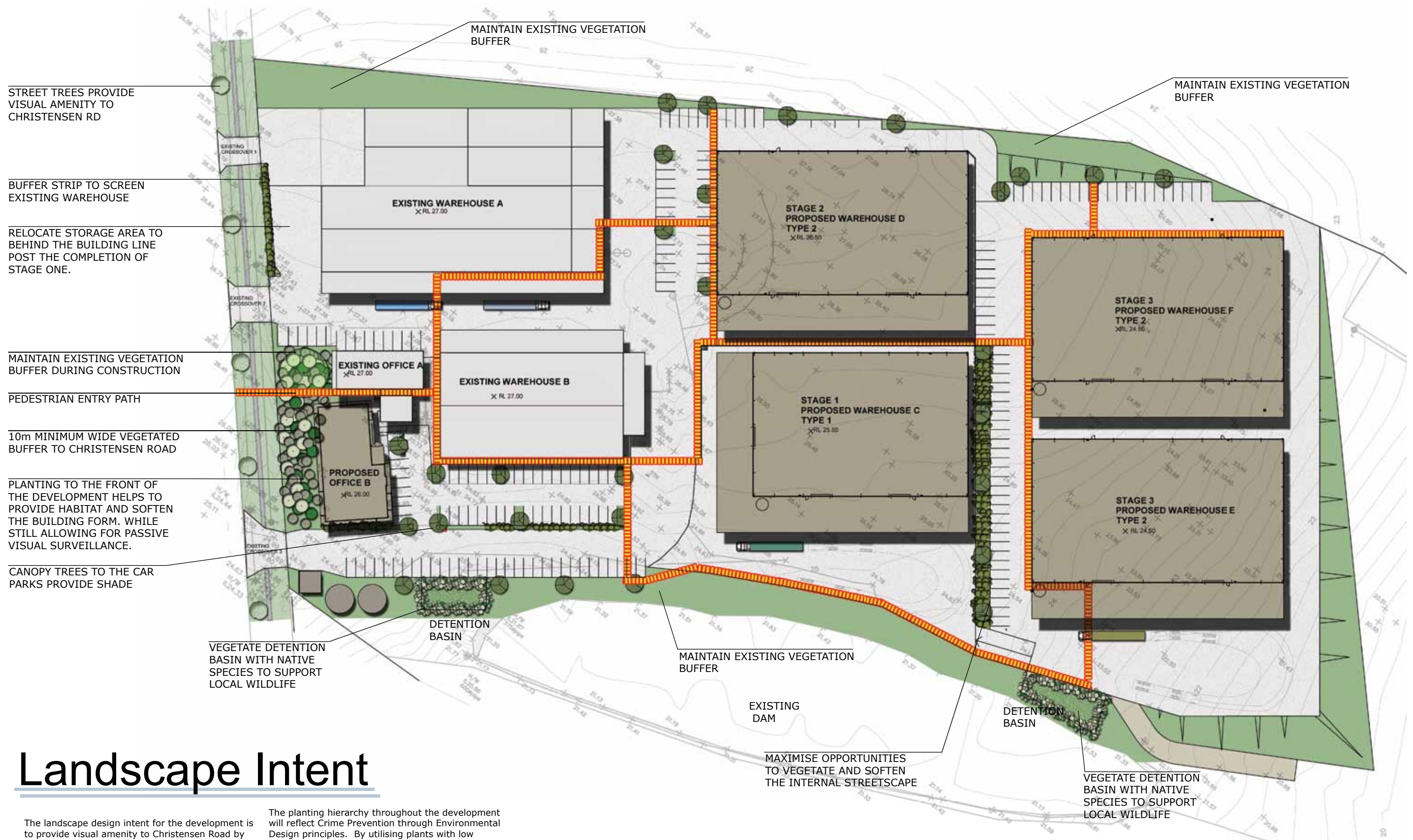


NOTE:
The details of this plan have been prepared based on the most current Digital Cadastral Data Base (DCDB) information available from Queensland Department of Environment and Resource Management and is subject to survey.

Attachment B

Landscape Intent / Pedestrian Routes

Prepared by: Gassman Development Perspectives



Landscape Intent

The landscape design intent for the development is to provide visual amenity to Christensen Road by softening the building form and adding to the street appeal.

The softscape palette has been selected in response to the location of the site. The majority of plants that will be used will be native, while being relatively low maintenance once established they will form quality habitat for local fauna.

The planting hierarchy throughout the development will reflect Crime Prevention through Environmental Design principles. By utilising plants with low heights and thin trunks, this will allow for passive surveillance as well as recognition of traffic and pedestrian movements.

Water Sensitive Urban Design principles will be applied to the development where space allows to ensure that all water is processed before leaving the site.

LEGEND

INDICATIVE PEDESTRIAN PATH

Plant Selection

The main intent of the planting selection for the development is to create quality habitat and visual amenity by softening the building form. The design will incorporate native plants throughout the development which will be able to cope with the conditions of the site and have low maintenance requirements once established.



LOW MAINTENANCE GARDENS



DETENTION BASIN



Detention Basin Planting Schedule			
Code	Botanical Name	Common name	Zone
BAU jun	Baumea juncea	Bare Twig-rush	SM
CAR fas	Carex fascicularis	Tassel Sedge	SM
FIC nod	Ficinia nodosa (syn. Isolepis nodosa)	Knobby Club-rush	SM
JUN usi	Juncus usitatus	Common Rush	SM
CAR app	Carex appressa	Tall Sedge	EM
CAR pol	Carex polyantha	Creek Sedge	EM
JUN fla	Juncus flavidus	Yellow Rush	EM
CAR bre	Carex breviculmis	Short-stem sedge	B
LOM fil	Lomandra filiformis spp. filiformis	Wattle Mat-rush	B
LOM hys	Lomandra hystrix	Creek Matt Rush	B
POA lab	Poa labillardieri	Tussock Grass	B
LEP liv	Leptospermum liversidgei	Lemon-scented Olive Tea-tree	B
MEL eri	Melaleuca ericifolia	Swamp Paperbark	B
MEL lin	Melaleuca linariifolia	Flax-leaf Paperbark	B
SM	Shallow Marsh		
EM	Ephemeral Marsh		
B	Batters		

