

OUR REF: 5941 – Stage 2
YOUR REF: 2012-20251 SRA

15 January 2021

Planning and Development Services (SEQ South)
State Assessment and Referral Agency
Level 1, 7 Short Street
SOUTHPORT QLD 4215

Via email: SEQSouthPlanning@dsmip.qld.gov.au

Attention: Ms. Jessica Bitzios

Dear Jessica,

**RE: RESPONSE TO SARA INFORMATION REQUEST FOR 2012-20251 SRA
STAGE 2 OF THE VANTAGE, YATALA INDUSTRIAL DEVELOPMENT**

Property: Lot 501 on SP295994 – 60 Stapylton Jacobs Well Road Stapylton QLD

We act on behalf of the Applicant, Frasers Property Australia Pty Ltd, and provide the following response to Council's Information Request dated 4 January 2021. Given the nature of the response, the Applicant considers this to be a partial response to the information request.

INFORMATION REQUEST - STATE TRANSPORT NETWORK

1. Issue:

The proposed development requires earthworks which includes 75,556 cubic metres of net fill, therefore exceeding the assessment threshold of 10,000 tonnes. The haul route is likely to include the state-controlled road network. However, the application material does not demonstrate that the development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of the state-controlled road.

As such, the application material does not demonstrate compliance with Performance Outcome (PO) 8 of State code 1: Development in a state-controlled road environment (State code 1) and PO6 of State code 6: Protection of state transport networks (State code 6) of the State Development Assessment Provisions (SDAP).

Action:

Provide a Pavement Impact Assessment which demonstrates how the proposed development can achieve compliance with PO8 of State code 1 and PO6 of State code 6 of the SDAP. Specifically:

- (a) Detail the types of heavy vehicles proposed to transport fill and topsoil to and from the site.
- (b) Identify the frequency and number of vehicles being used.
- (c) Identify the proposed haul route of the vehicles.
- (d) Demonstrate how the construction traffic will be managed.
- (e) Demonstrate that the proposed haulage of fill will not compromise or worsen the safety or detrimentally impact the pavement infrastructure of the state-controlled road network.

GDP Response:

The earthworks quantities proposed over the site as shown on the submitted engineering drawings are as follows:

TOTAL	
CUT	463,344 m ³
FILL	538,900 m ³
EXCESS OF FILL OVER CUT	75,556 m ³

The earthworks model has been purposefully designed in this manner as to cater for the future associated building works over the large industrial lots within the development that typically generate in the order of 8,000m³ per lot of spoil fill material which can be placed and compacted on site as opposed to being exported.

Based on the above response indicating that the site is in fact designed to balance the cut and fill earthworks operation to avoid the need for any import or export of material from the site it is deemed that the provision of the requested Pavement Impact Assessment is not required due the need to haul material on the state-controlled road network not being required.

FURTHER ADVICE – CONCEPTUAL STORMWATER MANAGEMENT PLAN

1 Issue:

The Legal Point of Discharge (LPOD) 3 appears to be Sandy Creek, which traverses the railway corridor. However, the Site Based Stormwater Management Plan, prepared by Gassman Development Perspectives, dated 20 November 2020, reference 5941 and revision 1 does not demonstrate that the proposed development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts on the railway corridor.

Action:

Provide a revised Site Based Stormwater Management Plan to demonstrate compliance with PO10 of State code 6, which should (as a minimum):

- (a) Provide confirmation that the proposed detention system for Stage 2 Borrow Area will maintain a pre-developed case with respect to stormwater flows.*

GDP Response:

As the Stage 2 Borrow Area is for the purposes of undertaking earthworks necessary to facilitate the construction of Stage 2 only, no increase to the existing (pre-development) catchment size or percentage impervious of the catchment is proposed that would increase the runoff at LPoD-2 and in turn trigger the need for a detention system prior to the LPoD. It is noted that the earthworks within the borrow area will in fact reduce the grade within the catchment which in turn will lengthen the time of concentration reducing peak flows from the site at the reporting node.

(b) Provide a flood impact assessment that confirms no worsening of stormwater, flooding or drainage impacts on the railway corridor. It is noted that the ultimate LPOD for the entire development is LPOD 3 (Sandy Creek) and it is unclear if there will be an increase in flood levels or stormwater discharge flows as a result of the proposed temporary stormwater measures within Stage 2 Borrow Area. It is acknowledged that the works within the Stage 2 Borrow Area are preliminary, although it is required that the proposed stormwater management works within the Stage 2 Borrow Area will not result in an increase in flood levels or discharge flows to LPOD 2 and LPOD 3. It is noted that the current report only considered Stage 2 works which only relates to LPOD 1.

GDP Response:

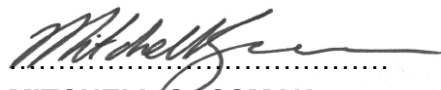
It is noted that the proposed development is downstream of the rail corridor and as per the submitted SWMP the stormwater infrastructure proposed ensures that the post-development discharge from the site is mitigated to pre-development flows for all rainfall events up to and including the Q100 (1% AEP). Based on the above the request to provide a further flood impact assessment is deemed unnecessary as the discharge of stormwater at the subject site's boundary is not being increased as a result of the development.

We feel that the above information satisfactorily responds and addresses all the matters raised as part of the Information Request and we look forward to a timely and favourable determination of the application.

If you require any further information or have any queries, please contact the undersigned.

Yours faithfully,

GASSMAN DEVELOPMENT PERSPECTIVES



MITCHELL GASSMAN
CIVIL PROJECT ENGINEER
R.P.E.Q. 16939

Cc

Gold Coast City Council, mail@goldcoast.qld.gov.au