

OUR REF: 6097
YOUR REF: MCU/2021/638

21 January 2022

Chief Executive Officer
Council of the City of Gold Coast
PO Box 5042
GCMC QLD 9729

Via email: mail@goldcoast.qld.gov.au

Attention: Mrs. Natasha Sidabutar

Dear Madam,

RE: RESPONSE TO COUNCIL INFORMATION REQUEST – MCU/2021/638
AT: 60 STAPYLTON JACOBS WELL ROAD, STAPYLTON QLD 4207
(LOT 501 ON SP295994)

We act on behalf of the Applicant, FPI Queensland Pty Ltd, and provide the following response to Council's Information Request received on 7 January 2022 and subsequent email item on 12 January 2022. The Applicant considers this a partial response to the information requested, and requests Council to proceed with their assessment of the development application.

A detailed response to each item is provided below.

Town Planning

1. Preamble

Officers note that the applicant has addressed the siting of the warehouse exceeding the bounds of the previously approved lot configuration. In order for officers to support the proposed layout, specific timing conditioning will be imposed to ensure that the proposed use can commence subsequent to the approval of the Minor change application for a boundary realignment and associated plan sealing.

Applicant response:

In response to this item from Council, the timing conditioning imposition has been acknowledged.

Architecture and Urban Design

2. Building Design and Appearance

The proposed North, East South and West Elevations for the warehouse contain large areas of colorbond basalt dark grey walls that result in a stark and austere appearance and does not achieve an appropriate visual amenity. In order to achieve an attractive façade that addresses the street frontages and public realm, the proposal is requested to incorporate additional colour panels or vertical bands on the wall cladding to create an interesting and varied pattern that assists to break up the building bulk.

Applicant response:

In response to this item from Council, the building design and appearance align with Fraser's Industrial Development Guidelines. What Council consider stark is a sleek, modern finish that represents what will become a consistent and prominent finish throughout the Vantage Industrial Estate. The colour scheme is also design to align with Fraser's Industrial Landscaping Guidelines that provide a striking contrast between landscaping and built form throughout the estate. Building signage will also aid in providing façade variation. Importantly, the primary façade addresses the streetscape through variation by way of the ancillary office, carparking along with various roller doors and awning structures. These features also provide way finding points for visitors to the proposed development.

Finally, building appearance is not a relevant assessment benchmark under the Place Code unless the building is visible from Stapylton Jacobs Well Road. Given the location of the subject site, further interrogation of this matter is not required.

In consideration of the above, no alterations to the appearance of the building have been made.

3. Awnings over entrances

Please provide extended covered awning over pedestrian entrances in order to provide appropriate weather protection and amenity to staff and patrons in accordance with PC18 or AS18.4.

Applicant response:

In response to this item from Council, it is noted the pedestrian entrance is already afforded weather protection, which may not have been easily visible in the proposal plans. To assist Council's assessment of this item an additional plan of the office entrance has been provided with the Amended Proposal Plans within **Attachment A** to better illustrate this feature. A rendered illustration of the pedestrian entrance is shown below:



Figure 1: Rendered Illustration of Proposed Development (GDP file, 2022)

Landscape Assessment

4. Retaining Structures

The submitted material identifies boulder retaining walls to varying heights behind the frontage landscape buffers. Sections included within the Statement of Landscape Intent indicate that the retaining walls are typically setback from the property boundary behind a 3 metre wide landscape buffer with a maximum grade of 1V:4H. This does not appear to align with the submitted architectural elevations (DA-A200, rev. P3) or the site plans which indicate that landscape buffers to Homestead Drive and Highland Street would be approximately 2 metres wide planting area. To clarify the area available for landscape planning and demonstrate that a suitable streetscape amenity outcome will be achieved in accordance with Acceptable solution AS25.1 of the M38 Industrial Estate Place Code, the applicant is requested to:

- a. Provide detailed cross sections through each of the sites frontages to demonstrate the frontage landscape interface. A minimum of four sections are requested to be provided through each frontage. Along the Homestead Drive frontage one of the sections is requested to be through the narrowest portion of the landscape buffer adjacent the identified office. Each requested cross section is requested to clearly identify, the extent of the retaining structures, property boundary location, batter grade of landscape buffer areas, heights of retaining walls, widths of garden beds, and locations of boundary fencing.
- b. The site and facilities floor plan is requested to be updated to more clearly differentiate between the proposed boulder retaining wall and the area available for landscape planting.
- c. The applicant is requested to either provide preliminary earthworks plans or include notations on the cross sections requested by point (a) above identifying the surface grade of the garden areas within the frontage buffers.

Applicant response:

In response to this item from Council, Amended Proposal Plans and Amended Landscape Intent Plan have been included within **Attachment A** and **B** respectively, detailing additional sections and providing greater clarity regarding the ultimate retaining wall outcomes on site.

5. Amended Statement of Landscape Intent

The applicant is requested to prepare and submit an amended statement of landscape intent that clearly reflects any changes to the site layout that occur in response to any other items within this Information Request.

Applicant response:

In response to this item from Council, an amended LIP has been provided in **Attachment B**.

Transport Assessment

6. Car Parking Supply

To comply with Acceptable solution AS8.1.2 of the M38 Industrial Estate Place Code, the development must provide a minimum of 258 car parking spaces. The submitted drawings show a total of 63 car parking spaces. Compliance with AS8.1.2 is therefore not achieved. Alternatively, to comply with PC8, Rytenkild Traffic Engineering advises that there will be a maximum of 63 staff onsite. While this may be the case, consideration must be given to shift changeover periods where the demand for parking will double for a short period of time. The applicant is therefore requested to increase the supply of onsite parking to accommodate all staff including during the shift changeover periods.

Applicant response:

In response to this item from Council, a Targeted Traffic Response is provided within **Attachment C**.

7. Bicycle Parking Supply

To comply with Acceptable solution AS41.4 of the M38 Industrial Estate Place Code, the development must provide a minimum of 31 bicycle parking spaces. The submitted drawings show a total of 10 bicycle parking spaces. Compliance with AS41.4 is therefore not achieved. Rytenkild Traffic Engineering has not addressed bicycle parking supply. To comply with PC41, the applicant is requested to demonstrate that the proposed supply of bicycle parking is sufficient for the proposed workforce.

Applicant response:

In response to this item from Council, a Targeted Traffic Response is provided within **Attachment C**.

8. Safe Vehicle Access

To comply with Acceptable solution PC43 of the M38 Industrial Place Code, the applicant is requested to demonstrate that the proposed vehicle access points to homestead drive and fairway street provide sufficient sight distance to oncoming traffic compliant with the requirements of section 3.4.5a of AS2890.2:2018. This is to be based on the approved road long sections.

Applicant response:

In response to this item from Council, a Targeted Traffic Response is provided within **Attachment C**.

9. Access to Car Parking

To comply with Performance Criteria PC7 and PC9 of the CAar Parking, Access and Transport Integration Constraints Code, the applicant is requested to confirm that all gates (including the gates to the service area) will remain open during the proposed hours of operation to ensure that cars and service vehicles are not required to queue on the road whilst waiting to enter the site. It is requested that a notation be

provided on the drawing beside each gate confirming the hours of operation. If recommended for approval, a condition will be imposed requiring all gates to remain open during hours of operation.

Applicant response:

In response to this item from Council, Amended Proposal Plans including notation indicating that gates will remain open during hours of operation have been provided within **Appendix A**. The imposition of a condition surrounding gates remaining open during hours of operation is formally acknowledged.

10. Servicing

To comply with Performance Criteria PC14 of the Car Parking, Access and transport Integration Constraints Code, the applicant is requested to relocate or reduce the area allocated for shipping container hardstand to enable an Articulated Vehicle (AV) to manoeuvre to access the south-eastern roller door. Reverse in manoeuvres from Homestead Drive will not be supported.

Applicant response:

In response to this item from Council, the roller door in question may only be used if the container area is clear. Given the frequency of containers being taken to and from the site, this is a manageable on site occurrence. It is critical to note that should the container area restrict vehicle movement to this roller door at any point, this will not result in queuing concerns onto the local road network, nor restrict movements of other vehicles through the subject site. Based on this assessment, the container area has not been augmented in any way.

Health and Regulatory

11. Amended Acoustic Report Required

Submission of the acoustic report prepared by 'Acousticworks' dated 29 November 2021 (reference: 2021559 RO1C Goodyear Stapylton Jacobs Well Yatala ENV.docx) is acknowledged. Following review of the report, the applicant is requested to address the following further acoustic information via the submission of an amended report:

- a) Clarify the location and specifications of the tilt concrete panels with a figure showing the locations of the walls;*
- b) Provide short-term noise events (i.e. air-brakes door closures, rubbish collection assessment for a standard 15min period;*
- c) Assessment against the Sleep Disturbance criteria as existing ambient levels already exceed the acoustic quality objectives criteria; and*
- d) Confirmation that the Noise Contour Map image in Figure 3 is inclusive of all noise sources.*

Applicant response:

In response to this item from Council, a Targeted Acoustic Response is provided within **Attachment D**. This response includes an Updated Acoustic Impact Assessment.

Hydraulic and Stormwater Assessment

12. Non-compliance with M38 Industrial Estate Place Code

Section 3.10 of the Planning Report presented the historical approvals of the site, with the recent approval (COM/2020/262) issued by Council on 30 April 2021. It is understood that the proposed development is to establish a warehouse over future lot 205 within Stage 2 of the Vantage Industrial Estate. In support of the development, the applicant has not provided any information in relation to the stormwater management. We understand that the development will be undertaken in accordance with the requirements of the m38 Industrial Estate Place Code and the associated approved stormwater management plan/s (e.g., Hyder Consulting dated June 2012). To allow Council officers understand and assess the application properly, the applicant is requested to submit a stormwater management statement/plan prepared by a registered professional engineer Queensland (RPEQ) to confirm the following:

- That the flooding, stormwater and change to ground level aspects of the proposed development will be in compliance with the requirements of M38 Industrial Estate Place Code.
- That the proposed development will not result in additional hardstand area compared to the previously adopted hardstand area. Please note that for any additional hardstand area, the applicant is required to demonstrate that the approved stormwater management devices would be adequate to cater for the additional stormwater runoff. Alternatively, the applicant is required to provide appropriate treatment and detention measures.
- That the stormwater quality and quantity management devices associated with drainage easement/channel/networks (if any) are already constructed in accordance with the previously approved stormwater management plan and underlying approvals and functioning as designed.

Please note that the provision of sufficient information to properly assess an application is a requirement for a favourable decision. Officers request that response to the above request for further clarification is included within the response to the information request issued on 7 January 2022.

Applicant response:

In response to this item from Council, Council's commentary that the applicant has not provided any information in relation to stormwater management is incorrect. The applicant provided an Engineering Services Report as part of the supporting material associated with the development application which specifically addressed stormwater conveyance, stormwater quantity and stormwater quality and how the proposed development addresses each of these items along with the specifically outlining the changes required to the existing civil operational works approval (Council Ref: OPW/2021/1255) to accommodate the shift in Lot 205 boundary as a result of the development exceeding its current bounds.

Council's reference to the Hyder Consulting SWMP dated June 2012 as the approved overarching SWMP document for Lot 205 is incorrect with Council approving the GDP SWMP dated 31 March 2021 as part on the Stage 2 combined ROL, change to ground level approval (Council Ref: COM/2020/262). This document is referenced within the services report submitted as part of the original application. Council will also be aware that the applicant has submitted a change application (Council Ref: CHA/2021/321) to the existing Vantage Stage 2 ROL concurrently with this MCU application that addresses the change in location of the Lot 205 and 206 common boundary and a revised SWMP and change to ground level plan set formed part of material submitted to Council for approval. The assumptions regarding impervious areas within Stage 2 lots (including lot 205) and the breakdown of this area with respect to roof and hardstand percentages nominated within the submitted SWMP are generally consistent with those proposed as part of Goodyear MCU and as such no further

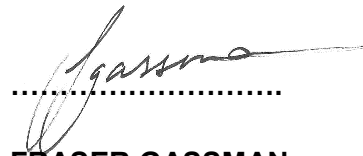
quantity or quality measures are proposed over and above the regional stormwater basin currently under construction as part of Stage 2 of the Vantage development.

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

A handwritten signature in black ink, appearing to read 'Fraser Gassman', is written over a horizontal dotted line.

FRASER GASSMAN
TOWN PLANNER

Enclosed: Attachment A – Amended Proposal Plans
 Attachment B – Amended Landscape Intent Plan
 Attachment C – Targeted Traffic Response
 Attachment D – Targeted Acoustic Response