

OUR REF: 6098
YOUR REF: MCU/2021/718

11 February 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/2021/718
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 28 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 proposed the development on a lot configuration that is different to the existing approved subdivision layout. In order for officers to support the proposed layout, specific timing conditioning will be imposed to ensure that the proposed use cannot commence prior to plan sealing and the approval of the Minor change application to amend the lot configuration.

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 accordance with AS19 or PC19. In order to achieve an attractive façade the proposal is requested to incorporate additional colour panels or vertical bands in 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 behind other industrial lots, further interrogation of this matter is not required.

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

Environmental Health Assessment

3. Amended Acoustic Report

Submission of the acoustic report prepared by 'Acoustic Works', dated 20 December 2021 (Ref: 2021556) 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. *As the site will operate during the night period it is requested assessment consider the potential for sleep disturbance at nearby sensitive receptors in accordance with the Queensland Ecoaccess Guideline: Noise – Planning for Noise Control (2015); and*

Applicant response:

In response to this item from Council, a Targeted Acoustic Response has been provided in **Attachment A**, including a sleep disturbance assessment included within the Amended Acoustic Report, attached to this response.

- b. *Detail the required control measures to achieve compliance with the applicable legislation and standards.*

Applicant response:

In response to this item from Council, a Targeted Acoustic Response has been provided in **Attachment A**, including specific control measures that should be implemented to maintain acoustic amenity. These findings and recommendations are included within the Amended Acoustic Report, attached to this response.

Transport Assessment

4. Assessment Benchmarks

The Ryterskild Traffic Engineering report addresses the requirements of the Transport code. The development is subject to preliminary approval. The applicant is requested to address the below items as required by 38 Industrial Place Code and Car Parking, Access and Transport Integration Constraints Code.

Applicant response:

In response to this item from Council, it is acknowledged the incorrect code has been assessed. To ensure compliance with the code, each transport item below has been addressed in detail and is supported by the Targeted Traffic Response with **Attachment B**.

5. Car Parking Supply

It is noted the applicant has provided an assessment of the development's car parking supply against the Transport code. Car parking supply must however be assessed against AS8.1.1/PC8 of the M38 Industrial Estate Place Code. To comply with AS8.1.1, a total of 278 spaces are required to be provided. The development provides 172 spaces; therefore compliance with AS8.1.1 is not achieved, requiring consideration against PC8. In any case, Officers have reviewed the development's response to the proposed parking supply and are of the opinion that compliance with PC8 of the M38 Industrial Estate Place Code has not been demonstrated, for the following reasons:

- No justification has been provided to support the supply of parking for Warehouse A.*
- With respect to the 'National Tiles' tenancy, insufficient information has been provided to substantiate staff parking demand*
- Visitor parking demand has not been addressed*

To assist in demonstrating compliance with PC8, the applicant is requested to address the following.

Applicant response:

In response to this item from Council, a Targeted Traffic Response is provided within **Attachment B** in addition to specific responses to each point below

<i>a. Provide further justification/evidence to support the reduced parking supply of Warehouse A, noting that the future operator is unknown, and operational requirements (e.g. staff/visitor numbers cannot be substantiated.</i>	Warehouse A is targeted at large scale storage and distribution, modelled like that of National Tiles. Accordingly, the rate for such an industrial use is lower than that of say manufacturing. Visitor numbers are also anticipated to be lower given the storage and distribution characteristics of the future user.
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b. <i>Provide a letter from national tiles which provides commentary on the development's operational requirements, including but not limited to:</i>	National Tiles have provided the Applicant with a detailed letter used to inform this application. Some of the materials within this document are sensitive in nature, however, relevant extracts to inform the each item is provided below:															
i. <i>Confirm maximum number of staff members to be on-site at any one time, including a breakdown of staffing positions (e.g. Warehouse, office, trade centre, display centre staff, etc.). Evidence existing operation, of a similar size, would assist in this regard.</i>	Warehouse staff is 15 persons, with the balance of staff being spread between the ancillary aspects. STAFFING LEVELS AND HOURS OF OPERATION Council will need to know how many people will occupy the premises, what times they will be working and what are their travel habits. How many days a week do you work, and for how many hours. <table><tr><td>5 days / week 4am - 11pm Hours worked</td><td>Saturday 9 - 5pm</td><td>Sunday 9 - 5pm</td></tr></table> <table><tr><td>During the week</td><td>Saturday</td><td>Sunday</td></tr></table> During normal working hours how many persons will occupy the office? 50 During normal working hours how many persons will occupy the warehouse. 15 Do you intend to work in shifts? yes	5 days / week 4am - 11pm Hours worked	Saturday 9 - 5pm	Sunday 9 - 5pm	During the week	Saturday	Sunday									
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During the week	Saturday	Sunday														
ii. <i>Demonstrate how this fluctuates throughout a 24 hour period, including at the changeover of shifts. A sample roster would assist in this regard. 2</i>	The ancillary uses are generally limited to typical business hours. The 15 warehouse positions are undertaken over two shifts. Given the maximum staff on site is 65, with a possible further 15 spaces used during shift transition, there is ample car spaces provided including allowance for visitors. Shift details: <table><tr><th>Start time</th><th>Number (projected)</th><th>Finish time</th></tr><tr><td>4am</td><td>15</td><td>1:30pm</td></tr><tr><td>1:30pm</td><td>15</td><td>11pm</td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>	Start time	Number (projected)	Finish time	4am	15	1:30pm	1:30pm	15	11pm						
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1:30pm	15	11pm														
iii. <i>Provide commentary on the expected frequency and nature of visitor attendance to the site. Surveys of visitor attendance over a two (2) week period at another site would assist in this regard, if display/trade centres are operating elsewhere.</i>	As detailed with the attached Targeted Traffic Response (Attachment B), a large scale warehouse of this nature requires little visitation to the warehouse. However, visitation is likely higher to the trade centre and design centres ancillary to the warehouse. Based on the above, there is a balance of 33 car spaces for these uses, noting the trade centre will be predominantly drive through, for which additional parking is not required. Given the small scale, ancillary nature of these uses, the provision of 33 car spaces is considered to easily accommodate the proposed development.															
c. <i>Having regard to the information provided in points (a) and (b), the Traffic Engineer is requested to readdress the development's peak parking demand, and demonstrate that this can be accommodated on-site at all times. Consideration must be given to the potential for overlapping staff parking demand at the changeover of shifts.</i>	This assessment is provided within the Targeted Traffic Response (Attachment B) and in the response shown above.															
d. <i>The applicant is requested number the car parking spaces on the drawings for ease of reference.</i>	Amended Proposal Plans are provided within Attachment C, which show number on each carpark.															

6. On-site vehicle parking and movement

Pursuant to AS50.1 (a) of the M38 Industrial Place Code, internal driveways must be designed and constructed to enable all vehicles to enter and exit the site in a forward motion. The applicant is requested to update the drawings to include turnaround bays at the end of parking aisles in the parking area for Warehouse A.

In response to this item from Council, a Targeted Traffic Response is provided within **Attachment B**, providing justification for the exclusion of a turning bay in this particular instance.

7. PWD Spaces Location

Pursuant to AS50.3 of the M38 Industrial Place Code, short term/high turnover visitor parking and disabled parking spaces are required to be located close to the main building entrance. While a requirement of the building code, PWD spaces are requested to be shown on the drawings to ensure that they are accommodated for within the overall parking supply, and to assist in demonstrating compliance with AS50.3.

Applicant response:

In response to this item from Council, Amended Proposal Plans have been provided within **Attachment C** showing PWD spaces close to building entries.

8. Bicycle Parking Supply

It is noted the applicant has provided an assessment of the development's bicycle parking supply against the Transport code. Bicycle parking supply must however be assessed against AS41.4/PC41 of the M38 Industrial Place Code. Pursuant to AS41.4 of the M38 Industrial Place Code, bicycle parking must be provided at a rate of 1 staff space per 800m² GFA. No visitor bicycle parking is required. This equates to a requirement to provide 34 Security level B (staff) spaces. The development provides ten (10) Security level C spaces per tenancy to be used by either staff or visitors. Compliance with AS41.4 is not achieved, requiring consideration against PC41.

PC41 states that 'A network of pedestrian paths and cycleways is provided which considers....(e) provision of bicycle end-of-trip facilities.' The provision of ten (10) security level C spaces per tenancy is considered appropriate, with provision for staff to park bicycles internal should security or the weather be of a particular concern. It is however noted that the areas proposed to accommodate ten (10) spaces do not appear large enough to accommodate ten (10) spaces in accordance with the dimensional requirements for bicycle parking in accordance with AS2890.3. The applicant is therefore requested to dimension or redesign/relocate bicycle parking to achieve the minimal dimensional requirements of AS2890.3.

Applicant response:

In response to this item from Council, a Targeted Traffic Response is provided within **Attachment B**, demonstrating the proposed bicycle parking facilities are suitable for the proposed development.

9. Pedestrian Access

Pursuant to AS45.1 of the M38 Industrial Place Code, pedestrian paths designed for disabled access are required to be provided between building entrances, public footpaths and car parking areas. Pedestrian paths have not be provided as required by AS45.1. The applicant is requested to update the drawings to provide pedestrian paths as required by AS45.1.

Applicant response:

In response to this item from Council, Amended Proposal Plans are provided within **Attachment C** showing pedestrian path connections to the proposed development.

10. Design of off-street parking area

To assist in demonstrating compliance with AS3.1 of the Car Parking Access Transport Integration Constraints Code, the applicant is requested to address the following:

- a. Provide typical dimensions of the off-street parking facilities, including but not limited to, dimensions of parking spaces, parking aisles, loading areas etc in accordance with AS2890.1 and AS2890.2.*

Applicant response:

In response to this item from Council, the Proposal Plans submitted with the original development application included typical dimensions of car spaces and aisles on drawing 211026 - DA-102, revision A.

- b. Provide pedestrian triangles at all driveways in accordance with AS2890.1 and AS2890.1. Pedestrian sight triangles must be dimensioned on the architectural drawings and annotated as 'Pedestrian sight triangles to be kept clear of obstructions to visibility. Low level landscaping permitted up to a maximum mature height of 500mm above driveway level.*

Applicant response:

In response to this item from Council, the Proposal Plans submitted with the original development application included site triangles on drawing 211026 - DA-102, revision A.

- c. Undertake a sight distance assessment, with photographic evidence, from all vehicle accesses to demonstrate that sight distance is achieved in accordance with AS2890.1 and AS2890.2.*

Applicant response:

In response to this item from Council, a Target Traffic Response has been provided within **Attachment B**, which includes a sight distance assessment.

11. Access to Parking

To comply with Acceptable outcome AS9.1 of the Car Parking Access Transport Integration Constraints Code, car parking spaces for employees or visitors must not have gates, which restrict vehicular access. The development includes security gates; therefore, compliance with AS9.1 is not achieved, requiring consideration against Performance criteria PC9. PC9 requires that access to car parking is provided for employees and visitors. The applicant is requested to addressed PC9 as follows:

- a. Confirm that the gates are to remain open during operating hours; or*

Applicant response:

In response to this item from Council, Amended Proposal Plans have been provided within **Attachment C** include notation confirming that gates will be left open during hours of operation.

- b. If any gates are to remain close during operation hours, demonstrate how access will be provided for staff visitors, including for service vehicles.*

Applicant response:

In response to this item from Council, Amended Proposal Plans have been provided within **Attachment C** include notation confirming that gates will be left open during hours of operation. Therefore, no further interrogation of this matter is required.

Landscape Assessment***12. Wheel Stops***

In order to ensure the operation of parking bays does not result in vehicles unnecessarily overhanging garden beds, it is requested that amended plans are provided showing parking bays which are perpendicular to garden areas incorporating wheel stops.

Applicant response:

In response to this item from Council, Amended Proposal Plans have been provided within **Attachment C** showing wheel stops on car parks where required.

13. Amended Statement of Landscape Intent

The applicant is requested to submit an amended Statement of Landscape Intent that clearly reflects any relevant changes that occur as a result of items within this Information Request.

Applicant response:

In response to this item from Council, the changes made regarding Item 12 above are not a landscape matter, therefore, no changes to the Landscape Intent Plan has been proposed.

Water and Waste Assessment***14. Water Meter Location***

The Engineering Servicing Strategy Plan – 6098 ENG SP 002, Revision A shows the water meter in a suitable location consistent with the OPW/2020/633.

However, the architectural Site Plan by Pace Architects – 211026 – DA – 102 appears to propose the water meter in a different location, being in the northwest corner. This location is not supported as there is existing infrastructure (ie: the road crossing provided in OPW/2020/633) which is suitable for re-use. This has a benefit to the applicant as a new connection (in the northwest corner) requires additional work and costs whereas the existing road crossing should be an easier and cheaper outcome.

Given the Engineering Servicing Strategy Plan is aligned with the stamped approved plan pertaining to the OPW/2020/633, Water and Waste request the applicant to amend the architectural drawings as per the Engineering Servicing Strategy Plan proposal.

- a. Update the Architectural Site Plan drawings to show the water meter as per the Engineering Servicing Strategy Plan Proposal*
- b. Show and label the water meter easement to show dimensions in accordance with the City of Gold Coast Meter Standard Drawings.*
- c. Update the Engineering Servicing Strategy Plan to show the proposed VXO's in accordance with the proposed architectural plans to ensure the water meter location does not clash with VXO.*

Applicant response:

In response to this item from Council, Amended Proposal Plans have been provided within **Attachment C** which now align with the Engineering Services Report, showing the correct location of this infrastructure.

Hydraulic Assessment

15. Stormwater Management

The proposed development appears to be reliant on the stormwater infrastructures proposed as part of the approved Site based stormwater management plan (Gassman Development Perspectives, Version 4, 5th February 2021). However, no information is available to confirm if the proposed stormwater infrastructures has been delivered on site. As such, the applicant is requested to provide evidence to confirm that the proposed stormwater infrastructures have been constructed and are functioning as per the approved stormwater management plan.

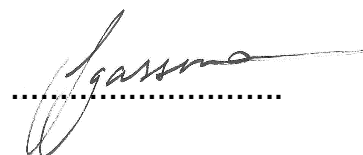
Applicant response:

In response to this item from Council, stormwater infrastructure supporting the proposed development will be delivered with Stage 2 of the Vantage Industrial Estate. This infrastructure has not yet been constructed as these lots have not been sealed or registered. We anticipate Council will condition this approval be reliant on delivery of Stage 2 works and supporting infrastructure.

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

Yours faithfully,

GASSMAN DEVELOPMENT PERSPECTIVES



FRASER GASSMAN
TOWN PLANNER

Enclosed: Attachment A – Targeted Acoustic Response
 Attachment B – Targeted Traffic Response
 Attachment C – Amended Proposal Plans