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OUR REF: 6111
YOUR REF: MCU/2022/242

01 July 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: Ms. Natasha Sidabutar

Dear Madam,

RE: RESPONSE TO COUNCIL INFORMATION REQUEST – MCU/2022/242
AT: LOT 502 HOMESTEAD DRIVE, STAPYLTON QLD 4207 (LOT 502 ON SP316137)

We act on behalf of the Applicant, FPI Queensland Pty Ltd, and provide the following response to Council's Information Request received on 23 June 2022. The Applicant considers this a full 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 / relationship with concurrent minor change applications to the Vantage Industrial Estate***

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 (MIN/2022/245).

Note: Item 8 of the following Information Request relating to Stormwater drainage is in response to the changes proposed in MIN/2022/245. It is requested that the applicant provides response to the Stormwater drainage clarification to enable officers to determine the suitability of the future lot configuration to support the proposed development in its entirety.

Applicant response:
Council's preamble is noted and the applicant agrees to the inclusion of a timing condition. A response to the stormwater drainage clarification is provided in item 8 below.

Access Business Park
76 Business Street Yatala Q 4207
Phone (07) 3807 3333
Fax (07) 3287 5461

Web www.gassman.com.au
Email mail@gassman.com.au
Post PO Box 392 Beenleigh Q 4207
A.B.N 62 010 752 388

Architecture and Urban Design

2. Building Design and Appearance

The proposed North and South Elevations for the warehouse spanning 254 metres in length contain large areas of Colorbond Basalt dark grey walls and garage doors 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 and break up the large expanse of dark grey colour, the proposal is requested to incorporate additional colour vertical bands in the wall cladding and change the garage door colour to create an interesting and varied pattern that assists to break up the building bulk. These improvements will assist the large warehouse to complement with nearby warehouses that provide a degree of differentiation in the wall cladding and garage colours.

Applicant response:

In response to this item from Council, the proposed building design and appearance aligns 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 involves a two-toned grey finish with the front portion of the building being a lighter grey and the rear portion being a darker grey. The colour palette has been designed to align with Fraser's Industrial Landscaping Guidelines that provide a striking contrast between landscaping and built form throughout the estate. Importantly, the primary façade addresses the streetscape through variation by way of the ancillary office featuring attractive modern glazing. Future building signage will also aid in providing façade variation.

The façade is complemented by attractive landscaping throughout the front car parking area and will include a variety of shade and feature trees, shrubs and ground cover species which combine to create a sense of place and provide way finding points for visitors to the proposed development.

As such, the existing proposed design is considered appropriate and will be maintained.

Water and Waste

3. Waste Servicing Point – insufficient clearance

Water and Waste acknowledge information supplied by the applicant.

However, further information is required to ensure the x2 Re-fuse/Bin Enclosures and the awnings above these areas are constructed to allow effective and safe operation of the front-end loader Waste Collection Vehicles while servicing bulk bins as per PC10 of the M38 Industrial Estate Place Code.

PC10 of the M38 Industrial Estate Place Code states that Waste Collection vehicle operating dimensions and required clearances must be considered when designing the location of the servicing point in a new development.

The applicant is to amend the submitted Elevation drawings by Fraser Property to ensure adequate clearance for bin servicing is provided as the current awning height over the Waste Storage point has not

been nominated. It is to be noted 6.4m vertical clearance is required above a re-fuse storage/servicing area to allow a front loading WCV to adequately service the sites waste. Please review Appendix C – Waste Collection Vehicle Dimensions within the "Solid waste Management Policy for new developments.

The applicant is requested to including the following within an amended suite of plans

a. *Revised elevation drawings within the architectural set to ensure sufficient awning heights are provided above the re-fuse storage/service area.*

Applicant response:

In response to this item from Council, the proposal plans have been amended to demonstrate a 6.4m vertical clearance above the refuse storage/service area (refer drawing no. SD-AA-200, rev H). Amended proposal plans are provided within **Attachment A.**

Transport Assessment

4. Raised pedestrian/cyclist pathway

To ensure compliance with M38 Industrial Estate Place Code Performance criteria PC41 and Car parking, Access and Transport Integration code Performance criteria PC12 and PC19 amended drawings must be submitted showing raised pedestrian pathways through the staff car park to help slow traffic and prioritise pedestrian safety. In accordance with AS2890.1 Section 2.3.3, the primary concern with aisle lengths greater than 100m is the need to manage traffic speed. Given effective aisle lengths up to 120m are proposed, traffic control devices, such as speed humps must be introduced to ensure internal traffic and pedestrian safety.

Applicant response:

In response to this item from Council, Rytenskild Traffic Engineering has provided an advice letter (**Attachment B**) which identifies traffic control measures within the staff parking area to ensure traffic and pedestrian safety. Specifically, two (2) raised pedestrian platforms are proposed within the staff parking area, with the proposed architectural plans also being amended to reflect the raised pedestrian pathways. The amended proposal plans are provided in **Attachment A**.

5. Queueing assessment

To demonstrate compliance with Car parking, Access and Transport Integration code Performance criteria AS7.3 the Traffic impact assessment is to be amended to include:

a. *Queuing and congestion assessment. Submit a queuing and congestion assessment for the staff car park. At the end of the 5am shift traffic volumes will be significant, potentially 188 vehicles egressing and 175 vehicles entering, all through one driveway crossing. The potential for long queuing and traffic congestion around the car park entrance is considered high.*

   If the carpark remains within the front with no changes, consideration may be given for two driveway crossings for the staff car park, one dedicated entry and one dedicated exit. These two driveway crossings must be located either side of the Eastridge Street intersection and may be reduced in width to reflect one way traffic flow. Where a safer and more efficient design is proposed compliance with M38 Industrial Estate Place Code PC43 is considered to be achieved.

Applicant response:
In response to this item from Council, Rytenskild Traffic Engineering has provided advice that queuing and congestion during shift change-overs is likely to be minimal (Refer **Attachment B**). The peak shift traffic volumes will occur at 1:00pm and entry and exit movements will generally occur separately. It is understood that staff will typically arrive on-site within the 30 minutes prior to their shift starting. For those staff finishing their shifts, it is understood that staff will exit the car park during the 15mins following the end of their shift. As such, conflict between cars entering and exiting the car park is likely to be minimal and there is no need for a separate entry and exit driveway.

6. Sliding and boom gates

To demonstrate compliance with Car parking, Access and Transport Integration code AS9.1 and / or PC9, the Traffic impact assessment must be amended to include the following:

a. *Clarify how the boom gate systems located at the car park entrance will operate. Issues to address include, but are not limited to: When and how do the car park and service road boom gates open? How are the two traffic streams prioritised? How is risk and conflict between different traffic streams managed during the shift change over period when traffic volumes are high? Will queuing acrossing the service road intersection be permitted?*

b. *Clarify when and how the proposed Auto sliding gates at each driveway entrance will be opened and closed. How do they function in combination with the boom gates at the staff car park entrance? How will the sliding gate be activated at the northern truck entrance?*

c. *Relocate boom gates. If a single driveway access is proposed to the Staff car park, amended drawings must be submitted showing the boom gate post located to the side of the driveway so that it does not reduce the effective width and efficiency of the driveway.*

Applicant response:

Item 6a.
The boom gates located at the car park entrance will remain open during all business hours. As previously specified within the planning report, the only time the boom gates will close is in response to the requirement for heavy vehicles to circulate internally back to the loading area if the heavy vehicle load weighed at the weighbridge exceeds legal limits. This is expected to be a rare occurrence, likely to happen less than twice per month.

If a heavy vehicle is required to circulate internally back to the loading bay, the boom gates will be activated via human action from the gate house to block light duty vehicle access and prioritise heavy-duty vehicles (i.e. boom gates to the car park will close and boom gate to the heavy vehicle circulation lane will open).

If an instance occurred where a heavy vehicle was required to circulate internally at the same time as a shift change-over period was occurring, the heavy vehicle would be required to wait for the shift change-over to end and traffic volumes reduced. This would ensure excessive queuing of light duty vehicles does not occur. Given that the boom gates are activated by human action, this conflict could be easily managed.

Item 6b.
The auto-sliding gates will remain open during all business hours. These gates function independently of the boom gates.

Item 6c.
The proposal plans have been amended to ensure the boom gate post is located outside the driveway area. Amended proposal plans are provided in **Attachment A**.

Environmental Health Assessment

7. Amended acoustic report required

Submission of the acoustic report prepared by 'Acoustic Works' dated 22 May 2022 (Ref: 2022064) 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. *The background monitoring location is not considered representative of the (residential) noise sensitive receivers in proximity to the subject site. Furthermore, it is likely/possible the recorded noise levels were influenced by heavy machinery in the area. Additional (representative) background noise level monitoring is to be undertaken for a minimum of five (5) days including a full weekend period should operations be proposed on weekends; and*

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

Applicant response:
In response to item 7 from Council, Acoustic Works have provided an advice letter which states that the existing noise monitoring was conducted prior to any industrial development onsite and is considered a conservative representation of the existing amenity for the area. As such, further acoustic monitoring is considered unnecessary. Please refer to **Attachment C** for the advice letter prepared by Acoustic Works.

Hydraulics and Water Quality

8. Stormwater drainage

It is understood that no changes have been proposed from the previously approved stormwater management strategy except the stormwater drainage system along the southern boundary of Lot 201 which has been moved further south. Previously it was approved as a drainage easement. Now it is proposed as a drainage reserve to be dedicated to Council.

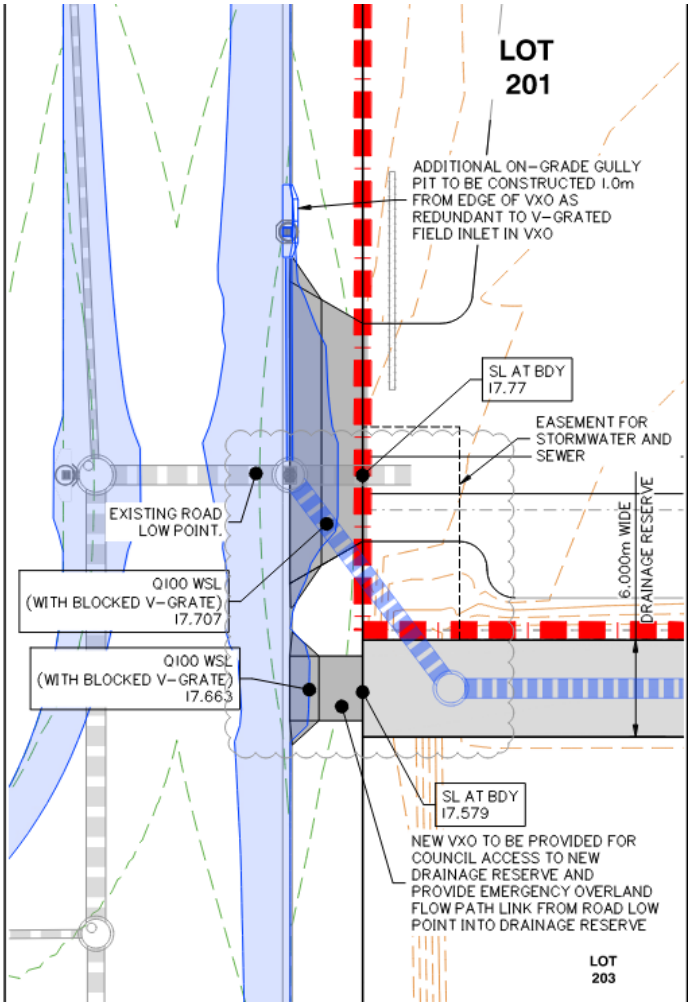
The drainage reserve has also been proposed to be a 3 metres wide concrete drain to convey stormwater runoff during major storm events and to facilitate Council's access to the end-of-line Council's bioretention and detention basins. Total width of the drainage reserve is 6 metres with a batter slope of 1 in 2. The drainage reserve will also accommodate a stormwater pipe and a sewer pipe. However, the proposed relocated drainage system included two major bending to connect with the already constructed stormwater inlet and outlet systems.

Council's officers envisage that the proposed bends will cause hydraulic head loss and will increase the erosion potential. Therefore, the applicant is requested to demonstrate that the additional head losses will not cause any unacceptable hydraulic impact / nuisance on upstream roads. The applicant is also requested to demonstrate that adequate erosion protection measures have been implemented at these bends.

Applicant response:

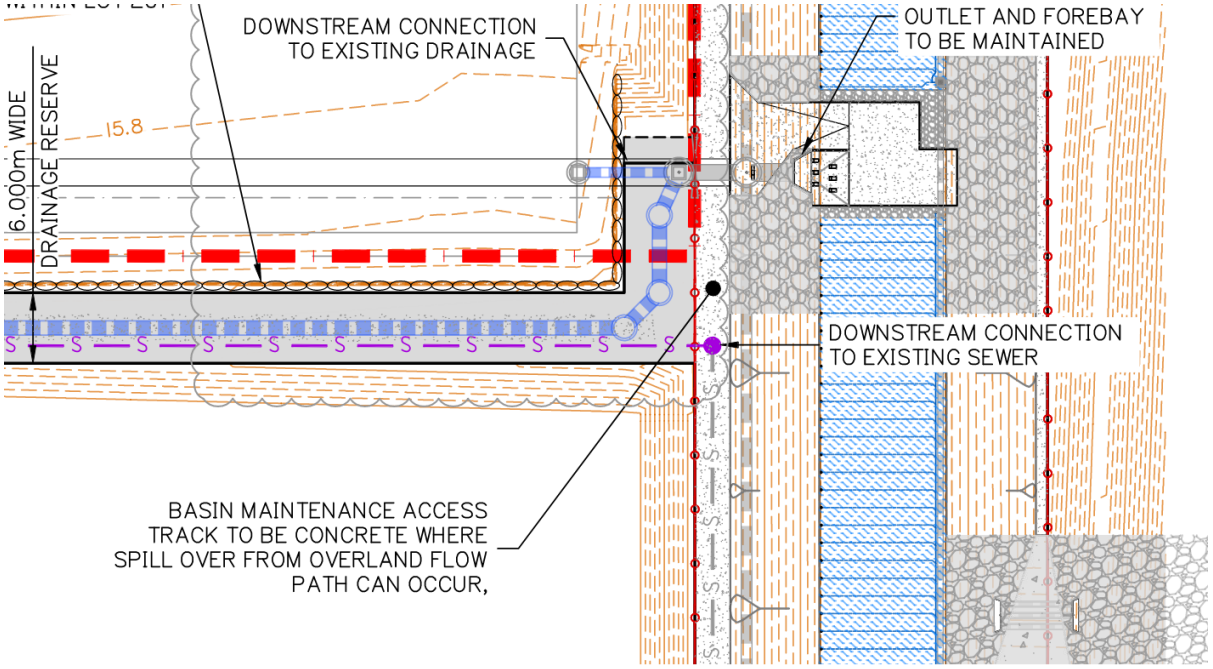
In response to this item, Council officers' concerns are acknowledged and were addressed through the submitted amended SWMP (Rev. 5 dated 31 May 2022) as part of the minor change application to the Stage 2 ROL (Council ref: MIN/2022/245) associated with the increase in size to Lot 201 of the Vantage development.

Within Appendix N – External Catchment Conveyance Strategy, a hydraulic analysis (plan no. 6111 ENG SK 002 Rev B) has been undertaken for the realignment of the stormwater main to the new drainage reserve location demonstrating there are no negative impacts on the section of Fairway Street previously constructed as part of Stage 1 of the development. This sketch plan also demonstrates that the low point of the existing road reserve will be the maintenance access driveway to the drainage reserve which allows the direct overland flow in higher order storm events straight down the drainage reserve (screenshot of the plan below) as opposed to bends which is designed to limit erosion potential.



At the southern end of the drainage reserve where the stormwater line deviates back to the existing stormwater outlet and associated forebay location, the extent of scour protection has been increased on the batter slopes where the overflow will occur (compared to the currently

approved extent) and the previously specified and approved grave maintenance access track in this area has been proposed to be changed to concrete to avoid any increased maintenance obligations to Council due to this channel realignment. This is demonstrated on plan no. 6111 ENG SK001 Rev B contained within Appendix N of the above-mentioned SWMP. A screenshot is located below for ease of reference.



LAYOUT PLAN

The above information satisfactorily responds and addresses all the matters raised as part of the Information Request dated 23 June 2022 pursuant to section 13.2 and 13.3 of the Development Assessment Rules under the *Planning Act 2016*.

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

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FRASER GASSMAN
TOWN PLANNER

Enclosed: Attachment A – Amended Proposal Plans
Attachment B – Traffic Advice Letter
Attachment C – Acoustic Advice Letter