

OUR REF: 6182
YOUR REF: COM/2023/162

27 September 2023

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. Kyra Reid

Dear Madam,

RE: RESPONSE TO COUNCIL INFORMATION REQUEST – COM/2023/162
AT: 10 HOMESTEAD DRIVE, STAPYLTON QLD 4207 (LOT 122 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 17 August 2023. The Applicant considers this a complete response to the information requested, and requests Council to proceed with their assessment of the development application.

This correspondence is supported by the following attachments:

- Amended Proposal Plans (**Attachment A**);
- Amended Landscape Intent Plan (**Attachment B**);
- Amended Bulk Earthworks Plans (**Attachment C**); and
- Targeted Transport Items Response (**Attachment D**).

A detailed response to each item is provided below.

Landscape Assessment

1. Frontage retaining/fencing

Officers have identified inconsistencies between the provided architectural, landscape, and civil drawings. The architectural drawings and Statement of Landscape Intent (SLI) do not depict the retaining wall alignment along the frontages of Homestead Drive and Eastridge Street, as detailed within the proposed Operational works (Change to ground level) drawings.

Additionally, the sections provided in the SLI are not representative of the 3 metre wide landscape buffer between wall and boundary line where buffer planting with tree planting can be facilitated (as shown on the SLI Concept plan).

The applicant is requested to submit an amended set of architectural drawings and SLI to demonstrate:

- a. The proposed frontage fence on top of the retaining wall; and*
- b. consistency frontage retaining wall alignment is consistent with the submitted Change to ground level drawings.*

Applicant response:

In response to this item from Council, an Amended Landscape Intent Plan has been provided within **Attachment B**. Specifically, the amended plans have made the following amendments:

- shown the proposed three metre offset between the site boundary and retaining wall within the northern section; and
- including fencing detail on the section plans.

2. Amended Statement of Landscape Intent

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

In responding to other items within this Information Request, the applicant is requested not to decrease any of the currently demonstrated areas of garden/landscaping.

Applicant response:

In response to this item from Council, an Amended Landscape Intent Plan has been provided within **Attachment B**.

Transport Assessment

3. Car Parking Supply

To comply with AS8.1.2 of the M38 Industrial Place Code, the development must provide 104 car parking spaces. The submitted drawings show a total of 50 spaces. Compliance with AS8.1.2 is therefore not achieved, requiring consideration of an alternative solution.

Project Traffic Engineer (Pekol Traffic and Transport) has proposed the following solution:

- *Austroads considers the 85th percentile peak parking demand to be an adequate measure of the minimum parking provision.*
- *A desktop survey of five sites in the Stapylton area shows an 85th percentile parking rate of 2 spaces plus 0.40 spaces per 100m² TUA for warehouse uses.*
- *Application of this rate to the subject site results in a requirement of 44 spaces.*

Officers have considered but do not support the above solution for the following reasons:

- *Austroads Guide to Traffic Management Part 11: Parking recommends using 85th percentile for land uses such as shopping centres where demand varies quite considerably throughout the year (i.e. on boxing day sales etc). In cases such as this, if parking were provided to satisfy the maximum demand, there would be large expanses of car parking which remain vacant throughout the year.*
- *Officers would expect the proposed development to have a consistent number of staff and visitors expected onsite each day, meaning the car parking demand would also be consistent. Provision of the maximum car parking demand would therefore be used every day of the year.*

Assuming the ultimate 24 hour, 7 days per week operation, the applicant is requested to provide the following information:

- a. Shift times and duration;*
- b. Maximum number of staff for each shift and at shift changeover times; and*
- c. Expected maximum demand for visitor parking at any given point on any given day.*

Using the above information, the applicant is requested to submit amended drawings showing sufficient car parking to meet the expected workforce and likely number of visitors to the site.

Applicant response:

In response to this item from Council, a targeted response to this item is provided within **Attachment D**. Further to this response, as an end user is not yet known, specific shift times and staff allocated to shift work is not known. However, based on experience within the Vantage Estate and other industrial areas, shift workforces can be catered for within typical carparking arrangements. Only warehouse staff would ever be required for shift work, given administrative staff will only work standard business hours. Shift times are often staggered to enable a transitional period for staff to leave prior to the next shift arriving. Based on these typical shift work attributes, such a work schedule is considered appropriate and will not impact upon the supply of car parking for the proposed development.

4. Car Park Design

To comply with AS3.1 of the Car Parking, Access and Transport Integration Constraints Code, the applicant is requested to submit amended drawings showing the following changes to ensure compliance with the requirements of AS2890.1:2004:

- a. Provide a note identifying the purpose of the pedestrian sight triangle which reads "Pedestrian sight triangle to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level".*
- b. In addition to the 1m wide aisle extension, provide a turnaround bay within each blind aisle to enable visitors/staff to turn around. Alternatively, redesign the car parking facility to provide full circulation without the need for turnaround bays.*
- c. Show the grades and transitions on the section of light vehicle ramp between Eastridge Street and the car parking area.*
- d. Provide swept path diagrams demonstrating that opposing vehicles can see one another and pass with the required circulating clearances. (i.e. 300mm on the inside of a turn, 600mm between vehicles and 600mm on the outside of a turn). Where vehicles are unable to pass, provide an alternative outcome which achieves the required function.*
- e. As recommended by project Traffic engineer, Pekol Traffic and Transport, provide a dedicated pedestrian entrance to accommodate safe pedestrian access between the frontage footpath and the building main entrance through the car park.*

Applicant response:

In response to this item from Council, a targeted response to this item is provided within **Attachment D**.

5. Access to Carparking

To comply with AS9.1 of the Car Parking, Access and Transport integration Constraints Code, the applicant is requested to confirm and note on drawings how access for staff and visitors will be managed

in the ultimate scenario where the business operates 24 hours, 7 days a week. The applicant is requested to propose a solution which enables free-flow entry-exit during shift change-over periods.

Applicant response:

In response to this item from Council, a targeted response to this item is provided within **Attachment D.**

6. Servicing

To comply with AS13 and PC14 of the Car Parking, Access and Transport Integration Constraints Code, the applicant is requested to submit amended drawings showing the following changes to ensure compliance with the requirements of AS2890.2:2018:

- a. Confirm the grades and transitions on the section of heavy vehicle ramp between Eastridge Street and the service area. In this regard, given that B-double vehicles are proposed to access the site, the maximum grade must not exceed 1 in 8.3 (12%) with a maximum grade change of 1 in 16 (6.25%) over 10m in travel.*
- b. Provide horizontal or vertical sections demonstrating that sufficient sight distance exists from heavy vehicle access looking in both directions along Eastridge Street. In this regard, a minimum sight distance of 69m is required based on frontage road speed of 50km/hr.*
- c. Show pedestrian sight triangles on both sides of the heavy vehicle driveway within the site. Provide a note identifying the purpose of the pedestrian sight triangles which reads "Pedestrian sight triangles to be kept clear of obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level".*
- d. Show the positioning and dimensions of services bays on the site plan drawing, demonstrating whether servicing will occur internal or external to the building and identify the size vehicle which will use each bay.*
- e. Demonstrate by way of swept path diagram, including the required manoeuvring clearances, the ability for the design service vehicle to manoeuvre into or out of each service bay while all other service bays are occupied.*
- f. Demonstrate by way of swept path diagram, including the required manoeuvring clearances, the ability for opposing vehicles to pass at the access from Eastridge Street, considering the frequency which each type of vehicle will access the site.*
- g. Confirm if the site has an approved permit for access by B-double vehicles and show the route which B-doubles are permitted to use to access the site.*

Applicant response:

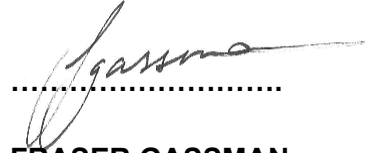
In response to this item from Council, a targeted response to this item is provided within **Attachment D.**

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 '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 – Amended Bulk Earthworks Plans
 Attachment D – Targeted Transport Items Response