

OUR REF: 6228
YOUR REF: MCU/2023/471

6 March 2024

Chief Executive Officer
City of Gold Coast
PO Box 5042
GOLD COAST MC 9726

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

Attention: Nicola Auret

Dear Madam,

RE: RESPONSE TO COUNCIL INFORMATION REQUEST

AT: 1-5 HOMESTEAD DRIVE, STAPYLTON QLD 4207 (LOT 101 AND 102 ON SP316137)

Gassman Development Perspectives, on behalf of the Applicant, Devmcoz Properties Pty Ltd, are pleased to provide the following response to Council's Information Request dated 16 February 2023. The Applicant considers this a complete response to Council's information requests and requests Council continue with this assessment of the development application.

A detailed response to each item is provided below.

Planning Assessment and Office of Architecture and Heritage

1. Design of development near major roads

In accordance with Performance Criteria PC6 of the M38 Industrial Estate Place Code those developments visible from or facing Stapylton-Jacobs Well Road must exhibit a high standard of architectural presentation.

The proposal consists of a large single storey industrial warehouse building on a corner lot with multiple tenancies enclosing an internal carpark. The entry elevation facing Homestead Drive achieves a high standard of architectural presentation through good modulation and articulation in the variation in parapet heights, roof forms, wall blades, colour and materials.

However, the warehouse facade facing the higher order Stapylton-Jacobs Well Road has substantially less articulation and materiality that results in a stark and austere appearance that does not meet Performance Criteria PC6 of the M38 Industrial Estate Place Code. To achieve the high standard of architectural presentation, the proposal is requested to:

- a. Incorporate additional feature elements that are consistent with the Homestead Drive elevation, such as a variation in the parapet height, additional wall blades and colours.*

Applicant response:

In response to this item from Council, Amended Proposal Plans have been provided within **Attachment A**. These plans reflect a revised northern façade presenting a more articulated and interesting visual finish. The changes are compared in **Figure 1** below, with notable changes in colour and materials by way of vertical features elements between each unit windows.

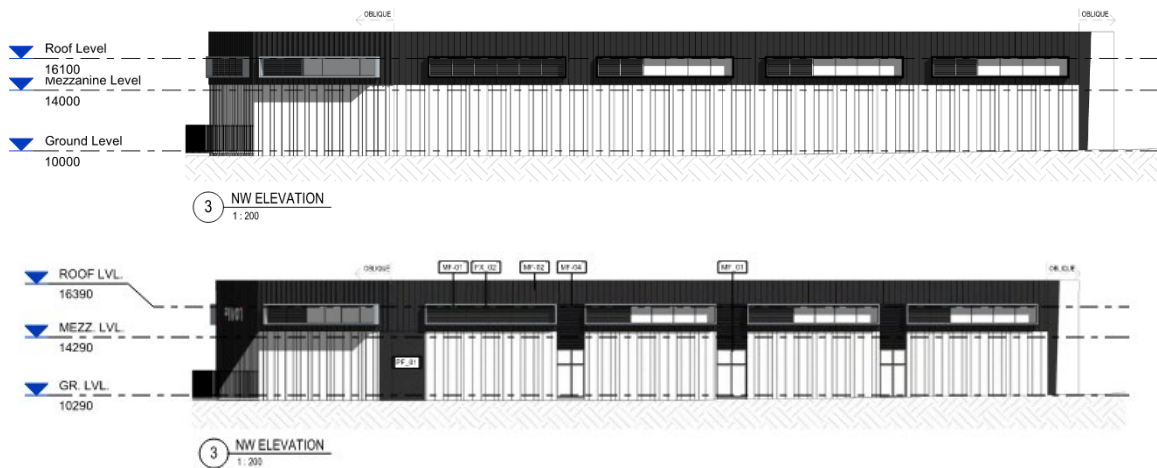


Figure 1: Proposed (top) vs. Amended (bottom) Northern Facade (GDP file, 2024)

Landscape Assessment

2. Frontage landscape design

The subject site is situated within a prominent location being the entry to the Vantage Industrial Estate and a corner lot fronting State Controlled Road Stapylton Jacobs Well Road. The site benefits from the CTS lot improved by landscaping addressing Stapylton Jacobs Well Road to the north of the site.

Portions of the proposal's frontage relies upon the existing CTS managed landscaping, providing a reduced frontage landscape buffer of 2m in lieu of the required minimum 3m – 5m identified within Acceptable Solution 25.1 of the M38 Industrial Estate Place Code. Of note, the proposed built form is setback only 2m within the prominent lot truncation, directly adjacent to infrastructure within the CTS landscape buffer. The provided 2m buffer is unable to accommodate tree planting as proposed within the Statement of Landscape Intent (SLI) as tree planting requires a 3m clearance from the built form. This results in an industrial estate gateway interface being dominated by infrastructure and the built form of the proposed development. It is considered that the proposal in its current form cannot achieve compliance with Performance criteria PC25 which requires a landscape design to enhance the landscape character of the YEA.

Additionally, the submitted SLI represents tree planting within the frontage landscape buffer addressing Homestead Drive providing a width of approximately 1.5m. It is noted that the submitted Civil Servicing Strategy Plan – Drawing number 6228 ESR OPW 001 reflects the proposed water meter and other existing services connection locations within this 1.5m landscape buffer which conflicts with the planting arrangement nominated within the SLI. Further conflicts with the SLI limiting the ability of the proposal to provide frontage landscaping to achieve compliance with Performance Criteria PC25 include the proposed 1:2 batter, the motorised sliding gate within the 1.5m landscaping buffer and the PMT which is not reflected within the SLI.

Accordingly, to achieve compliance with Performance Criteria PC25 the Applicant is requested to amend the proposal drawings and SLI to reflect the following:

- a. Increase the built form setback within the corner truncation directly adjacent the existing infrastructure within the CTS lot from 2.0m to 3.5m to achieve:
 - i. Tree planting to address the prominent Vantage Industrial Estate entry;

- ii. Trees planted 500mm within the subject site while facilitating a 3.0m separation between the trunks of the trees and the outer most projections of the building to facilitate mature growth of the tree specimens.
- b. Increase the landscape buffer immediately to the north of the driveway entry from 1.5m to 3.0m to accommodate the required services arrangement and sliding gate in addition to screening shrubs to soften the built form.
- c. Ensure all services including the PMT are reflected within the SLI to provide an accurate representation of the achievable landscaping design.
- d. Ensure garden bed grades are no steeper than 1 in 4 to allow the planting of larger stock.

Applicant response:

In response to this item from Council, the Amended Landscape Intent Plan is provided within **Attachment B**. As part of this response and application, it is important to consider the proposal in context of the estate landscaping existing adjacent to the subject site. With this in mind, the Amended Landscape Intent Plan includes a faded representation of this landscaping to better reflect the final landscaping outcome.

Table 1 below identifies a direct response to each of the matters raised by Council above:

Table 1 – Item 2 Targeted Response	
Council Item	Applicant response
a. Increase the built form setback within the corner truncation directly adjacent the existing infrastructure within the CTS lot from 2.0m to 3.5m to achieve: i. Tree planting to address the prominent Vantage Industrial Estate entry; ii. Trees planted 500mm within the subject site while facilitating a 3.0m separation between the trunks of the trees and the outer most projections of the building to facilitate mature growth of the tree specimens.	No change to this landscape area proposed, noting the codes do not specify any landscaping required here because of the body corporate lot fronting the road and providing an existing landscaping buffer. However, the Applicant acknowledges the infrastructure in this area has reduced landscaping treatments and has therefore enhanced this façade above the typical code requirements in this area. Whilst the spatial extent of the area remains the same, the Applicant has added additional screening shrubs in here that will better buffer the building in this location, growing to around three metres in height. The tree planting in the common property is maintained here as this was specifically approved to address the entrance to the estate – subsequent applications after the fact should not have to provide additional landscaping above this which Council has historically approved. The above combined with additional façade treatment discussed in response to Item 1 above will delivery a high quality finish for the subject site.
b. Increase the landscape buffer immediately to the north of the driveway entry from 1.5m to 3.0m to accommodate the required services arrangement and sliding gate in addition to	The proposed landscaping buffer north of the crossover is two metres (not 1.5 metres) for the most part, with the northern end widening to four metres as it meets the body corporate

<i>screening shrubs to soften the built form.</i>	landscaping. The reduced width is for a short stretch of the frontage only and provides a valuable staff break out area and bicycle parking. This area has not been widened as we are confident the proposed buffer ranging from two to four metres can accommodate trees, shrubs and ground cover to suitably buffer this frontage.
<i>c. Ensure all services including the PMT are reflected within the SLI to provide an accurate representation of the achievable landscaping design.</i>	PMT has been added to the Amended Landscape Intent Plan. Additionally, the Amended Landscape Intent Plan reflects additional screening shrubs down either side of this infrastructure to best reduce its bulk impact on the streetscape.
<i>d. Ensure garden bed grades are no steeper than 1 in 4 to allow the planting of larger stock.</i>	The garden beds are no steeper than 1:4. We would be happy to accept a condition on development to ensure this is maintained.

3. Landscaping garden beds

The Statement of Landscape Intent (SLI) includes basalt feature mulch. Pebble mulch does not provide nutrients for the nominated landscaping and does not retain the same level of moisture in comparison to organic mulch. Acceptable types of mulches include: Forest litter, Pine bark mulch, Hoop pine bark mulch and Organic matting.

Officers request the reference to basalt mulch or other pebble mulch to be removed from the SLI.

Applicant response:

In response to this item from Council, the Amended Landscape Intent Plan reflects retention of this material within the palette. Importantly, this is not to feature in any garden beds and only to be utilised against buildings to maintain drainage and ensure no ponding of water against buildings. A note has been added to the palette to reference this material is only to be used when required for such drainage purposes.

Transport Assessment

4. Design service vehicle requirements

In accordance with Acceptable Solution AS14.1 of the Car Parking, Access and Transport Integration Constraints code requires that a dedicated service bay is provided for an articulated vehicle. A dedicated HRV bay is provided in addition to a dedicated AV bay.

However, the Traffic impact assessment report indicates that a section of the garden bed needs to be removed where it adjoins the HRV bay as it contains a kerb which will impact the swept path. The swept path provided also shows the HRV impacting the AV bay. The applicant is requested to provide the following:

- a. Redesign the off street parking facilities to allow the HRV to enter and exit the site without intruding into any landscaped areas or the AV loading bay. This should be supported by updated swept paths generated using AutoTURN similar CAD software. Swept paths must be generated in accordance with Section 5 of AS2890.2:2018.*
- b. Adjust the location of the AV loading bay so that it does not block the roller door of tenancy 10.*

Applicant response:

In response to Item a) from Council, the Amended Proposal Plans provided within **Attachment A** have amended the off street parking area to ensure the garden bed no longer impacts upon

the HRV swept path. The Amended Landscape Intent Plan within **Attachment B** has also been updated.

In response to Item b) from Council, relocation of the AV bay is not warranted as this unit benefits from multiple loading doors and the frequency of AV deliveries are anticipated to be so low for a unit of this size. In the rare instance this would be required and the other roller door is inaccessible, the AV could simply move forward a couple of metres to enable direct loading into Unit 10.

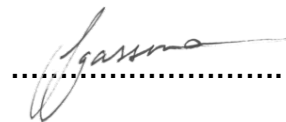
Summary

The above information satisfactorily responds and addresses all the matters raised as part of the Information Request dated 16 February 2024. We look forward to a timely and favourable determination of the application and are willing to meet with Council officer to go through any of the above matters further if required.

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

Yours faithfully,

GASSMAN DEVELOPMENT PERSPECTIVES

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

FRASER GASSMAN
SENIOR TOWN PLANNER

Enclosed: Attachment A – Amended Proposal Plans
 Attachment B – Amended Landscape Intent Plan