

OUR REF: 6181
COUNCIL REF: COM/2024/39

5 April 2024

The Chief Executive Officer
Gold Coast City Council
PO Box 5042
GOLD COAST MC 9729

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

Attention: Ms. Nicola Auret (City Development)

Dear Madam,

RE: RESPONSE TO COUNCIL INFORMATION REQUEST – DEVELOPMENT PERMIT FOR COMBINED MATERIAL CHANGE OF USE FOR A WAREHOUSE (AND ANCILLARY OFFICE) AND LOW IMPACT INDUSTRY; RECONFIGURING A LOT FOR ACCESS EASEMENT; AND OPERATIONAL WORK FOR CHANGE TO GROUND LEVEL – COM/2024/39

AT: 11 EASTRIDGE STREET AND 24 HOMESTEAD DRIVE, STAPYLTON QLD 4207 LOTS 120 AND 121 ON SP329476

Gassman Development Perspectives Pty Ltd, acts on behalf of the applicant, *FPI Queensland Pty Ltd*, and provides the following response to Council's Information Request dated 18 March 2024. The Applicant considers this a full response to the information requested, and requests Council to proceed with their assessment of the development application.

Material Change of Use (MCU)

Transport Assessment

1. Vehicular parking

The applicant has proposed a total of 25 off street car parking spaces in lieu of 54 spaces as required under Performance criteria PC8 of the M38 industrial estate place code. Officers do not accept the justification that the number of spaces relative to the Gross floor area (GFA) is consistent with other warehouse developments in the area. In those instances, Council was provided information on the end user and how they intended to operate.

To justify the shortfall of 29 spaces and demonstrate compliance with Performance criteria PC8, the applicant is requested to provide additional details regarding the end user and specific staff / visitor operations for the site. Alternatively, Council Officers may impose a condition of approval which limits the number of staff on site at any one time to 25 people.

Applicant response:

In response to item 1, details of the final end-user are unknown. As such, the Applicant is prepared to accept a condition of approval that limits the number of staff on site at any one time to 25 people.

Reconfiguring a Lot (ROL)**Planning Assessment****2. Existing Development Permit**

Officers reviewed the proposed access easement and information within the submitted material. Officers request the applicant to submit supporting information to demonstrate that the proposed access easement does not conflict with the approved Development permit located on Lot 121 SP329476 (MCU/2021/718).

Applicant response:

In response to item 2, it is confirmed that the proposed access easement will not conflict with the approved development located on Lot 121 SP329476 and subject to MCU/2021/718.

The access easement for fire truck access proposed by this application is located over the same fire truck access driveway as is already approved over Lot 121 SP329476. Both developments will share the same fire truck access driveway and site entry/exit to Eastridge Street. Therefore, there is no conflict between the two developments.

Subdivision Engineering Assessment**3. Proposed access easement**

Officers acknowledge the proposed access easement 'Emt G' and understand this access easement is intended for the purpose of providing fire truck access around the perimeter of the proposed warehouse to meet building code/regulation requirements.

Officers note that the M38 Industrial Estate Place Code is silent on access easement requirements, therefore assessment of the proposed access easement is performed against the Gold Coast Planning Scheme 2003 version 1.2, specifically against Acceptable Solution AS1.1.1 and Performance Criteria PC1 of the Reconfiguring a Lot code.

The subject site is located within the Yatala Enterprise Area Place Code, which is not listed within the Table to Acceptable Solutions AS1.1.1, therefore the proposed easement is assessed against PC1.

The proposed 'Emt G' on provided drawing "Proposed Access Easement Plan Over Lot 121 on SP239476", drawing number 6181 P EMT 001, dated 14/02/2024, prepared by Gassman Development Perspectives, appears to be approximately 5 metre width for the majority of the easement, however the application package did not include a response or justification against the PC1 benchmark.

Officers do not consider the submitted common material to have provide sufficient information to demonstrate compliance against PC1 (i). Namely that "Lots must have the appropriate area and dimensions to enable convenient vehicle access". Officers' concerns relate to whether the proposed access easement is 'fit for purpose' for its intended use for a 'fire truck path' and request further information from the applicant to demonstrate this.

Therefore, to demonstrate compliance with PC1 (i), the applicant is requested to provide:

- a) An amended Reconfiguring a Lot plan which clearly shows the proposed width of the proposed access easement and nominates the favoured/burdened lot/s;*
- b) Engineering drawings to demonstrate appropriate slope gradient can be achieved for the largest design vehicle where the boundary of Lot 120 on SP329476 adjoins the proposed access easement;*
- c) Swept path drawings (signed by an RPEQ specialising in traffic engineering) to demonstrate the largest design vehicle can conveniently manoeuvre within the extents of the proposed access easement (for the full length) in accordance with Australian Standards AS2890 set;*

- d) *Architectural or engineering drawings to confirm that the minimum vertical height clearance is provided under the existing awning structure on Lot 121 on SP329476 for the largest design vehicle, in accordance with Australian Standards AS2890 set.*

Applicant response:

In response to item 3a, an amended ROL plan is submitted which clearly shows the width of the proposed access easement and nominates the favoured/burdened lots. A copy of the amended ROL plan is provided within **Attachment A**.

In response to item 3b, a note has been included on the site plan that the maximum slope gradient for the fire truck driveway (including where approaching the access easement on the adjoining lot) is 5%. A copy of the amended site plan is provided within **Attachment B**.

In response to item 3c, a swept path assessment is submitted which shows a fire truck can comfortably maneuver through the access driveway on Lot 120 and turn into the proposed access easement over the shared fire truck access driveway on Lot 121. Given the access easement is located exactly over an approved driveway (which has already been subject to swept path assessment), no further swept path assessment is required. A copy of the swept path assessment is provided within **Attachment C**.

In response to item 3d, the minimum vertical height clearance of the existing awning structure on Lot 121 SP329476 is 7.5 metres as shown on the stamped approved plans for MCU/2021/718 (refer sheet 211026-DA-601).

OPW Assessment

4. Design of vehicle crossings

As per Performance criteria PC3 of the Driveways and vehicle crossings code the applicant is requested to demonstrate that the proposed vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure. The applicant is requested to:

- a) *Dimension the separation to the existing gully pits to the proposed vehicle crossovers. A minimum 1 metre separation must be achieved from the gully pit transition point. If relocation/conversion of an existing pit is required can the new pit location be shown on the architectural plans and offsets dimension; and*
- b) *Dimension the separation to the existing light poles. Minimum 700 mm separation must be achieved. If relocation is required, can the new location be shown on the architectural plans.*

Applicant response:

In response to item 4a, the site plan has been amended to show the locations of the existing gully pits and separation from proposed vehicle crossovers. The southern gully pit is located a minimum of two metres away from the two heavy vehicle crossovers to the south. The northern gully pit currently conflicts with the northern car entry/exit crossover. This gully pit is therefore proposed to be relocated further north to ensure a minimum one metre separation can be achieved to the northern crossover. A copy of the amended site plan is provided within **Attachment B**.

In response to item 4b, the site plan has been amended to show the location of the existing streetlights (refer **Attachment B**). The northern streetlight is located well in excess of 700mm away from the northern crossover (car entry/exit). The southern streetlight is located 1,285mm north of the southern-most heavy vehicle crossover. No changes to the location of any streetlights are therefore required in response to this item.

Summary

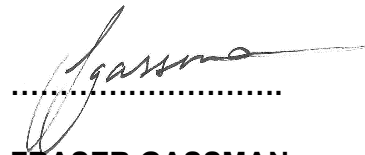
The above information satisfactorily responds and addresses all the matters raised as part of the Information Request dated 18 March 2024 pursuant to section 13.2 and 13.3 of the Development Assessment Rules under the *Planning Act 2016*.

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

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

FRASER GASSMAN
SENIOR TOWN PLANNER

Enclosed: Attachment A – Amended Reconfiguring a Lot Plan
 Attachment B – Amended Site Plan
 Attachment C – Swept Path Assessment