

Our Ref: R2018073.RFI Response.DOCX  
GRCC Ref: DA/4/2020  
Contact: Kassim Mahomed / Pat Moore

15 July 2020

Chief Executive Officer  
Gladstone Regional Council  
PO Box 29  
Gladstone QLD 4680

**Delivery via email:** [info@gladstone.qld.gov.au](mailto:info@gladstone.qld.gov.au)

**Attention: Rhianne McMullen**

Dear Rhianne,

**RESPONSE TO GLADSTONE REGIONAL COUNCIL INFORMATION REQUEST: S.13  
OF THE *DEVELOPMENT ASSESSMENT RULES***

**DEVELOPMENT APPLICATION OVER LAND AT 5 AGNES STREET, AGNES WATER  
SEEKING A DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE FOR  
PARKING STATION**

**GRC REFERENCE: DA/4/2020**

We refer to the abovementioned development application and the associated correspondence from Gladstone Regional Council, dated 16 March 2020, constituting an Information Request, pursuant to Section 13 of the *Development Assessment Rules (DA Rules)*.

Cardno acts for Gladstone Regional Council (the **Applicant**) in relation to the development application.

In accordance with Section 13.2 (b) of the DA Rules, please accept this correspondence, on behalf of the Applicant, as a response to the Information Request providing part of the requested information.

We request, on behalf of the Applicant, and pursuant to Section 13.3 of the DA Rules, that Gladstone Regional Council now proceed with the assessment of the development application.

Please note that any changes to the proposed development described herein have been carried out in direct response to matters raised in the Information Request.

The following detailed response extracts each part of the Council's request in bold italicised text and provides corresponding responses below. The response includes the following documentation:

- Gladstone Regional Council Information Request Letter (**Attachment A**);
- Updated Civil Plans (**Attachment B**);
- Stormwater Management Plan (**Attachment C**);
- Stormwater Modelling and Assessment Technical Memorandum (**Attachment D**);
- Landscape Plan (**Attachment E**) and
- Erosion and Sediment Control Plan (**Attachment F**).

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## DEVELOPMENT DESIGN CODE

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1. ***Acceptable Outcome 5.1 (A05.1) requires that Development does not result in an increase in flood level flow velocity or flood duration on upstream, downstream or adjacent properties, whilst Acceptable Outcome 23 (A023) requires that Stormwater management systems are designed and constructed in accordance with the Engineering Design Planning Scheme Policy Provide a Site Based Stormwater Management Plan (SBSMP), that addresses both stormwater quality and quantity, for the proposed development in accordance with the Engineering Design Planning.***

### RESPONSE

In response to Item 1, The Applicant has prepared a Site Based Stormwater Management Plan demonstrating that the proposed development will not result in a net worsening of flows demonstrating compliance with AO5.1, and stormwater quality and quantity will comply with and AO23 of the Development Design Code. Refer to **Attachment C** for further detail.

2. ***Acceptable Outcome 8.1 (A08.1) requires that Earthworks and any retaining structures and their zone of influence must:***
  - a. ***be wholly contained within the development site,***
  - b. ***ensure the top and toe of any batter slope (excluding those associated with road works) is a minimum of 0.9m horizontally from the boundary of the development site.***

***On drawing R2018073-CI-0102, Section 2, the proposed retaining wall appears to be constructed against the western property boundary. Whilst on drawing R2018073-CI-0120, the stormwater outlets 1/SW03, 1/SW04 and 1/SW05 are located outside of the subject lot. Provide amended plans that demonstrate that the proposed retaining, including the footing is located 0.9m from the property boundary and the stormwater outlet structures are constructed within the subject lot.***

### RESPONSE

The proposed retaining wall is proposed to be constructed just inside the western boundary, and wholly within the site, to maximise land use and car parks provided. It is considered that this is the most practical solution for this community asset. From a practical standpoint, it is recommended the retaining wall remain in its current position as offsetting the wall 900mm in from the boundary would leave a narrow 900mm strip at the base of the retaining wall with no access for ongoing maintenance of this area.

In addition, it is noted that A08.1 requires the top and tow of a batter, rather than retaining wall, to be setback a minimum of 900mm inside the site boundary. As such, the purposed retaining wall design achieves compliance with AO8.1.

In regards to the stormwater outlets located outside the subject lot, it is noted that outlets are located on adjoining land, and contained within Easement K on SP 113119 (for drainage purposes) which is intended to facilitate drainage infrastructure and discharge. This subject land can be included as part of the subsequent OPW application and should not preclude progressing assessment of this application.

**3. Acceptable Outcome 8.1 requires that Excavating or filling is no greater than 1 m. Demonstrate the maximum cut and fill depths and proposed cut/fill volumes for the development.**

RESPONSE

The maximum fill depth within the proposed car park area is 2.45m to the west of the carpark adjacent to the retaining wall. There are no cuts greater than 1m in either the Jeffries St or Agnes St carparks.

The proposed carpark as designed is considered to be the most appropriate solution for community infrastructure in terms of allowing practical ingress and egress to the carpark.

The development is considered to comply with the PO8 performance outcomes. In relation to PO8 (d) it is not considered the elevated carpark will impact the amenity of the adjoining land to the west (at the maximum fill depth) as this land is an existing pond/drainage feature.

Refer to **Attachment B – Updated Civil Plans** for further detail.

**4. Acceptable Outcome 8.2 (AO8.2) requires that Development is designed such that the steepest formed batter slope is 1 vertical to 4 horizontal. Drawings R2018073-CI-0101 and R2018073-CI-0102 note finished batter slopes of 1 in 2. Provide amended plans that demonstrate the provision of 1 in 4 batter slopes.**

RESPONSE

Batter slopes were designed at 1 in 2 to prevent disturbance of a memorial / burial site at the Jeffries St Carpark and to retain existing trees by minimizing damage to root systems.

It is recommended these 1 on 2 batters remain, however treated by the addition of a geotextile material or a similar product to prevent surface erosion and instability, achieving compliance within with PO8 (a) "Result in a landform that is stable".

Refer to **Attachment B – Updated Civil Plans** for further detail.

**5. Acceptable Outcome 11.1 (A011. 1) requires that Access driveways are:**

- a. designed and constructed in accordance with the Engineering Design Planning Scheme Policy, and**
- b. in accordance with AS2890 as amended, and**
- c. certified by a Registered Professional Engineer of Queensland.**

**Provide further clarification in relation to the following:**

- a. The proposed southern crossover is not compliant with AS2890.1, Figure 3 Prohibited Locations of Access Driveways. Provide comment in relation to the suitability of this access crossover. There are concerns in relation to the proximity of the proposed crossover to the existing T-Intersection, given that onstreet parking is not restricted within this section of Agnes Street.**
- b. Drawing R2018073-CI-0120, proposes that the southern crossover to Agnes Street be a "New Type A Two Way Access Commercial Driveway" in accordance with Standard Drawing CMDG-R-042. Given the number of parking spaces proposed within the carpark (87 spaces), Agnes Street is a Minor Type Road Frontage and the expected turnover rate of the car parking area is medium to high. Therefore, a 6m wide Type B2 Urban Commercial Driveway, in accordance with Standard Drawing CMDG-R-042A, would be required. Provide amended plans that include an updated note that reference the correct standard drawing and driveway type.**

RESPONSE

It is acknowledged that the proposed southern crossover is not strictly compliant with AS2890.1. However, instead, the Applicant has removed the southern crossover and included additional carparks. The southern crossover is not critical to the safe and efficient operation of the carparking facility.

Refer to **Attachment B – Updated Civil Plans** for further detail.

- 6. Acceptable Outcome 12 (A012) requires that Manoeuvring, loading and unloading areas, and parking areas (car and bicycle) are:**
- a. designed and constructed in accordance with the Engineering Design Planning Scheme Policy,**
  - b. Imperviously sealed used concrete or asphalt bitumen,**
  - c. in accordance with AS2890 as amended, and**
  - d. certified by a Registered Professional Engineer of Queensland.**

RESPONSE

Civil Plans provided in support of this application, including supporting RPEQ Certification have been updated in response to Item 6.

Refer to **Attachment B – Updated Civil Plans** for further detail.

- 7. Provide further clarification in relation to the following:**
- a. R2018073-CI-0120 does not clearly articulate proposed circulation aisle widths and therefore does not demonstrate that the design is in accordance with AS2890.1. Provide an amended copy of the applicable drawing/s with aisle widths to demonstrate compliance.**
  - b. Demonstrate how access to the parking spaces adjacent to the south-eastern corner of the site (Spaces 85-87 on drawing R2018073-CI-0100) is achieved.**

RESPONSE

Civil Plans provided in support of this application has been updated in response to Item 6.

In regards to car parking spaces 85 to 87, it is proposed that these spaces are accessed only via the egress or out lane of the carpark. To ensure compliance with this measure, a painted chevron will be shown on the drawings extending from the central island to make this clear to traffic.

Please refer to **Attachment B** for further detail.

8. **Performance Outcome 25 (P025) requires that Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to:**
- a. **existing capacity of stormwater infrastructure and ultimate catchment conditions,**
  - b. **discharge for existing and future upstream development.**

**Demonstrate that the proposed extensions to existing stormwater infrastructure are sized appropriately for existing and future upstream development. Line SW03 has a smaller cross-sectional area than the pipes that discharge into the line.**

RESPONSE

In response to Item 8, The Applicant has prepared a Site Based Stormwater Management Plan demonstrating compliance with AO25.

Further detail is provided within **Attachment C – Stormwater Management Plan** and **Attachment B – Updated Civil Plans**.

## LANDSCAPING CODE

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9. **Acceptable Outcome 7.1 requires that Shade trees are located at the rate of 1 tree per 6 car spaces.**

**Provide a Landscaping Plan showing the proposed landscaping of shade trees.**

RESPONSE

A Landscape Plan have been revised in response to Item 9 identifying the location of proposed shade trees. Refer to **Attachment E** for further detail.

The landscape plan features only native plant species, including species native to the area. The trees are both species which occur naturally along the Gladstone coast and which provide habitat and food resources for native fauna.

The trees are *Banksia integrifolia* (coast banksia) and *Cupaniopsis anacardioides* (tuckeroo). Both trees provide habitat for native birds, caterpillars and butterflies. The tuckeroo is currently used a street tree on Agnes Street and this has been carried through into the carpark. The tuckeroo is a waterwise tree that naturally grows in coastal sands, as does the coast banksia.

Whilst the number of trees does not explicitly meet the acceptable outcome provision for 1 tree per 6 car pars, the trees, and type of species selected provide for substantial shade, low maintenance and minimise operational costs, understood to be a key drive prescribed by GRC during the design phase. As such, the proposed landscape plan demonstrate a suitable performance outcome to PO7.

The information contained herein and attached provides a response to the matters raised in Council's information request. On behalf of the Applicant, we request that Gladstone Regional Council proceed with its assessment of the development application.

Should you require any further clarification on this matter, please contact the undersigned on (07) 3369 9822 or via email at [kassim.mahomed@cardno.com.au](mailto:kassim.mahomed@cardno.com.au).

Yours faithfully,



**Kassim Mahomed**  
Strategic Development Manager  
For Cardno