4th June 2019

Ref: 18014

The Chief Executive Officer
c/- Acting Coordinator – Major Projects
Major Developments & Appeals
Logan City Council
PO Box 3226

ATTN: Jonty Ryan

Dear Jonty,

Response to Council's Information Request (IR) for 'Tourist Attraction & Market' at 124 Distillery Rd, Eagleby (Lot 2 SP102952) – MCUI/11/2019

Grummitt Planning Pty Ltd have been commissioned by the applicant **'Tonken OC Pty Ltd** to respond to Council's Information Request issued in response to the development application for a Material Change of Use for a Tourist Attraction & Market at the above site. This information request response is submitted to Council Pursuant to Section 13.2 of the *Development Assessment Rules.* The applicant has sought to provide Council with the requested information where it has been appropriately requested and therefore provides the following response to the information requested in Council's letter dated 26th March 2019:

1. LANDSCAPING

1.1 Remove the pedestrian pathway that leads to the Albert River.

Response to Item 1.1:
The applicant is happy to remove this pedestrian pathway and we request that Council impose this requirement as a condition of approval.

2. ENGINEERING

Access and Parking

2.1 Provide a fully dimensioned layout plan for all access and parking areas to demonstrate that the proposed development complies with the requirements of Council's Servicing, access and parking code including:

2.1.1 Queue lengths for vehicles entering the site (refer to Table 9.4.7.3.2 – Vehicle parking and servicing and Table 9.4.7.3.3 – Queuing spaces); and

2.1.2 Include manoeuvring paths and loading bay facilities for design vehicles (refer to

Table 9.4.7.3.5 – Design vehicle for a manoeuvring area) on the plan to demonstrate that turnaround and other tight manoeuvring areas comply with Section 3.4.6 (Design standards for car parking) of planning scheme policy PSP5 – Infrastructure.

Response to Item 2.1:
See amended drawings prepared by Cottee Parking Architects contained in **Attachment 1** to this response and the response prepared by TTM dated 3 June 2019 contained in **Attachment 2** to this response. Swept paths were also provided in respect of the original development approval MCUI/43/2016/B and are contained in Section 3 of the submission documents as part of this original application.

Stormwater Management

2.2 Provide certification from a Registered Professional Engineer Queensland (RPEQ) that the existing on-site stormwater management system will cater for the ultimate development of the site, including but not limited to, any proposed car parking areas to be constructed as part of the proposed development.

Response to Item 2.1:
See Stormwater Management / engineering documentation prepared by Robert Bird contained in **Attachment 3** to this response.

3. TRAFFIC & TRANSPORT

3.1 Provide a car parking assessment report that addresses all car parking requirements in accordance with Council's Planning Scheme Policy 5 – Infrastructure (PSP5) 2.211 Car parking assessment report, demonstrating how the proposed development will provide sufficient car parking spaces (including bicycle spaces) for all existing and proposed uses, in particular the tourist attraction use, including:

3.1.1. the specific nature of the development to be undertaken and the method of operation and all facilities proposed to be provided;

3.1.2. the maximum number of employees and contractors likely to be engaged on the premises;

3.1.3. the maximum number of persons, other than employees and contractors, anticipated to attend the premises at any time;

3.1.4. the hours of operation for each use (existing and proposed);

3.1.5. the anticipated demand for on-site loading by trucks and other delivery / service vehicles;

3.1.6. the anticipated demand for bus, coach and taxi set down and parking; and

3.1.7. the likely use of other modes of transport or pedestrian access, and the frequency and proximity of existing public transport services.

Note to applicant:
As part of the response to the item above, please confirm whether the proposed bus stop on site has been designed to the TransLink Public Transport Infrastructure Manual guidelines in terms of design and signage.

Response to Item 3.1:

3.1.1 Given that the proposal is for a specialized tourist attraction in the form of artisan type retailers, with an interim market use, it is not possible to accurately depict the definitive, specific nature of the development, other than how the development has been previously described within the town planning report lodged with the original application documentation. It is not possible at this stage to determine the precise take up, nor the actual retailers that would occupy the premises, safe to say, they will be specialist, artisan type retailers, and not your normal 'high street retailers'. The specific operational methods have also been previously described but for completeness, a more detailed response is provided below, in addition to TTM's response letter contained in **Attachment 2** to this response.

3.1.2 As previously advised, it is difficult to accurately depict the maximum number of employees and contractors likely to be engaged on the premises. It should be noted that whilst there are currently contractors on-site in respect of the construction of the overall development site, these contractors will no longer be present, once the works are completed. However, for the purposes of this response, we have provided an informed response in terms of anticipated demand as follows:

USE	**MAX. NO. OF EMPLOYEES & CONTRACTORS**
• Manufacturing (existing):	10
• Office (existing):	50
• Café (existing):	5
• Tourist Attraction (proposed):	95
• Markets (internal proposed):	40
• Markets (external proposed):	30

3.1.3 The maximum number of persons, other than employees and contractors, anticipated to attend the premises at any time:

USE	**MAX. NO. OF PERSONS**
• Manufacturing (existing):	NIL
• Office (existing):	NIL
• Café (existing):	50
• Tourist Attraction (proposed):	250
• Markets (internal proposed):	150 These will then be no longer present after a period of two years (or less)
• Markets (external proposed):	50

3.1.4 Notwithstanding the information already provided as part of the original lodgment, the hours of operation for each of the existing and proposed uses are as follows:

USE	HOURS OF OPERATION
• Manufacturing (existing):	6am – 4pm
• Office (existing):	7am – 5pm
• Café (existing):	6am – 5pm
• Tourist Attraction (proposed):	9am – 3pm (possibly some late evenings to 10pm)
• Markets (internal proposed):	8am – 4pm (possibly some late evenings to 10pm) These will then be no longer present after a period of two years (or less)
• Markets (external proposed):	Tues, Fri, Sat, Sun: 3pm – 10pm

3.1.5 It is not possible to accurately depict the demand for on-site loading by trucks and other delivery / service vehicles in respect of the proposed development as this to a degree, is dependent upon the success of the individual operations. That said, we have provided an informed estimate as follows:

USE	MAX. NO. OF SERVICE VEHICLES
• Manufacturing (existing):	2 per day
• Office (existing):	1 per day
• Café (existing):	1 per day
• Tourist Attraction (proposed):	2 per day
• Markets (internal proposed):	18 per day These will then be no longer present after a period of two years (or less)
• Markets (external proposed):	0

Notwithstanding the above, this information is not considered necessary to the assessment and determination of the application. The Servicing, Access and Parking Compliance Code calls for the development to have the ability to adequately service the site in accordance with Code requirements. This is not based on frequency or specific numbers, but based on the adequacy of maneuvering within the site. The swept plans provided as part of this response by TTM, contained in **Attachment 2**, demonstrate that the site can be adequately serviced by the necessary vehicles, and hence complies with the necessary Codes. Swept paths were also provided as part of application MCUI/43/2016/B, whereby there has been no change since that approval.

3.1.6 Again, it is not possible to accurately anticipate the demand for bus, coach and taxi set down and parking, although for completeness, we can provide the following estimate:

USE	BUS		COACH		TAXI	
	Week-Day	Weekend	Week-Day	Weekend	Week-Day	Weekend
Manufacturing (existing):	0	NIL	NIL	NIL		NIL
Office (existing):	0	NIL	NIL	NIL		NIL
Café (existing):	0	0	0	0	0	0
Tourist Attraction (proposed):	10/day	10/day	1	1	2	2
Markets (internal proposed):	10/day	10/day	1	1	2	2
Markets (external proposed):	10/day	10/day	1	1	2	2

3.1.7 Again, it is not possible to accurately anticipate the demand for other modes of transport or pedestrian access, although for completeness, we can estimate that perhaps 2% of visitors etc, will either cycle or walk to the facility.

In relation to the frequency and proximity of existing public transport services, this was provided in Section 2.3 of the report prepared by TTM as part of the original submission documents and is reiterated and expanded upon within their latest response contained in **Attachment 2**, to this response.

4. FLOODING GENERAL

4.1 Provide an assessment of the development against the outcomes of the Flood Hazard Overlay Code and specifically;

4.1.1. Confirm that the car parking is compliant with AO/PO5 of the Flood Hazard Overlay Code.

Response to Item 4.1.1:

It is noted that AO/PO5 is not relevant to the land use proposed and that AO/PO6 is the one that will apply to the car parking areas of the site. See completed Flood Hazard Overlay Code contained in **Attachment 4** to this response for confirmation of compliance, together with the accompanying plans prepared by Robert Bird Group contained in **Attachment 3 and 5** to this response, which nominate levels for the relevant parts of the development.

4.2 Display building levels to metres Australian Height Datum (AHD) on plans of development.

Response to Item 4.2:

See original approved engineering plans prepared by Robert Bird Group (Cncl ref: MCUI/43/2016/B) contained in **Attachment 5** to this response, which depict the building levels to metres AHD. These should be read in conjunction with the Flood Report prepared by LCC, contained in **Attachment 6** as well as the completed Flood Hazard Overlay Code referred to in 4.1.1 above and contained in **Attachment 4.**

The above information responds to the issues contained within Council's Request for Information dated 26th March 2019. We submit that the proposed development meets the Planning Scheme requirements in terms of creating a niche tourist attraction, on a site that is zoned for such a use. There will be extensive car parking to serve the needs of both employees and visitors, particularly given that the majority of visitors will attend the premises at weekends, when the manufacturing and office elements of the site will not be operational, which allows for cross-utilisation of car parking areas. The building and its overall use will become a major employment facilitator within the Logan Area, such that it will benefit the overall economy of the Beenleigh/Eagleby and wider Logan area.

We are of the opinion therefore that the information and amended supporting documentation provided with this response satisfactorily addresses Council's issues raised in its Information Request such that the proposed use is commensurate with the Logan Planning Scheme and the proposal results in an appropriate form of development having regard to its surroundings.

The applicant will now commence the public notification process.

Yours faithfully

Julie Cary
Senior Town Planner
Grummitt Planning Pty Ltd

Attachment 1: Amended Plans prepared by Cottee Parker
Attachment 2: Response letter & Swept Path Analysis from TTM dated 3/6/19
Attachment 3: Certification Documentation prepared by Tony Bird Group
Attachment 4: Completed Flood Hazard Overlay Code
Attachment 5: Engineering detailed dwgs prepared by Tony Bird Group depicting building height AHD
Attachment 6: LCC Flood Report