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Date: 05 December 2023
Our Reference: J001675
Your Reference: DA / 4677:AD2023 / 0004947

Attention: Lisa Miller

Cook Shire Council
Planning and Environment Department
10 Furneaux Street
COOKTOWN QLD 4895

Dear Lisa,

Site Address:	81 Savage Street, Cooktown 4895
Property Description:	Lot 212 on C17915
Method of Distribution:	Email (mail@cook.qld.gov.au)
Correspondence Subject:	Response to Information Request Pursuant to s.13 of the Development Assessment Rules (Version 1.3)

We write on behalf of Kwikbridge Pty Ltd ACN 010 595 801 ("the applicant") regarding the abovementioned development application.

On 19 September 2023, an information request was issued by Cook Shire Council, as assessment manager. Pursuant to s.13.2(b) of the Development Assessment Rules (Version 1.3), please refer below for the applicant response to this information request.

This information request response is to be considered in conjunction with the following detailed attachments:

- **Attachment 1** - Information Request issued by Cook Shire Council
- **Attachment 2** - Amended Proposal Plans prepared by i2c Architects
- **Attachment 3** - Engineering Response prepared by Neon Consulting
- **Attachment 4** - Economic Need and Impact Assessment prepared by Foresight Partners
- **Attachment 5** - Ecological Response prepared by NRA Environmental Consultants
- **Attachment 6** - Active Transport and Parking Response prepared by Modus
- **Attachment 7** - Noise Impact Assessment prepared by MWA Environmental
- **Attachment 8** - Detail Survey prepared by Brazier Motti
- **Attachment 9** - Updated Code Responses prepared by Property Projects Australia

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Under s.13.3 of the Development Assessment Rules (Version 1.3), we request that the assessment manager proceed with assessment of this development application. With this response provided, the applicant will proceed to public notification being Part 4 of the Development Assessment Rules (Version 1.3).

INFORMATION REQUEST RESPONSE

Strategic Framework

The development application is impact assessable and the strategic framework plays an important role in assessing the development application. The strategic framework sets the policy position for planning within Cook Shire and forms the basis for ensuring appropriate development occurs. The planning scheme is clear in its intent to consolidate the Cooktown town centre and achieve important economic and community benefits as an outcome. The location of the proposed shopping centre is likely to undermine the town centre, creating a catalyst for retail and commercial development that is well removed from the main street.

The proposed development is inconsistent and in direct conflict with various specific outcomes of the strategic framework particularly relating to economic wellbeing and land use pattern including 3.3.1.1(1)(a), 3.4.1.1 (7) and 3.4.1.1 (9).

The planning report submitted with the application identifies that the 'proposed development is consistent with the strategic framework'. Further information is required to demonstrate this position. The application material does not accurately address the strategic framework. For instance, Appendix G identifies that specific outcome 3.4.1.1(7) is not applicable to the proposed development.

Information Required

1. The proposed development does not meet a number of strategic outcomes and has the potential to significantly undermine the economic viability of the Cooktown town centre and result in adverse amenity and environmental impacts. Provide a detailed assessment of the development against the strategic outcomes of the planning scheme and demonstrate how the development is suitably located in the context of the strategic framework.

Applicant Response

The planning scheme currently in effect commenced over six (6) years ago in 2017. Similar to other planning schemes, at the time the scheme was developed, the precise requirements of the assessment manager and, specifically, the Cooktown community was unclear. This has resulted in the zoning structure within the planning scheme not directly aligning with the requirements of the community. As outlined within the town planning report and acknowledged by the assessment manager, there is a shortage of appropriately zoned land within Cooktown to accommodate a shopping centre.

A refined response to the planning scheme strategic framework has been provided within **Attachment 9** with further information provided below:

Section 3.3.1.1(1)(a) - Cooktown's role as the major township and population centre is protected and enhanced through efficient use of commercial land in the business centre maximizing infill development opportunities that exist.

■ Response

- Based on the following extracts from the Economic Need and Impact Assessment prepared by Foresight Partners (**Attachment 4**), Cooktown's role as the major township and population centre will be protected and enhanced by the proposal from an economic perspective:
 - 'Sales will be primarily redirected from the existing IGA (which will be relocated) to the proposed development at this site. In other words, there will be no major economic impact on other retail stores within Cooktown.
 . . .
 - Moreover, some expenditure that would have been directed outside the MTA to areas such Mossman, Port Douglas, and Cairns will be recaptured and retained within the MTA. This will incur positive benefits to Cooktown with increased opportunities for employment supported by a greater capture of local spending'.
- The supermarket component of the proposal is to replace the existing IGA supermarket located at 29 Helen Street, Cooktown (Lot 12 on RP867051). Whilst the subject site is located within the Medium Density Residential Zone, the proposed development results in an increase in the land available within the Centre Zone to accommodate uses and activities which are more suited to centre zoned land within a smaller township.
- The current facility at 29 Helen Street, Cooktown is underperforming and is currently unable service current demand and projected demand. Given the site constraints associated with the current facility, there is not an opportunity to expand the existing facility. Providing a new purpose-built facility will ensure IGA can service current and anticipated consumer demands resulting in a greater degree of local expenditure remaining within Cooktown.
- As outlined within the Town Planning Report lodged in support of the development application and within this response (Item 1 to Item 5), there is no commercial land within the business centre that is a viable alternative site.

Overall, the relocation of the existing supermarket facility from 29 Helen Street, Cooktown to the subject site protects and enhances Cooktown's role as the major township and population centre within the Cook Shire Council local government area. The proposed development also supports the efficient use of commercial land within the business centre where the previous facility / site will likely be utilised for uses and activities which are more suitable to be located within the business centre.

Outcome 3.4.1.1 (7) - Establishing and expanding businesses in the Centre, Mixed Use and Township Zones is supported. Small-business and niche markets may be supported outside of these centres only where amenity impacts can be managed and the role of the centre is not undermined. The proliferation of commercial and industrial uses in residential areas is discouraged.

■ Response

- The proposed development involves relocating an exiting business from the Centre Zone to the Medium Density Residential Zone. Note, the existing business is neither a small business nor niche market. The proposed development does not directly involve land within the Centre Zone, Mixed Use Zone or Township Zone.
- As demonstrated within the specialist consultant reporting, the proposed development will have no adverse amenity or environmental impact where these impacts can be appropriately managed onsite. Refer to the following documentation for further information:

- the Ecological Response prepared by NRA Environmental Consultants (**Attachment 5**); and
 - the Noise Impact Assessment prepared by MWA Environmental (**Attachment 7**).
- Refer to the response provided to Item 2 and Item 3 of the information request for further information regarding residential amenity.
 - As outlined within the Economic Need and Impact Assessment prepared by Foresight Partners (**Attachment 4**), expenditure will predominantly be reallocated from the existing facility to the proposed facility with 'no major economic impact on other retail stores within Cooktown'.
 - Further, the role of the centre will not be undermined as the site which accommodates the existing facility will be likely developed for a use that is more aligned with the intent of the Centre Zone Code and appropriate for the constrained site.
 - Whilst the subject site is located within a residential zone, the site is not located within an established residential area where there are several non-residential uses within the immediate area. To this end, the proposal does not result in the proliferation of commercial uses in a residential area.

As outlined above, the amenity and economics impacts associated with the proposed development can be managed without resulting in adverse amenity impacts or undermining the role or viability of land within the centre.

Outcome 3.4.1.1 (9) - Development inconsistent with the planned location, intensity or type of land use must demonstrate there is a community need for such development, no adverse amenity or environmental impact and adequate access to infrastructure or orderly extension of infrastructure, including community infrastructure.

■ Response

- Based on the following comment by Council within the information request, there is a clear community need for a new shopping centre:
 - 'It is acknowledged that the current shopping centre in Cooktown is no longer meeting the needs of the community and a new shopping centre will improve the shopping options available to the community'.
- Acknowledging the proposed development is inconsistent with the location, intensity and land use type for land located within the Medium Density Residential Zone, the town planning report submitted in support of the development application, this information request response and the Economic Need and Impact Assessment prepared by Foresight Partners (**Attachment 4**) demonstrate there is an overarching community need. Specifically, there is a current demand for 2,754m² of supermarket floorspace within the main trade area.
- As demonstrated within the specialist consultant reporting, the proposed development will have no adverse amenity or environmental impact. Refer to the Ecological Response prepared by NRA Environmental Consultants (**Attachment 5**) and the Noise Impact Assessment prepared by MWA Environmental (**Attachment 7**).

- The Engineering Report lodged in support of the development application and the Engineering Response prepared by Neon Consulting (**Attachment 3**) demonstrates the proposed development is located within an area which is capable of being connected to all required services and infrastructure.
- As outlined within the Active Transport and Parking Response prepared by Modus (**Attachment 6**), the proposal is appropriately located to be easily accessible by pedestrians, cyclists and vehicles.
 - Refer to the response provided to Item 8, Item 9 and Item 10 of the information request for further information.

To this end, there is a clear community need for a supermarket at the location which is consistent with the scale and intensity associated with this development application. The consultant reporting demonstrates that there are no adverse amenity or environmental impacts, and the site can be connected to all required services, including, community infrastructure.

Based on the information provided above and within the supporting information, Item 1 of the information request has been addressed.

Medium Density Residential Zone

The site is included in the Medium Density Residential Zone. The purpose of the Medium Density Residential Zone is to provide for medium density multiple dwellings, community uses and small scale services, facilities and infrastructure to support local residents. The proposed development is for a large scale shopping centre development and this use is not consistent within the intent of the Medium Density Residential Zone. The proposed development does not comply with numerous performance outcomes of the Medium Density Residential Zone including:

- P01 - The scale and height of buildings is consistent with medium density residential built form.
- P02 - Buildings are sited to allow privacy and ventilation to adjoining properties and contribute to a pleasant streetscape by providing sufficient area for landscaping.
- P03 - The design of buildings is in keeping with the intended character of the area.

The scale of non-residential land uses anticipated in the Medium Density Residential Zone are those that are small scale. Given the size of the proposed building and the extent of car parking area, the development is not considered to be a small scale non-residential land use.

The planning report submitted with the application identifies that 'the proposed development is compatible with the relevant outcomes for the site under the Medium Density Residential Zone Code'. Additionally, the assessment against the Medium Density Residential Zone in Appendix G includes various inaccuracies including:

- The statement is made that the proposed development provides for 'community uses'. This is an inaccurate description of the development as a community use is the use of premises for providing artistic, social or cultural facilities or community services to the public. The proposed development is not a community use.
- The consideration of overall outcome 2(a) is inaccurate as this outcome relates to 'providing a pleasant living environment'. No consideration has been given to the potential amenity impacts on adjoining residential uses.
- Overall outcome 2(b) identifies the type of uses that are intended for the Medium Density Residential Zone. A response of 'not applicable' has been provided in Appendix G, however

this overall outcome is of relevance in assessing the suitability of the proposed development.

- The application material identifies that the proposed development complies with overall outcome 2(d). A response of 'complies' with this outcome is manifestly inaccurate as the proposed development does not reflect the residential built form and maintain residential amenity.

Information required:

2. Provide a detailed and accurate assessment of the development against the intent and performance outcomes of the Medium Density Residential Zone of the planning scheme.
3. The proposed development exceeds the maximum height requirement of 8.5m (P01 - Medium density residential zone code) and involves large expanses of built form with an extensive car parking area. Further information is required to demonstrate that the scale and height of buildings is consistent with a residential built form. It is noted that Appendix G identifies that the development complies with P01 however this has been insufficiently justified.
4. The proposed development does not comply with the side setback requirement of 2.5 metres (P02 - Medium Density Residential Zone Code) and insufficient justification has been provided to support a reduced setback. Of particular concern is the setback of the building is 0.25m to the western boundary and the car parking and driveway will require a vertical wall to interface with the existing surface. This is not a suitable setback to provide a buffer area between the site and the adjoining residential zoned land and existing dwelling. Provide additional details to demonstrate the impact of this reduced setback and the extensive retaining walls on the amenity of the adjoining property including visual amenity and micro-climate (breeze, shading and reduction to solar access and urban heat).
5. Provide detailed plans that confirm the transition details between existing surface levels and proposed design levels including the interface with the gully profile. The proposed plans should clearly demonstrate the interface with the adjoining land including site lines to the site.

Applicant Response

Item 2:

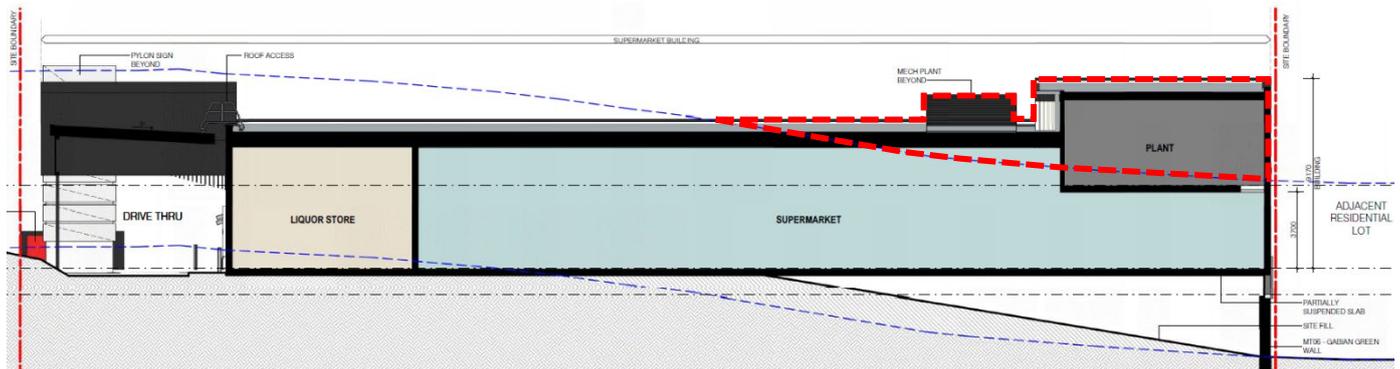
An assessment against the intent and performance outcomes of the Medium Density Residential Zone Code has been provided within **Attachment 9**, with further information provided below:

Overall Outcome 2(a) - Built form reflects a medium density scale and provides a pleasant living environment with a high standard of amenity.

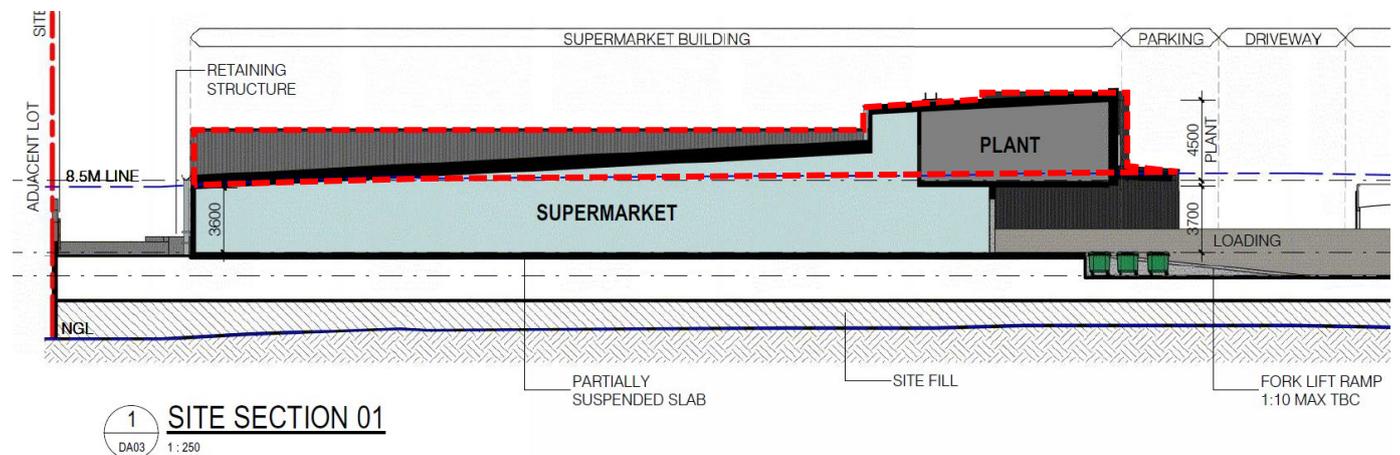
■ Response

- It is acknowledged that the proposal does not involve residential development, however, the proposed built form has been carefully designed and refined in response to the information request to ensure the development positively contributes to a pleasant environment, establishing a high level of amenity for people accessing and passing by the site. This has been achieved through built form design, landscaping and appropriate boundary setbacks.
- The development involves a scale (gross floor area and site cover) which is consistent and compatible with a medium density scale type of development. Specifically, the proposal involves:

- A gross floor area of 2,272m² which equates to 18.6% of the site area (12,198m²); and
 - A site cover of 2,977m² which equates to 24.4% of the site area (12,198m²).
- The proposed development has been designed in response to the slope of the site. The proposal is largely one (1) storey and predominantly under 8.5m above ground level which aligns with the requirements of acceptable outcome A01 of the zone code.
 - The extent of the second storey is limited to the mezzanine plant room. The extent of non compliance with acceptable outcome A01 of the zone code in terms of metres above ground level, is limited to the portion of the built form highlighted within **Extract 1** and **Extract 2**.



Extract 1 - Amended - Proposed Site Section 02 (DA08 - Issue TP5)
Source - i2c Architects



1 SITE SECTION 01
 DA03 1:250

Extract 2 - Amended - Proposed Site Section 01 (DA08 - Issue TP5)
Source - i2c Architects

- As outlined within the Town Planning Report, Cooktown Hardware is located on the adjoining site to the north west (48 Charlotte Street, Cooktown) and features a building height of 9.185m above ground level which is consistent and comparable to the maximum building height associated with this development application.
- The proposal involves 2,657m² of landscaping across the site which equates to 22% of the site area (12,140m²), ensuring a high standard of amenity is achieved across the site.

To this end, the proposal provides a built form which is consistent with the adjoining site to the north, resulting in a facility which provides a positive contribution to the Cooktown living environment. Considerable landscaping across the site ensures a high standard of amenity is achieved onsite as per overall outcome 2(a) of the zone code.

Overall Outcome 2(b) – Development comprises a mix of houses, dual occupancy and multiple dwelling units.

■ **Response**

- Whilst the proposed development does not involve a house, a dual occupancy or multiple dwelling units, the proposed non-residential development is located in proximity to several other non-residential uses including the uses outlined within Section 4.3 of the Town Planning Report lodged in support of the development application.
- Whilst it is acknowledged that the proposal is located within a zone intended for residential development, a supermarket, which is clearly in demand and needed by the community, is more suitable to be located within the Medium Density Residential Zone than a hardware and trade supplies use (Cooktown Hardware) which is located on the adjoining site to the north. The development approval involved approximately 2,250m² of hardware and trade supplies gross floor area within the Medium Density Residential Zone.

Further to the above, the proposed development is located more appropriately when compared to low impact industry (mechanical workshop and caretaker accommodation) within the Low Density Residential Zone (Compound Automotive). The proposed use, being a shopping centre, is generally consistent with the use (hardware and trade supplies) associated with the development approval (DA / 3458) granted by Cook Shire Council over the adjoining site to the north, being 48 Charlotte Street, Cooktown (Lot 201 on C17915).

The two (2) above development approvals demonstrate the characteristics of the immediate area have changed since the planning scheme was drafted.

- Where the site adjoins land utilised for low impact industry, hardware and trade supplies, it is submitted that the site is not suitable for medium density residential development where residential amenity at the site is already compromised. As shown in **Extract 3**, the subject site is not located within an established residential area or in an area which only features residential zoned land.



Extract 3 - Zoning Map
Source - Cook Shire Council

- Figure 1 (Aerial Context Plan) within the Town Planning Report highlights the extent of non-residential uses and non-residential development within the immediate area.

Although the proposal does not involve a house, a dual occupancy or multiple dwelling units in accordance with overall outcome 2(b) of the zone code, the development is generally compliant with the balance of the code and this development application is consistent with and progresses the intent of the planning scheme's strategic framework.

Overall Outcome 2(d) - Non-residential uses reflect the intended residential built form, support the immediate community and maintain residential amenity.

■ Response

- The proposed development reflects the intended residential built form where the proposed built form is predominantly single storey which is consistent and compatible with the prevailing form of development within the immediate area.
- Residential amenity at the subject site and adjoining site to the west (75 Savage Street, Cooktown (Lot 11 on SP213033)) is already compromised to a degree due to the development approvals granted over 48 Charlotte Street, Cooktown (Lot 201 on C17915) and 46 Charlotte Street, Cooktown (Lot 202 on C17915) which both involve non-residential uses within residential zones.
- Further to the above, despite being located within a residential zone, the subject site has a low level of residential amenity due road traffic noise. The development of a non-residential use on that land, which is not adversely impacted by the road traffic noise and noise associated with nearby non-residential uses, is a better land use outcome and will have a more positive impact on the streetscape.

- A new shopping centre within Cooktown will unequivocally support and benefit the immediate community. Both during construction and whilst operational.
- As outlined within the Noise Impact Assessment, the operation of the shopping centre will not adversely impact the already compromised residential amenity within the subject area.

Based on the above, the proposed non-residential built form is generally consistent and compatible with the prevailing form of development within the area, the facility clearly supports the immediate community (economic and community benefits) whilst maintaining an appropriate level of residential amenity.

Item 3 and Item 4:

For clarity, performance outcome P01 and performance outcome P02 of the Medium Density Residential Zone Code requires:

Performance Outcome P01 - The scale and height of buildings is consistent with medium density residential built form.

Performance Outcome P02 - Buildings are sited to allow privacy and ventilation to adjoining properties and contribute to a pleasant streetscape by providing sufficient area for landscaping.

■ Response

- Refer to the response provided to Item 2 of the information request which demonstrates the proposed development complies with overall outcome 2(a) of the zone code for further information. Further, refer to the refined assessment against the Medium Density Residential Zone Code (**Attachment 9**) for further information.
- As illustrated within the Detail Survey (**Attachment 8**), this development application involves land which slopes from the front / eastern boundary (Harrigan Street) towards the side / western boundary. Given one (1) consistent floor level is a key requirement for this type of development, the proposed built form has been designed in response to the topography of the site and the portion of built form which exceeds 8.5m above ground level is located along the side / western boundary which is the lowest point of the site.
- The proposed development incorporates a front / eastern boundary setback of 9.000m to the primary building line which complies with acceptable outcome A02.1 of the Medium Density Residential Zone Code. The extent of non compliance along the eastern boundary is limited to the light weight awning over the drive through facility which features a 1.000m setback. This encroachment is limited to a length of 26.0m along the 200m road frontage.
- The proposed front / southern boundary setback 142.585m to the awning and 145.380m to the building complies with acceptable outcome A02.1 of the Medium Density Residential Zone Code. In response to the information request, the previously proposed side / northern boundary setback has been increased by 1.625m from 6.000m to 7.625m in accordance with acceptable outcome A02.2 of the Medium Density Residential Zone Code.
- The previously proposed side / western boundary setback has been increased by 0.250m from 0.250m to 0.500m.

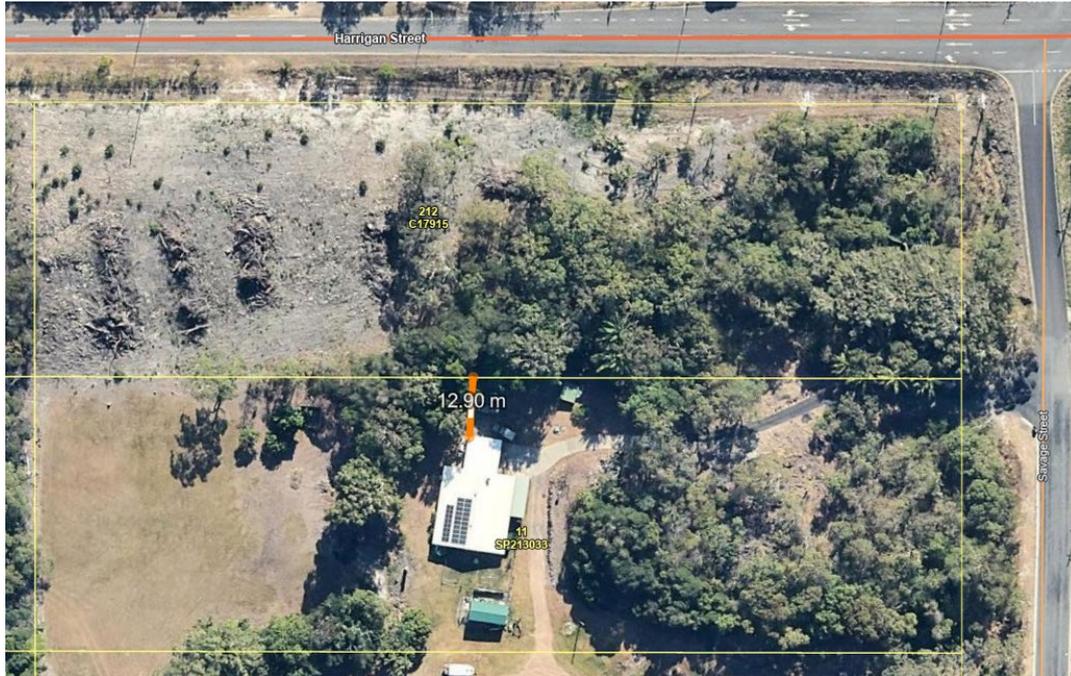
- In accordance with acceptable outcome A03.1 of the zone code, the proposed built form includes verandahs, eaves, overhangs, windows and a variety of materials / finishes to ensure any perceived building bulk is reduced. Furthermore, the proposal involves 2,713m² of landscaping across the site to further soften the built forms impact on the streetscape and adjoining sites.
- The proposed development involves a site cover of 2,977m² which equates to 24.4% of the site area (12,198m²) in accordance with acceptable outcome A01.2 of the Medium Density Residential Zone Code which states a maximum site cover of 35% for buildings over 7.5m in height.
- The subject site adjoins two (2) lots, being 48 Charlotte Street, Cooktown (Lot 201 on C17915) and 75 Savage Street, Cooktown (Lot 11 on SP213033).
 - Whilst 48 Charlotte Street is located within the Medium Density Residential Zone, it does not feature a residential use. 48 Charlotte Street accommodates a warehouse style building on the northern portion of the site, which is used for hardware and trade supplies, with a significant portion of vegetation (over 6,000m²) in the southern portion along the common boundary with the subject site (**Extract 4**). As such, the extent of the proposed built form over 8.5m will not adversely impact residential amenity at the adjoining site.



Extract 4 – 48 Charlotte Street, Cooktown (Lot 201 on C17915) (left)
 81 Savage Street, Cooktown (Lot 212 on C17915) (right)
 Source – Queensland Globe

- As illustrated within **Extract 5**, the existing single storey dwelling house at 75 Savage Street is located approximately 12.90m from the common boundary with a considerable degree of vegetation along the common boundary. Note, the portion of the building that exceeds 8.5m above ground level, being the south western corner of the built form, is located more than 36.0m from the dwelling house. Note, the previously proposed side / western elevation has been refined as part of this information request response.

The large separation distance in conjunction with the existing vegetation along the common boundary ensure the extent of built form which is not compliant with acceptable outcome A01.1 of the Medium Density Residential Zone Code does not adversely affect residential amenity at 75 Savage Street.



**Extract 5 – 81 Savage Street, Cooktown (Lot 212 on C17915) (top)
75 Savage Street, Cooktown (Lot 11 on SP213033) (bottom)
Source – Queensland Globe**

- Whilst none of the applicable assessment benchmarks regulate maximum gross floor area, the proposed gross floor area is entirely consistent with the gross floor area approved by Council over the adjoining site to the north (48 Charlotte Street, Cooktown) which features an approximate gross floor area of 2,250m² equating to 18.5% of the site area (12,140m²).

To this end, the proposed development aligns with performance outcome P01 of the zone code where incorporating a scale and intensity which is consistent with the prevailing form of development within the immediate area. The proposed built form has been designed and sited to ensure adjoining residents (75 Savage Street) have an appropriate level of privacy and ventilation in accordance with performance outcome P02 of the zone code. The 2,713m² of landscaping across the site facilitate an attractive, pleasant streetscape.

Item 5:

Item 5 of the information request has been addressed within the Engineering Response prepared by Neon Consulting (**Attachment 3**) through the following plans:

- Concept Earthworks Plan – Sheet 1 of 2 (999-2201-00-Sk-01001 – Revision A)
- Concept Earthworks Plan – Sheet 2 of 2 (999-2201-00-Sk-01002 – Revision A)
- Concept Earthworks Sections – Sheet 1 of 2 (999-2201-00-Sk-01002 – Revision A)
- Concept Earthworks Sections – Sheet 2 of 2 (999-2201-00-Sk-01002 – Revision A)
- Concept Services Plan – Sheet 1 of 2 (999-2201-00-Sk-01005 – Revision A)
- Concept Services Plan – Sheet 1 of 2 (999-2201-00-Sk-01006 – Revision A)

Based on the information provided within **Attachment 3**, Item 5 of the information request has been addressed.

Need

It is acknowledged that the current shopping centre in Cooktown is no longer meeting the needs of the community and a new shopping centre will improve the shopping options available to the community. However, it must be demonstrated that there is a need to locate the shopping centre in a location that does not accord with the planning scheme. Cook Shire Council has previously identified that there is vacant land that is appropriately located within the Centre Zone that has the potential to be developed for a shopping centre and align with the strategic framework and zoning provisions of the Planning Scheme.

The development application material does not adequately demonstrate that existing Centre zoned land is not suitable and that there is a need to develop land that is inconsistent with the Planning Scheme and anticipated land use pattern.

It is noted that the submitted planning report provides a basic consideration of alternative sites, however this does not include the required level of detail to demonstrate that alternative sites more suitably located are not viable options for the development of a shopping centre. The report also identifies that 'there is a shortage of appropriately zoned land within the central business district'. Insufficient information has been provided to support this statement.

Information required:

6. A detailed assessment of economic and planning need is required to be prepared by a suitably qualified person. The assessment is also required to consider the economic impacts of the proposed development in its location outside of the Cooktown town centre on the economic vitality of the Cooktown town centre.

Applicant Response

Whilst Section 4.0 of the Town Planning Report included detailed information on the need for a new shopping centre from an economic and planning perspective, further information is provided below for completeness:

Economic Need:

- In response to the information request, further information related to the economic viability of the proposed development has been prepared by Foresight Partners and provided within **Attachment 6** (Economic Need and Impact Assessment).

Planning Need:

- As outlined within the town planning report, the anchor tenancy is to replace the existing IGA supermarket located at 29 Helen Street, Cooktown (Lot 12 on RP867051) which cannot be expanded on without it being an overbearing element within Helen Street as:
 - the site area cannot be increased;
 - the ownership of adjoining sites is fragmented;
 - Cooktown Baptist Church adversely impacts expansion; and
 - servicing requirements unable to be facilitated on site.

This development application seeks to establish a shopping centre which can provide an appropriate level of service to align with current and future consumer demand whilst providing adequate space for all operational and servicing requirements.

- As outlined within Foresight Partners' documentation:
 - 'The existing Cooktown IGA is the largest supermarket within the MTA and would capture the largest share of supermarket/grocery spending of any store in the MTA.
. . .
 - Grocery shopping by MTA residents would also be undertaken during multi-purpose trips to Port Douglas, Mossman, and other locations. **Table 3.1 (Extract 6)** shows the three nearest major supermarkets located outside the MTA.
. . .
 - Each of these supermarkets are 110km or more from the subject site by road, or around 3 hours travel time.

Table 3.1: Nearest Major Supermarkets Located Outside MTA

Brand	Address	Distance from Subject Site (km)	Drive Time from Subject Site
Coles	Primewest Port Village Shopping Centre, 11 - 17 Macrossan St, Port Douglas	114	3 hours
IGA	Captain Cook Hwy, Port Douglas	118.8	3 hours
Woolworths	53 Grace Street, Herberton	110	2 hours and 50 minutes

Source: Google Maps.

Extract 6 - Nearest Major Supermarkets Located Outside MTA (Table 3.1)
Source - Foresight Partners

- The ability for IGA to continue operating the existing facility (29 Helen Street) while the new facility is being constructed will ensure resident's day to day needs are met through a supermarket being accessible within the local area. This will also ensure expenditure remains within Cooktown and does not leak to Mossman, Port Douglas and / or Cairns.
- The proposed shopping centre at the Harrigan Street/Mulligan Highway intersection presents a calculated opportunity for Cooktown, situated along a major access road for people entering the town. Strategically located, the centre seeks to divert customer traffic away from the city centre, in turn reducing congestion and the frequency of delivery trucks navigating through both the central business district and established residential areas. The dual frontage on two (2) higher-order roads ensures the development is highly visible, capitalizing on passing traffic for increased business exposure.

A regional shopping centre needs to be able to accommodate larger vehicles, such as trucks and caravans, without disrupting the central business district or the designated Centre Zone. The strategic location of the subject site aligns with Cooktown's logistical needs, aiming to ensure smooth vehicular flow while minimising disturbances in the business district.

- The attributes of the site, including a large site area, regular dimensions, and excellent accessibility standards, facilitate the on-site accommodation of parking, servicing, and refuse collection without adversely affecting the surrounding road network or neighbouring residents. Furthermore, the site's

ample dimensions allow for appropriate setbacks along both road frontages, which will be developed as attractive landscaping zones, enhancing the overall aesthetic and contributing to a more pleasing urban environment along both street frontages.

- A key aspect of the proposed development is its positive impact on the streetscape of Savage Street and Harrigan Street. The incorporation of landscaping along both frontages will not only soften the visual impact of parking areas but also contribute to an appealing and green environment. This approach prioritises an attractive and safe streetscape, fostering active transportation and creating a pedestrian friendly atmosphere.
- The development approvals at 46 Charlotte Street and 48 Charlotte Street further demonstrate that the immediate area is better suited for commercial ventures rather than residential development. Overall, the proposed shopping centre aligns with the Cooktown's growth objectives, promoting economic vitality whilst mitigating negative impacts on nearby receptors.
- The evaluation against the strategic framework demonstrates the suitability of the selected site. Redeveloping the site for a non-residential purpose, particularly given its proximity to several non-residential uses, is anticipated to have a negligible impact on the availability of residential land in Cooktown. The reduced residential amenity at this location further emphasises the unsuitability of the site for residential development, making it a more suitable for non-residential development.
- Critically, this development application seeks to revitalise underutilised land within the urban footprint, focusing on retail and business activities. This approach corresponds with broader town planning objectives, optimising land usage and contributing to the economic vitality of Cooktown. This will ensure Cooktown's role as the major township and population centre is protected and enhanced.
- Furthermore, providing a purpose-built facility which can accommodate all operational requirements onsite, including, car parking, manoeuvring, refuse collection and loading / unloading, promotes a safer, more efficient site.

In conclusion, the proposed shopping centre development is strategically located to align with the current and future demands of the Cooktown community, providing essential services without compromising the residential landscape of the Medium Density Residential Zone whilst aligning with the intent of the strategic framework.

Alternative Sites:

To service the current demand and anticipated future demand for supermarket space within Cooktown, any alternative site would need to be predominantly vacant and / or improved with buildings capable to be adaptively reused, with a total site area of 12,000m². A site area of 12,000m² is required to accommodate a supermarket, at the scale and intensity proposed, access, parking, landscaping, and other site requirements. A site which is not located within the mapped extent of heritage, flooding, coastal hazard, bushfire and biodiversity overlays is also a key consideration.

The following section analyses other potential sites to accommodate the proposed development:

31 Helen Street, Cooktown (Lot 114 on C1793)

- The current facility located at 29 Helen Street, Cooktown cannot be expanded into the adjoining site (31 Helen Street, Cooktown - Lot 114 on C1793) due to the reasons previously outlined. Refer to the Town Planning Report prepared by Property Projects Australia submitted in support of the development application for further information on the existing facility.

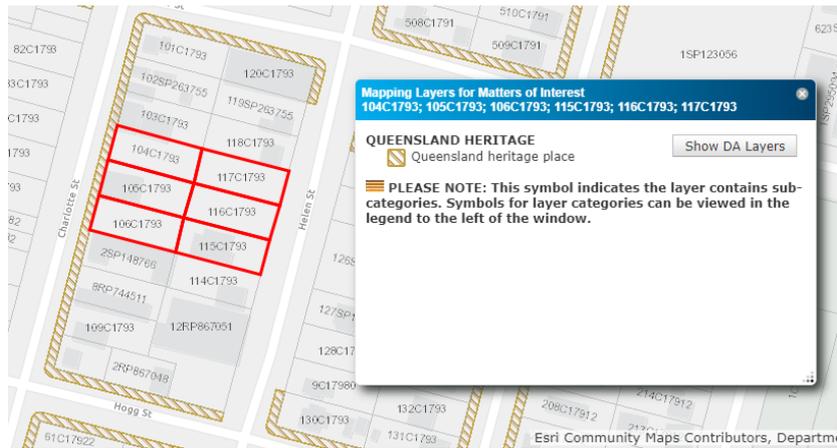
33, 35 and 37 Helen Street, Cooktown and 84, 86 and 88 Charlotte Street, Cooktown (Lots 104, 105, 106, 115, 116 and 117 on C1793)

- This site (6,072m²), which includes six (6) lots, is located within the Centre Zone (Extract 7).



Extract 7 - 33, 35 and 37 Helen Street, Cooktown and 84, 86 and 88 Charlotte Street, Cooktown
Source - Queensland Globe

- This site is inappropriate for development as a shopping centre due to the following:
 - The site slopes considerably from the east to the west and is considerably smaller than the minimum site area requirement (12,000m²).
 - The site adjoins several residential uses whereas the subject site only adjoins one (1) residential use.
 - The development of this site for a shopping centre would result in an increase in the number and frequency of heavy vehicles traversing through local roads and residential areas.
 - Lot 115 on C1793 accommodates the Cooktown Library.
 - Lots 104, 105, 106 on C1793 are located within the Neighbourhood Character Category of the Character Overlay.
 - Based on feedback from the applicant, we understand 86 Charlotte Street, Cooktown and 35 and 37 Helen Street, Cooktown are all not for sale.
 - The road frontage associated with Lots 104, 105, 106 on C1793 along Charlotte Street is identified as a state heritage place (Extract 8).



Extract 8 – Development Assessment Mapping System
Source – Queensland Government

As outlined above, this site is not an appropriate alternative to the subject site.

Caravan Park (including a portion of Anzac Park) (Lot 1 and 2 on RP744394 and Lot 56 on C1793)

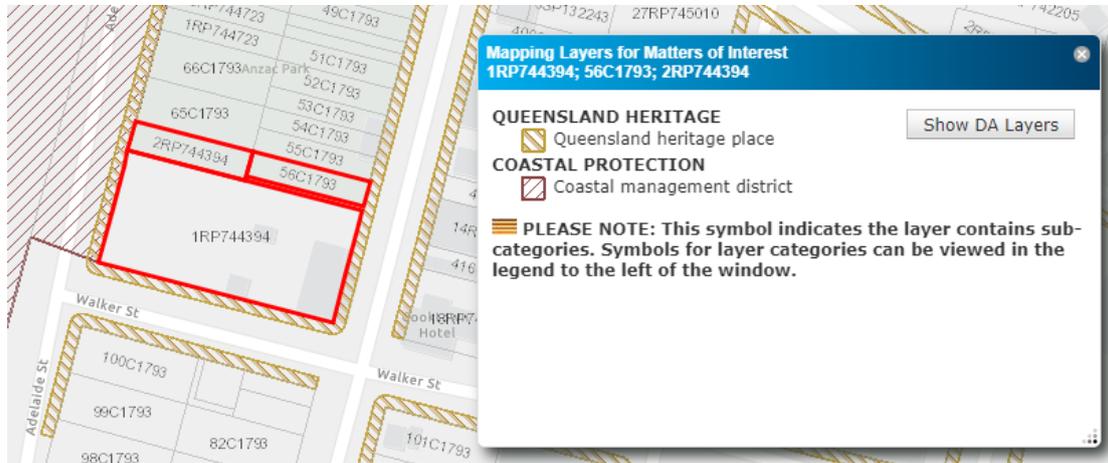
- This site (6,000m²), which includes three (3) lots, is located within the Centre Zone and the Recreation and Open Space Zone (**Extract 9**).



Extract 9 – Caravan Park (including a portion of Anzac Park)
Source – Queensland Globe

- This site is inappropriate for development as a shopping centre due to the following:
 - The site slopes from the east to the west and is considerably smaller than the minimum site area requirement (12,000m²).
 - The development of this site for a shopping centre would result in an increase in the number and frequency of heavy vehicles traversing through local roads and residential areas.
 - Lot 1 on RP744394 and Lot 56 on C1793 are located within the Neighbourhood Character Category of the Character Overlay.

- The site forms part of two (2) local heritage places (ANZAC Park and Old Railway Station).
- Given ANZAC Park is located to the north, there is limited scope to expand any facility from this site.
- All road frontage associated with this site are identified as state heritage places (**Extract 10**).



Extract 10 – Development Assessment Mapping System
Source – Queensland Government

As outlined above, this site is not an appropriate alternative to the subject site.

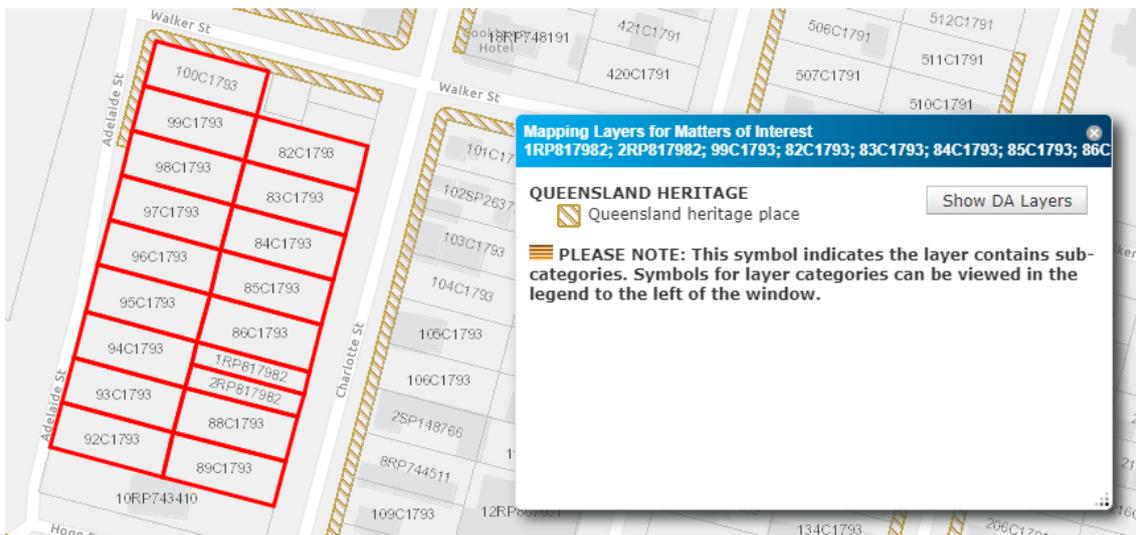
77 - 93 Charlotte Street, 30 - 44 Adelaide Street, Cooktown (Lot 82, 83, 84, 85, 86, 88, 89, 92, 93, 94, 95, 96, 97, 98, 99 and 100 on C1793 and Lot 1 and 2 on RP817982)

- This site (18,000m²), which includes 16 lots, is located within the Centre Zone (**Extract 11**) and features a site area which could accommodate a purpose-built shopping centre.



Extract 11 – 77 - 93 Charlotte Street, 30 - 44 Adelaide Street, Cooktown
Source – Queensland Globe

- This site is inappropriate for development as a shopping centre due to the following:
 - The development of this site for a shopping centre would result in an increase in the number and frequency of heavy vehicles traversing through local roads and residential areas.
 - The lots fronting Adelaide Street are located within the Neighbourhood Character Category of the Character Overlay.
 - This site is located within proximity to several residential uses whereas the subject site only adjoins one (1) residential use.
 - Portions of the road frontage associated with this site are identified as state heritage places (**Extract 12**).



Extract 12 – Development Assessment Mapping System
Source – Queensland Government

As outlined above, this site is not an appropriate alternative to the subject site.

Based on the information outlined, there are no viable alternative site to accommodate the relocated IGA facility and 81 Savage Street, Cooktown presents the most appropriate option.

Other Relevant Matters

- The proposed shopping centre within the residential zone has been designed to mitigate potential privacy and visual impacts on neighbouring residential development. The built form deliberately excludes windows or opportunities for overlooking, achieved through building design and placement. This approach ensures an appropriate integration with the one (1) adjoining residential use.
- From an environmental perspective, the proposed development poses no threat of causing environmental impacts. All waste generated on-site will be contained within a dedicated refuse storage area which has been designed to accommodate the waste produced by the project, ensuring no adverse effects arise from waste storage and collection.
- Strategically located on two (2) higher-order roads, the site directs generated traffic back into the regional road network, preventing its introduction onto residential streets.

- The proximity of the site to required infrastructure services, as detailed in the engineering services report, ensures that the proposed development will not strain existing infrastructure capacity.
- Despite the underlying zoning indicating a residential area, the site's low level of residential amenity due to road traffic noise justifies its redevelopment for a non-residential use. This change is seen as a positive land use outcome, promising a more favourable impact on the streetscape, the immediate area, and the wider community. The built form is of a domestic scale, and any potential noise emissions can be controlled through standard acoustic mitigation measures, ensuring the amenity of adjoining residents is maintained.
- Moreover, the overarching economic need for the proposed development is emphasized, as it is expected to create economic benefits through employment and investment during both the construction and operational phases.
- It is anticipated that the proposed use will seamlessly integrate into the immediate locality, characterised by several non-residential uses, highlighting that the proposed non-residential use does not infringe on an established residential area.

Biodiversity

The site is mapped as containing essential habitat for endangered and vulnerable species including the Eastern Curlew, Western Alaskan Godwit and Great Sand Plover. Whilst it is noted that a portion of the site has already been cleared, there still remains some mapped essential habitat on the site.

The development application material does not sufficiently confirm the biodiversity and ecological values of the site nor does it identify any practices or procedures to be followed if endangered and vulnerable species are found during construction works. Insufficient information has been provided to demonstrate compliance of the proposed development with the Biodiversity overlay of the Planning Scheme and the state interest of biodiversity.

Information required:

7. Please provide an ecological assessment prepared by a suitably qualified person to establish the biodiversity and ecological values of the site and confirm the impacts of the proposed development on the identified values. Development is to be located in areas that avoid adverse impacts and where adverse impacts cannot be reasonably avoided, mitigation measures are required. The assessment should also include management techniques to ensure that the construction phase does not detrimentally impact endangered and vulnerable species.

Applicant Response

An Ecological Assessment (dated 17 October 2023) has been prepared by NRA Environmental Consultants and provided within **Attachment 5** which addresses Item 7 of the information request.

As established within the assessment, whilst the proposal does result in the loss of vegetation across the site, the overall impact of the proposed development on biodiversity values at a regional level will be negligible. A standard condition which requires fauna to be appropriately managed throughout construction can be imposed to ensure compliance with the relevant requirements.

Further to the above, NRA Environmental Consultants have also prepared Pre-clearance Assessment (dated 27 October 2023) at **Attachment 5**.

The applicant lodged an application for a Species Management Program (SMP) on 02 November 2023 which was subsequently approved by the Department of Environment and Science on 03 November 2023. A copy of the documentation associated with the Species Management Program Approval is provided at **Attachment 5**.

Pedestrian Access

Drawing DA03 shows pedestrian access to Harrigan Street however no further information regarding pedestrian access is provided.

The site is well removed from the Cooktown town centre (approximately 700m) and it is important that the development achieves a high level of pedestrian, cycle and mobility scooter connectivity to the town centre and its residential catchment area. Any gaps in infrastructure should be identified and mitigation measures proposed to address active transport connectivity issues. Infrastructure that is of an insufficient width should also be identified and any proposed improvements to the infrastructure identified.

It should be noted that when preparing the draft Cook Shire Active Transport Plan consideration was not given to a shopping centre being located on the site and therefore this development is out of sequence for active transport planning that has been undertaken for Cooktown.

Information required:

8. Engage a suitably qualified active transport planner to confirm the nature and extent of works required to connect the site to the Cooktown town centre and surrounding residential areas. The proposed development will result in a change to desire lines for active transport planning and it is likely that existing active transport infrastructure will require upgrading.
9. Confirm the location and design of a pedestrian crossing in Harrigan Street and connecting footpath works to ensure that pedestrians can safely access the proposed development.
10. Address pedestrian connectivity between the school and the proposed development to ensure that safe and direct access is provided.

Applicant Response

An Active Transport and Parking Response has been prepared by Modus and provided within **Attachment 6** which addresses Item 8, Item 9 and Item 10 of the information request.

Acoustic Impacts

The site directly adjoins Low density residential zoned land on its western boundary. There are significant interface issues between the proposed shopping centre and the adjoining residential property relating to potential impacts on amenity. It is noted that the loading area and plant room directly adjoin the western boundary of the site. The application material identifies that an acoustic barrier is proposed to be constructed, however the design of the proposed acoustic barrier is not supported by an acoustic report.

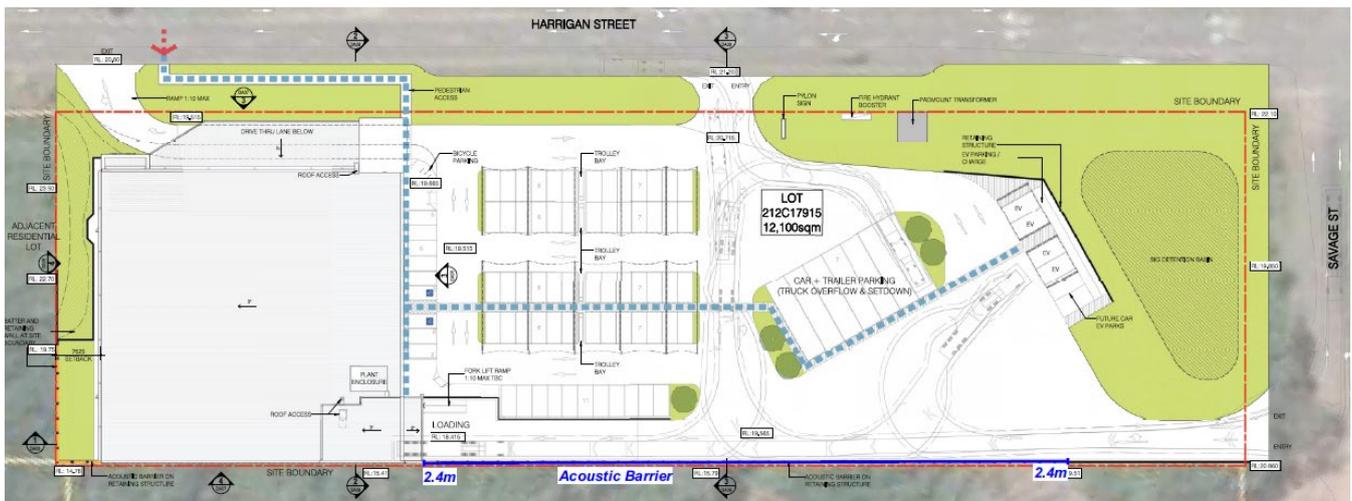
Information required:

11. Given the proximity of the site to noise-sensitive development {residential uses}, an acoustic report prepared by a suitably qualified person is required to address potential noise impacts on residential amenity.

Applicant Response

The Noise Impact Assessment prepared by MWA Environmental (**Attachment 7**) demonstrates the proposed facility can operate within the hours of operation proposed in compliance with the applicable noise amenity standards subject to incorporating the following mitigation measures:

- All roof top mechanical plant to be acoustically screened.
- Acoustic screening to full perimeter of condenser deck area.
- Further investigations need to be undertaken to determine the final acoustic design features for the supermarket plant room during the detailed design phase, however, MWA Environmental recommend the following:
 - The wall and roof component should achieve an Rw 40+.
 - The plant room to be lined with perforated metal sheeting with insulation material internally.
 - Vibration isolation of equipment.
 - Acoustic louvres are incorporated for the ventilation area, directed away from sensitive receptors (minimum Rw 25).
- Servicing, including refuse collection is to only occur between 7:00am and 6:00pm.
- Construction of a 2.4m high acoustic barrier along the side / western boundary in the location shown in **Extract 13**. The barrier is to be constructed above the adjacent loading area / driveway level.



Extract 13 - Acoustic Barrier Locations (Figure 5)

Source - MWA Environmental

As outlined above, the proposed development will not have an unreasonable impact on nearby residential amenity.

Parking

The Planning Scheme requires one car parking space/50m² of gross floor area {GFA} for the shopping centre component of the development and one space/20m² for the liquor store and laundry. This results in a total of 53 car parking spaces being required on site and the proposed development provides 83 spaces. The proposed development achieves the minimum car parking rates specified by the Planning Scheme.

There are concerns that the car parking rates specified by the Planning Scheme may not reflect demand for car parking given the location of the site outside the Cooktown town centre. In the town centre there is ample angled kerbside parking available as well as the opportunity for multi-purpose trips in the town centre, that is, people parking and walking to different retail and business outlets.

Information required:

12. Please provide an analysis of car parking demand likely to be generated by the proposed development. This should consider the car parking numbers at the existing shopping centre and if parking demand is being sufficiently met by the existing development. The analysis should also identify that the proposed development will generate a higher car parking rate due to its location outside the Cooktown town centre.

Applicant Response

An Active Transport and Parking Response has been prepared by Modus and provided within **Attachment 6** which addresses Item 12 of the information request.

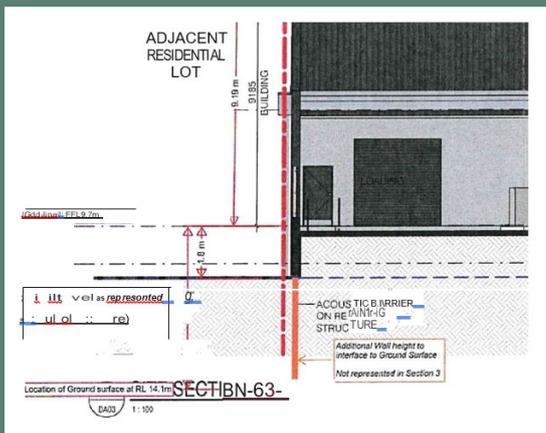
As outlined within the response, the car parking supply proposed is sufficient to accommodate the expected demand generated by the proposed development.

Plans

Concern is raised with the apparent discrepancies in the representation of the existing surface profile on the Architectural elevations and cross sections.

(a) Example A, Western Boundary on Section 3, Drawing DA08.

Section 3 on Drawing DADS does not appear to represent the natural surface and resulting level difference correctly (refer extract below).



The existing surface is represented as being only 1.8m below the FFL line of 19.7m. That is, the natural surface level at the Lot boundary on drawing DA08 Section 3 is measured as approximately RL17.9m.

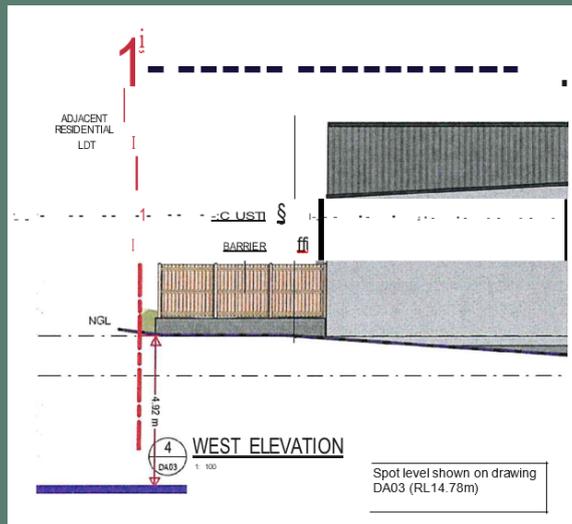
However, the spot level shown on drawing DA03 near Section 3 is nominated as RL14.1. This represents a difference of approximately 2.8m between the represented surface and the actual surface.

(b) Example B, Northwest Corner of Site.

The spot level shown on drawing DA03 at the corner of northern and western Lot boundaries is RL14.78. This level has been verified against the site contours in the Bulk Earthworks design. However, there is an inconsistency between this level and the existing surface level (and profile) represented in the West Elevation shown on drawing DA07.

The existing surface level at the Lot boundary on drawing DA07 West Elevation section is shown to be coincident with or above the level of the FFL for the building, RL19.7m.

Given the building has minimal setback to the western boundary, the west elevation should reflect the levels along the western boundary. The spot level of RL14.78, verified from the Bulk Earthworks design, represents a difference of almost 5m from the existing ground level shown.



It appears that the long sections on drawing DA08 and DA0? do not present the natural surfaces at the western Lot boundary and the interface between design levels and natural surface levels correctly.

c. Other locations.

In addition, the existing levels at western boundary of Section 2 and 3 on drawing DA08 are inconsistent with the levels shown on the Bulk Earthwork drawing (Neon Engineering Drawing 0006) that forms part of the application material for a separate development application for Operational Works (DA/4629).

The significant level differences (up to approximately 6m between gully invert on western Lot boundary and building ground FFL) result in potential for significant interface issues and indicate the apparent need for a high, vertical retaining wall.

The retaining wall heights/interface presented in Architect's section view drawings are not considered representative of the wall heights and level differences that will result from the proposed design for the development.

It is noted that the inconsistency/inaccuracy of natural surface levels presented in Architect's drawings also affects the representation of the allowable building height line.

Information required:

13. Provide revised drawings that address the apparent discrepancies with the existing ground surface level shown on the elevations and sections. The updated detail must also correct the building height

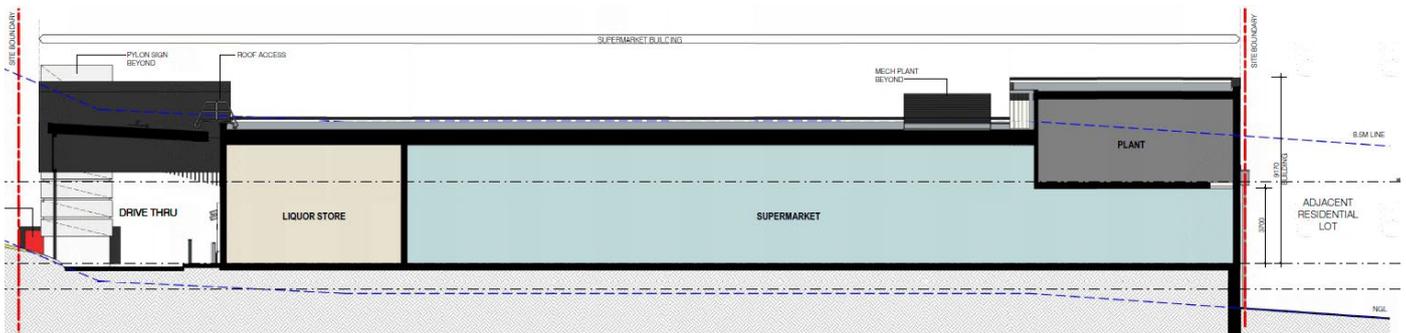
line shown and ensure that the plans accurately represent the height above the existing ground level.

14. A plan is required that clearly and accurately depicts the works required at the interface of the western boundary. Provide dimensioned plans including the offsets between Lot boundaries and proposed retaining walls, and the top and bottom wall heights proposed for retaining walls. This is a key consideration in determining the potential impacts of the development on the adjoining residential amenity.
15. Provide revised drawings to eliminate the apparent encroachment across the Lot boundary as currently depicted in the Northern Elevation and Southern Elevation views shown on drawing DA0G. All buildings and infrastructure must be located within the property boundary.
16. The application is subject to public notification and it is important that the community has a good understanding of the impacts of the proposed development. A plan and images are required that depicts the completed IGA development in the context of adjoining land uses, preferably by the use of photo montages.

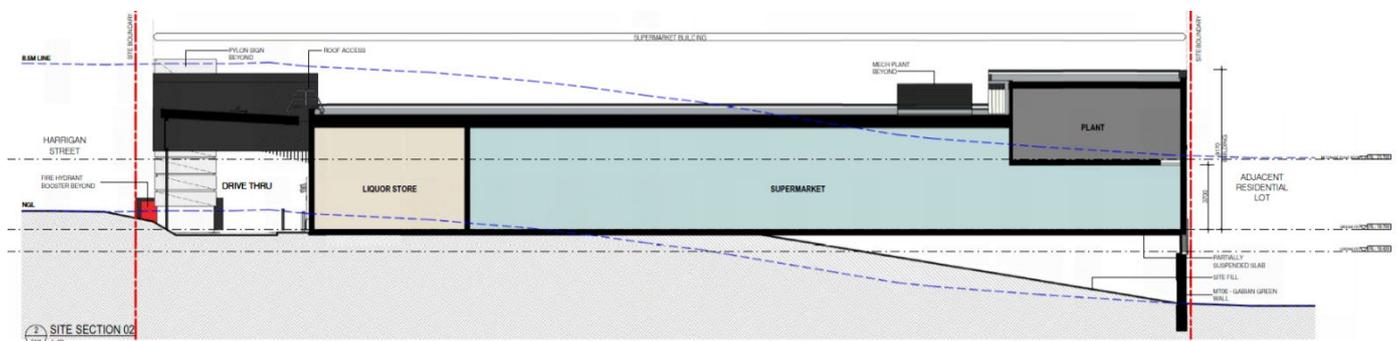
Applicant Response

Item 13:

The proposal plans submitted in support of the development application have been refined based on the information contained within the Detail Survey prepared by Brazier Motti (**Attachment 8**). As demonstrated within **Extract 15**, the natural ground level from the Detail Survey has been adopted within the Amended Proposal Plans (**Attachment 2**).



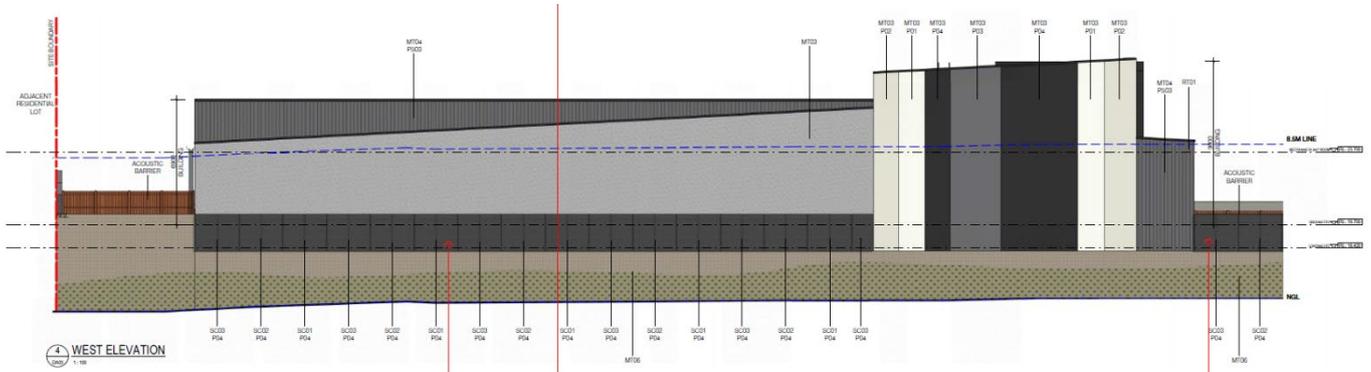
Extract 14 - Previous - Proposed Site Section 02 (DA08 - Issue TP3)
Source - i2c Architects



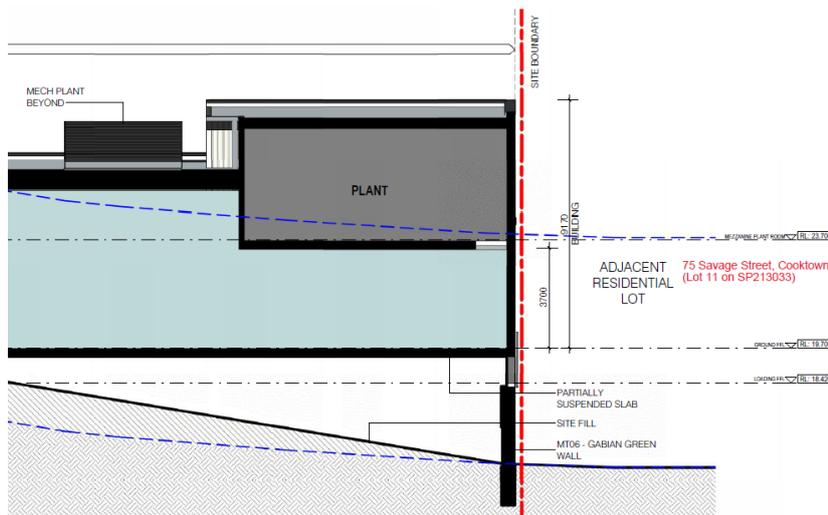
Extract 15 - Amended - Proposed Site Section 02 (DA08 - Issue TP5)
Source - i2c Architects

Item 14:

Extract 16 and **Extract 17** provide a visual representation of the boundary interface between the subject site (81 Savage Street, Cooktown - Lot 212 on C17915) and the adjoining lot to the west, being 75 Savage Street, Cooktown (Lot 11 on SP213033).



Extract 16 - Amended - Proposed Elevations (DA07 - Issue TP5)
Source - i2c Architects



Extract 17 - Amended - Proposed Site Section 02 (DA08 - Issue TP4)
Source - i2c Architects

Specifically, **Extract 16** shows the development as viewed from the adjoining site to the west (75 Savage Street, Cooktown (Lot 11 on SP213033) and **Extract 17** provides a section through the common boundary, demonstrating the change in topography.

Item 15:

The Amended Proposal Plans (**Attachment 2**) have been updated to reflect the Detail Survey prepared by Brazier Motti (**Attachment 8**) and remove any potential encroachments.

Item 16:

The proposal plans submitted in support of the development application have been updated to include a greater level of detail to ensure the community gains an appropriate understanding of the development being proposed.

As outlined above, Items 13, 14, 15 and 16 of the information request have been addressed.

Earthworks

The proposed development will require extensive earthworks. It is noted that a separate application for Operational Works (DA/4629) has been lodged for the site, however it is necessary that the assessment of the Material Change of Use application also considers the nature and extent of earthworks that will be required to facilitate the proposed development. This is a key consideration in determining the suitability of the site for the proposed development.

Information required:

17. Confirm the earthworks volumes required to reshape the site to the proposed design levels and if the earthworks required achieve a balanced cut to fill operation within the site or whether material is required to be imported/exported. The estimated number of truck movements to undertake the earthworks also requires confirmation.
18. Provide sections through the Harrigan Street and Savage Street Road verges and into the site and demonstrate the existing and proposed batters between the carpark and driveway levels and the existing road carriageway. Consideration is required of how the pedestrian corridors and accessibility to the site will be managed.
19. The design information must be revised to show the existing site levels along the northern boundary and include all batters or retaining walls required to manage the large level differences to the adjoining lot to the north.

Applicant Response

Item 17, 18 and 19 of the information request have been addressed within the Engineering Response prepared by Neon Consulting (**Attachment 3**).

Traffic

The proposed development has the potential to generate a significant amount of traffic that has not been considered in road planning and design as the proposed development is not consistent with the planning intent for the site.

20. Please revise the Engineering Services report and review the calculations and recommendation as Table 2 of the Engineering services report incorrectly states the posted speed limit of Harrigan Street is 60km/h.
21. An analysis of the changed operation and increased traffic at the Hope/Harrigan/Savage Street intersection must be completed to verify safe operation of the intersection following development.
22. The applicant is to provide an intersection layout on Harrigan Street that facilitates auxiliary lanes from left and right turning traffic entering and exiting the development. In particular, a Channelised Right Turn and an Auxiliary Left Turn must be provided for vehicular traffic entering the site from Harrigan Street. A dedicated left turn exit must also be provided from the main exit onto Harrigan Street.

Applicant Response

Item 20, 21 and 22 of the information request have been addressed within the Engineering Response prepared by Neon Consulting (**Attachment 3**).

Stormwater and Drainage

The application material contains limited information on stormwater and drainage and how run-off is intended to be conveyed through the site including runoff from the external catchment (s) and runoff from the development site with the large impervious areas.

Specifically, concern is raised in regard to the stormwater outlet into the existing gully at the western Lot boundary considering the large level difference between the design level and gully invert level. It is unclear how normal flow regimes can be achieved at the boundary without any transition drainage segment.

Information required:

23. Prepare a stormwater plan that considers how stormwater flows will be managed through the re-profiled site to the outlet to the gully at the western lot boundary. The design needs to address the significant level difference between the gully invert and the ground FFL. Runoff capture and conveyance will need to be for the 1%AEP event as discharging surface flows over the boundary retaining walls will not be acceptable. Drainage calculations should provide advice on the velocity at the discharge point and impacts on the downstream drainage path.
24. A concept engineering services plan by Neon Engineering (022-2201-00-SK-0001} is included in the Engineering Report and shows a schematic drainage network. This plan requires additional detail including invert levels, pipe/pit sizes, pipe grade. Information must also be provided on the intended depth, volume, batter slopes associated with detention basin.
25. Clarify the inconsistency between the detention basin footprint and shape presented in the concept engineering services plan (022-2201-00-SK-0001} compared with the development layout shown on Architect's drawing DA03.
26. Provide drainage calculations (hydrology and hydraulics) in relation to pre and post development runoff and information on how the post development runoff will be collected and treated by the detention basin.
27. The applicant is to advise how treatment for stormwater quality for the internal site areas will be achieved.

Applicant Response

Item 23, 24, 25, 26 and 27 of the information request have been addressed within the Engineering Response prepared by Neon Consulting (**Attachment 3**).

Water and Sewer

The application material contains limited information on water supply and sewer infrastructure.

Consideration has not been given to potential firefighting storage supply on site. The engineering report indicates that water supply for on-site firefighting will be designed as part of the hydraulic design in a subsequent application. However, further information on water supply for firefighting must be provided as part of the Material Change of Use application to confirm whether additional site storage capacity is required and where this will be located within the development footprint. Firefighting tanks may require a substantial area and the location of this infrastructure requires consideration at the Material Change of Use stage to ensure appropriately integration within the site.

Information required:

28. Confirm the impact of the proposed development including the provision of waters supply for firefighting purposes on the Council water supply network.
29. Further information is required to address the firefighting needs for a commercial development including the requirements to provide 30L/s firefighting flows for 4 hours. Council does not warrant the networks ability to provide sufficient pressure for commercial firefighting and therefore additional on-site infrastructure may be required.
30. Provide additional information on the proposed sewer connection including but not limited to peak flows and daily volumes. It is noted that to connect to the Council gravity manhole on the north side of Harrigan Street, trenching or under-boring of Harrigan Street will be required. An assessment of the capacity of the existing sewerage system to accommodate additional flows must be undertaken and the upgrades necessary to allow connection identified. The connection point to Council's sewerage system may need to be located further down the gravity pipe network to avoid costly sewerage replacement. The assessment must also identify the location and capacity of any downstream pump stations that may be impacted by additional sewerage loads.

Applicant Response

Item 28, 29 and 30 of the information request have been addressed within the Engineering Response prepared by Neon Consulting (**Attachment 3**).

SUMMARY

In accordance with s.13.2 of the Development Assessment Rules, this correspondence represents all of the of the information requested by the assessment manager and we hereby request that the assessment of this development application now continues.

Whilst we trust this information is sufficient to enable you to progress with the assessment of this development application, should you have any queries, please do not hesitate to contact either Alan Irvin or the undersigned on (07) 3254 1566.

Yours Sincerely,

Property Projects Australia Pty Ltd



Marcus McNee

Town Planner

- Enc. **Attachment 1** - Information Request
 Attachment 2 - Amended Proposal Plans
 Attachment 3 - Engineering Response
 Attachment 4 - Economic Need and Impact Assessment
 Attachment 5 - Ecological Response
 Attachment 6 - Active Transport Response
 Attachment 7 - Noise Impact Assessment
 Attachment 8 - Detail Survey
 Attachment 9 - Code Response Tables