

- Council's control. The area, excluding any necessary vehicle access points into the site, is to be included in the Public Open Space - General Zone. The buffer area as referred to above is not to extend onto the site known as the "Colgate Site". This site is the subject of a separate application and condition with respect of buffer areas.
- (3) The 20 metre wide buffer area is to be densely planted with suitable species, including some mature specimens, in order to visually screen industrial uses to areas external to the site. The planting is to be carried out to the satisfaction of Council. This buffer area is to be suitably landscaped with the provision of landscaped mounding during the civil engineering works for the subject site and prior to any building approval being issued for the subject land.
- (5) The total area of the subject site is included within a stormwater drainage study area and the conditions to subdivide within this area will include the following:-
- (a) Dedication of the land for Retardation Basin No. 3 as part of the overall park contribution for the subdivision.
 - (b) Dedication of the land for the channel along the Kendor Street boundary as part of the overall park contribution for the subdivision.
 - (c) Construction of low-flow pipes through Basin No. 3, as sized in the Design Report, in lieu of the full-flow pipes.
 - (d) No access will be permitted to the subdivision from Kendor Street.
 - (e) Stormwater Headworks Contributions \$3,640-00 per hectare on all land within the catchment. It should be noted that this rate was set on the 4th February 1987 and is subject to the Consumer Price Index (All Groups) Brisbane which was 174.6 at that time. The Stormwater Headworks Contribution will be adjusted to the current Consumer Price Index at the time of completion of the subdivision works.
 - (f) The land to be included in the Kendor Street retardation basin area is to be included in the Special Facilities (Retardation Basin) Zone.
- (8) Access to the site is to be to the approval of the Chief Engineer.

ENGINEERING DESIGN AND CONSTRUCTION

- (16) (c) MAINTENANCE - All works which, at the completion of the development, will become the responsibility of Council, shall be subject to a maintenance period in accordance with Council's subdivision By-Laws and policies. Council acknowledges that the Department of Industry Development shall retain a security bond on the contractor until such time as Council is

satisfied that the works have been satisfactorily completed and accepts the works "on maintenance".

- (D) (1) Council has resolved that the approval period for this subdivision is four (4) years. Council acknowledges that the Department of Industry Development shall submit Plans of Survey for the said subdivision directly to the Department of Geographic Information for registration.

LOCATION OF EXISTING SERVICES

- (7) Prior to the Survey Plans being presented to the Department of Geographic Information for registration, the subdivider shall give written confirmation to the effect that all existing stormwater drainage line, water supply services, electricity supply services and sewerage house drainage lies wholly within the allotments which they serve. Any such service as referred to not lying wholly within the allotments which it serves shall be relocated accordingly at the subdividers expense and to the satisfaction of the Chief Engineer. Any alteration to this condition shall be to the satisfaction of the Chief Engineer.
- (17) The existing dedicated road Pine Ridge Road (Captain Cook Drive) shall be constructed with kerb and channelling and widening of the existing bitumen pavement with a bituminous concrete surfaced pavement to the channelling for the full road frontage of the estate. Tapers shall be provided externally to the subdivision. The entrance to the estate shall be designed to adequately cater for the design vehicle expected for such a General Industry development. The design of the southern access to the estate from Captain Cook Drive shall be designed to minimise the use of the southern section of Captain Cook Drive and then Napper Road by heavy industrial vehicles. The intersection shall also take appropriate measures to allow for access into the Waste Disposal area to the west of the Captain Cook Drive. Council acknowledges that the proposed intersection works, as shown on the Burchill, Bate, Parker and Partners Drawing No. C1363:01:09A and refuse dump access road sketch dated 4th July, 1988, satisfies the requirements for upgrading Captain Cook Drive at this location only and that in addition to these works road widening and kerb and channel is required for the full road frontage of the subject site.
- (18) The Council is to liaise with the Department of Main Roads to ensure the intersection of the Gold Coast Highway and Captain Cook Drive is upgraded to adequately cater for the proposed use of the subject area for General Industry purposes.
- (21) Minimum road and property levels shall be above design and/or recorded flood levels to the reasonable satisfaction of the Chief Engineer.

Allotments shall be graded at a minimum slope of 1 to 200 towards a road except where it can be demonstrated by the subdivider to the satisfaction of the Chief Engineer that any alteration to this condition will not adversely affect a future allotment owner or any adjacent allotments. The stormwater drainage system shall be designed to adequately cater for the collection of stormwater drainage from all industrial allotments.

DESIGN AND CONSTRUCTION

- (22) Submission of engineering plans and specifications to the reasonable satisfaction of the Chief Engineer prior to construction. Such approval by the Chief Engineer does not warrant that such plans and specifications have been checked in detail, nor does it absolve the subdivider from complying with all the conditions of this approval and/or relevant Council By-Laws and Policies and/or relevant statutes and/or statutory regulations in the execution and/or performance of the said works. Neither the Council nor the Chief Engineer accepts any responsibility for the accuracy of such plans and specifications as approved. Approval of plans and specifications under this condition will lapse with the lapsing of the subdivision approval.

TREE PRESERVATION

- (32) Any tree with a girth of 450mm or more at waist height shall not be removed without first obtaining the consent of the Chief Inspector. Exceptions will be made in the case of trees within an approved future road reserve or where necessary to install water and sewerage works, drainage lines, etc. Prior to any design or construction work commencing, arrangements shall be made with the Chief Inspector for an inspection to identify trees which are to be preserved. The results of this inspection will be valid only for the duration of this approval, and a fresh inspection will be required for any future subdivision approval.

Council acknowledges that the site is to be developed for industrial purposes which will involve bulk earthworks and clearing of vegetation to provide for suitable industrial allotments, therefore, any trees within these industrial allotments may be adequately cleared.

- (34) The existing overhead service in Captain Cook Drive will be accepted. Council will accept the provision of electricity to the allotments via an overhead electricity supply service. *Revision*
Motion 18-11-88

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Report of Planning & Development Committee Meeting 9th August, 1988

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ITEM 41

REZONING AND SUBDIVISION - CAPTAIN COOK DVE AND KENDOR ST, ERNEST

(34) The existing overhead service in Captain Cook Drive will be accepted. Council will accept the provision of electricity to the allotments via an overhead electricity supply service.

ITEM 42

PREVIOUS AGENDA ITEM - Council Decision (P&D14)(30/6/88)
PROPOSED DEVELOPMENT - OLSEN AVENUE, LABRADOR - REQUEST FOR
ACCEPTANCE OF DEVELOPMENT CONTRIBUTION TOWARDS WORKS IN FRONT OF THE
SUBJECT SITE
FILE 663/85/45

PREVIOUS ITEM - (P&D14)(30/6/88)

Applicant: G.T. & W.G. Ross
Owner: W.G., M.J. & G.T. Ross and C.L. Balke
Location: 103 Olsen Avenue, Labrador
Real Property Description: Resubdivision 162 of Subdivision 2 of Portion 63, County of Ward, Parish of Barrow

Area: 1.658 hectares
Existing Zoning: Residential A
Proposed Zoning: Special Facilities (Farm Equipment Sales and Retail Plant Nursery)

Objections: Nil

PREVIOUS ITEM (P&D 21) (19/9/86)

Council Decision (H13) (7/2/86)

(A) The application be approved and forwarded to the Minister for approval subject to the following conditions:-

STORMWATER DRAINAGE

- (1) Stormwater drainage from the site is to be collected on site in an underground drainage system and discharged into the existing drainage system in Olsen Avenue.
- (2) The applicant is advised that Council is currently investigating an alternate stormwater drainage scheme for the catchment of which this site forms part. It may be necessary that a drainage system is required to be constructed within this property, therefore any proposed buildings will be required to be located clear of any drainage alignment. Prior to any detailed building design being carried out the applicant shall liaise with Council Officers to ensure the drainage scheme will not interfere with the location of any building.

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ITEM 42
PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT. DEV CONT-WORKS FRONT SUBJ SITE

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ROADWORKS

- (3) Kerb and channel and roadwidening are to be provided for the frontage of the site. The kerb and channel is to be on a metre alignment. Pavement tapers are to be provided external to the site. A contribution to the value of \$9,000-00 may be made to Council in lieu of the construction.

FILLING

- (4) The Site is to be filled above the maximum recorded flood level or design flood level to the reasonable satisfaction of the Chief Engineer in accordance with Council's Policy in regard to Foundation Requirements for Developments.

PERMANENT ACCESS AND PROVISION FOR TRAFFIC

- (5) Access to site, vehicular parking and loading bay requirements are to be in accordance with Council's parking policy and any relevant standard drawings.
- (6) A suitable loading dock or area shall be fully contained on site and shall obtain access from a common driveway into the development unless otherwise approved by the Chief Engineer. Should the proposed development be of such a nature to require the delivery of goods by semi-trailer, then the loading area and access will need to be designed accordingly. Reversing of delivery vehicles to or from the site shall not be permitted.

CONSTRUCTION ACCESS AND PROVISION FOR TRAFFIC

- (7) Access to site during construction shall be in accordance with Council's Construction Access and Provision for Traffic at Development Site Policy.

WATER SUPPLY & SEWERAGE

- (8) Provision of water supply and sewerage to the reasonable satisfaction of the Chief Engineer and in accordance with the Sewerage and Water Supply Act and Council Policy.
- (9) The Developer shall bear the cost of extending the 150mm water main in Olsen Avenue to the site prior to the issue of a building clearance. Any alteration to this extension shall be to the reasonable satisfaction of the Chief Engineer.
- (10) The Developer shall deliver sewerage to the pump station presently under construction in Freeman Street. Delivery shall be via gravity mains constructed to meet the ultimate requirements of the catchment. Council will contribute the additional cost of this construction compared to that required by the site alone. Any alteration to this arrangement shall be to the reasonable satisfaction of the Chief Engineer.

HEADWORKS CONTRIBUTIONS

- (11) In accordance with Council Policy 'Water Supply and Sewerage Building Charges' contributions are applicable towards water supply and sewerage headworks (component 2). These contributions are payable to Council prior to commencement of construction and will be determined at the time of processing a building application for the

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CONTINUED...

PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

work. The contributions will be in accordance with the rates, for the Building Charges fixed by Council's Budget, applicable at the time of the Building Application.

- (12) In accordance with Council Policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks.

The contributions are based on the additional equivalent population determined from information supplied with the application and Council records as follows;

Component 1 Headworks;		
Water Supply (B928.00)	3 e.p @ \$212	= \$636-00
Sewerage (B929.00)	50 e.p @ \$196	= \$9,800-00
TOTAL CONTRIBUTION PAYABLE		= \$10,436-00

ENGINEERING DESIGN AND CONSTRUCTION

- (13)(a) Engineering plans and specifications for the work set out in conditions No. 1, 3, 4, 8, 9 and 10 above are to be approved by the Chief Engineer prior to construction commencing. Approval by the Chief Engineer does not warrant that such plans and specification have been checked in detail, nor does it absolve the Developer from complying with all the conditions of this approval and/or relevant Council By-Laws and policies and/or relevant statutes and/or statutory regulations in the execution and/or performance of the said works. Neither the Council nor the Chief Engineer accepts any responsibility for the accuracy of such plans and specifications as approved.
- (b) All material supplied and all work performed by the Developer pursuant to this approval shall be to the reasonable satisfaction of the Chief Engineer and shall comply in all respects with the provisions of all relevant statutes, statutory regulations, By-laws and/or Policies. The Chief Engineer may, by himself or his nominated delegate, supervise and test and generally may inspect all materials and work but no supervision, testing or inspection shall relieve the Developer of any obligation imposed upon such applicant, pursuant to this clause or any other clause of this approval.
- (c) MAINTENANCE - All works which, at the completion of the development, will become the responsibility of Council, shall be subject to a maintenance period and provision of security for the maintenance period in accordance with Council's subdivision By-Laws and policies.
- (d) SUPERVISION - All roadworks, sewerage, water supply and stormwater drainage is to be constructed under

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PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

- the supervision of a qualified Engineer who is to certify that these works have been constructed under his direct supervision and that they comply with the approved drawings and specifications.
- (e) Prior to the commencement of any work arising out of conditions listed above, written advice of intention to proceed with the work is to be given to Council. The advice shall include the name of the responsible supervisor with whom Council's inspecting officer will make contact. Failure to provide advice in accordance with this condition or to obtain the necessary inspections may lead to the forfeiting of part or all of the performance bond.
 - (f) NUISANCE - The Developer is to ensure that a "smoke nuisance" is not created in the development of this proposal. Attention is drawn to Chapter 8 of Council's By-laws in regard to this matter. The requirements of By-law 270 of Chapter 11 in regard to noise nuisances shall apply to this development, and in addition, construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday to Saturday unless otherwise approved by the Chief Engineer.

TOWN PLANNING

- (14) The site is to be utilised for the purposes of a Retail Plant Nursery and the sale of irrigation and pumping equipment, provided that other farm related equipment sales may be permitted upon application to the Chief Inspector.
 - (15) Provision of six (6) metre and ten (10) metre landscaped buffer strips to the Olsen Avenue frontage and side and rear boundaries respectively.
 - (16) Provision of off-street carparking spaces in accordance with Town Planning Scheme and Policy requirements at the following rates:-
 - (a) Farm equipment sales: One space per 30 square metres total use area
 - (b) Retail plant nursery: One space per 500 square metres total use area with a minimum of ten spaces
 - (17) The existing non-conforming uses located on properties to the rear of the subject site are to be terminated within three (3) months of the date of gazettal of the rezoning. Where appropriate such uses may be re-established on the subject site to the satisfaction of the Chief Inspector.
- (B) Prior to the matter being referred to the Minister for approval the applicant is to enter into an Agreement to the satisfaction of the Town Clerk against the performance of conditions, together with a cash bond or bank guarantee to the sum of \$15,436-00, against -
- (i) payment of headworks charges (\$10,436-00)

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ITEM 42
PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

(ii) performance of conditions of approval (\$5,000-00)

The amount relating to headworks charges is to be converted to cash within fourteen (14) days of the date of gazettal of the rezoning. The amount relating to a performance bond will be retained by Council against performance of conditions, and will be returned following completion of the development. Should development not comply with conditions of approval, Council at its absolute discretion may call up the bond and utilise those monies for litigation purposes. Should the application be refused by the Minister the cash bond or bank guarantee is to be returned to the Applicant.

(C) If the Applicant fails to comply with (B) above within twelve (12) months of the date of this decision Council will take action to rescind these decisions to approve the rezoning, unless the Applicant can give reasons satisfactory to Council why such rescission should not take place.

Council Decision (P&D 25) (27/6/86)

That the Solicitors for the Appellant be advised that subject to withdrawal of Local Government Appeal No. 103 of 1986, Council is prepared to take action to rescind condition (A)(12) and (B) of its decision of 7th February, 1986 (H13) and replace those conditions with the following new conditions:-

"(A)(12) The Developer is advised that Headworks Component (1) charge for water supply and sewerage are not applicable to the subject site on the understanding that the equivalent population density for this subject site shall be limited to an 'equivalent population' density of thirty (30) persons per gross hectare. If, at any time in the future, a development is proposed which involves an increase to the "equivalent population" density, further charges will be applicable and will be payable prior to the issue of the relevant approvals by Council.

(B) Prior to the matter being referred to the Minister for approval a cash bond or bank guarantee to the sum of \$5,000-00 against performance of conditions, together with a letter agreeing to the conditions of approval are to be lodged with Council. The cash bond or bank guarantee is to be returned to the applicant if the application is not approved by the Governor-in-Council."

Reference Planning Officer (PS) (1/9/86)

Following Council's Decision of the 27th June, 1986 the applicant has again been in contact with Council's Officers with respect to alteration to conditions of approval. The applicants now seek to alter the conditions of approval relative to condition (A) (17). This condition requires that the existing non-conforming uses located on property with frontage to Usher Avenue be relocated to the subject site within three months of gazettal of the rezoning. The applicants seek a term of twelve months to effect the relocation

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PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

the supervision of a qualified Engineer who is to certify that these works have been constructed under his direct supervision and that they comply with the approved drawings and specifications.

- (e) Prior to the commencement of any work arising out of conditions listed above, written advice of intention to proceed with the work is to be given to Council. The advice shall include the name of the responsible supervisor with whom Council's inspecting officer will make contact. Failure to provide advice in accordance with this condition or to obtain the necessary inspections may lead to the forfeiting of part or all of the performance bond.
- (f) NUISANCE - The Developer is to ensure that a "smoke nuisance" is not created in the development of this proposal. Attention is drawn to Chapter 8 of Council's By-laws in regard to this matter. The requirements of By-law 270 of Chapter 11 in regard to noise nuisances shall apply to this development, and in addition, construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday to Saturday unless otherwise approved by the Chief Engineer.

TOWN PLANNING

- (14) The site is to be utilised for the purposes of a Retail Plant Nursery and the sale of irrigation and pumping equipment, provided that other farm related equipment sales may be permitted upon application to the Chief Inspector.
 - (15) Provision of six (6) metre and ten (10) metre landscaped buffer strips to the Olsen Avenue frontage and side and rear boundaries respectively.
 - (16) Provision of off-street carparking spaces in accordance with Town Planning Scheme and Policy requirements at the following rates:-
 - (a) Farm equipment sales: One space per 30 square metres total use area
 - (b) Retail plant nursery: One space per 500 square metres total use area with a minimum of ten spaces
 - (17) The existing non-conforming uses located on properties to the rear of the subject site are to be terminated within three (3) months of the date of gazettal of the rezoning. Where appropriate such uses may be re-established on the subject site to the satisfaction of the Chief Inspector.
- (B) Prior to the matter being referred to the Minister for approval the applicant is to enter into an Agreement to the satisfaction of the Town Clerk against the performance of conditions, together with a cash bond or bank guarantee to the sum of \$15,436-00, against -
- (i) payment of headworks charges (\$10,436-00)

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PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

in order that building approval may be gained and the relevant new buildings constructed, prior to relocation. The request is a reasonable one and can be accommodated by amendment to the condition of rezoning. Such amendments cannot however be effected until such times as the Appeal is withdrawn.

It is recommended that the Appellants be advised that in addition to alterations to conditions of approval agreed to by Council at its meeting held on 27th June, 1986 (P&D 25), Council is prepared to amend Condition (A)(17), subject to withdrawal of Local Government Appeal No. 103 of 1986, to read as follows:

" (A)(17) The existing non-conforming uses located on properties to the rear of the subject site are to be terminated within twelve (12) months of the date of gazettal of the rezoning. Where appropriate such uses may be re-established on the subject site to the satisfaction of the Planning and Development Manager."

Council Decision (P&D 21) (19/9/86)

That the recommendation of the Planning Officer be adopted.

Reference Deputy Manager Planning & Development (RC) (31/5/88)

Further to the matter raised in the Council agenda item of the 19th September, 1986 (P&D 21) the Appeal to the Local Government Court was withdrawn and the proposal was forwarded to the Minister. The zoning of the subject site was gazetted from the 6th December, 1986.

The amendments as referred to in the previous Council decisions were adopted with the adoption of new conditions (A)(12), (A)(17) and (B) being formally adopted on the 14th November, 1986. These conditions read as follows:

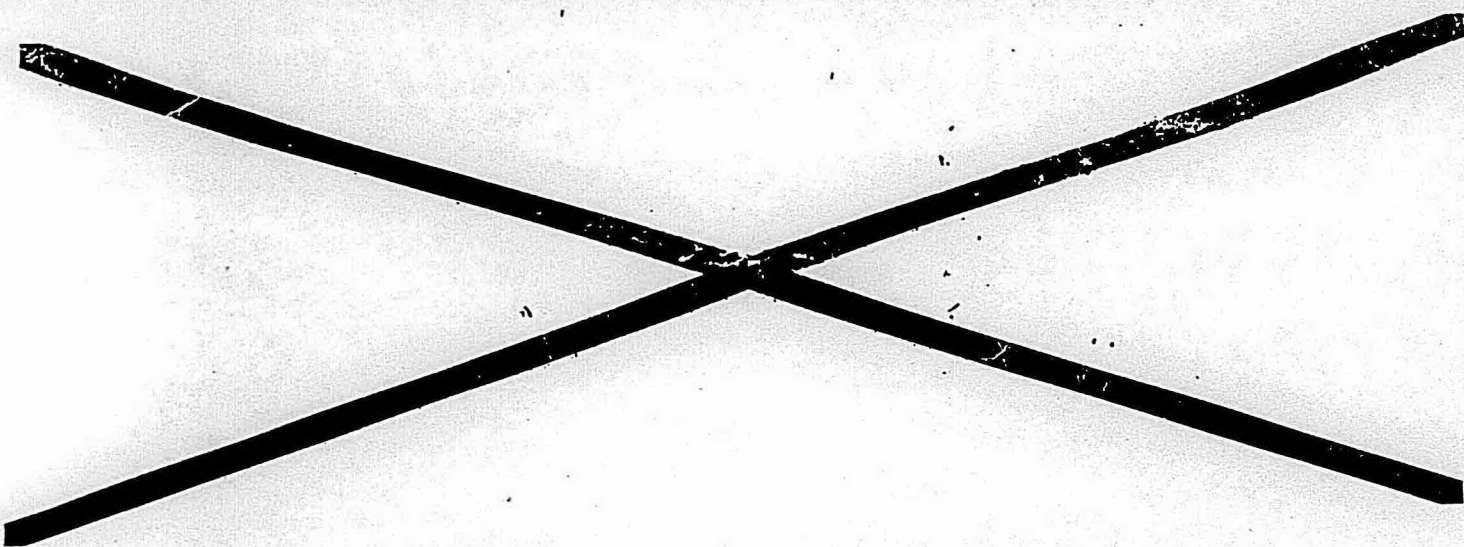
COUNCIL DECISION (86/790) (14/11/86)

Resolved on the MOTION of Alderman A.J.D. Bell, seconded Alderman P.F. Webber:

(A)(12) The Developer is advised that Headworks Component (1) charge for water supply and sewerage are not applicable to the subject site on the understanding that the equivalent population density for this subject site shall be limited to an 'equivalent population' density of thirty (30) persons per gross hectare. If, at any time in the future, a development is proposed which involves an increase to the "equivalent population" density, further charges will be applicable and will be payable prior to the issue of the relevant approvals by Council.

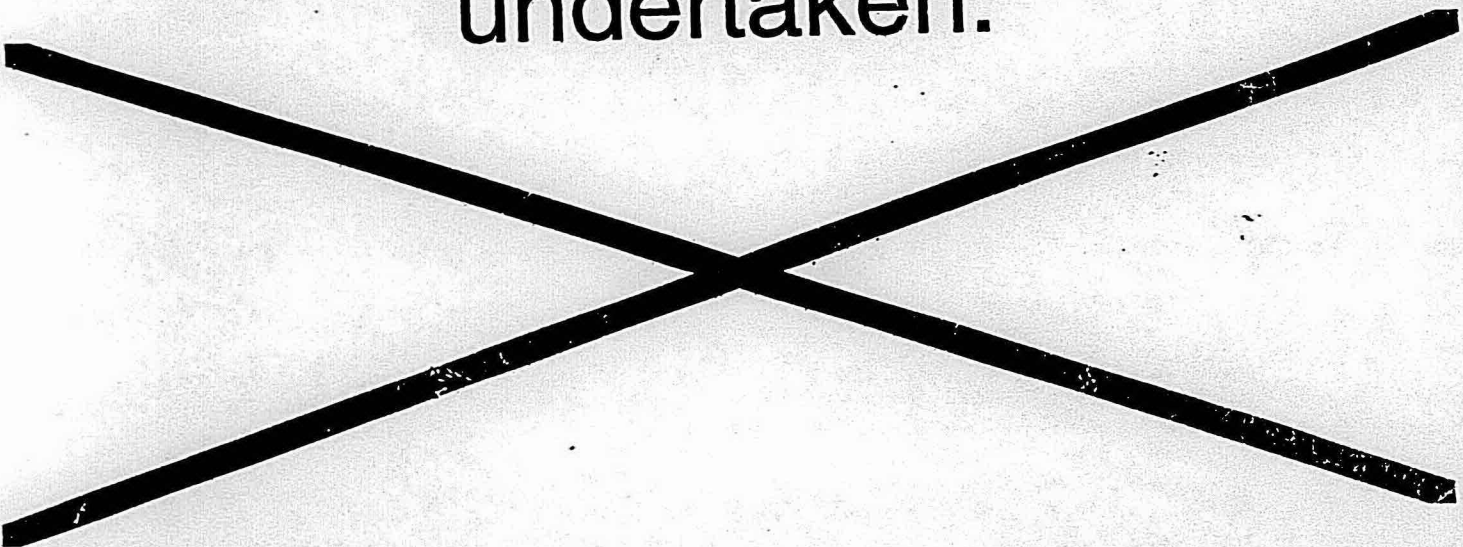
(17) The existing non-conforming uses located on properties to the rear of the subject site are to be terminated within twelve (12) months of the date of gazettal of the rezoning. Where appropriate such uses may be re-established on the subject site to the satisfaction of the Planning and Development Manager.

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An error occurred in the
previous few pages (ie. pages skewed,
overlapped, jammed etc).

To ensure that all pages are
filmed correctly.
Refilming of a number of
previous pages is now
undertaken.



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PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT. DEV CONT-WORKS FRONT SUBJ SITE

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ROADWORKS

- (3) Kerb and channel and roadwidening are to be provided for the frontage of the site. The kerb and channel is to be on a metre alignment. Pavement tapers are to be provided external to the site. A contribution to the value of \$9,000-00 may be made to Council in lieu of the construction.

FILLING

- (4) The Site is to be filled above the maximum recorded flood level or design flood level to the reasonable satisfaction of the Chief Engineer in accordance with Council's Policy in regard to Foundation Requirements for Developments.

PERMANENT ACCESS AND PROVISION FOR TRAFFIC

- (5) Access to site, vehicular parking and loading bay requirements are to be in accordance with Council's parking policy and any relevant standard drawings.
- (6) A suitable loading dock or area shall be fully contained on site and shall obtain access from a common driveway into the development unless otherwise approved by the Chief Engineer. Should the proposed development be of such a nature to require the delivery of goods by semi-trailer, then the loading area and access will need to be designed accordingly. Reversing of delivery vehicles to or from the site shall not be permitted.

CONSTRUCTION ACCESS AND PROVISION FOR TRAFFIC

- (7) Access to site during construction shall be in accordance with Council's Construction Access and Provision for Traffic at Development Site Policy.

WATER SUPPLY & SEWERAGE

- (8) Provision of water supply and sewerage to the reasonable satisfaction of the Chief Engineer and in accordance with the Sewerage and Water Supply Act and Council Policy.
- (9) The Developer shall bear the cost of extending the 150mm water main in Olsen Avenue to the site prior to the issue of a building clearance. Any alteration to this extension shall be to the reasonable satisfaction of the Chief Engineer.
- (10) The Developer shall deliver sewerage to the pump station presently under construction in Freeman Street. Delivery shall be via gravity mains constructed to meet the ultimate requirements of the catchment. Council will contribute the additional cost of this construction compared to that required by the site alone. Any alteration to this arrangement shall be to the reasonable satisfaction of the Chief Engineer.

HEADWORKS CONTRIBUTIONS

- (11) In accordance with Council Policy 'Water Supply and Sewerage Building Charges' contributions are applicable towards water supply and sewerage headworks (component 2). These contributions are payable to Council prior to commencement of construction and will be determined at the time of processing a building application for the

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PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

work. The contributions will be in accordance with the rates, for the Building Charges fixed by Council's Budget, applicable at the time of the Building Application.

- (12) In accordance with Council Policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks.

The contributions are based on the additional equivalent population determined from information supplied with the application and Council records as follows;

Component 1 Headworks;		=	\$636-00
Water Supply (B928.00)	3 e.p @ \$212	=	\$9,800-00
Sewerage (B929.00)	50 e.p @ \$196		
TOTAL CONTRIBUTION PAYABLE		=	\$10,436-00

ENGINEERING DESIGN AND CONSTRUCTION

- (13)(a) Engineering plans and specifications for the work set out in conditions No. 1, 3, 4, 8, 9 and 10 above are to be approved by the Chief Engineer prior to construction commencing. Approval by the Chief Engineer does not warrant that such plans and specification have been checked in detail, nor does it absolve the Developer from complying with all the conditions of this approval and/or relevant Council By-Laws and policies and/or relevant statutes and/or statutory regulations in the execution and/or performance of the said works. Neither the Council nor the Chief Engineer accepts any responsibility for the accuracy of such plans and specifications as approved.
- (b) All material supplied and all work performed by the Developer pursuant to this approval shall be to the reasonable satisfaction of the Chief Engineer and shall comply in all respects with the provisions of all relevant statutes, statutory regulations, By-laws and/or Policies. The Chief Engineer may, by himself or his nominated delegate, supervise and test and generally may inspect all materials and work but no supervision, testing or inspection shall relieve the Developer of any obligation imposed upon such applicant, pursuant to this clause or any other clause of this approval.
- (c) MAINTENANCE - All works which, at the completion of the development, will become the responsibility of Council, shall be subject to a maintenance period and provision of security for the maintenance period in accordance with Council's subdivision By-Laws and policies.
- (d) SUPERVISION - All roadworks, sewerage, water supply and stormwater drainage is to be constructed under

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PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

- the supervision of a qualified Engineer who is to certify that these works have been constructed under his direct supervision and that they comply with the approved drawings and specifications.
- (e) Prior to the commencement of any work arising out of conditions listed above, written advice of intention to proceed with the work is to be given to Council. The advice shall include the name of the responsible supervisor with whom Council's inspecting officer will make contact. Failure to provide advice in accordance with this condition or to obtain the necessary inspections may lead to the forfeiting of part or all of the performance bond.
- (f) **NUISANCE** - The Developer is to ensure that a "smoke nuisance" is not created in the development of this proposal. Attention is drawn to Chapter 8 of Council's By-laws in regard to this matter. The requirements of By-law 270 of Chapter 11 in regard to noise nuisances shall apply to this development, and in addition, construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday to Saturday unless otherwise approved by the Chief Engineer.

TOWN PLANNING

- (14) The site is to be utilised for the purposes of a Retail Plant Nursery and the sale of irrigation and pumping equipment, provided that other farm related equipment sales may be permitted upon application to the Chief Inspector.
 - (15) Provision of six (6) metre and ten (10) metre landscaped buffer strips to the Olsen Avenue frontage and side and rear boundaries respectively.
 - (16) Provision of off-street carparking spaces in accordance with Town Planning Scheme and Policy requirements at the following rates:-
 - (a) Farm equipment sales: One space per 30 square metres total use area
 - (b) Retail plant nursery: One space per 500 square metres total use area with a minimum of ten spaces
 - (17) The existing non-conforming uses located on properties to the rear of the subject site are to be terminated within three (3) months of the date of gazettal of the rezoning. Where appropriate such uses may be re-established on the subject site to the satisfaction of the Chief Inspector.
- (B) Prior to the matter being referred to the Minister for approval the applicant is to enter into an Agreement to the satisfaction of the Town Clerk against the performance of conditions, together with a cash bond or bank guarantee to the sum of \$15,436-00, against -
- (i) payment of headworks charges (\$10,436-00)

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PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

(ii) performance of conditions of approval (\$5,000-00)

The amount relating to headworks charges is to be converted to cash within fourteen (14) days of the date of gazettal of the rezoning. The amount relating to a performance bond will be retained by Council against performance of conditions, and will be returned following completion of the development. Should development not comply with conditions of approval, Council at its absolute discretion may call up the bond and utilise those monies for litigation purposes. Should the application be refused by the Minister the cash bond or bank guarantee is to be returned to the Applicant.

- (C) If the Applicant fails to comply with (B) above within twelve (12) months of the date of this decision Council will take action to rescind these decisions to approve the rezoning, unless the Applicant can give reasons satisfactory to Council why such rescission should not take place.

Council Decision (P&D 25) (27/6/86)

That the Solicitors for the Appellant be advised that subject to withdrawal of Local Government Appeal No. 103 of 1986, Council is prepared to take action to rescind condition (A)(12) and (B) of its decision of 7th February, 1986 (H13) and replace those conditions with the following new conditions:-

- "(A)(12) The Developer is advised that Headworks Component (1) charge for water supply and sewerage are not applicable to the subject site on the understanding that the equivalent population density for this subject site shall be limited to an 'equivalent population' density of thirty (30) persons per gross hectare. If, at any time in the future, a development is proposed which involves an increase to the "equivalent population" density, further charges will be applicable and will be payable prior to the issue of the relevant approvals by Council.
- (B) Prior to the matter being referred to the Minister for approval a cash bond or bank guarantee to the sum of \$5,000-00 against performance of conditions, together with a letter agreeing to the conditions of approval are to be lodged with Council. The cash bond or bank guarantee is to be returned to the applicant if the application is not approved by the Governor-in-Council."

Reference Planning Officer (PS) (1/9/86)

Following Council's Decision of the 27th June, 1986 the applicant has again been in contact with Council's Officers with respect to alteration to conditions of approval. The applicants now seek to alter the conditions of approval relative to condition (A) (17). This condition requires that the existing non-conforming uses located on property with frontage to Usher Avenue be relocated to the subject site within three months of gazettal of the rezoning. The applicants seek a term of twelve months to effect the relocation

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ITEM 42 **CONTINUED...**
PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

in order that building approval may be gained and the relevant new buildings constructed, prior to relocation. The request is a reasonable one and can be accommodated by amendment to the condition of rezoning. Such amendments cannot however be effected until such times as the Appeal is withdrawn.

It is recommended that the Appellants be advised that in addition to alterations to conditions of approval agreed to by Council at its meeting held on 27th June, 1986 (P&D 25), Council is prepared to amend Condition (A)(17), subject to withdrawal of Local Government Appeal No. 103 of 1986, to read as follows:

" (A)(17) The existing non-conforming uses located on properties to the rear of the subject site are to be terminated within twelve (12) months of the date of gazettal of the rezoning. Where appropriate such uses may be re-established on the subject site to the satisfaction of the Planning and Development Manager."

Council Decision (P&D 21) (19/9/86)

That the recommendation of the Planning Officer be adopted.

Reference Deputy Manager Planning & Development (RC) (31/5/88)

Further to the matter raised in the Council agenda item of the 19th September, 1986 (P&D 21) the Appeal to the Local Government Court was withdrawn and the proposal was forwarded to the Minister. The zoning of the subject site was gazetted from the 6th December, 1986.

The amendments as referred to in the previous Council decisions were adopted with the adoption of new conditions (A)(12), (A)(17) and (B) being formally adopted on the 14th November, 1986. These conditions read as follows:

COUNCIL DECISION (86/790) (14/11/86)

Resolved on the MOTION of Alderman A.J.D. Bell, seconded Alderman P.F. Webber:

(A)(12) The Developer is advised that Headworks Component (1) charge for water supply and sewerage are not applicable to the subject site on the understanding that the equivalent population density for this subject site shall be limited to an 'equivalent population' density of thirty (30) persons per gross hectare. If, at any time in the future, a development is proposed which involves an increase to the "equivalent population" density, further charges will be applicable and will be payable prior to the issue of the relevant approvals by Council.

(17) The existing non-conforming uses located on properties to the rear of the subject site are to be terminated within twelve (12) months of the date of gazettal of the rezoning. Where appropriate such uses may be re-established on the subject site to the satisfaction of the Planning and Development Manager.

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PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

- (B) Prior to the matter being referred to the Minister for approval a cash bond or bank guarantee to the sum of \$5,000-00 against performance of conditions of approval, together with a letter agreeing to the conditions of approval are to be lodged with Council. The cash bond or bank guarantee is to be returned to the applicant if the application is not approved by the Governor-in-Council.

PRICE & ROOBOTTOM (Folio 8815099 13/4/88)

We act on behalf of Messrs Ross and have been instructed to write to you in relation to your letter of the 22nd of January. We understand from our clients that since the letter was written there have been further discussions between our clients and alderman Hughes and it was agreed that there would be no charge for stormwater drainage as set out in Item (6) of your letter.

Our clients are willing to pay the sum of \$9,000-00 referred to in Item (3) of your letter on the understanding that this will be the final sum payable by them in relation to all works associated with the development and that no further contributions whatsoever will be required from them in relation to roadworks, kerb and channelling, drainage or any other works whatsoever. Would you please confirm that this is so and advise when you would expect to be able to commence the work. Upon receiving confirmation from you, your clients will arrange for a cheque for \$9,000-00 to be forwarded to you.

Further Reference Deputy Manager Planning & Development (RC)
(31/5/88)

The contribution towards the construction of road widening and kerb and channel in Olsen Avenue was suggested and adopted as a Council Decision because at the time of processing this application it was envisaged that there would be an effluent forcemain to be constructed along the Olsen Avenue frontage of the property.

The construction of the effluent forcemain and ultimate stormwater drainage lines to be constructed on the frontage of the subject site would mean that these works if constructed now by the developer would be destroyed in the future at the time of construction of the forcemain and stormwater drainage works.

The contribution towards these works would enable Council to co-ordinate all constructions works at one time and limit where possible the damage to any existing works that may be constructed by the developer.

The construction of stormwater drainage along the frontage of the subject site has been previously discussed between the developer and Alderman Hughes and the developer is not to construct this work, the cost of this work should be added to the overall cost of drainage works provided by Council in the Usher Avenue/Olsen Avenue Drainage Catchment Works as provided for in the overall stormwater design for this catchment and applied to the area as a whole on a contribution per hectare basis. An estimate of the construction of cost for the

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PROP DEV-OLSEN AVE, L'DOR-REQ ACCEPT DEV CONT-WORKS FRONT SUBJ SITE

stormwater drainage along the frontage of the subject site is in the order of \$35,200-00.

It is recommended that Council accept the \$9,000-00 as referred to in the correspondence from the developer as compliance with the condition (3) of the Conditional Approval for the rezoning of the subject land as adopted by Council at its meeting held on the 7th February, 1986 (H13).

Council Decision (P&D14)(30/6/88)

The recommendation of the Deputy Manager Planning and Development be adopted.

Reference Deputy Planning and Development Manager (RC)(3/8/88)

The owner of the subject land, having received his notification of the Council Decision (P&D14) of 30th June, 1988, is not satisfied with the wording of that decision. The owner is concerned that Council has not stated that he will not be required to provide for the stormwater drainage for the ultimate upstream stormwater drainage catchment that passes the front of the site. Council has now included the stormwater drainage in this area in a benefitted area scheme and if the stormwater drainage is not provided by the owner, the stormwater drainage would have to be provided from Council funds. In this regard the owner contends that because Council constructed and paid for the stormwater drainage through his land then Council should be responsible for the major stormwater drainage system to be located along the frontage of his site in Olsen Avenue.

It is recommended that Council consider this matter.

Recommendation

(A) That the developer/owner of the subject land be advised that Council acknowledges that the payment of the \$9,000-00, as referred to in the Council Decision of 30th June, 1988 (P&D14), satisfies condition (3) of the rezoning approval (H13) of 7th February, 1986 and that the developer/owner of the subject land will not be responsible for drainage construction along the Olsen Avenue frontage of the subject site as this drainage work will be included in the ultimate drainage works for this stormwater catchment and be constructed by Council.

(b) That the drainage works across the Olsen Avenue frontage of the subject site be included in the trunk stormwater drainage works for this stormwater catchment.

ITEM 43 (CP)

PREVIOUS AGENDA ITEM - Council Decision (P&D38)(12/2/88)
CYPRESS AVENUE CAR PARK
FILE 818/85/54 & 6-2572(3)

PREVIOUS ITEM (P&D34)(30/10/87)

Council Decision (P&D34)(30/10/87)

- (a) That Council note a meeting was held between the Planning and Development Committee and the representatives of Briselwood, Key Securities Ltd. and Pettit and Sevitt on Tuesday 27th October, 1987.
- (b) That Council note that a separate meeting to (a) above was held between the Planning and Development Committee and representatives of 'Harcourt Co.' - Locomotive Investments Pty.Ltd. and Lakenheath Pty.Ltd. on Tuesday 27th October, 1987.
- (c) That Town Planning Permit No. 6/1146 dated the 5th September, 1985 be extended until 30th January, 1988 on the basis that further extensions may be granted if the developer is able to demonstrate to Council that suitable progress is being made.
- (d) As a Notice of Intention to Revoke the Permit has already been served, Council may revoke the Permit after the expiration of the above period, without further notice. Should it be necessary that further extensions be sought, it is the applicant's responsibility to ensure that requests are lodged with Council prior to the expiration of the extended period and the applicant be advised accordingly.

PREVIOUS ITEM (P&D38)(12/2/88)

Council Decision (P&D38)(12/2/88)

- (1) That the Town Planning Permit No. 6/1146 dated 5th September, 1985, be extended for a further six (6) months period until 12th August, 1988.
- (2) As Notice of Intention to Revoke the Permit has already been served, Council may revoke the Permit after the expiration of the above period, as referred to in (1), without further notice.

Reference Planning and Development Manager (NH)(3/8/88)

The following letters have been submitted in regard to the revocation of Town Planning Permit No. 6/1146. This approval was for the development of a major retail centre in conjunction with a public car park, bus interchange and public rest rooms. There have been major changes in traffic, redevelopment and the nature of Surfers Paradise since the original approval was granted in September 1985. As the lease of the site is being resold and a different development application has been lodged for this site, it is appropriate for the original Town Planning approval to be revoked.

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ITEM 43
CYPRESS AVENUE CAR PARK

BURCHILL BATE PARKER & PARTNERS PTY. LTD. (Folio 8829338 26/7/88)
We are writing for our client Briselwood Pty. Ltd./Key Property Trust in this matter. As you are aware Briselwood Pty. Ltd. were issued with Town Planning Permit No. 6/1146 for the above site on September 5th, 1985.

A number of applications to have the Permit extended have been granted by Council, the latest of which expires on 12th August next.

You are also aware that a proposal for the site has been submitted by Jarview Pty. Ltd. with the approval of our client.

With the knowledge that Jarview were developing a proposal for the site it was considered inappropriate for our client to pursue the design of another development on the same site.

Although we believe it unlikely, there must always remain a possibility that Council will not approve the proposal put forward by Jarview Pty. Ltd. and for this reason we request that the Town Planning Permit referred to above be extended by 32 days from the 12th August (when we understand the Jarview application will be likely to be decided upon by Council) to cover the appeal period for the Jarview Pty. Ltd. application.

BURCHILL BATE PARKER & PARTNERS PTY. LTD. (Folio 8829616 27/7/88)
We are writing for our client Briselwood Pty. Ltd./Key Property Trust in this matter and advise this letter is to supersede our letter of 26th July 1988.

Two applications to have the Permit extended have been granted by Council, the latest of which expires on 12th August next.

The extension granted by letter of 9th November 1987, noted under (c) that further extensions may be granted if the developer is able to demonstrate to Council that suitable progress is being made.

Since that time Council has been made aware of the soils testing investigations carried out and the effect these have had on the project.

Following upon the soils testing exercise Jarview Pty. Ltd. approached Briselwood with a view to taking over their (Briselwood) interests and you are aware that a proposal for the site has been submitted by Jarview Pty. Ltd.

With the knowledge that Jarview were developing a proposal for the site it was considered inappropriate for our client to pursue the design of another development on the same site.

Although we believe it unlikely, there must always remain a possibility that Council will not approve the proposal put forward by Jarview Pty. Ltd. and for this reason we request that should the Jarview application be refused then Town Planning Permit 6/1146 be extended by a further six months to allow Briselwood Pty. Ltd. to finalize their plans following upon the soils report results.

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Council Meeting 12th August, 1988

Report of Planning & Development Committee Meeting 9th August, 1988

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ITEM 43
CYPRESS AVENUE CAR PARK

Further Reference Planning and Development Manager (NH)(3/8/88)
It is recommended that Permit No. 6/1146 be revoked and the applicant and land owner be advised accordingly.

Recommendation
That the recommendation of the Planning and Development Manager be adopted.

ITEM 44 (CP)

PREVIOUS AGENDA ITEM - Council Decision (C13)(30/6/88)
TOWN PLANNING SCHEME - INTERNATIONAL HOTEL, ACCOMMODATION UNITS AND
ILLUMINATED TENNIS COURTS - THE ESPLANADE, EPHRAIM ISLAND - PROGRESS
OF THE APPEAL
FILE 818/87/293 Part 4

Recommendation

ITEM 44 - INTERNATIONAL HOTEL, ACCOMMODATION UNITS AND
ILLUMINATED TENNIS COURTS - THE ESPLANADE, EPHRAIM
ISLAND - PROGRESS OF THE APPEAL

File 818/87/293 Pt 4

Resolved on the MOTION of Alderman K.L. Thompson, seconded 88/1146
Alderman L.J. Hughes, that it be noted that Alderman K.L.
Thompson voted against the recommendation.

~~... have regard to the fact that the Council has recommended approval to a reduced development with variable height up to a maximum of six (6) storeys and in accordance with this advice, Council advise the appellant, the Raptis Group Limited and the Respondent by Election, Lewis Land Corporation Pty. Limited, that Council will agree to an Order by Consent approving the development, subject to the following conditions:-~~

- (1) Amended plans are to be submitted with a maximum overall height of 23 metres A.H.D. including all appurtenances which may be proposed for the top of the building. The accommodation buildings are to be located and designed with the overall vista of a landscaped development from the foreshore being a paramount design consideration. The accommodation buildings are to be designed into larger modules with avoidance of a grid pattern and to achieve open areas when viewed from the foreshore and the height of the buildings being varied to avoid a block like appearance.

- (2) The development is to be restricted to an international hotel of 396 bedrooms and a maximum number of accommodation units of 396 units with a total number of

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ITEM 43
CYPRESS AVENUE CAR PARK

Further Reference Planning and Development Manager (NH)(3/8/88)
It is recommended that Permit No. 6/1146 be revoked and the applicant and land owner be advised accordingly.

Recommendation
That the recommendation of the Planning and Development Manager be adopted.

ITEM 44 (CP)

PREVIOUS AGENDA ITEM - Council Decision (C13)(30/6/88)
TOWN PLANNING SCHEME - INTERNATIONAL HOTEL, ACCOMMODATION UNITS AND ILLUMINATED TENNIS COURTS - THE ESPLANADE, EPHRAIM ISLAND - PROGRESS OF THE APPEAL
FILE 818/87/293 Part 4

Recommendation

- (A) Council note that a "without prejudice" meeting was held with representatives of the Raptis Group Limited on Tuesday 9th August, 1988.
- (B) Council note a letter has been submitted from the Raptis Group Limited agreeing for an Order by Consent to a variable height development to a maximum of six (6) storeys in accordance with the conditions as recommended by the Planning and Development Committee to Council's meeting on 26th February, 1988.
- (C) Council note legal advice on this matter has recommended approval to a reduced development with variable height up to a maximum of six (6) storeys and in accordance with this advice, Council advise the appellant, the Raptis Group Limited and the Respondent by Election, Lewis Land Corporation Pty. Limited, that Council will agree to an Order by Consent approving the development, subject to the following conditions:-
- (1) Amended plans are to be submitted with a maximum overall height of 23 metres A.H.D. including all appurtenances which may be proposed for the top of the building. The accommodation buildings are to be located and designed with the overall vista of a landscaped development from the foreshore being a paramount design consideration. The accommodation buildings are to be designed into larger modules with avoidance of a grid pattern and to achieve open areas when viewed from the foreshore and the height of the buildings being varied to avoid a block like appearance.
 - (2) The development is to be restricted to an international hotel of 396 bedrooms and a maximum number of accommodation units of 396 units with a total number of

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INT HOTEL/ACC UNITS/ILLU TENNIS CTS-ESPL, EPHRAIM IS-PROGRESS-APPEAL

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bedrooms on the Island being 1476. The gross floor area of the international hotel being no greater than 43000 square metres with the gross floor area of the accommodation units being a maximum of 73500 square metres. Any basement out of ground more than one metre above the approved filled ground level is to be counted in the allowable gross floor area.

- (3) The site coverage of the development is not to exceed 30% of the gross area of the site (7.407 hectares) or 40% site coverage on the remaining land area if there is a reduction in the site area for a canal or marina component in the amended development.
- (4) At least 20% of the site area after canal excavations is to be capable of deep planting with emphasis on the periphery of the Island. The open space and landscaped areas within the development are to be landscaped in accordance with an approved landscaping plan. The landscape planting plan is to be submitted and approved prior to the issue of building approval. The height of the landscaping is an important aspect of the development and mature and advanced species of trees capable of placing the height of the built form with foliage will be a necessary part of the required landscaping. The integration of the development with landscaping and its appearance from the foreshore is an essential condition of approval. The landscaping is to be completed in accordance with the approved planting plan prior to the uses approved in this Town Planning Permit commencing and is to be maintained thereafter to the reasonable satisfaction of the Planning and Development Manager.
- (5) Submission to and approval by Council of satisfactory building plans and specifications in accordance with the Building Act, Council's By-laws where applicable and the City of Gold Coast Town Planning Scheme. These plans are to generally accord with amended plans as approved in this Town Planning Permit. The buildings are to be constructed in accordance with the approved building plans prior to the commencement of the use approved in this Town Planning Permit.
- (6) Provision of fire services in accordance with the Fire Safety Act.
- (7) Compliance with the Health Acts and all Regulations made thereunder.
- (8) Compliance with the requirements imposed by the Inspector of Shops and Factories.

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INT HOTEL/ACC UNITS/ILLU TENNIS CTS-ESPL, EPHRAIM IS-PROGRESS-APPEAL

- (9) Any noise generated is to comply with the provisions of By-law 270 of Chapter 11 of Council's By-laws and The Noise Abatement Act and the requirements of any other Authorities.
- (10) All service equipment and refrigeration units are to be positioned and housed so as not to cause nuisance or disturbance to persons or property not connected with the development and to the reasonable satisfaction of the Planning and Development Manager.
- (11) Any lighting device is to be so positioned and shielded as not to cause any glare nuisance to any nearby residential occupation or passing motorist.
- (12) The buildings are not to exceed six (6) storeys in height within the overall height stipulated in condition (1).
- (13) The building is to comply with Town Planning Scheme requirements in regard to shadow provisions for accommodation buildings.
- (14) General compliance with the provisions of the definition 'International Hotel' under the Town Planning Scheme for the City of Gold Coast is to be achieved to the satisfaction of the Planning and Development Manager.
- (15) Site population density is not to exceed 2952 persons calculated at two (2) persons per bedroom.
- (16) The calculation of "Gross Floor Area" is to be strictly in accordance with the Town Planning Scheme definition, particularly with regard to the basement levels.
- (17) The maximum number of Hotel bedrooms permitted is 396.
- (18) Any Indoor and Outdoor Recreation is to be for the private use of residents and their guests in the International Hotel.
- (19) Provision of off-street car parking spaces in accordance with Town Planning Scheme requirements and access thereto to be constructed in accordance with Paragraphs 17 to 20, Division II, Part VIII of the Town Planning Scheme and Council's Carparking Policy and to the reasonable satisfaction of the Planning and Development Manager. Should the development be designed in such a manner as to reduce the amount of required car parking, the required amount of car parking may upon application to the Planning and Development Manager, be amended accordingly.

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INT HOTEL/ACC UNITS/ILLU TENNIS CTS-ESPL, EPHRAIM IS-PROGRESS-APPEAL

- (20) Provision of a loading bay to the reasonable satisfaction of the Planning and Development Manager.
- (21) The premises are to be fully air-conditioned and sound-proofed to the reasonable satisfaction of the Planning and Development Manager.
- (22) Construction work is permitted only during the hours of 7:00am to 6:00pm Monday to Saturday unless otherwise approved by Council.
- (23) A landscaped area of at least eleven square metres (11m²) per hotel room and accommodation unit room is to be provided at ground level to the satisfaction of the Planning and Development Manager.
- (24) The Total Use areas of the Restaurants, Bars and Function Rooms are to be generally in accordance with the details submitted by the applicant.
- (25) Any existing or proposed drainage receiving the kitchen or cooking area discharge is to have a Grease Interceptor Trap provided. The Interceptor Trap is to be positioned to be accessible and easily cleaned.
- (26) Observance of Chapter 37 of Council's By-laws in regard to the preservation of trees.
- (27) The provisions of the Town Planning Permit are to be effected prior to the commencement of the specific use as granted by the said permit.
- (28) Compliance with "The Food Hygiene Regulations of 1976" and Council's Code of "General Standards for the Construction and Alteration of Food Premises" and requirements in connection with the installation of equipment and appliances. Plans are to be submitted to Council's Health Section in triplicate and approved prior to the commencement of any work.
- (29) The location, size, type and content of any advertising sign or device is to be submitted to Council for approval by the Planning and Development Manager. In assessing such applications, particular regard will be given to preserving the amenity of the area.
- (30) Should S.E.Q.E.B. require provision of a transformer, such provision is to be made to the satisfaction of S.E.Q.E.B. and the Planning and Development Manager. The transformer is not to be located within landscaping areas unless approved by the Planning and Development Manager. Should the Planning and Development Manager approve provision of the transformer within a landscaped setback area, the area of the transformer in plan,

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INT HOTEL/ACC UNITS/ILLU TENNIS CTS-ESPL, EPHRAIM IS-PROGRESS-APPEAL

excluding the surrounding pad mount is not to be included for landscaping calculation.

- (31) Compliance with Paragraph 1 of Council's Policy on the reflectivity of glass in buildings.
- (32) The building is to be set back from the property boundaries in accordance with the approved amended plans.
- (33) The access driveway system shall provide adequate storage set-down space, passing lanes and driveway capacity for coaches, taxis and motorcars to cater for the anticipated volume generated by the development.
- (34) The consent hereby granted is restricted to the uses applied for which are not to be taken or interpreted as including multi-unit buildings as defined in the Town Planning Scheme.
- (35) The tennis courts are to be for the private use of residents in the development.
- (36) Drainage of the tennis court is to ensure that no surface waters run off onto adjoining properties to create nuisance.
- (37) The tennis court lights are to be switched off at 10:00 pm. The court is not to be used between the hours of 10:00 pm and 7:00 am.

ROAD WORKS AND FILLING

- (38) All new roads shall be fully constructed with kerb and channelling and full-width bituminous concrete surfacing throughout in accordance with Council's requirements, and to the satisfaction of the Chief Engineer. An alternative, equivalent surfacing may be accepted by the Chief Engineer. If the developer wishes to use an alternative material, formal application is to be made to the Chief Engineer for his consideration. Written confirmation of the Chief Engineers acceptance is required prior to any work commencing.

All roads shall have a reserve width and a design cross section to the satisfaction of the Chief Engineer. The developer shall submit a detailed report on the expected traffic volume for the Island to enable the road widths to be adequately accessed.

This report shall be submitted prior to commencement of final design work for the roadways and written confirmation by the Chief Engineer of the acceptable road reserve widths and design cross sections is required prior to commencement of engineering final design.

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- (39) Water service conduits shall be provided under roadways, to the satisfaction of the Chief Engineer.
- (40) Minimum road and property levels shall be above the adopted design flood levels to the satisfaction of the Chief Engineer. The developer is required to provide a detailed report on the proposed fill levels for the island. The report shall include the following minimum requirements, details of existing flood levels in the area, design parameters to provide for wave surge action, influenced by the prevailing weather conditions, and the effects of the development of the island on the adjoining mainland and existing waterway areas.

The finished surface levels on the island shall be to the satisfaction of the Chief Engineer and the Department of Harbours and Marine.

The source and nature of filling material shall be approved in writing by the Chief Engineer and any other relevant Authorities prior to the commencement of filling.

- (41) Filling of the estate is to comply strictly in accordance with the terms and conditions of Council's Policy with regard to Foundation Requirements for Developments adopted 12th July, 1985 (and as amended from time to time).

The developer is to supply a suitable site evaluation report, on the existing materials and subsurface materials. The report is to evaluate the existing materials and their suitability for the proposed use of the land and is to be submitted with engineering design plans for the development.

WATER SUPPLY AND SEWERAGE

- (42) Council currently have listed improvement works for the water supply facilities between Errol Avenue and Sovereign Island. These improvement works will need to be upgraded to cater for the proposed development and therefore commencement of work on Ephraim Island will be subject to the completion of additional water supply improvement works by Council. After completion of this work by Council, the developer shall be responsible for the connection of a water supply main by Council to service the island from the upgraded main in The Esplanade. The water supply main to the Ephraim Island is to be carried via the proposed bridge as shown on Plan 59898 with the access on Paradise Point located off the intersection of The Esplanade, Falkinder Avenue and Bayview Street.
- (43) Provision of sewerage reticulation to the development to the reasonable satisfaction of the Chief Engineer. It is envisaged that the developer shall deliver the sewage to a pump station that shall be adequately sized to cater

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INT HOTEL/ACC UNITS/ILLU TENNIS CTS-ESPL, EPHRAIM IS-PROGRESS-APPEAL

for the design population of the Ephraim Island development, the pump station shall be located on an area of land to be dedicated to Council in fee simple. The sewage shall be delivered via a rising main across the bridge to a point of discharge to the satisfaction of the Chief Engineer. It is envisaged the rising main shall be constructed at the developer's cost to allow discharge of sewage into manhole 617/2 at the intersection of Joy Avenue and Falkinder Avenue upstream of Pump Station No. D6.

- (44) An all weather access, to the reasonable satisfaction of the Chief Engineer, shall be provided for any sewerage pump station or holding tank constructed in connection with this subdivision.
- (45) Where an overflow is to be provided to stormwater, either direct from a sewerage pumping station or from a nearby manhole upstream, the developer shall obtain approval for the overflow from the Water Quality Council and have the overflow included in Council's list of licensed overflows. Council requires a copy of the letter of approval from the Water Quality Council before plans for sewerage reticulation will be approved.

HEADWORKS CONTRIBUTIONS

- (46) WATER SUPPLY AND SEWERAGE COMPONENT 1 HEADWORKS
In accordance with Council policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks (Component 1).

The contributions are based on the equivalent population proposed in excess of that allowed for the zone within which the land the subject of this application is located and has been determined from information supplied with the application and Council records.

Council has resolved that the application and determination of these contributions will be deferred to the time of a Building Application for the site the subject of this application.

Where the determination of the contributions has been deferred, such determination is to be based on the following rates;

Water Supply	\$262-00 per Equivalent Person
Sewerage	\$243-00 per Equivalent Person

The above rates are valid for the period of this approval only and are subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 171.5 at the time of this approval.

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INT HOTEL/ACC UNITS/ILLU TENNIS CTS-ESPL, EPHRAIM IS-PROGRESS-APPEAL

WATER SUPPLY & SEWERAGE HEADWORKS COMPONENT 2 CONTRIBUTION

(47) Payment of a contribution towards the construction and augmentation of Component (2) Headworks for Water Supply and Sewerage in accordance with Council's By-laws and Policies.

These contributions are based on the equivalent population for the development and the charges shall be assessed on the following rates:

Water Supply \$205-00 per equivalent population/person
Sewerage \$300-00 per equivalent population/person

Council has resolved that these contributions will be determined at the time of processing a building application for the land the subject of the application.

The above rates are valid for the period of this approval only and are subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 171.5 at the time of this approval.

(48) PAYMENT OF WATER SUPPLY AND SEWERAGE HEADWORKS CONTRIBUTIONS

The contributions are payable to Council by the applicant within 14 days of receipt by the applicant of notification of the approval by Council of an application for building work for the land in question or within 14 days of receipt by the Council of notification by the applicant of intention to commence construction of works associated with a subdivision of the land whichever is the earlier. Any alteration to this condition is to be to the satisfaction of the Chief Engineer.

STORMWATER DRAINAGE

(49) Construction of stormwater drainage and grant to Council of any drainage easement necessary to the satisfaction of the Chief Engineer. Easements may be required over all constructed drainage works which are not in Council-owned or Council-controlled land. Easements may also be required at the discretion of the Chief Engineer to provide an assured drainage path to the ultimate drainage outlet for the catchment.

PERMANENT ACCESS AND PROVISION FOR TRAFFIC

(50) Access to the site, vehicular parking and loading bay requirements are to be in accordance with Council's parking policy and any relevant Standard Drawings.

Fire Brigade standing areas and associated hydrant stands shall only be provided on driveways into each individual development. No separate special access is to be provided for Fire Brigade vehicles.

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INT HOTEL/ACC UNITS/ILLU TENNIS CTS-ESPL, EPHRAIM IS-PROGRESS-APPEAL

BRIDGE AND BRIDGE APPROACHES

- (51) The location of the bridge approach on the Paradise Point side or western side of the proposed bridge shall be located adjacent generally as shown on plan 59991 being to the major intersection of The Esplanade, Falkinder Street and Bayview Street and shall be so located to minimise the intrusion of the bridgeworks onto Reserve 926.
Where the alignment of the bridge and bridge approaches traverse a portion of Reserve 926 all costs associated with the dedication as Road Reserve of the required section of Reserve 926 is to be the developers responsibility.
- (52) The developer is to provide a continuous pedestrian pathway link to link both the northern and southern portions of the Reserve where the Bridge approaches bisect the Reserve Area on the mainland.
- (53) The design and construction of the bridge shall provide a minimum of two (2) lanes of traffic and a bikeway/footway to the reasonable satisfaction of the Chief Engineer, Gold Coast Waterways Authority and other relevant Authorities and shall provide the following minimum requirements:-
- (i) A satisfactory alignment at the intersection of The Esplanade, Falkinder Avenue and Bayview Street to provide for a roundabout at this location, to be designed and constructed at the developer's cost to a design to the satisfaction of the Chief Engineer.
 - (ii) A satisfactory alignment providing adequate site distance.
 - (iii) Provision of a footpath on at least one side of the bridge, provision shall be made to construct the footway to suit the possible future pedestrian traffic movements, that is, it may be found that the footway is constructed on the northern side of the proposed Bridge, with provision for utility services and the necessary conduits.
 - (iv) Suitable lighting.
 - (v) Satisfactory clearances to high water.
 - (vi) Satisfactory clearances between piles supports.
 - (vii) Adequate scour protection.
 - (viii) Provision for handrails of the type known as "see through".
 - (ix) Aesthetic quality and design of the Bridge to the satisfaction of the Chief Engineer.
 - (x) Traffic barriers in accordance with the relevant Australian Standards.
 - (xi) Provision for services such as water supply, sewerage, electricity and Telecom.

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- (54) Approval of and the satisfaction of the requirements of the Gold Coast Waterways Authority, Department of Harbours & Marine and other relevant Authorities having jurisdiction over the form of construction, location and design of the bridge.
- (55) There shall be no advertising devices erected on or affixed to any part of the bridge structure.
- (56) Prior to construction commencing for the proposed bridge or associated facilities, an on-site meeting shall be held between the Developer, the Contractor, the Divisional Alderman, Council Officers and an invitation to residents of Paradise Point to formulate a procedure for registration of complaints during the construction of the bridge and associated works.
- (57) Any area of Reserve 926 utilised by the proposed new road reserve and bridge approaches shall be reprovided in a form of equivalent land area to be dedicated as park at a location to the satisfaction of Council.
- (58) Any public carparking spaces lost because of the encroachment of the bridge approaches onto the existing carparking arrangements are to be reprovided at the developers cost at a location to the satisfaction of Council, and in accordance with Council's parking policy and any relevant standard drawings.

CANALS AND WATERWAYS

- (59) Construction of canals waterways, revetment walls, rock protection (if necessary) etc. to the satisfaction of the Chief Engineer, the Department of Harbours and Marine and the Gold Coast Waterways Authority. Canal and waterway alignments, configurations, widths, depths, filling levels, etc., are to be consistent with the provisions of the Canals Act, Harbours Act and Gold Coast Waterways Act as finally approved by the Department of Harbours and Marine.

PARK PROVISION

- (60) The developer is to dedicate an area of not less than ten percentum (10%) of the total gross area of the subject land to the Crown as public garden and recreation space. If a Canal or Harbour is constructed under the provisions of the Canals Act the developer is to dedicate an area of not less than seven and one half (7.5%) percentum of the total gross area of the subject land to the Crown as public garden and recreation space. This area is to be dedicated as a reserve for Park Purposes prior to any use commencing on the site or issue of any Building Approval for the site. The location of the park area is to be to the satisfaction of the Council. The park area as referred to above is not to be provided as a reclamation area within the Broadwater.

The park area shall be developed to a condition fit for the purpose for which it will be surrendered, and shall

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be selectively cleared, graded, filled and landscaped to the satisfaction of the Chief Engineer.

(61) ELECTRICITY

- (a) The developer is required to supply evidence to the satisfaction of the Chief Engineer, that a supply of electricity will be available to the development within a reasonable period after the commencement of construction on the site, and shall arrange this with the South East Queensland Electricity Board.
- (b) All new electricity supply lines throughout the estate shall be placed underground.
- (c) Provision shall be made for sub-station sites, as required by the South East Queensland Electricity Board.

DESIGN AND CONSTRUCTION

- (62) (a) Submission of engineering plans and specifications to the reasonable satisfaction of the Chief Engineer for approval prior to construction. Such approval by the Chief Engineer does not warrant that such plans and specifications have been checked in detail, nor does it absolve the developer from complying with all the conditions of this approval and/or relevant Council By-Laws and Policies and/or relevant statutes and/or statutory regulations in the execution and/or performance of the said works. Neither the Council nor the Chief Engineer accepts any responsibility for the accuracy of such plans and specifications as approved. Approval of plans and specifications under this condition will lapse with the lapsing of the consent approval.
- (b) All material supplied and all work performed by the developer pursuant to this approval shall be to the reasonable satisfaction of the Chief Engineer and shall comply in all respects with the provisions of all relevant statutes, statutory regulations, By-Laws and/or Policies. The Chief Engineer may, by himself or his nominated delegate, supervise and test and generally may inspect all materials and work but no supervision testing or inspection shall relieve the subdivider of any obligation imposed upon such applicant, pursuant to this clause or any other clause of this approval.
- (c) All construction work shall be subject to a maintenance period in accordance with Council's By-Laws and Policies.
- (d) Prior to the commencement of construction, an identifying notice shall be erected in accordance with Council's Policy.
- (e) Permanent Survey Marks shall be located and installed by the subdivider to the reasonable satisfaction of the Chief Engineer.

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INT HOTEL/ACC UNITS/ILLU TENNIS CTS-ESPL, EPHRAIM IS-PROGRESS-APPEAL

- (f) The developer is to ensure that a "smoke nuisance" is not created in the developing of this proposal. Attention is drawn to Chapter 8 of Council's By-Laws in regard to this matter.
- (g) The requirements of By-law 270 of Chapter 11 in regard to noise nuisances shall apply to this development, and in addition, construction activity shall be limited to the hours of 7.00 a.m. to 6.00 p.m., Monday to Saturday, unless otherwise approved by the Chief Engineer.

STREET LIGHTING

- (63) Payment is required of a contribution towards street lighting. This payment will be determined at the time of building approval for the development. Receipt of the required amount Council will authorise the South East Queensland Electricity Board to install street lighting.

WASTE DISPOSAL FACILITY - MARINA COMPLEX

- (64) Provision shall be made at the time of development of the site for adequate waste disposal systems to be provided at all marina complex facilities to ensure that all waste from marine vessels can be discharged and collected on the land based facility. This waste disposal system shall be connected to the sewer system to the satisfaction of the Chief Engineer.

CANALS AND/OR HARBOUR DEVELOPMENT

- (65) Council has considered the proposed application in terms of the Canals Act and Canals Regulations and approval is granted under the provisions of the relevant Acts for the development of the Island in terms of Section 32(A) and 34 of the Local Government Act and the relevant sections of the Canals Act. Therefore approval to develop the canal or harbour development will require approval being granted under the Provisional Approval in accordance with the terms of the Canals Act and Canals Regulations. The minimum requirements for the development of the Island shall include the requirements as referred to above and the following minimum requirements:

Minimum road and property levels shall be above the highest recorded flood level and the approved design level, the estate will be provided with water supply and sewerage, all canals and harbours will be revetted and constructed to the satisfaction of the Department of Harbours and Marine.

COMPLIANCE WITH RELEVANT AUTHORITY REQUIREMENTS

- (66) The developer of the estate will be required to met all requirements of the relevant statutory Authorities or Government Instrumentalities that have jurisdiction over the development of the subject site.

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ITEM 45 (VIDE ITEM REAR OF AGENDA)

FILE 818/88/59

TOWN PLANNING SCHEME

APPLICANT: PRANGLEY CROFTS & PARTNERS PTY.LTD.

OWNER: IEZZI CONSTRUCTION PTY.LTD.

PROPOSED DEVELOPMENT: TO ESTABLISH A GROUP HOUSING DEVELOPMENT

LOCATION OF SITE: 21 FREEMAN STREET, POMONA TERRACE & KOONAWARRA STREET, LABRADOR

ZONING: RESIDENTIAL 'A' ZONE

AREA: 1.619 HECTARES

CLASSIFICATION: GROUP HOUSING DEVELOPMENT

DATE ADVERTISED: 5TH MARCH, 1988

DATE RECEIVED: 24TH FEBRUARY, 1988

OBJECTIONS: FOUR (4) LETTERS OF OBJECTION - P. MCKELVEY, J.E. & R.F. ROWSELL, Y. LANE, G. & J. WILSON

G. & J. WILSON, (Folio 8811814 17/3/88)

Hereby object to the proposed development bounded by Freeman Street, Pomona Terrace and Koonwarra Street on the following grounds:

- (a) Both Pomona Terrace and Koonwarra Street have quite a number of small and school aged children residing here and there is a danger to these children if a through road is created in Pebble Row (Koonwarra Street) and Pomona Terrace, considering the volume of traffic which must stem from such a development.
- (b) If Pebble Row is to become a through road it would create an unacceptable traffic problem because of the number of turns required to get back to Whiting Street.
- (c) This type of development (Group Housing) would effectively make the original houses here an island, surrounded by Duplex and Group Housing Developments on all sides, which in the short term changes the stable neighbourhood community which has developed here. It could also conceivably affect the values of property here to our detriment.
- (d) We have objection to the land being developed for Residential A houses, similar to those already here, but if the Group Housing Development goes ahead we feel it will attract an unstable element into our neighbourhood.
- (e) Access to this property could be gained from Freeman Street which would alleviate the traffic problems outlined above, whilst making Pebble Row and Pomona Terrace cul de sacs.

In summation we would like to see this development as a "Residential A" project, rather Group Housing and also that access to such development from Pebble Row and Pomona Terrace be limited to cul de sacs. We thank you for this opportunity to express our views and hope we have been constructive. We would also appreciate a speedy reply to this letter.

PRANGLEY CROFTS & PARTNERS PTY.LTD. (Folio 8814854 5/4/88)

We thank you for your letter of the 28th March, 1988 and on behalf of our client, we wish to respond to the points raised by the objectors:

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- (a) Through roads have not been created, because each Cluster Court has a cul-de-sac which discourages thru-traffic. Only eight houses are clustered around each of the three cluster courts. One could easily have designed a thru-road between Pomona Terrace and Freeman Street with 12 houses either side, but such design would encourage thru-traffic from one street to another by others apart from the residents of the subdivision. The current design discourages thru-traffic and splits the traffic uses among the three road available. We are happy to incorporate speed bumps at the junction of the cluster courts to the roads, inducing slower entry and departure speeds.
- (b) Even though the scheme is recognised as a group housing development, no duplex or attached houses have been designed, thus maintaining the individual housing amenity of the area by placing single dwellings on a piece of real property.
- (c) Construction noise and dust are inevitable, but with this style of development at least the building program is undertaken constantly from start to completion of the houses. Under a normal subdivision style of development construction noise and dust also occur, but normally the houses are constructed over a longer period of time because individual owners build at their leisure.
- (d) Naturally existing trees which occupy housing platforms will have to go. On the other hand, due to the large common and recreation area (some 18 metres wide average and about 200 metres in length) all mature trees in this strip will be maintained as far as practicable. It's in the developers interest to do so, in order to decrease his expenditure in relanscaping the site. Bird life and the like should remain.
- (e) Children residing in this style of development have the opportunity of playing in the common area and there own backyards.
- (f) No one can forecast the character of the end users of this housing development. We feel the size and layout of the houses are conducive to the raising of a family in the normal manner.

We trust you find our response to the above in order, so as to provide us with a speedy processing of our application in the affirmative.

Reference Assistant Planning Officer (GO) (15/5/88)

The proposal involves the establishment of a Group Title development on a 1.619 hectare site bounded by Freeman Street, Pomona Terrace and Koonawarra Street in Labrador. The subject site which is zoned Residential A gently slopes from the south eastern corner to be relatively flat in the north west of the site.

The applicant seeks to erect twenty-four (24) three (3) bedroom, single storey units. The development proposal involves three

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cluster courts each servicing eight (8) units. A band of open space (totaling 3280 square metres) around the central cluster court has been provided as the open space requirement for the development.

OBJECTION

Due to an advertising irregularity the application was readvertised and attracted four (4) letters of objection. Initial advertising of the proposal saw twenty-two (22) objections lodged (including eighteen (18) form letters), however most of these were not resubmitted. While appeal rights would not apply, the grounds of all objections raised will be taken into consideration. The objectors raised the following points:

(1) Increased Traffic Volume

Objectors are concerned that Pomona Terrace and Koonawarra Street will become areas of traffic conflict if the development is approved. School aged children at present cross these roads frequently. The applicant has indicated that the design discourages thru-traffic with the cluster court arrangements. It is considered that by providing three (3) points of access to the site from three streets, the volume of traffic generated by the development is not expected to create traffic problems. It should be noted that the proposal is at Residential 'A' density and is therefore the same or similar to a conventional Residential 'A' subdivision of land. There is therefore no increase in traffic.

(2) Undesirable Development Form

Changes to the stable neighbourhood community with detrimental effects on the surrounding property values is another point raised by objectors. Objectors have not submitted evidence to substantiate these claims.

(3) Noise/Health Problems

Construction noise and dust problems cannot be avoided with any form of residential development. Conditions of approval should ensure construction practices accord with Council Policy. These problems are likely to be less with this proposal than with a conventional Residential 'A' subdivision.

(4) Destruction of Trees

A condition on the permit should also ensure compliance with Council's Tree Preservation by-laws.

GENERAL COMMENT

Compliance with Council's Group Title Policy

	ALLOWED ₂	PROPOSED
- Area of Parcel	min. 2000m ²	1.619 (gross) hectares
- Density	max. 90 pph max 15 dwelling units/ha	98.8 (nett area) 16.4 (nett area)
- Attached Dwellings	max two (2) dwellings	one (1)

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EST GROUP HOUS DEV-21 FREEMAN ST/POMANA TERRACE/KOONAWARRA ST, L'DOR

Population density and dwelling unit density calculations have been based on a nett area (i.e. after public park contribution) in accordance with Council's Policy adopted on the 20th May, 1988. A condition of approval should require full compliance with the Residential 'A' density standards stipulated in the Policy.

*** Dwelling Construction**

The applicant proposes a good variation in housing styles with all dwellings detached. In certain areas the applicant proposes screen fencing to prevent overlooking of private open space areas from the habitable windows of adjoining dwellings. These are satisfactory as only single storey structures are involved.

*** Parcel Boundaries**

A six (6) metre building setback is observed to all street frontages adjacent to the site. Building setbacks to common property boundaries are a minimum of 4.5 metres which accords with the policy requirements.

*** Communal/Public Open Space**

The Policy requires 10% of the area of the subdivision to be provided as public open space and a further 15% of the balance area as communal open space. The total area required is 3805 square metres. The applicant has provided 3290 square metres of common area which is centrally located and easily accessible to all units. The balance area required of 515 square metres should be provided adjacent to the eastern property boundary to serve as public open space link to the north. This should be conditioned on the permit.

*** Private Garden Area**

Private open space is provided for each unit in accordance with the requirements of the Group Title Policy.

*** Carparking and Access Roads**

Three cluster courts are proposed for the development each with a road width of five (5) metres. This accords with Policy requirements. Footpaths have been provided along one side of the cluster courts, linking up with the common area.

Tandem bays have been provided for each unit as per the Policy's requirements. A total of twelve (12) car spaces are available for visitors. The visitor bays are well dispensed throughout the site to provide readily available visitor parking.

GENERAL COMMENT

It is considered the development generally accords with the intention for the development of group title subdivision within the Residential 'A' Zone. Amended plans should be submitted as a condition of approval, indicating compliance with density and public open space requirements.

It is recommended that as required under the provisions of "The Local Government Act 1936 to 1987", Section 33(18)(j), Notice of

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Council's intention to approve the application subject to the following conditions, be served on the applicant and the objectors. If after the time of appeal has expired and no appeal has been instituted by an objector, Council's approval as herein proposed shall come into force:-

- (1) Submission of amended plans to the satisfaction of the Planning and Development Manager indicating compliance with regard to Residential 'A' Dwelling Unit Density, Population Density and Public/Communal Open Space requirements. In this regard density calculations are to be based on the nett site area, being less the 10% of the site area to be dedicated as Public Open Space. The 15% Communal Open Space is also to be calculated on the nett site area. The following maximums apply:

- * Bedrooms: 65
- * Dwelling Units: 21

The 15% communal open space is also to be calculated on the nett site area. In this regard, the total area required for communal open space would be 2186 square metres.

The required 10% of Public Open Space is to be provided adjacent to the eastern property boundary between Pomona Terrace and the northern property boundary to the satisfaction of the Planning and Development Manager.

- (2) Submission to and approval by Council of satisfactory building plans and specifications in accordance with the Building Act, Council's By-laws where applicable and the City of Gold Coast Town Planning Scheme and in accordance with the plan approved in this Town Planning Permit.
- (3) The landscaping is to be established and maintained to the reasonable satisfaction of the Planning and Development Manager at all times, landscaping is to be in accordance with the landscaping plan submitted with the application for approval for the Group Housing Development.
- (4) The open space and setback areas being landscaped in accordance with a properly prepared planting plan to be submitted to and approved by the Planning and Development Manager prior to the issue of building approval. Such landscaping is to be completed in accordance with the approved planting plan prior to the premises being occupied and maintained at all times thereafter to the reasonable satisfaction of the Planning and Development Manager.
- (5) Observance of Chapter 37 of Council's By-Laws in regard to the preservation of trees.
- (6) Submission to Council of an application and the formal plan for endorsement therein of the certificate required for the purposes of Section 9 (7) of the Building Units and Group Titles Act.
- (7) No fencing is to be erected in the common area.

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EST GROUP HOUS DEV-21 FREEMAN ST/POMANA TERRACE/KOONAWARRA ST, L'DOR

- (8) The landscaping is to be maintained to the reasonable satisfaction of the Chief Inspector.
- (9) The application comply with all provisions of Council's Group Title Policy.
- (10) The applicant is to arrange for the subject building to be inspected by Council Officers for conformity with the requirements of the Building Act prior to application for sealing of the Group Titles Plan.
- (11) Any lighting device is to be so positioned and shielded as not to cause any glare nuisance to any nearby residential occupation or passing motorist.
- (12) Two (2) car parking spaces (one covered space) are to be allotted for each dwelling unit. Such spaces are to be within fifty (50) metres of the residential lot. Visitor car parking is to be provided at the rate of one (1) space per two (2) dwellings in accordance with Council Policy. The car spaces and access thereto to be constructed in accordance with Paragraphs 17 to 20, Division II, Part VIII of the Town Planning Scheme and Council's Carparking Policy and to the reasonable satisfaction of the Planning and Development Manager. Should the development be designed in such a manner as to reduce the amount of required car parking, the required amount of car parking may upon application to the Planning and Development Manager, be amended accordingly.
- (13) The Group Title Plan will not be registered until the overall subdivision plan for the site has been registered with the Titles Department.
- (14) The provisions of the Town Planning Permit are to be effected prior to the commencement of the specific use as granted by the said permit.
- (15) All buildings are to be set back at least 4.5 metres from the common property boundaries.
- (16) The applicant is to contact Australia Post to ascertain requirements in relation to siting of letter boxes for the development. The representative for contact is the Postmaster at the Southport Post Office.
- (17) Habitable windows are to be set back at least three (3) metres from communal property area.
- (18) Private garden areas are to conform with the requirements of the Group Title Policy.

STORMWATER DRAINAGE

- (19) Stormwater drainage from the site is to be collected on site in an underground drainage system and discharged into a satisfactory stormwater drainage system to be constructed to a legal point of discharge, at the time of development of the site. Any easements, necessary in the opinion of the Chief Engineer, are to be provided to ensure that a drainage path to the ultimate outlet of the catchment may be obtained.
- (20) In accordance with Council policy 'Stormwater Headworks Charges for Building Approval' a contribution is applicable towards the cost of future upgrading of the existing stormwater system in the area. The contribution is payable to Council prior to the commencement of construction and will be determined at the time of processing a building application

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for the work. The contribution will be in accordance with the rates, fixed by the Council's Budget, applicable at the time of the Building Application.

- (21) The developer is required to collect stormwater drainage at the northern end of Pebble Road, this stormwater is to be conveyed in an underground drainage system to be constructed to a legal point of discharge. A stormwater drainage easement will be required for this drainage system through the subject property.

ROADWORKS

- (22) Kerb and channel and roadwidening are to be provided for the frontage of the site. The kerb and channel is to be on an alignment to match the existing with 9 metre gravel pavement and 8 metre asphaltic concrete. Pavement tapers are to be provided external to the site.
- (23) The frontage footpath is to be upgraded in a manner satisfactory to the Chief Engineer. The minimum requirement will consist of turfing with a concrete pathway constructed in accordance with Council's standard drawing No. 52790B.
- (24) Vehicular access is to be provided in a manner satisfactory to the Chief Engineer. The minimum requirement will consist of construction in accordance with Council's standard drawing No. 52790B.

FILLING AND FLOOD LEVEL

- (25) The Site is to be filled above the maximum recorded flood level or design flood level to the reasonable satisfaction of the Chief Engineer in accordance with Council's policy in regard to Foundation Requirements for Developments.

PERMANENT ACCESS AND PROVISION FOR TRAFFIC

- (26) Access to site, vehicular parking and loading bay requirements are to be in accordance with Council's parking policy and any relevant standard drawings.

CONSTRUCTION ACCESS AND PROVISION FOR TRAFFIC

- (27) Access to site during construction shall be in accordance with Council's Construction Access and provision for Traffic at Development Site Policy.
- (28) Unloading, storage or movement of construction material or equipment shall take place on site in accordance with Council's construction Access and provision for Traffic at Development Site Policy.

WATER SUPPLY & SEWERAGE

- (29) Provision of water supply and sewerage to the reasonable satisfaction of the Chief Engineer and in accordance with the Sewerage and Water Supply Act and Council Policy. The developer shall be responsible for all costs involved with the connection to the existing Council water supply main and the sterilization of any new water supply mains. These works shall be carried out by Council.

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EST GROUP HOUS DEV-21 FREEMAN ST/POMANA TERRACE/KOONAWARRA ST, L'DOR

HEADWORKS CONTRIBUTIONS

(30) WATER SUPPLY AND SEWERAGE COMPONENT 1 HEADWORKS

In accordance with Council policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks (Component 1).

The contributions are based on the equivalent population proposed in excess of that allowed for the zone within which the land the subject of this application is located and has been determined from information supplied with the application and Council records as follows:-

Water Supply (B928.00) = \$5,707-00
Sewerage (B929.00) = \$6,874-00

Total Component 1 Headworks Contribution = \$12,581-00

The above rates are valid for the period of this approval only and subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 171.5 at the time of this approval.

An agreement and security (both in a form acceptable to the Town Clerk) are to be lodged with Council to cover the total component 1 contribution prior to the application for rezoning being forwarded to the Minister for approval.

The agreement and security will be released on payment of the contribution in cash or bank cheque.

(31) WATER SUPPLY AND SEWERAGE COMPONENT 2 HEADWORKS

In accordance with Council policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks (Component 2).

The contributions are based on the equivalent population proposed in excess of that either connected to water and sewerage or for which contributions towards headworks (Component 2) have been paid as follows.

Council has resolved that these contributions will be determined at the time of processing a Building Application for the land the subject of this application.

Where the determination of the contributions has been deferred, such determination is to be based on the following rates:

Water Supply \$204-00 per Equivalent Population/Person
Sewerage \$300-00 per Equivalent Population/Person

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The above rates are valid for the period of this approval only and are subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 171.5 at the time of this approval.

(32) PAYMENT OF WATER SUPPLY AND SEWERAGE HEADWORKS CONTRIBUTIONS

The contributions are payable to Council by the applicant within 14 days of receipt by the applicant of notification of the approval by Council of an application for building work for the land in question.

TREE PRESERVATION

(33) Any tree with a girth of 450mm or more at waist height shall not be removed without first obtaining the consent of the Chief Inspector. Exceptions will be made in the case of trees within an approved future road reserve or where necessary to install water and sewerage works, drainage lines, etc. Prior to any design or construction work commencing, arrangements shall be made with the Chief Inspector for an inspection to identify trees which are to be preserved. The results of this inspection will be valid only for the duration of this approval, and a fresh inspection will be required for any future subdivision approval.

ELECTRICITY

- (34) The subdivider is required to supply evidence, to the reasonable satisfaction of the Chief Engineer, that a supply of electricity will be available to each allotment within a reasonable period after the survey plans have been sealed, and shall arrange this with the South East Queensland Electricity Board.
- (35) All new electricity supply lines throughout the development shall be placed underground and provision shall be made for sub-station sites, as required by the South East Queensland Electricity Board.
- (36) Submission of a copy of the approved proposal plan to the Chief Draftsman, Telecom, Brisbane - for information only.

ENGINEERING DESIGN AND CONSTRUCTION

- (37) (a) Engineering plans and specifications for the work set out in conditions No. (18), (25) and (28) above are to be approved by the Chief Engineer prior to construction commencing. Approval by the Chief Engineer does not warrant that such plans and specification have been checked in detail, nor does it absolve the Developer from complying with all the conditions of this approval and/or relevant Council By-Laws and policies and/or relevant statutes and/or statutory regulations in the execution and/or performance of the said works. Neither the Council nor the Chief Engineer accepts any responsibility for the accuracy of such plans and specifications as approved.
- (b) All material supplied and all work performed by the Developer pursuant to this approval shall be to the reasonable satisfaction of the Chief Engineer and shall

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comply in all respects with the provisions of all relevant statutes, statutory regulations, By-laws and/or Policies. The Chief Engineer may, by himself or his nominated delegate, supervise and test and generally may inspect all materials and work but no supervision, testing or inspection shall relieve the Developer of any obligation imposed upon such applicant, pursuant to this clause or any other clause of this approval.

- (c) MAINTENANCE - All works which, at the completion of the development, will become the responsibility of Council, shall be subject to a maintenance period and provision of security for the maintenance period in accordance with Council's subdivision By-Laws and policies.
 - (d) SUPERVISION - All internal roadworks, sewerage, water supply and stormwater drainage is to be constructed under the supervision of a qualified Engineer who is to certify that these works have been constructed under his direct supervision and that they comply with the approved drawings and specifications.
 - (e) Prior to the commencement of any work arising out of conditions listed above, written advice of intention to proceed with the work is to be given to Council. The advice shall include the name of the responsible supervisor with whom Council's inspecting officer will make contact.
- (38) The existing Council sewer traversing the site will be subject to Council's policy 'Structures near Council's Services'. At the time of building application, a security bond will be assessed if required by the policy, for protection of the service. Where the service is to be relocated clear of a proposed building, or relaid under a proposed building in cast iron cement lined or ductile iron cement lined pipe, then the bond will represent the estimated value of the work plus 20%. The bond will be required to be paid prior to construction commencing and shall be in the form of cash or unconditional bank bond.
- (39) NUISANCE - The Developer is to ensure that a "smoke nuisance" is not created in the development of this proposal. Attention is drawn to Chapter 8 of Council's By-laws in regard to this matter. The requirements of By-law 270 of Chapter 11 in regard to noise nuisances shall apply to this development, and in addition, construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday to Saturday unless otherwise approved by the Chief Inspector.
- (40) PARK PROVISION
The developer is to dedicate an area of not less than ten percent (10%) of the total gross area of the subject land to the Crown as public garden and recreation space. A ten (10) metre strip of land along the eastern boundary of the proposed land to be developed shall be accepted as part of the ten percent (10%) of the total gross area as referred to above.

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EST GROUP HOUS DEV-21 FREEMAN ST/POMANA TERRACE/KOONAWARRA ST, L'DORRecommendation

- (A) That Council note that a meeting, to discuss the proposed development, was held between the Planning and Development Committee and developer's representative on Tuesday 9th August, 1988.
- (B) That as required under the provisions of "The Local Government Act 1936 to 1987", Section 33(18)(j), Notice of Council's intention to approve the application subject to the following conditions, be served on the applicant and the objectors. If after the time of appeal has expired and no appeal has been instituted by an objector, Council's approval as herein proposed shall come into force:-
- (1) Submission to and approval by Council of satisfactory building plans and specifications in accordance with the Building Act, Council's By-laws where applicable and the City of Gold Coast Town Planning Scheme. These plans are to generally accord with the plan 2269-1A and 2 dated February, 1988, approved in this Town Planning Permit apart from where amendments are necessary to comply with the conditions of the Permit. The building is to be constructed in accordance with the approved building plans prior to the commencement of the use approved in this Town Planning Permit.
 - (2) Any noise generated is to comply with the provisions of By-law 270 of Chapter 11 of Council's By-laws and The Noise Abatement Act and the requirements of any other Authorities.
 - (3) Development on the site is not to exceed twenty-four (24) dwelling units and seventy-two (72) habitable rooms. These density calculations are based on the gross site area.
 - (4) Two (2) car parking spaces (including one (1) covered space) are to be allotted for each dwelling unit. These spaces are to be within fifty (50) metres of the residential lots. Visitor car parking is to be provided at the rate of one (1) space per two (2) dwellings in accordance with Council Policy.
 - (5) The provisions of the Town Planning Permit are to be effected prior to the commencement of the specific use as granted by the said permit.
 - (6) The applicant is to contact Australia Post to ascertain requirements in relation to siting of letter boxes for the development. The representative for contact is the Postmaster at the Southport Post Office.
 - (7) The landscaping is to be established and maintained to the reasonable satisfaction of the Planning and Development Manager at all times, landscaping is to be in accordance with the landscaping plan submitted with the application for approval for the Group Housing Development.
 - (8) The open space and setback areas being landscaped in accordance with a properly prepared planting plan to be submitted to and approved by the Planning and Development Manager prior to the issue of building

CONTINUED...

ITEM 45

EST GROUP HOUS DEV-21 FREEMAN ST/POMANA TERRACE/KOONAWARRA ST, L'DOR

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- approval. Such landscaping is to be completed in accordance with the approved planting plan prior to the premises being occupied and maintained at all times thereafter to the reasonable satisfaction of the Planning and Development Manager.
- (9) Development on the site in accordance with plans submitted and in accordance with Council's policy in regard to Group Titles subdivision for residential development.
 - (10) Submission to Council of an application and the formal plan for endorsement therein of the certificate required for the purposes of Section 9 (7) of the Building Units and Group Titles Act.
 - (11) No fencing is to be erected in the common area.
 - (12) The landscaping is to be maintained to the reasonable satisfaction of the Chief Inspector.
 - (13) The application comply with all provisions of Council's Group Title Policy.

STORMWATER DRAINAGE

- (14) Stormwater drainage from the site is to be collected on site in an underground drainage system and discharged into a satisfactory stormwater drainage system to be constructed to a legal point of discharge, at the time of development of the site. Any easements, necessary in the opinion of the Chief Engineer, are to be provided to ensure that a drainage path to the ultimate outlet of the catchment may be obtained.
- (15) In accordance with Council policy 'Stormwater Headworks Charges for Building Approval' a contribution is applicable towards the cost of future upgrading of the existing stormwater system in the area. The contribution is payable to Council prior to the commencement of construction and will be determined at the time of processing a building application for the work. The contribution will be in accordance with the rates, fixed by the Council's Budget, applicable at the time of the Building Application.
- (16) The developer is required to collect stormwater drainage at the northern end of Pebble Road, this stormwater is to be conveyed in an underground drainage system to be constructed to a legal point of discharge. A stormwater drainage easement will be required for this drainage system through the subject property.

ROADWORKS

- (17) Kerb and channel and roadwidening are to be provided for the Freeman Street frontage of the site. The kerb and channel is to be on an alignment to match the existing with 9 metre gravel pavement and 8 metre asphaltic concrete. Pavement tapers are to be provided external to the site. Provision shall be made to ensure that adequate road construction is provided at the developer's expense in both Pomona Terrace and Pebble Row to enable an area for the turning of vehicles, this design shall be to the reasonable satisfaction of the Chief Engineer.

Council Meeting 12th August, 1988

Report of Planning & Development Committee Meeting 9th August, 1988

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EST GROUP HOUS DEV-21 FREEMAN ST/POMANA TERRACE/KOONAWARRA ST, L'DOR

- (18) The frontage footpath is to be upgraded in a manner satisfactory to the Chief Engineer. The minimum requirement will consist of turfing with a concrete pathway constructed in accordance with Council's standard drawing No. 52790B.
- (19) Vehicular access is to be provided in a manner satisfactory to the Chief Engineer. The minimum requirement will consist of construction in accordance with Council's standard drawing No. 52790B.

FILLING AND FLOOD LEVEL

- (20) The Site is to be filled above the maximum recorded flood level or design flood level to the reasonable satisfaction of the Chief Engineer in accordance with Council's policy in regard to Foundation Requirements for Developments.

PERMANENT ACCESS AND PROVISION FOR TRAFFIC

- (21) Access to site, vehicular parking and loading bay requirements are to be in accordance with Council's parking policy and any relevant standard drawings.

CONSTRUCTION ACCESS AND PROVISION FOR TRAFFIC

- (22) Access to site during construction shall be in accordance with Council's Construction Access and provision for Traffic at Development Site Policy.
- (23) Unloading, storage or movement of construction material or equipment shall take place on site in accordance with Council's construction Access and provision for Traffic at Development Site Policy.

WATER SUPPLY & SEWERAGE

- (24) Provision of water supply and sewerage to the reasonable satisfaction of the Chief Engineer and in accordance with the Sewerage and Water Supply Act and Council Policy. The developer shall be responsible for all costs involved with the connection to the existing Council water supply main and the sterilization of any new water supply mains. These works shall be carried out by Council.

HEADWORKS CONTRIBUTIONS

(25) WATER SUPPLY AND SEWERAGE COMPONENT 2 HEADWORKS

In accordance with Council policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks (Component 2).

The contributions are based on the equivalent population proposed in excess of that either connected to water and sewerage or for which contributions towards headworks (Component 2) have been paid as follows.

Council has resolved that these contributions will be determined at the time of processing a Building Application for the land the subject of this application.

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ITEM 45 CONTINUED...
EST GROUP HOUS DEV-21 FREEMAN ST/POMANA TERRACE/KOONAWARRA ST, L'DOR

Where the determination of the contributions has been deferred, such determination is to be based on the following rates:

Water Supply \$208-00 per Equivalent Population/Person
Sewerage \$306-00 per Equivalent Population/Person

The above rates are valid for the period of this approval only and are subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 174.6 at the time of this approval.

(26) PAYMENT OF WATER SUPPLY AND SEWERAGE HEADWORKS CONTRIBUTIONS

The contributions are payable to Council by the applicant within 14 days of receipt by the applicant of notification of the approval by Council of an application for building work for the land in question.

TREE PRESERVATION

(27) Any tree with a girth of 450mm or more at waist height shall not be removed without first obtaining the consent of the Chief Inspector. Exceptions will be made in the case of trees within an approved future road reserve or where necessary to install water and sewerage works, drainage lines, etc.

Prior to any design or construction work commencing, arrangements shall be made with the Chief Engineer for an inspection to identify trees which are to be preserved. The results of this inspection will be valid only for the duration of this approval, and a fresh inspection will be required for any future subdivision approval.

ELECTRICITY

(28) The developer is required to ensure that a supply of electricity will be available to each allotment prior to the survey plans being sealed by Council, and shall arrange this with the South East Queensland Electricity Board.

(29) All new electricity supply lines throughout the development shall be placed underground and provision shall be made for sub-station sites, as required by the South East Queensland Electricity Board.

ENGINEERING DESIGN AND CONSTRUCTION

(30) (a) Engineering plans and specifications for the work set out in conditions No. (14), (16), (17), (20) and (24) above are to be approved by the Chief Engineer prior to construction commencing. Approval by the Chief Engineer does not warrant that such plans and specification have been checked in detail, nor does it absolve the Developer from complying with all the conditions of this approval and/or relevant Council By-Laws and policies and/or relevant statutes and/or statutory regulations in the execution and/or performance of the said works. Neither the Council nor the Chief Engineer accepts any responsibility for the accuracy of such plans and specifications as approved.

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ITEM 45EST GROUP HOUS DEV-21 FREEMAN ST/POMANA TERRACE/KOONAWARRA ST, L'DOR

- (b) All material supplied and all work performed by the Developer pursuant to this approval shall be to the reasonable satisfaction of the Chief Engineer and shall comply in all respects with the provisions of all relevant statutes, statutory regulations, By-laws and/or Policies. The Chief Engineer may, by himself or his nominated delegate, supervise and test and generally may inspect all materials and work but no supervision, testing or inspection shall relieve the Developer of any obligation imposed upon such applicant, pursuant to this clause or any other clause of this approval.
- (c) MAINTENANCE - All works which, at the completion of the development, will become the responsibility of Council, shall be subject to a maintenance period and provision of security for the maintenance period in accordance with Council's subdivision By-Laws and policies.
- (d) SUPERVISION - All internal roadworks, sewerage, water supply and stormwater drainage is to be constructed under the supervision of a qualified Engineer who is to certify that these works have been constructed under his direct supervision and that they comply with the approved drawings and specifications.
- (e) Prior to the commencement of any work arising out of conditions listed above, written advice of intention to proceed with the work is to be given to Council. The advice shall include the name of the responsible supervisor with whom Council's inspecting officer will make contact.
- (31) The existing Council sewer traversing the site will be subject to Council's policy 'Structures near Council's Services'. At the time of building application, a security bond will be assessed if required by the policy, for protection of the service. Where the service is to be relocated clear of a proposed building, or relaid under a proposed building in cast iron cement lined or ductile iron cement lined pipe, then the bond will represent the estimated value of the work plus 20%. The bond will be required to be paid prior to construction commencing and shall be in the form of cash or unconditional bank bond.
- (32) NUISANCE - The Developer is to ensure that a "smoke nuisance" is not created in the development of this proposal. Attention is drawn to Chapter 8 of Council's By-laws in regard to this matter. The requirements of By-law 270 of Chapter 11 in regard to noise nuisances shall apply to this development, and in addition, construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday to Saturday unless otherwise approved by the Chief Inspector.
- (33) PARK PROVISION
The developer is to contribute to Council an amount of money that is equal to ten percent (10%) of the Unimproved Value of the land. This contribution is accepted by Council as a cash-in-lieu payment instead of the provision of land for public garden and recreation space. The payment is to be made to Council prior to the sealing of a Group Title Plan or the

ITEM 45

CONTINUED...

EST GROUP HOUS DEV-21 FREEMAN ST/POMANA TERRACE/KOONAWARRA ST, L'DOR

issue of a Certificate of Classification for the subject development, whichever occurs first.

- (34) Subject to the completion of the roadworks in Pomona Terrace and Pebble Row and all relevant works to the satisfaction of the Planning and Development Manager, Council will release the 'limiting access' allotments to enable new road to be dedicated. This shall be at the developer's cost.

ITEM 46 (VIDE ITEM REAR OF AGENDA)

APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT
FILE 663/88/28

APPLICANT: WITAN NOMINEES (1985) PTY. LTD.

OWNER: R.H. & O.D. WADMAN

LOCATION: NAPPER ROAD AND SMITH STREET, SOUTHPORT

REAL PROPERTY DESCRIPTION: LOT 8 ON REGISTERED PLAN 205438, COUNTY OF WARD, PARISH OF BARROW

AREA: 54.88 HECTARES

EXISTING ZONING: RURAL

PROPOSED ZONING: RESIDENTIAL 'A'

PROPOSED DEVELOPMENT: RESIDENTIAL PURPOSES

OBJECTIONS: ONE (1) - D. NEWCOMB (GOLD COAST BAKERIES PTY. LTD.)

Reference Planning Officer (ADH)(29/6/88)

The proposal is to exclude an area of 54.88 hectares of land situated at Napper Road and Smith Street, Southport, from the Rural Zone and to include that land in the Residential 'A' Zone. The subject land is located to the immediate east of Parkwood Estate and to the west of a flood retardation basin abutting Olsen Avenue. No details of any proposed development have been submitted with the application.

OBJECTIONS

One (1) letter of objection to the proposal was received from Gold Coast Bakeries (Queensland) Pty. Ltd. The main points raised by the objector are as follows:-

- (1) Insufficient Details

The objector submits that insufficient details are provided to enable an accurate assessment of the proposal. Particular concern is expressed with the lack of a subdivision proposal plan. In reply, the applicant submits that such plans are not required with this type of application. It is acknowledged that a subdivisional plan is not a necessary requirement at the time of assessing this type of rezoning proposal and that Council will have the opportunity of assessing this aspect at the appropriate time.

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ITEM 46

CONTINUED...

APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT**(2) Impacts from Industrial Development**

The objector submits that no landscaped buffers are proposed to reduce impacts on future amenity as the result of both traffic on Smith Street and noise from industries to the south. It is submitted further that the bakery has been established prior to residential development and that complaints with regard to excessive industrial noise would be likely to result. In reply, the applicant contends that lots fronting Smith Street will be larger than normal (at least 800 square metres); that residences will be at least 100 metres from the bakery; that a greater impact will be experienced on the Parkwood Estate; and that additional planting could be provided within the Smith Street Reserve.

It is acknowledged that the nature of the existing industry is such that complaints regarding excessive noise could result. It is considered that the distance of the future residences from the subject industry will reduce these impacts and that the existing and future traffic volumes on Smith Street will reduce the level of amenity experienced by residents in this area. However, it is considered that excessive noise complaints will result. Further, it should be noted that Council has approved a rezoning to General Industry to the immediate south of the subject land and that the topography of the area is such that industry will face residential uses on the opposite side of a natural valley, thereby minimizing the affect of any buffer planting. As a natural ridge line is located about 100 metres north of the southern boundary of the subject site, the area between this ridge and the Smith Street frontage should be taken for public garden and recreation purposes at the time of subdivision as part of the required park contribution.

COMMENTS

The use is considered to be satisfactory and in keeping with the nature of the area. The subject land is designated as comprising part of the Urban Area in the Strategic Plan and, as such, is satisfactory for residential purposes. Council has recently acquired the land to the immediate east designated for open space/flood mitigation purposes.

Reference Assistant Development Engineer (KH)(1/6/88)

The land in question, being Lot 8 on Registered Plan 205438, is located between two valleys that form part of the storage area for the Biggera Creek Flood Mitigation Retardation Basin. The western boundary of this land is common with the Parkwood Golf Course and the Parkwood Estate. The eastern boundary of this land is common with land that has recently been obtained by Gold Coast City Council from R.H. and O.D. Wadman, to be retained in fee simple and to be zoned Special Facilities (Retardation Basin and Recreation Purposes).

171792

ITEM 46
APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT

This lot has frontages to Napper Road and Smith Street, but during periods of heavy rainfall and the times of inundation of the retardation basin, Napper Road will be under water and access to Lot 8 from Napper Road in its present state will not be possible.

Further Reference Planning Officer (AH)(30/6/88)

It is recommended that:-

- (A) As required under the provisions of the Local Government Act 1936-1987, Section 33, Notice of Council's intention to approve the application subject to the following conditions, be served on the applicant and the objectors. If after the time of appeal has expired and no Appeal has been instituted by an objector, Council's approval as herein proposed, shall come into force and the application be forwarded to the Minister for approval:-

STORMWATER DRAINAGE

- (1) Stormwater drainage from the site is to be collected on site in an underground drainage system and discharged into a satisfactory stormwater drainage system to be constructed to a legal point of discharge, at the time of development of the site. Any easements, necessary in the opinion of the Chief Engineer, are to be provided to ensure that a drainage path to the ultimate outlet of the catchment may be obtained.

APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT
 File 663/88/28
 Procedural Motion
 Resolved on the MOTION of Alderman L.J. Hughes, seconded Alderman W.R. Brewer, that the following conditions A(2), A(11) and A(12) adopted by Council at its meeting held on 12th August, 1988 (PDO46) be rescinded:-
 (A) **ROADWORKS**

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(2)

RM

- (2) The subject site is located within the catchment of the Biggera Creek Retardation Basin and during the time the Retardation Basin is operational, Napper Road will be inundated for the frontage of the Lot 7 on Plan 205438 and also to the west of the site in front of "Parkwood" Estate, therefore, "flood free" access to this site is not possible under the existing circumstances. Because Napper Road shall be inundated due to the influences of the Retardation Basin it is necessary to ensure that the future development of the site Lot 8 on Plan 205438 above RL.13.72m has a reasonable "flood free" access.

The developer is to construct a roadway of a suitable design to adequately service the subject site and that will provide the subject site with an access that is above the "Biggera Creek Flood Retardation Retention Basin Minimum Development Level of RL.13.72m State Datum". This access can be either via a newly raised section of Napper Road or via a new road to be constructed over the Council owned land Lot 7 on Plan 205438. If the option to construct the road access over the Council land is adopted, the design and location where it joins Olsen Avenue shall be to the reasonable satisfaction of the Chief Engineer. Prior to the matter being forwarded to the Minister, the developer is to supply Council with a detailed engineering design and estimate for these works. The estimate of construction for works is to be bonded with Council prior to submission to the Minister and the access is to be completed within two years of gazettal or prior to Council sealing a survey plan for any subdivision of the land, or prior to the issue of a Certificate of Classification for any development which ever occurs first.

The road access is to be designed and constructed so there is no net loss of storage volume in the retardation basin, and minimal increase in peak flood level in the part of the basin south of the road access, to the satisfaction of the Chief Engineer. Fill for the road embankment sufficient to balance the loss of flood storage may be obtained from Council owned land within the retardation basin, at locations and to levels to the satisfaction of the Chief Engineer. These borrow areas are to be stabilised and revegetated on completion of the work.

- (11) **PARK PROVISION** - A minimum of ten percent (10%) of the total area of the subject site shall be dedicated to the Crown for public garden and recreation purposes. Council defers the dedication of this land until the time of subdivision of the land; this area shall be developed to a condition fit for the purpose for which it will be surrendered, and shall be selectively cleared, graded, filled, grassed, etc, under the direction of and to the requirements of the Chief Engineer.

The developer is advised that at the time of the submission of the proposed plans of subdivision or development, Council will require the total park area to be shown on any proposed development plans and the location to be approved by Council.

- (12) As part of the overall land dedication for public garden and recreation purposes, an area of land between the Smith Street frontage and the ridge to the immediate north is to be provided as a naturally forested area so as to effectively buffer the development from industrial uses to the south, to the satisfaction of the Planning and Development Manager. The area of this buffer zone is to be excluded from the proposed zone to Residential A and the area shall be a credit towards the ultimate public garden and recreation space requirement, as referred to in (12) above.

Resolved on the MOTION of Alderman L.J. Hughes, seconded Alderman J.D. Bergin:

M

(A) **ROADWORKS**

- (2) The subject site is located within the catchment of the Biggera Creek Retardation Basin and during the time the Retardation Basin is operational, Napper Road will be inundated for the frontage of the Lot 7 on Plan 205438 and also to the west of the site in front of "Parkwood" Estate, therefore, "flood free" access to this site is not possible under the existing circumstances. Because Napper Road shall be inundated due to the influences of the Retardation Basin it is necessary to ensure that the future development of the site Lot 8 on Plan 205438 above RL.13.72m has a reasonable "flood free" access.

The developer is to construct a roadway of a suitable design to adequately service the subject site and that will provide the subject site with an access that is above the "Biggera Creek Flood Retardation Retention Basin Minimum Development Level of RL.13.72m State Datum". This access can be either via a newly raised section of Napper Road or via a new road to be constructed over the Council owned land Lot 7 on Plan 205438. If the option to construct the road access over the Council land is adopted, the design and location where it joins Olsen Avenue shall be to the reasonable satisfaction of the Chief Engineer. Prior to the matter being forwarded to the Minister, the developer is to supply Council with a detailed engineering design and estimate for these works. The estimate of construction for works is to be bonded with Council prior to submission to the Minister and the access is to be completed within two years of gazettal or prior to Council sealing a survey plan for any subdivision of the land, or prior to the issue of a Certificate of Classification for any development which ever occurs first.

- (11) **PARK PROVISION** - Minimum of 1.0 ha of the subject site shall be dedicated to the Crown for public garden and recreation purposes. The park dedication shall comprise a 20 metre wide area adjacent to the southern boundary to provide a naturally forested buffer area to the satisfaction of the Planning and Development Manager. The balance of the 1.0 ha park dedication shall comprise local playground areas in locations to be approved by Council. Such areas may include overland drainage flow paths and pedestrian walkway connections to the existing Council land (Lot 7 on RP 205438). Council defers the dedication of this land until the time of subdivision of the land also at the time of subdivision or development of the land, this area shall be developed to a condition fit for the purpose for which it will be surrendered, and shall be selectively cleared, graded, filled, grassed, etc, under the direction of and to the requirements of the Chief Engineer.

The developer is advised that at the time of the submission of the proposed plans of subdivision or development, Council will require the total park area to be shown on any proposed development plans and the location to be approved by Council.

- (12)(a) In addition to dedication of land referred to in (11) above the developer shall carry out improvements to the adjacent Council land by the construction of bikeways, sporting oval or other works as may be determined by Council. Alternatively, Council may require the developer to make a cash contribution in lieu of land dedication to provide for park improvements within the locality. The offer by the applicant of \$80,000-00 is acknowledged in this regard. Details of the requirements including specification of works, timing of construction and/or cash contributions will be determined by Council at the time of considering the proposed plans of subdivision.

- (b) Council acknowledges that the obligations under conditions (11) and (12a) above are in satisfaction of the park requirements in respect of Lots 6 and 8 on RP 205438. Council agrees in principle to the realignment of the boundaries between Lot 5 owned by the applicant and Lot 7 owned by Council in order to make the parcels more regular in shape subject to there being no net loss of storage volume in the retardation basin in accordance with filling and excavation details to be submitted to and approved by the Chief Engineer.

CONTINUED...

ITEM 46
APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT

171792

This lot has frontages to Napper Road and Smith Street, but during periods of heavy rainfall and the times of inundation of the retardation basin, Napper Road will be under water and access to Lot 8 from Napper Road in its present state will not be possible.

Further Reference Planning Officer (AH)(30/6/88)

It is recommended that:-

- (A) As required under the provisions of the Local Government Act 1936-1987, Section 33, Notice of Council's intention to approve the application subject to the following conditions, be served on the applicant and the objectors. If after the time of appeal has expired and no Appeal has been instituted by an objector, Council's approval as herein proposed, shall come into force and the application be forwarded to the Minister for approval:-

STORMWATER DRAINAGE

- (1) Stormwater drainage from the site is to be collected on site in an underground drainage system and discharged into a satisfactory stormwater drainage system to be constructed to a legal point of discharge, at the time of development of the site. Any easements, necessary in the opinion of the Chief Engineer, are to be provided to ensure that a drainage path to the ultimate outlet of the catchment may be obtained.

ROADWORKS

- (2) The subject site is located within the catchment of the Biggera Creek Retardation Basin and during the time the Retardation Basin is operational, Napper Road will be inundated for the frontage of the Lot 7 on Plan 205438 and also to the west of the site in front of "Parkwood" Estate, therefore, "flood free" access to this site is not possible under the existing circumstances. Because Napper Road shall be inundated due to the influences of the Retardation Basin it is necessary to ensure that the future development of the site Lot 8 on Plan 205438 above RL.13.72m has a reasonable "flood free" access.

The developer is to construct a roadway of a suitable design to adequately service the subject site and that will provide the subject site with an access that is above the "Biggera Creek Flood Retardation Retention Basin Minimum Development Level of RL.13.72m State Datum". This access can be either via a newly raised section of Napper Road or via a new road to be constructed over the Council owned land Lot 7 on Plan 205438. If the option to construct the road access over the Council land is adopted, the design and location where it joins Olsen Avenue shall be to the reasonable satisfaction of the Chief Engineer.

RM Resolved on the MOTION of Alderman L.J. Hughes, seconded Alderman W.R. Brewer, that the following conditions A(2), A(11) and A(12) adopted by Council at its meeting held on 12th August, 1988 (PD046) be rescinded:-

88/1275

(A) ROADWORKS

(2) The subject site is located within the catchment of the Biggera Creek Retardation Basin and during the time the Retardation Basin is operational, Napper Road will be inundated for the frontage of the Lot 7 on Plan 205438 and also to the west of the site in front of "Parkwood" Estate, therefore, "flood free" access to this site is not possible under the existing circumstances. Because Napper Road shall be inundated due to the influences of the Retardation Basin it is necessary to ensure that the future development of the site Lot 8 on Plan 205438 above RL.13.72m has a reasonable "flood free" access.

The developer is to construct a roadway of a suitable design to adequately service the subject site and that will provide the subject site with an access that is above the "Biggera Creek Flood Retardation Retention Basin Minimum Development Level of RL.13.72m State Datum". This access can be either via a newly raised section of Napper Road or via a new road to be constructed over the Council owned land Lot 7 on Plan 205438. If the option to construct the road access over the Council land is adopted, the design and location where it joins Olsen Avenue shall be to the reasonable satisfaction of the Chief Engineer.

Prior to the matter being forwarded to the Minister, the developer is to supply Council with a detailed engineering design and estimate for these works. The estimate of construction for works is to be bonded with Council prior to submission to the Minister and the access is to be completed within two years of gazettal or prior to Council sealing a survey plan for any subdivision of the land, or prior to the issue of a Certificate of Classification for any development which ever occurs first.

The road access is to be designed and constructed so there is no net loss of storage volume in the retardation basin, and minimal increase in peak flood level in the part of the basin south of the road access, to the satisfaction of the Chief Engineer. Fill for the road embankment sufficient to balance the loss of flood storage may be obtained from Council owned land within the retardation basin, at locations and to levels to the satisfaction of the Chief Engineer. These borrow areas are to be stabilised and revegetated on completion of the work.

(11) PARK PROVISION - A minimum of ten percent (10%) of the total area of the subject site shall be dedicated to the Crown for public garden and recreation purposes. Council defers the dedication of this land until the time of subdivision of the land also at the time of subdivision or development of the land, this area shall be developed to a condition fit for the purpose for which it will be surrendered, and shall be selectively cleared, graded, filled, grassed, etc, under the direction of and to the requirements of the Chief Engineer.

The developer is advised that at the time of the submission of the proposed plans of subdivision or development, Council will require the total park area to be shown on any proposed development plans and the location to be approved by Council.

(12) As part of the overall land dedication for public garden and recreation purposes, an area of land between the Smith Street frontage and the ridge to the immediate north is to be provided as a naturally forested area so as to effectively buffer the development from industrial uses to the south, to the satisfaction of the Planning and Development Manager. The area of this buffer zone is to be excluded from the proposed zone to Residential A and the area shall be a credit towards the ultimate public garden and recreation space requirement, as referred to in (12) above.

Resolved on the MOTION of Alderman L.J. Hughes, seconded Alderman J.D. Bergin:

88/1280

M (A) ROADWORKS

(2) The subject site is located within the catchment of the Biggera Creek Retardation Basin and during the time the Retardation Basin is operational, Napper Road will be inundated for the frontage of the Lot 7 on Plan 205438 and also to the west of the site in front of "Parkwood" Estate, therefore, "flood free" access to this site is not possible under the existing circumstances. Because Napper Road shall be inundated due to the influences of the Retardation Basin it is necessary to ensure that the future development of the site Lot 8 on Plan 205438 above RL.13.72m has a reasonable "flood free" access.

The developer is to construct a roadway of a suitable design to adequately service the subject site and that will provide the subject site with an access that is above the "Biggera Creek Flood Retardation Retention Basin Minimum Development Level of RL.13.72m State Datum". This access can be either via a newly raised section of Napper Road or via a new road to be constructed over the Council owned land Lot 7 on Plan 205438. If the option to construct the road access over the Council land is adopted, the design and location where it joins Olsen Avenue shall be to the reasonable satisfaction of the Chief Engineer.

Prior to the matter being forwarded to the Minister, the developer is to supply Council with a detailed engineering design and estimate for these works. The estimate of construction for works is to be bonded with Council prior to submission to the Minister and the access is to be completed within two years of gazettal or prior to Council sealing a survey plan for any subdivision of the land, or prior to the issue of a Certificate of Classification for any development which ever occurs first.

Such access is to be completed prior to Council sealing a survey plan for an subdivision of the land or prior to issue of a Certificate of Classification for any development whichever occurs first.

(11) PARK PROVISION - Minimum of 1.0 ha of the subject site shall be dedicated to the Crown for public garden and recreation purposes. The park dedication shall comprise a 20 metre wide area adjacent to the southern boundary to provide a naturally forested buffer area to the satisfaction of the Planning and Development Manager. The balance of the 1.0 ha park dedication shall comprise local playground areas in locations to be approved by Council. Such areas may include overland drainage flow paths and pedestrian walkway connections to the existing Council land (Lot 7 on RP 205438). Council defers the dedication of this land until the time of subdivision of the land also at the time of subdivision or development of the land, this area shall be developed to a condition fit for the purpose for which it will be surrendered, and shall be selectively cleared, graded, filled, grassed, etc, under the direction of and to the requirements of the Chief Engineer.

The developer is advised that at the time of the submission of the proposed plans of subdivision or development, Council will require the total park area to be shown on any proposed development plans and the location to be approved by Council.

(12)(a) In addition to dedication of land referred to in (11) above the developer shall carry out improvements to the adjacent Council land by the construction of bikeways, sporting oval or other works as may be determined by Council. Alternatively, Council may require the developer to make a cash contribution in lieu of land dedication to provide for park improvements within the locality. The offer by the applicant of \$80,000-00 is acknowledged in this regard. Details of the requirements including specification of works, timing of construction and/or cash contributions will be determined by Council at the time of considering the proposed plans of subdivision.

(b) Council acknowledges that the obligations under conditions (11) and (12a) above are in satisfaction of the park requirements in respect of Lots 6 and 8 on RP 205438. Council agrees in principle to the realignment of the boundaries between Lot 6 owned by the applicant and Lot 7 owned by Council in order to make the parcels more regular in shape subject to there being no net loss of storage volume in the retardation basin in accordance with filling and excavation details to be submitted to and approved by the Chief Engineer.

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APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT

Prior to the matter being forwarded to the Minister, the developer is to supply Council with a detailed engineering design and estimate for these works. The estimate of construction for works is to be bonded with Council prior to submission to the Minister and the access is to be completed within two years of gazettal or prior to Council sealing a survey plan for any subdivision of the land, or prior to the issue of a Certificate of Classification for any development which ever occurs first.

The road access is to be designed and constructed so there is no net loss of storage volume in the retardation basin, and minimal increase in peak flood level in the part of the basin south of the road access, to the satisfaction of the Chief Engineer. Fill for the road embankment sufficient to balance the loss of flood storage may be obtained from Council owned land within the retardation basin, at locations and to levels to the satisfaction of the Chief Engineer. These borrow areas are to be stabilised and revegetated on completion of the work.

- (3) Access to the site is not permitted from Smith Street.

WATER SUPPLY & SEWERAGE

- (4) Provision of water supply and sewerage to the satisfaction of the Chief Engineer and in accordance with the Sewerage and Water Supply Act and Council Policy.
 The developer shall be responsible for all costs involved with the connection to the existing Council water supply main and the sterilization of any new water supply mains. These works shall be carried out by Council.
- (5) The applicant shall be responsible for extending the existing sewerage system from Council's 675mm diameter main located on the northern side of Napper Road. This work will commence from the second manhole west of the existing floor mitigation storage wall. These works are to be constructed by the applicant at his expense to suit the ultimate requirements of the sewerage system, at the direction of Council. Council will contribute the difference in cost between the cost of those works directed by Council and those works which will service the subdivision alone, to the satisfaction of the Chief Engineer. The difference in cost will be approved by the Chief Engineer and based on estimates submitted by the applicant.

Payment will include a deduction of the maintenance security amount which will represent 10% of the value of the actual works constructed and subject to the contribution.

Payment of Council's contribution will not be authorised until the following matters have been completed by the applicant:-

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APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT

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- (a) Acceptance of the works on maintenance;
- (b) Submission of as constructed information for the works, and;
- (c) Certification of compliance of the works by the Engineer supervising construction.

HEADWORKS CONTRIBUTIONS

(6) WATER SUPPLY AND SEWERAGE COMPONENT 1 HEADWORKS

In accordance with Council policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks (Component 1).

The contributions are based on the equivalent population proposed in excess of that allowed for the zone within which the land the subject of this application is located and has been determined from information supplied with the application and Council records as follows:-

Water Supply (B928.00)	= \$431,960-00
Sewerage (B929.00)	= \$400,185-00
Total Component 1 Headworks Contribution	= \$832,145-00

The above rates are valid for the period of this approval only and subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 171.5 at the time of this approval.

An agreement and security (both in a form acceptable to the Town Clerk) are to be lodged with Council to cover the total component 1 contribution prior to the application for rezoning being forwarded to the Minister for approval.

The agreement and security will be released on payment of the contribution in cash or bank cheque.

(7) WATER SUPPLY AND SEWERAGE COMPONENT 2 HEADWORKS

In accordance with Council policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks (Component 2).

The contributions are based on the equivalent population proposed in excess of that either connected to water and sewerage or for which contributions towards headworks (Component 2) have been paid.

Council has resolved that these contributions will be determined at the time of processing a Building Application for the land the subject of this application.

Where the determination of the contributions has been deferred, such determination is to be based on the following rates:

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APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT

Water Supply	\$204-00 per Equivalent Population/Person
Sewerage	\$300-00 per Equivalent Population/Person

The above rates are valid for the period of this approval only and are subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 171.5 at the time of this approval.

(8) PAYMENT OF WATER SUPPLY AND SEWERAGE HEADWORKS CONTRIBUTIONS

The contributions are payable to Council by the applicant within 14 days of receipt by the applicant of notification of the approval by Council of an application for building work for the land in question or within 14 days of receipt by the Council of notification by the applicant of intention to commence construction of works associated with the subdivision of the land whichever is the earlier. Any alteration to this condition is to be to the satisfaction of the Chief Engineer.

ENGINEERING DESIGN AND CONSTRUCTION

- (9) (a) Engineering plans and specifications for the work set out in conditions No. (2) and (5) above are to be approved by the Chief Engineer prior to construction commencing. Approval by the Chief Engineer does not warrant that such plans and specification have been checked in detail, nor does it absolve the Developer from complying with all the conditions of this approval and/or relevant Council By-Laws and policies and/or relevant statutes and/or statutory regulations in the execution and/or performance of the said works. Neither the Council nor the Chief Engineer accepts any responsibility for the accuracy of such plans and specifications as approved.
- (b) All material supplied and all work performed by the Developer pursuant to this approval shall be to the reasonable satisfaction of the Chief Engineer and shall comply in all respects with the provisions of all relevant statutes, statutory regulations, By-laws and/or Policies. The Chief Engineer may, by himself or his nominated delegate, supervise and test and generally may inspect all materials and work but no supervision, testing or inspection shall relieve the Developer of any obligation imposed upon such applicant, pursuant to this clause or any other clause of this approval.
- (c) MAINTENANCE - All works which, at the completion of the development, will become the responsibility of Council, shall be subject to a maintenance period and provision of security for the maintenance period in accordance with Council's subdivision By-Laws and policies.

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ITEM 46 CONTINUED...
APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT

- (d) SUPERVISION - All internal roadworks, sewerage, water supply and stormwater drainage is to be constructed under the supervision of a qualified Engineer who is to certify that these works have been constructed under his direct supervision and that they comply with the approved drawings and specifications.
- (e) Prior to the commencement of any work arising out of conditions listed above, written advice of intention to proceed with the work is to be given to Council. The advice shall include the name of the responsible supervisor with whom Council's inspecting officer will make contact.

(10) NUISANCE - The Developer is to ensure that a "smoke nuisance" is not created in the development of this proposal. Attention is drawn to Chapter 8 of Council's By-laws in regard to this matter. Burning off of any material shall not be permitted on the subject site unless prior approval is granted by Council. All waste material, including cleared vegetation, shall be transported from the site and disposed of in a satisfactory manner. The developer is to apply to Council and receive in writing from Council an approved site to dispose of this waste material.

The requirements of By-law 270 of Chapter 11 in regard to noise nuisances shall apply to this development, and in addition, construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday to Saturday unless otherwise approved by the Chief Engineer.

(11) PARK PROVISION - A minimum of ten percent (10%) of the total area of the subject site shall be dedicated to the Crown for public garden and recreation purposes. Council defers the dedication of this land until the time of subdivision of the land also at the time of subdivision or development of the land, this area shall be developed to a condition fit for the purpose for which it will be surrendered, and shall be selectively cleared, graded, filled, grassed, etc, under the direction of and to the requirements of the Chief Engineer.

The developer is advised that at the time of the submission of the proposed plans of subdivision or development, Council will require the total park area to be shown on any proposed development plans and the location to be approved by Council.

(12) As part of the overall land dedication for public garden and recreation purposes, an area of land between the Smith Street frontage and the ridge to the immediate north is to be provided as a naturally forested area so as to effectively buffer the development from industrial uses to

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APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT

the south, to the satisfaction of the Planning and Development Manager.

The area of this buffer zone is to be excluded from the proposed zone to Residential A and the area shall be a credit towards the ultimate public garden and recreation space requirement, as referred to in (12) above.

(13) TREE PRESERVATION

Any tree with a girth of 450mm or more at waist height shall not be removed without first obtaining the consent of the Chief Engineer. Exceptions will be made in the case of trees within an approved future road reserve or where necessary to install water and sewerage works, drainage lines, etc.

Prior to any design or construction work commencing, arrangements shall be made with the Chief Engineer for an inspection to identify trees which are to be preserved. The results of this inspection will be valid only for the duration of this approval, and a fresh inspection will be required for any future approval.

(B) Prior to the matter being forwarded to the Minister for approval the applicant is to lodge with Council:

(1) A cash bond or bank guarantee to the sum of the bond referred to in Condition A(2) and of \$832,145-00 against payment of headworks charges. The cash bond or bank guarantee is to be returned to the applicant if the application is not approved by the Governor-in-Council.

(2) A legal Agreement in a form satisfactory to the Town Clerk, ensuring compliance with the conditions of approval contained in (A) above. The Agreement is to be binding on all successors in Title and shall provide that Council shall have no obligation to approve development which does not accord with the Conditions of approval.

(3) The Agreement required by the conditions of this approval shall be prepared by Council's solicitor at the applicant's cost and that the applicant is required to submit the information contained on the accompanying "Request for a Development Agreement" and the relevant fee of \$500-00 to cover the costs of preparation of the Agreement.

(C) The comments on the objections contained in the reference be adopted as Council's representations on these objections in its application to the Minister.

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APPLICATION FOR REZONING AT NAPPER ROAD AND SMITH STREET, SOUTHPORT

(D) Under the provisions of Section 33(5)(m)(ii) of the Local Government Act the application is required to be forwarded to the Minister within 90 days of the date of this decision. Should the applicant fail to comply with (B) above within this period, Council will take action to rescind the decision to approve the rezoning, without further notice, unless the applicant can give reasons satisfactory to Council why such rescission should not take place.

Recommendation

That the recommendation of the Planning Officer be adopted.

ITEM 47

PREVIOUS AGENDA ITEM - Council Decision (P&D32)(15/7/88)
REZONING APPLICATION - CAPTAIN COOK DRIVE, COOMBABAH
FILE 663/88/40

PREVIOUS ITEM - (P&D32)(15/7/88)

APPLICANT: COLGATE PALMOLIVE PTY. LTD.
OWNER: DEPARTMENT OF INDUSTRY DEVELOPMENT
LOCATION: CAPTAIN COOK DRIVE, COOMBABAH
REAL PROPERTY DESCRIPTION: PART OF LOTS 1, 2 AND 3 ON REGISTERED PLAN 186602, COUNTY OF WARD, PARISH OF BARROW

AREA: 22.16 HECTARES
EXISTING ZONING: RURAL
PROPOSED ZONING: SPECIAL FACILITIES (INDUSTRIAL DEVELOPMENT IN ACCORDANCE WITH PLAN OF DEVELOPMENT 88-2002)
PROPOSED DEVELOPMENT: TO ERECT AN INDUSTRIAL DEVELOPMENT FOR THE MANUFACTURE, PACKAGING, WAREHOUSING AND DISTRIBUTION OF CERTAIN PERSONAL CARE AND CLEANSING PRODUCTS AND ASSOCIATED USES AS INDICATED ON A PLAN OF DEVELOPMENT

OBJECTIONS: NIL

Council Decision (P&D32)(15/7/88)

(A) The application be approved and forwarded to the Minister for approval, subject to the following conditions:-

TOWN PLANNING

(1) The applicant is to submit, prior to the application being referred to the Minister, an amended Plan of Development to be numbered 88-2002A. This plan shall differentiate between the major uses proposed for the

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REZONING APPLICATION - CAPTAIN COOK DRIVE, COOMBABAH

site and the use of the site for Bulk Stores, General Industries, Light Industries, Service Industry Premises and Warehouses as shown on the proposed Plan of Development. The plan shall also include the following additional information:-

- (a) Provision of access to the development;
- (b) Areas for the various use categories;
- (c) Landscaped buffer areas;
- (d) Car parking provision for the various uses proposed; and
- (e) Provision for compliance with Council's conditions of approval.

This plan shall be deemed to be the approved plan for the purposes of Clause 13(a) of the Town Planning Scheme.

- (2) In accordance with the provisions of Clause 13(a) of the Town Planning Scheme development on the site shall be generally in accordance with the approved plan, to the satisfaction of Council.
- (3) The application to the Minister shall be to include the land within the Special Facilities (Industrial Development in Accordance with Plan of Development 88-2002A) Zone.
- (4) Existing trees within the proposed landscaped buffer areas and other areas not affected by earthworks are to be retained except where areas are required for recreational purposes.
- (5) Provision of at least one (1) car parking space per employee (all shifts) except for use of the site for bulk stores, general industries, light industries, service industry premises and warehouses which shall provide car parking at the rate required in the Town Planning Scheme. Details of employee numbers shall be submitted to Council with applications for Building Approval, where applicable.
- (6) Heavy vehicle traffic is to be restricted to that part of Captain Cook Drive which is to the north of the access to the site, as proposed in the within submissions made.
- (7) Development of the site is to ensure retention of the existing ridges so as to visually buffer the central building platform and structures thereon from the surrounding area, to the satisfaction of the Planning and Development Manager.
- (8) Any Agreement required by the conditions of this approval shall be prepared by Council's Solicitor at the applicant's cost and that the applicant is required to submit the information contained on the accompanying "Request for a Development Agreement" and the relevant fee of \$500-00 to cover the costs of preparation of the Agreement.
- (9) Council is of the opinion that the proposal, if implemented, could be likely to give rise to excessive

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REZONING APPLICATION - CAPTAIN COOK DRIVE, COOMBABAH

- noise. Accordingly, any application for Building Approval will be referred to the Noise Abatement Authority under the provisions of Section 13 of the Noise Abatement Act.
- (10) All storage and handling areas are to be contained within bunds of sufficient size to ensure that all liquids stored in the largest tank within the bunded area can be contained within that area in the event of an accident. Provision is to be made for the collection and pumping out of materials contained within the bunded areas to a suitable effluent detention area for treatment prior to disposal in accordance with relevant requirements.
 - (11) Disposal of waste classified as Trade Waste under the Sewerage and Water Supply Act and Council's Sewerage By-Laws will be subject to special consideration by the Chief Engineer. Full details of such wastes are to be submitted to Council, prior to the issue of Building Approval, in respect of the particular buildings within which such wastes will be produced.
 - (12) All plant, storage and handling areas are to be isolated from stormwater through the provision of adequate roofing and drainage or other suitable means so as to ensure that no industrial materials enter the Council's stormwater system. This requirement is to be clearly demonstrated prior to the issue of Building Approval.
 - (13) The applicant is required to demonstrate prior to the issue of the various building approvals, to the reasonable satisfaction of the Planning and Development Manager, that all fire fighting water used in an emergency situation can be contained within the site prior to approved disposal.
 - (14) Prior to the issue of various applications for Building Approval, the applicant is to submit documentation from the Water Quality Council of Queensland demonstrating compliance with any necessary requirements.
 - (15) As aspects of the development proposed for the site constitute "scheduled premises" under the provisions of the Clean Air Act, approval for those various components of the development will be required from the Division of Noise Abatement and Air Pollution Control under the provisions of that Act. Evidence of such approval and compliance with any conditions imposed shall be submitted to Council prior to the issue of any Building Approval in respect of the particular component of the development.
 - (16) Approval of this rezoning application shall not infer any approval by Council for any use which cannot be developed in accordance with the requirements of the Division of Noise Abatement and Air Pollution Control, Department of Environment, Conservation and Tourism.
 - (17) The storage of any flammable and combustible liquids is to be in accordance with the Flammable and Combustible Liquids Regulations.
 - (18) Provision of fire services in accordance with the Fire Safety Act. Compliance with any necessary requirements

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is to be demonstrated prior to the issue of Building Approval.

STORMWATER DRAINAGE

- (19) Stormwater drainage from the site is to be collected on site in an underground drainage system and discharged into a satisfactory stormwater drainage system to be constructed to a legal point of discharge, at the time of development of the site. Any easements, necessary in the opinion of the Chief Engineer, are to be provided to ensure that a drainage path to the ultimate outlet of the catchment may be obtained;
- (20) A Stormwater Headworks Contribution of \$3,640-00 per hectare is applicable to the site, if not previously paid at the time of subdivision. This rate is subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 174.6 at the time of setting this rate.

ROADWORKS

- (21) No fence or landscaping shall exceed 1 metre in height within a truncated area on the corner of the allotment at any road intersection. This truncation shall be defined by a straight line connecting a point on each boundary that is 6 metres from the intersection of those boundaries. Installation of any fencing material around this corner shall be in accordance with Chapter 14 of Council's By-Laws.

FILLING AND FLOOD LEVEL

- (22) Any filling on site is to be to the reasonable satisfaction of the Chief Engineer and in accordance with Council's policy in regard to Foundation Requirements for Developments.
- (23) All cut and fill areas, embankments, etc. shall be grassed or otherwise treated to stabilize the areas and to minimize washing of silt onto roads and into drains and reduce wind blown dirt and dust to the reasonable satisfaction of the Chief Engineer.

PERMANENT ACCESS AND PROVISION FOR TRAFFIC

- (24) Access to site, vehicular parking and loading bay requirements are to be in accordance with Council's parking policy and any relevant standard drawings.
- (25) Fire Brigade standing areas and associated hydrant stands shall only be provided on driveways into the development. No separate special cross-over is to be provided for Fire Brigade vehicles.
- (26) A suitable loading area shall be fully contained on site and shall obtain access from a common driveway into the development unless otherwise approved by the Chief Engineer. Should the proposed development be of such a nature to require the delivery of goods by semi-trailer, then the loading area and access will need to be designed in accordance with Council's car parking Policy.

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REZONING APPLICATION - CAPTAIN COOK DRIVE, COOMBABAH

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Reversing of delivery vehicles to or from the site shall not be permitted.

An assessment has been made of this development and it has been decided that a Class "C" loading bay shall be provided

(Class C - Semi-trailers - 15.0m x 3.6m)

- (27) The existing dedicated road Pine Ridge Road (Captain Cook Drive) shall be constructed with kerb and channelling and widening of the existing bitumen pavement with a bituminous concrete surfaced pavement to the channelling at the entrance of the site. Tapers shall be provided externally to the site. The entrance to the estate shall be designed to adequately cater for the design vehicle expected for such a development. The design of the southern access to the estate from Captain Cook Drive shall be designed to minimise the use of the southern section of Captain Cook Drive and then Napper Road by heavy industrial vehicles.
- (28) No access will be permitted to the site from Kendor Street.
- (29) Access to site during construction shall be in accordance with Council's Construction Access and provision for Traffic at Development Site Policy.
- (30) Unloading, storage or movement of construction material or equipment shall take place on site in accordance with Council's construction Access and provision for Traffic at Development Site Policy.

WATER SUPPLY & SEWERAGE

- (31) Provision of water supply and sewerage to the reasonable satisfaction of the Chief Engineer and in accordance with the Sewerage and Water Supply Act and Council Policy. The developer shall be responsible for all costs involved with the connection to the existing Council water supply main and the sterilization of any new water supply mains. These works shall be carried out by Council.
- (32) Disposal of waste classified as Trade Waste under the Sewerage and Water Supply Act and Council Sewerage By-Laws will be subject to special consideration, including the provision of interceptors to the satisfaction of the Chief Engineer. The interceptor trap shall be so positioned to be easily cleaned and accessible to the satisfaction of the Chief Engineer.
- (33) **WATER SUPPLY AND SEWERAGE COMPONENT 2 HEADWORKS**
In accordance with Council policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks (Component 2).

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REZONING APPLICATION - CAPTAIN COOK DRIVE, COOMBABAH

The contributions are based on the equivalent population proposed in excess of that either connected to water and sewerage or for which contributions towards headworks (Component 2) have been paid.

Council has resolved that the application and determination of these contributions will be deferred to the time of a Consent or Subdivision application, for the site the subject of this application, whichever is the earlier.

Where the determination of the contributions has been deferred, such determination is to be based on the following rates:

Water Supply	\$208-00 per Equivalent Population/Person
Sewerage	\$306-00 per Equivalent Population/Person

The above rates are valid for the period of this approval only and are subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 174.6 at the time of this approval.

(34) PAYMENT OF WATER SUPPLY AND SEWERAGE HEADWORKS CONTRIBUTIONS

The contributions are payable to Council by the applicant within 14 days of receipt by the applicant of notification of the approval by Council of an application for building work for the land in question.

ENGINEERING DESIGN AND CONSTRUCTION

(35) (a) Engineering plans and specifications for the work set out in conditions No. (19), (21), (24), (27) and (31) above are to be approved by the Chief Engineer prior to construction commencing. Approval by the Chief Engineer does not warrant that such plans and specification have been checked in detail, nor does it absolve the Developer from complying with all the conditions of this approval and/or relevant Council By-Laws and policies and/or relevant statutes and/or statutory regulations in the execution and/or performance of the said works. Neither the Council nor the Chief Engineer accepts any responsibility for the accuracy of such plans and specifications as approved.

(b) All material supplied and all work performed by the Developer pursuant to this approval shall be to the reasonable satisfaction of the Chief Engineer and shall comply in all respects with the provisions of all relevant statutes, statutory regulations, By-laws and/or Policies. The Chief Engineer may, by himself or his nominated delegate, supervise and test and generally may inspect all materials and work but no supervision, testing or inspection

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REZONING APPLICATION - CAPTAIN COOK DRIVE, COOMBABAH

shall relieve the Developer of any obligation imposed upon such applicant, pursuant to this clause or any other clause of this approval.

- (c) MAINTENANCE - All works which, at the completion of the development, will become the responsibility of Council, shall be subject to a maintenance period and provision of security for the maintenance period in accordance with Council's subdivision By-Laws and policies.
 - (d) SUPERVISION - All internal roadworks, sewerage, water supply and stormwater drainage is to be constructed under the supervision of a qualified Engineer who is to certify that these works have been constructed under his direct supervision and that they comply with the approved drawings and specifications.
 - (e) Prior to the commencement of any work arising out of conditions listed above, written advice of intention to proceed with the work is to be given to Council. The advice shall include the name of the responsible supervisor with whom Council's inspecting officer will make contact.
- (36) NUISANCE - The Developer is to ensure that a "smoke nuisance" is not created in the development of this proposal. Attention is drawn to Chapter 8 of Council's By-laws in regard to this matter. The requirements of By-law 270 of Chapter 11 in regard to noise nuisances shall apply to this development, and in addition, construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday to Saturday unless otherwise approved by the Chief Inspector.
- (37) TREE PRESERVATION - Any tree with a girth of 450mm or more at waist height shall not be removed without first obtaining the consent of the Chief Engineer. Exceptions will be made in the case of trees within a building envelope or where necessary to install water and sewerage works, drainage lines, etc.
- Prior to any design or construction work commencing, arrangements shall be made with the Chief Engineer for an inspection to identify trees which are to be preserved. Suitable preservation measures are to be applied to these trees during the design and construction stages of this project.
- (38) BUFFER ZONES - Buffer zones shall be selectively cleared and thickly re-planted with grass, native trees and shrubs under the direction of and to the reasonable requirements of the Planning and Development Manager. The width of buffer zones shall not be less than 20 metres.

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REZONING APPLICATION - CAPTAIN COOK DRIVE, COOMBABAH

(B) Prior to the matter being forwarded to the Minister for approval the applicant is to lodge with Council:

(1) The Plan of Development as required by condition (1) herein.

(2) A legal Agreement in a form satisfactory to the Town Clerk, ensuring compliance with the Conditions of approval contained in (A) above. The Agreement is to be binding on all successors in Title and shall provide that Council shall have no obligation to approve development which does not accord with the Conditions of approval.

(C) Under the provisions of Section 33(5)(m)(ii) of the Local Government Act the application is required to be forwarded to the Minister within 90 days of the date of this decision. Should the applicant fail to comply with (B) above within this period, Council will take action to rescind the decision to approve the rezoning, without further notice, unless the applicant can give reasons satisfactory to Council why such rescission should not take place.

(D) A copy of the conditions of approval be forwarded to the following:-

- (a) Noise Abatement Authority;
- (b) Division of Air Pollution Control;
- (c) Water Quality Council of Queensland.

Reference Planning and Development Manager (NH)(4/8/88)

The applicant has submitted the following request for amendment to the conditions of approval.

COLGATE-PALMOLIVE PTY. LTD. (22/7/88)

I have had the opportunity to peruse the copy of Council's conditions attaching to this rezoning which you faxed to me.

I would like to raise with Council one particular aspect of the conditions which has the potential to delay considerably Colgate-Palmolive's capacity to commence building within the anticipated time frame. A number of the conditions require the company to obtain certain approvals prior to the issue of Council's building approvals. As we have discussed previously, Colgate-Palmolive is anxious to obtain approval to commence building at the earliest possible date. In fact, it is our objective to commence earthworks within the next two weeks. We are concerned that the various approvals required prior to building approval will considerably delay our time frame.

I understand Council's reasons for requiring the approval of various authorities. However, I suggest that Council's interests would be fully satisfied if those approvals were obtained prior to the proposed plant commencing operations. This would allow the company to seek the various approvals and work in conjunction with the authorities concerned during the construction phase. The

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REZONING APPLICATION - CAPTAIN COOK DRIVE, COOMBABAH

authorities still have approval rights under this procedure, and the interests of the community would be protected in that the plant would not operate until the various approvals were obtained.

Accordingly, I request that Council vary its conditions applying to this rezoning. In particular, I request that conditions 13, 14, 15 and 18 be amended by deleting the words "prior to the issue of the various building approvals" or similar words appearing in each of those conditions, and substituting in lieu thereof, "prior to the commencement of any use of any building".

I would be most appreciative if Council could consider this request as soon as possible.

Further Reference Planning and Development Manager (NH)(4/8/88)

The request is self-explanatory and whilst there may be delays in obtaining the approval of other authorities, it is considered that Council should not issue final building clearance or issue a Certificate of Classification for any industrial buildings on this site until all the specified approvals from other authorities have been obtained and submitted to Council. Conversely, it may be unreasonable to hold up site works and foundations pending the approvals from other authorities.

It is therefore recommended that conditions (13), (14), (15) and (18) be amended by deleting the words "prior to the issue of the various building approvals" and substituting "prior to the issue of final building clearances and the issue of a Certificate of Classification for the building."

Recommendation

That the recommendation of the Planning and Development Manager be adopted.

ITEM 48 (VIDE ITEM REAR OF AGENDA)

FILE 818/88/157

TOWN PLANNING SCHEME

APPLICANT: THOMAS MANAGEMENT DESIGN LTD.

OWNER: HUGHES CORPORATION LTD.

PROPOSED DEVELOPMENT: SWIMMING POOL PRODUCTS SHOWROOM

LOCATION OF SITE: CNR. OXLEY DRIVE AND PINE RIDGE ROAD, RUNAWAY BAY

ZONING: SPECIAL FACILITIES (DISPLAY HOME, TAKE-AWAY FOOD PREMISES, SERVICE STATION, DOCTORS SURGERY, VETERINARY SURGERY, REAL ESTATE OFFICE)

AREA: 1538 SQUARE METRES

CLASSIFICATION: RETAIL SHOWROOM (SWIMMING POOL PRODUCTS)

DATE ADVERTISED: 22ND JUNE, 1988

DATE RECEIVED: 10TH JUNE, 1988

OBJECTIONS: NIL

171806

ITEM 48
SWIMMING POOL PRODUCTS SHOWROOM- OXLEY DR/PINE RIDGE RD, RUNAWAY BAY

Reference Planning and Development Manager (NH)(4/8/88)

This application is for a retail showroom on a site formerly designated under a Special Facilities Zone for a display home. Under this Zone Council may consider uses by consent which are considered to be allied and compatible with, but supplementary to the purposes specified in the Special Facilities Zone. In the original rezoning of this land there were a number of uses approved on this parcel of land and it is considered that a retail showroom as proposed will be complementary to the other uses approved with the original Special Facilities rezoning.

The Plan submitted with the application shows setbacks of six (6) metres to Oxley Drive and five (5) metres to Pine Ridge Road with car parking at the rear of the site along the Pine Ridge Road frontage. It is considered that the proposed showroom should be changed in location to have an increased setback to Oxley Drive with car parking at the front of the site and to reduce the number of access points.

The proposal is also providing access to the adjacent allotment. The area of the showroom is 300 square metres which meets the minimum size requirement under the Town Planning Scheme. The landscaped area for the full six (6) metres along Oxley Drive should be landscaped and maintained free of any display products. An appropriate condition has been drafted in the recommendation. The frontage along Pine Ridge Road is the lesser frontage and a three (3) metre landscaped setback is considered satisfactory in this location. The number of car parks provided is ten (10) which meets Scheme requirements. The use is considered satisfactory on the site.

It is therefore recommended that the application be approved subject to the following conditions:-

- (1) Submission to and approval by Council of satisfactory building plans and specifications in accordance with the Building Act, Council's By-laws where applicable and the City of Gold Coast Town Planning Scheme. These plans are to generally accord with the plan no. 212.88.1R dated the 3rd August, 1988, approved in this Town Planning Permit apart from where amendments are necessary to comply with the conditions of the Permit. The building is to be constructed in accordance with the approved building plans prior to the commencement of the use approved in this Town Planning Permit.
- (2) All service equipment and refrigeration units are to be positioned and housed so as not to cause nuisance or disturbance to persons or property not connected with the development and to the reasonable satisfaction of the Planning and Development Manager.
- (3) Any lighting device is to be so positioned and shielded as not to cause any glare nuisance to any nearby residential occupation or passing motorist.

CONTINUED...

ITEM 48
SWIMMING POOL PRODUCTS SHOWROOM-OXLEY DR/PINE RIDGE RD, RUNAWAY BAY

- (4) Provision of at least ten (10) off-street car parking spaces and access thereto to be constructed in accordance with Paragraphs 17 to 20, Division II, Part VIII of the Town Planning Scheme and Council's Carparking Policy and to the reasonable satisfaction of the Planning and Development Manager. Should the development be designed in such a manner as to reduce the amount of required car parking, the required amount of car parking may upon application to the Planning and Development Manager, be amended accordingly.
- (5) Provision of a loading bay to the reasonable satisfaction of the Planning and Development Manager.
- (6) The car park area is to be set back six (6) metres from the Oxley Drive frontage.
- (7) There is to be no interference with the amenity of the neighbourhood by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil or otherwise.
- (8) Construction work is permitted only during the hours of 7:00 am to 6:00 pm Monday to Saturday.
- (9) The landscaping is to be established and maintained to the reasonable satisfaction of the Planning and Development Manager at all times. There is to be no display of pool products in the landscaped setback areas.
- (10) Compliance with Council Policy in relation to a fourteen (14) metre separation between crossovers on the same street frontage.
- (11) The open space and setback areas being landscaped in accordance with a properly prepared planting plan to be submitted to and approved by the Planning and Development Manager prior to the issue of a building approval. Where building approval is not required, the planting plan is to be submitted and approved prior to the commencement of the said use. Such landscaping is to be completed in accordance with the approved planting plan prior to the premises being occupied and maintained at all times thereafter to the reasonable satisfaction of the Planning and Development Manager. The plan is to include the location of any proposed advertising devices.
- (12) Provision of water supply and sewerage to the satisfaction of the Chief Engineer and in accordance with the Sewerage and Water Supply Act and Council Policy.
- (13) The provisions of the Town Planning Permit are to be effected prior to the commencement of the specific use as granted by the said permit.
- (14) The building is to be set back at least six (6) metres from Oxley Drive and three (3) metres from Pine Ridge Road.

STORMWATER DRAINAGE

- (15) Stormwater drainage from the site is to be collected on site in an underground drainage system and discharged into a satisfactory stormwater drainage system to be constructed to a legal point of discharge, at the time of development of the site. Any easements, necessary in the opinion of the Chief Engineer, are to be provided to ensure that a drainage path to the ultimate outlet of the catchment may be obtained.

171808

CONTINUED...

ITEM 48**SWIMMING POOL PRODUCTS SHOWROOM-OXLEY DR/PINE RIDGE RD, RUNAWAY BAY**

- (16) Vehicular access is to be upgraded in a manner satisfactory to the Chief Engineer. The minimum requirement will consist of construction in accordance with Council's standard drawing No. 52790B.

PERMANENT ACCESS AND PROVISION FOR TRAFFIC

- (17) Access to site, vehicular parking and loading bay requirements are to be in accordance with Council's parking policy and any relevant standard drawings. Only one access is to be located on Oxley Drive and Pine Ridge Road.
- (18) Fire Brigade standing areas and associated hydrant stands shall only be provided on driveways into the development. No separate special cross-over is to be provided for Fire Brigade vehicles.
- (19) Access to site during construction shall be in accordance with Council's Construction Access and provision for Traffic at Development Site Policy.
- (20) Unloading, storage or movement of construction material or equipment shall take place on site in accordance with Council's construction Access and provision for Traffic at Development Site Policy.

WATER SUPPLY & SEWERAGE

- (21) Provision of water supply and sewerage to the reasonable satisfaction of the Chief Engineer and in accordance with the Sewerage and Water Supply Act and Council Policy. The developer shall be responsible for all costs involved with the connection to the existing Council water supply main and the sterilization of any new water supply mains. These works shall be carried out by Council.

- (22) Disposal of waste classified as Trade Waste under the Sewerage and Water Supply Act and Council Sewerage By-Laws will be subject to special consideration, including the provision of interceptors to the satisfaction of the Chief Engineer. The interceptor trap shall be so positioned to be easily cleaned and accessible to the satisfaction of the Chief Engineer.

(23) WATER SUPPLY AND SEWERAGE COMPONENT 2 HEADWORKS

In accordance with Council policy 'Development Charges for Water Supply and Sewerage Services' contributions are applicable towards water supply and sewerage headworks (Component 2).

The contributions are based on the equivalent population proposed in excess of that either connected to water and sewerage or for which contributions towards headworks (Component 2) have been paid.

Council has resolved that these contributions will be determined at the time of processing a Building Application for the land the subject of this application.

003171810

ITEM 48

CONTINUED...

SWIMMING POOL PRODUCTS SHOWROOM-OXLEY DR/PINE RIDGE RD, RUNAWAY BAY

Where the determination of the contributions has been deferred, such determination is to be based on the following rates:

Water Supply	\$208-00 per Equivalent Population/Person
Sewerage	\$306-00 per Equivalent Population/Person

The above rates are valid for the period of this approval only and are subject to alteration in accordance with changes in the Consumer Price Index (All Groups) Brisbane which was 174.6 at the time of this approval.

It is noted that these contributions are not applicable where the contribution has been previously paid.

- (24) **PAYMENT OF WATER SUPPLY AND SEWERAGE HEADWORKS CONTRIBUTIONS**
The contributions are payable to Council by the applicant within 14 days of receipt by the applicant of notification of the approval by Council of an application for building work for the land in question.

ENGINEERING DESIGN AND CONSTRUCTION

- (25) (a) Engineering plans and specifications for the work set out in conditions No. (15), (16) and (21) above are to be approved by the Chief Engineer prior to construction commencing. Approval by the Chief Engineer does not warrant that such plans and specification have been checked in detail, nor does it absolve the Developer from complying with all the conditions of this approval and/or relevant Council By-Laws and policies and/or relevant statutes and/or statutory regulations in the execution and/or performance of the said works. Neither the Council nor the Chief Engineer accepts any responsibility for the accuracy of such plans and specifications as approved.
- (b) All material supplied and all work performed by the Developer pursuant to this approval shall be to the reasonable satisfaction of the Chief Engineer and shall comply in all respects with the provisions of all relevant statutes, statutory regulations, By-laws and/or Policies. The Chief Engineer may, by himself or his nominated delegate, supervise and test and generally may inspect all materials and work but no supervision, testing or inspection shall relieve the Developer of any obligation imposed upon such applicant, pursuant to this clause or any other clause of this approval.
- (c) **MAINTENANCE** - All works which, at the completion of the development, will become the responsibility of Council, shall be subject to a maintenance period and provision of security for the maintenance period in accordance with Council's subdivision By-Laws and policies.
- (d) **SUPERVISION** - All internal roadworks, sewerage, water supply and stormwater drainage is to be constructed under the supervision of a qualified Engineer who is to certify that these works have been constructed under his direct

171811

CONTINUED...

ITEM 48
SWIMMING POOL PRODUCTS SHOWROOM-OXLEY DR/PINE RIDGE RD, RUNAWAY BAY

supervision and that they comply with the approved drawings and specifications.

- (e) Prior to the commencement of any work arising out of conditions listed above, written advice of intention to proceed with the work is to be given to Council. The advice shall include the name of the responsible supervisor with whom Council's inspecting officer will make contact.

- (26) NUISANCE - The Developer is to ensure that a "smoke nuisance" is not created in the development of this proposal. Attention is drawn to Chapter 8 of Council's By-laws in regard to this matter. Burning off of any material shall not be permitted on the subject site. All waste material, including cleared vegetation, shall be transported from the site and disposed of in a satisfactory manner. The developer is to apply to Council and receive in writing from Council an approved site to dispose of this waste material.

The requirements of By-law 270 of Chapter 11 in regard to noise nuisances shall apply to this development, and in addition, construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday to Saturday unless otherwise approved by the Chief Inspector.

Recommendation

- (A) That Council note that Alderman L.J. Hughes declared a pecuniary interest in this matter and did not take part in the Committee discussion.
- (B) That the recommendation of the Planning and Development Manager be adopted.

ITEM 48 - SWIMMING POOL PRODUCTS SHOWROOM - CNR. OXLEY DRIVE AND PINE RIDGE ROAD, RUNAWAY BAY

File 818/88/157

ITEM 35 - SPECIAL RESIDENTIAL REZONING - MACDOUGALL LODGE - SLATYER AVENUE AND HEEB STREET, SOUTHPORT - REQUEST FOR REVIEW OF STORMWATER DRAINAGE CONTRIBUTION

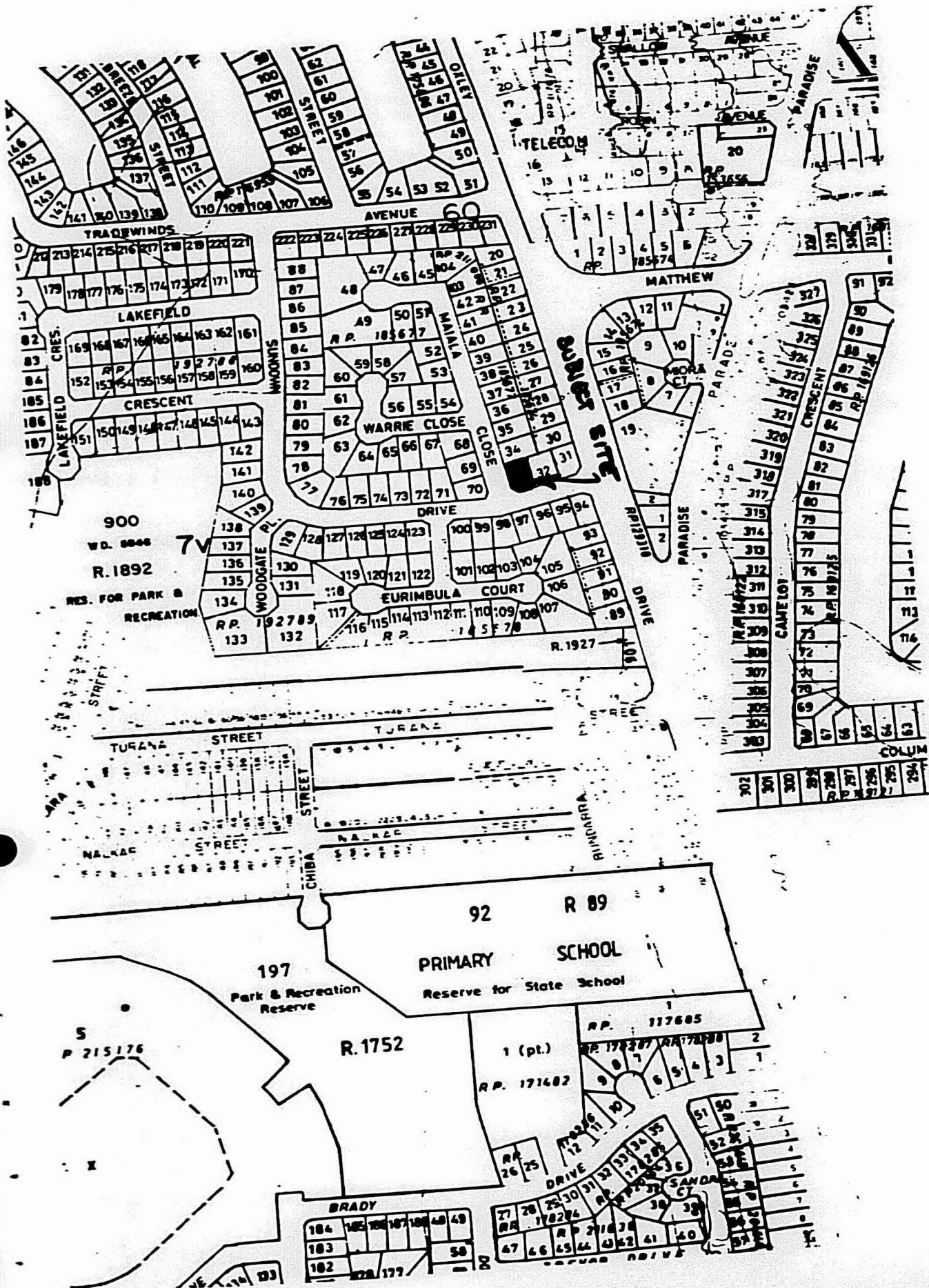
File 663/82/560 Pt 4

Alderman L.J. Hughes declared an interest in these Items and refrained from discussion or voting.

Resolved on the MOTION of Alderman B.A. Paterson, seconded 88/1147 Alderman P.J. Lawlor, that these items be dealt with separately.

Resolved on the MOTION of Alderman A.J. Rickard, seconded 88/1148 Alderman B.A. Paterson that the recommendations be adopted subject to in Condition (11) of Item 48 the words "with Australian native plants" being added after the word "landscaped".

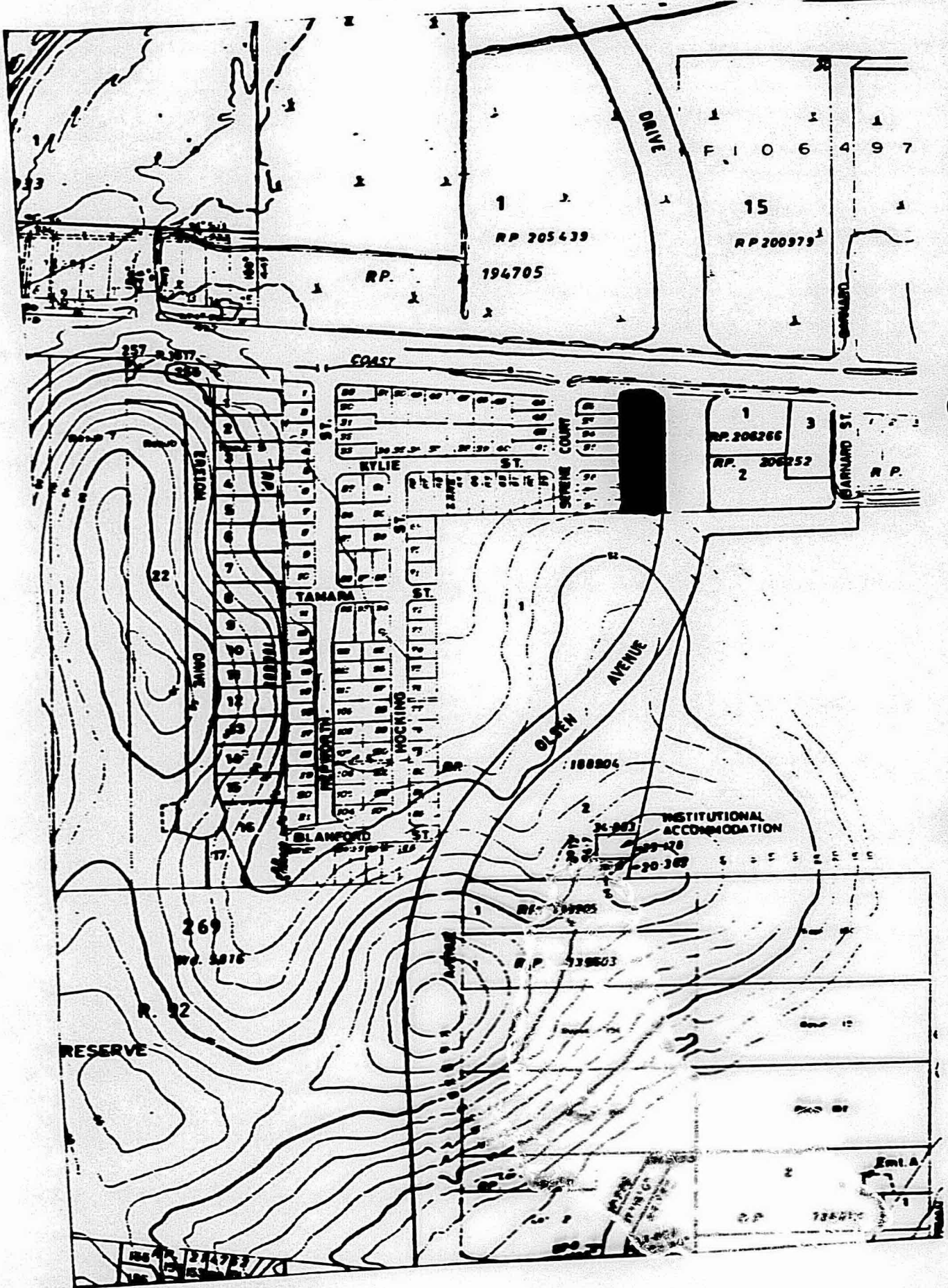
Resolved on the MOTION of Alderman B.A. Paterson, seconded 88/1149 Alderman K.L. Thompson that the recommendations in Items 48 and 35 be adopted.



171813

- V 2 -

(MDE ITEM P&D 7)



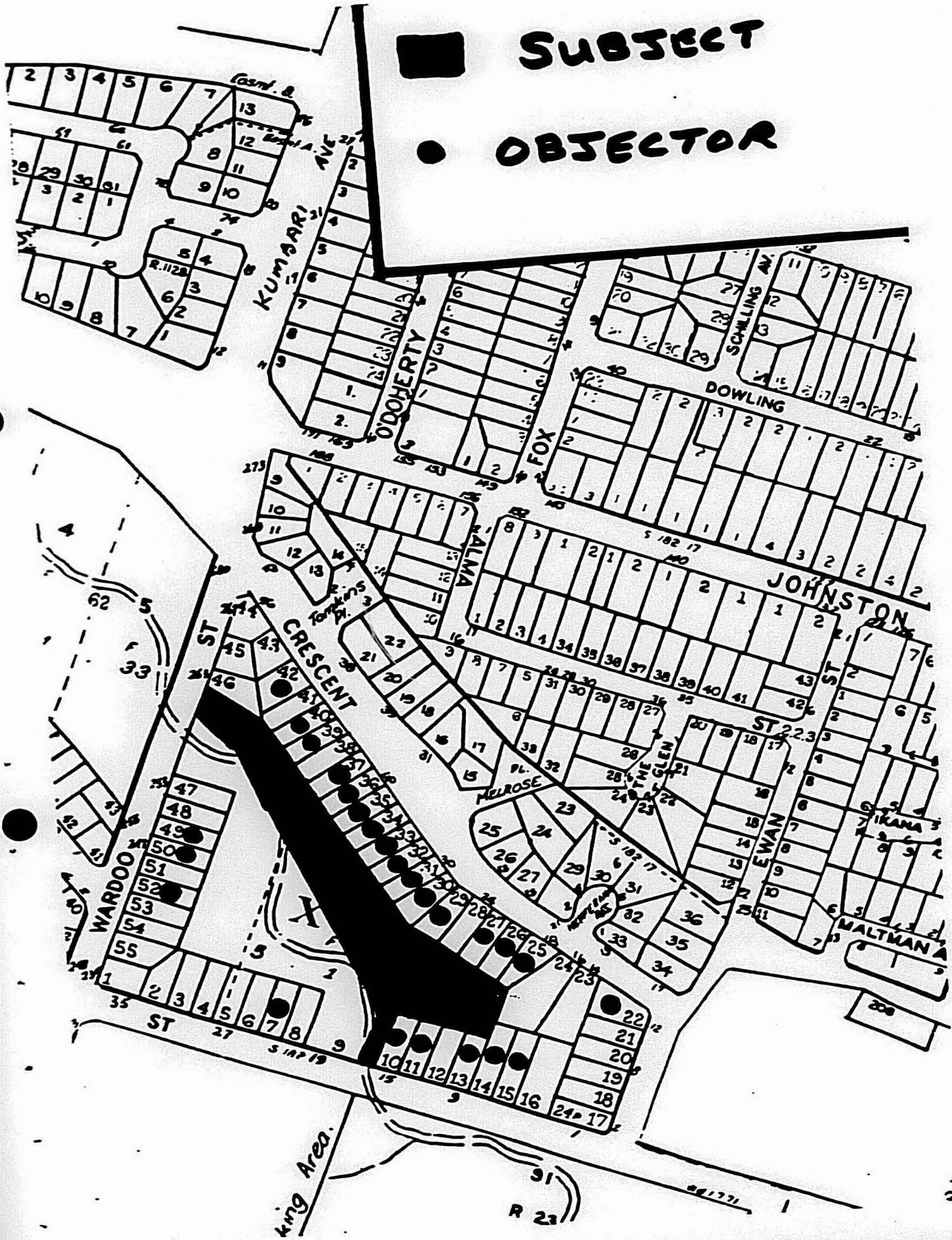
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SUBJECT



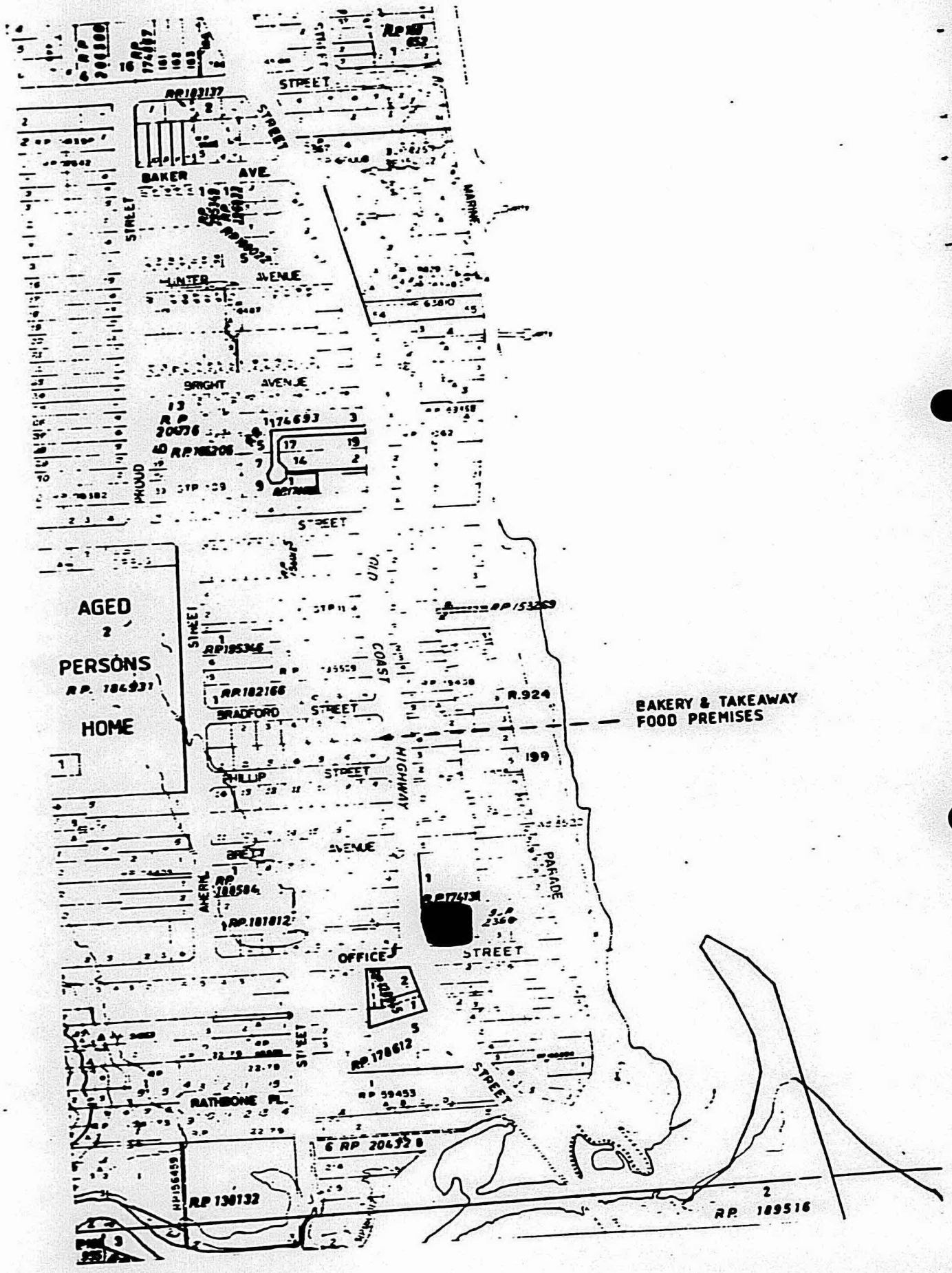
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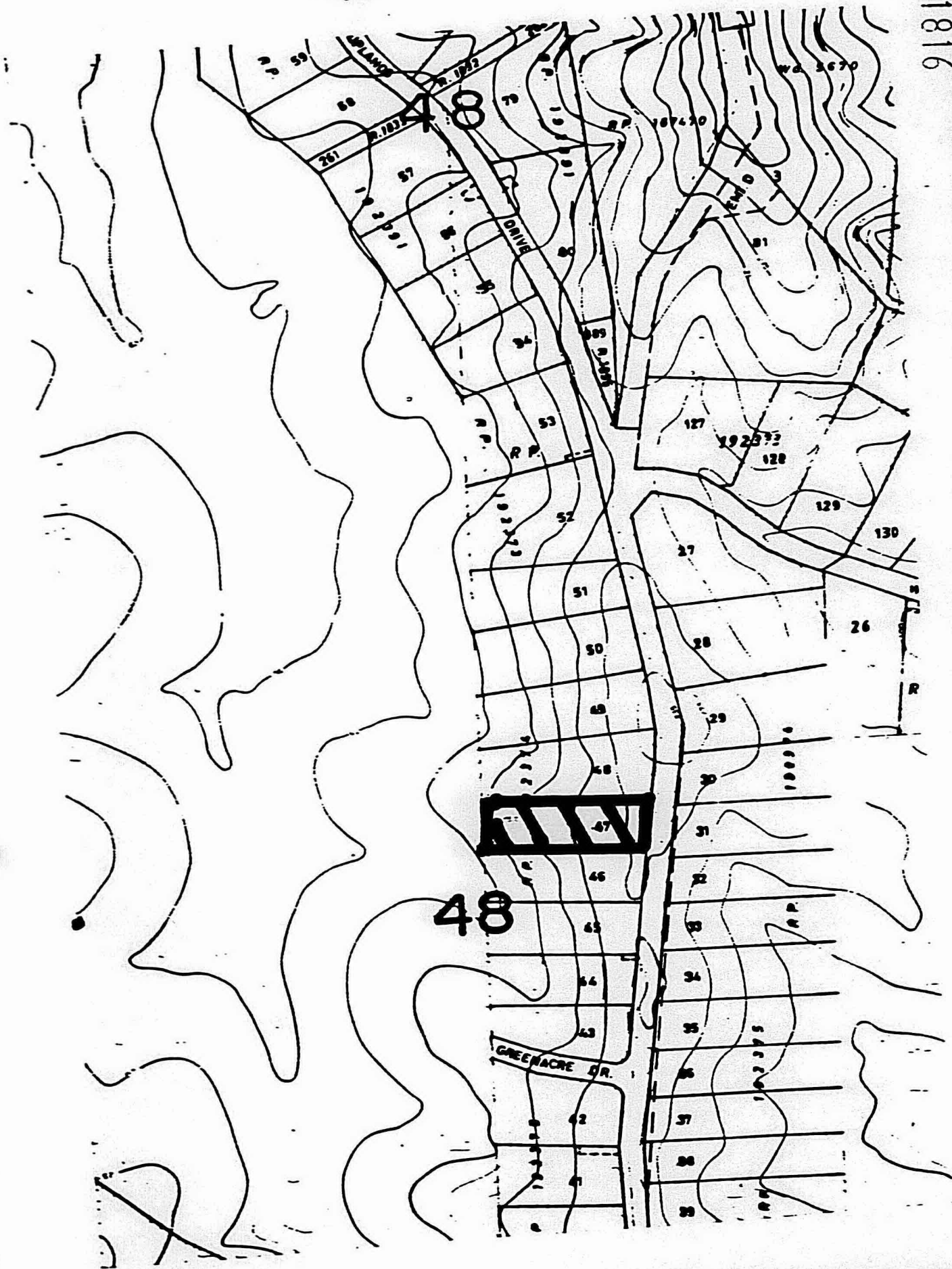
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(VIDE ITEM P&D 14)

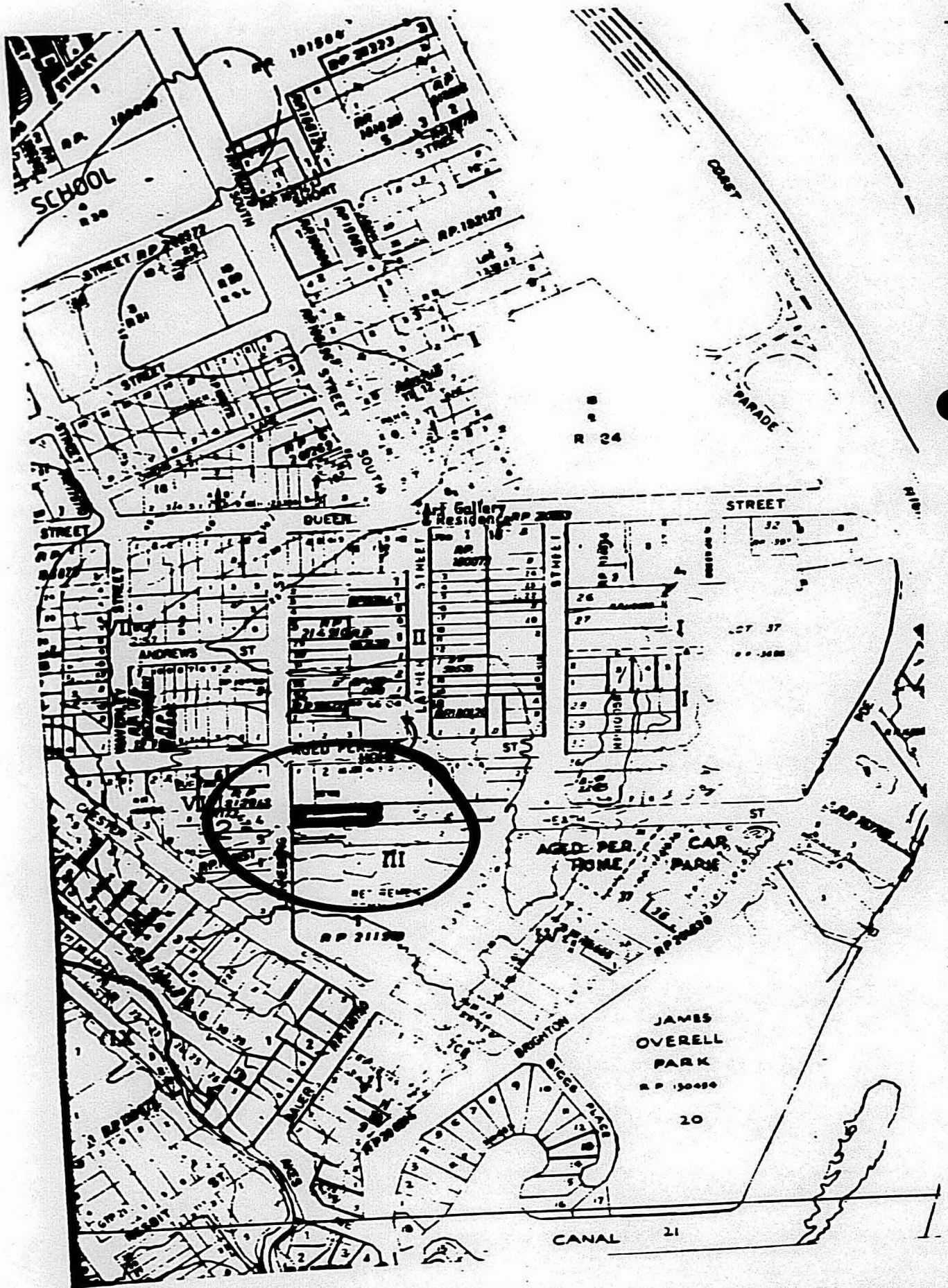
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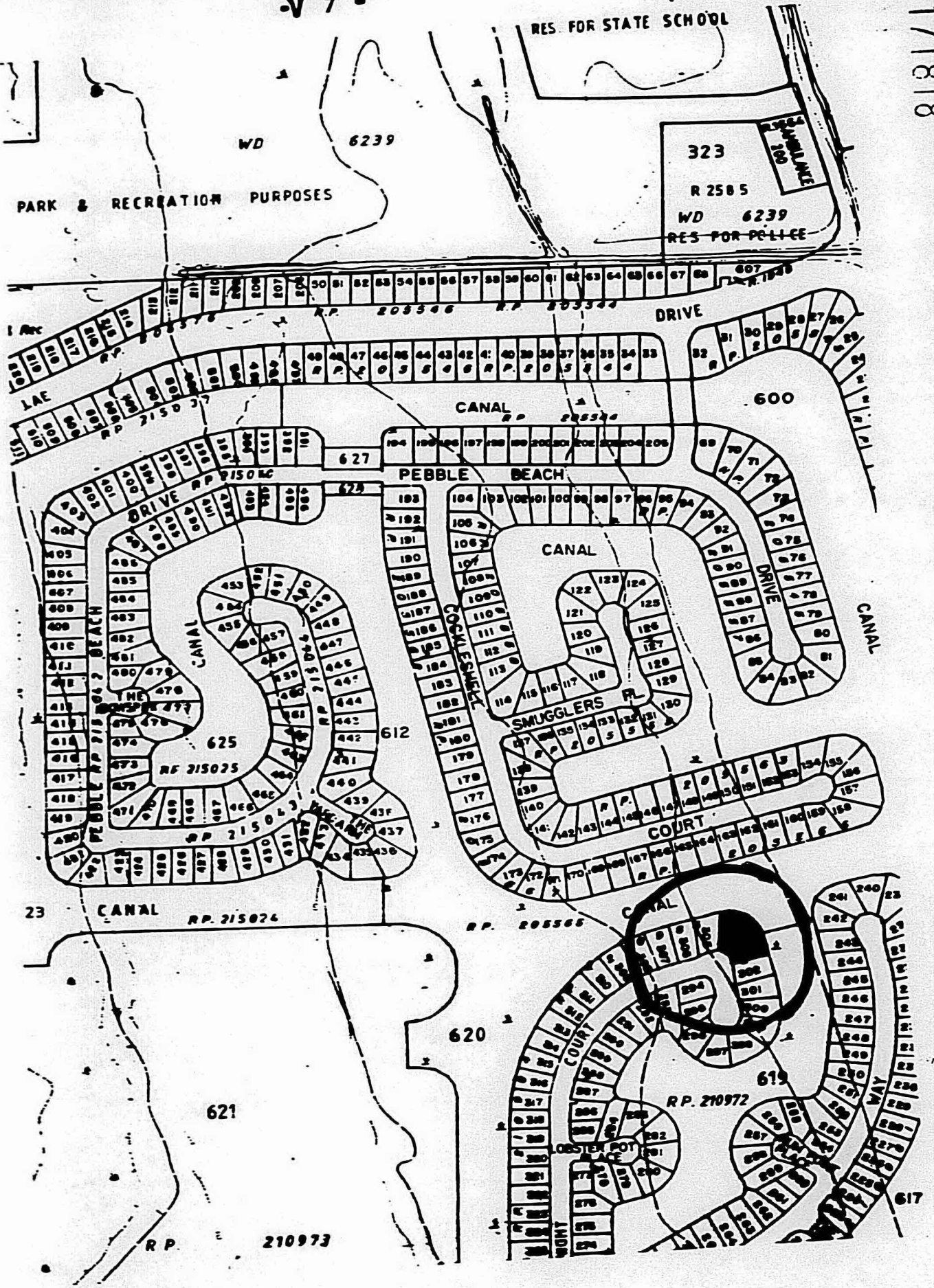
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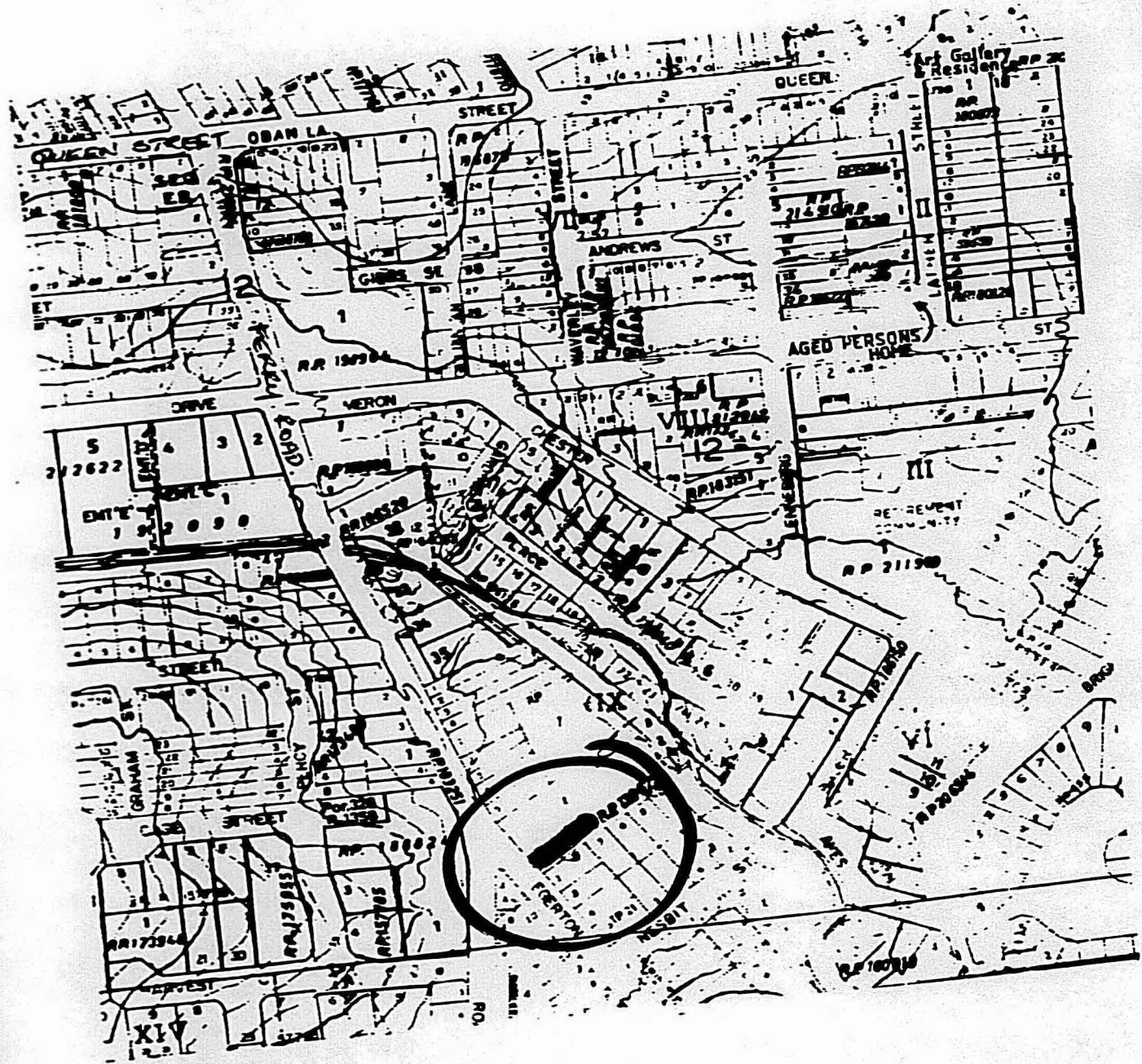


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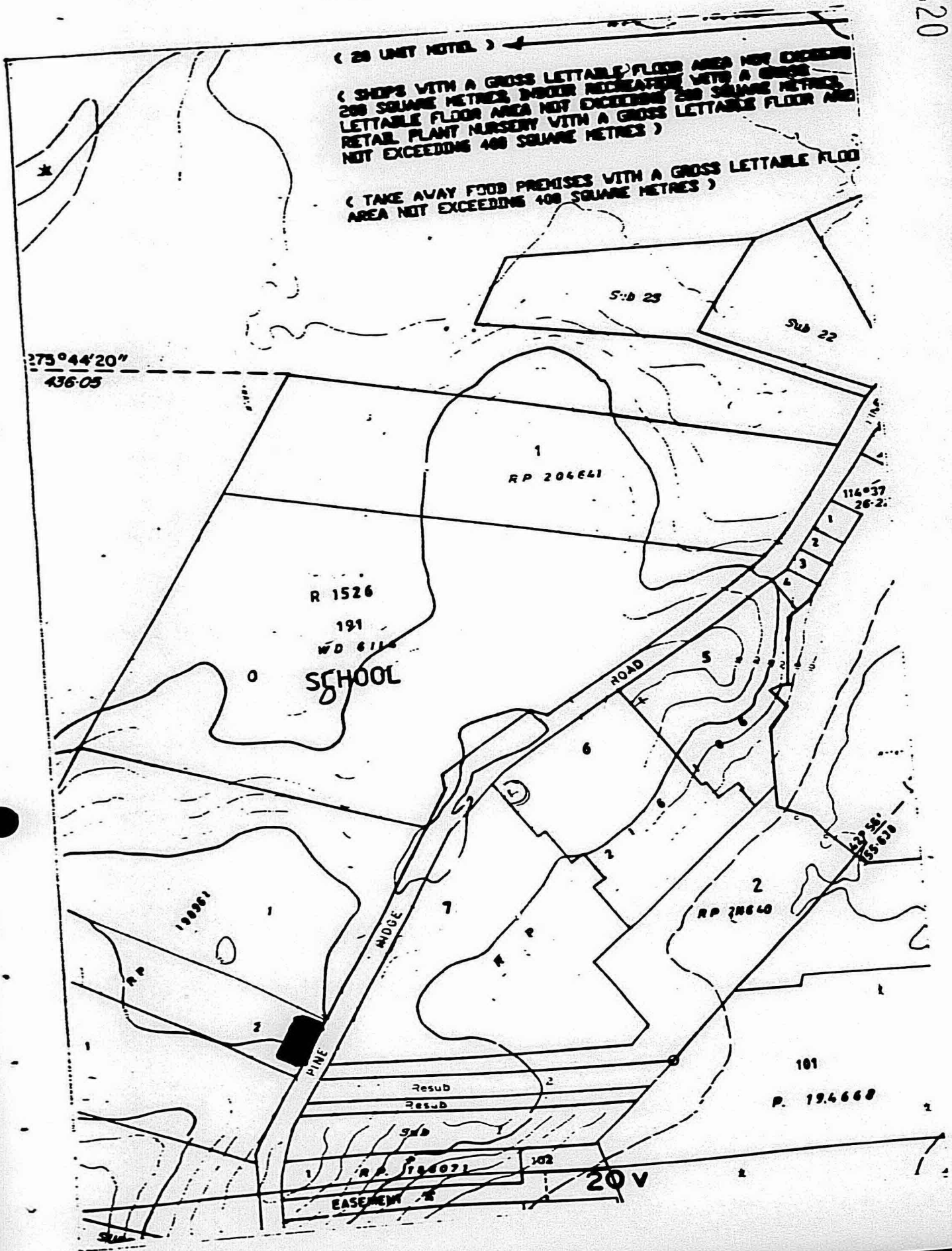
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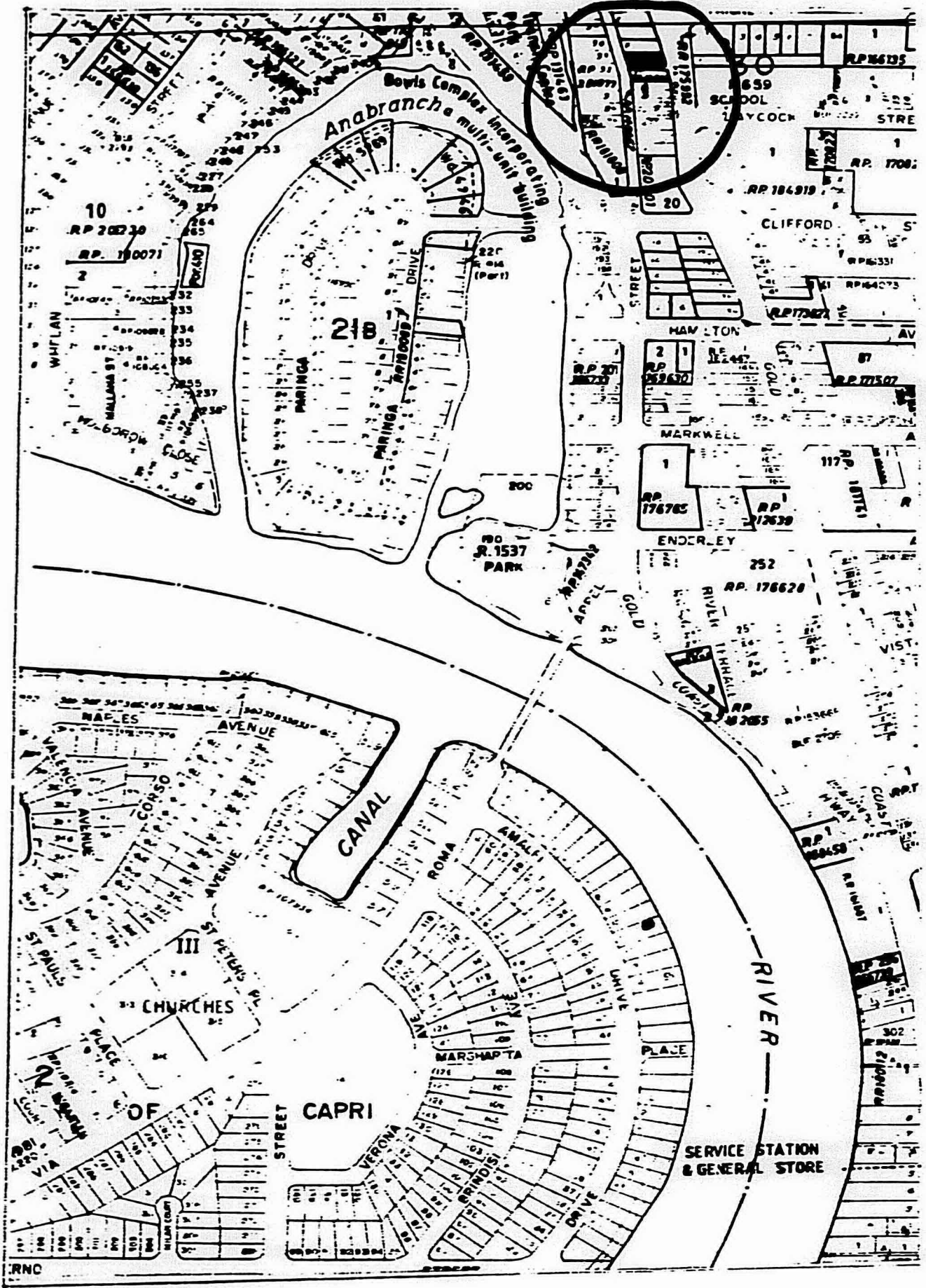


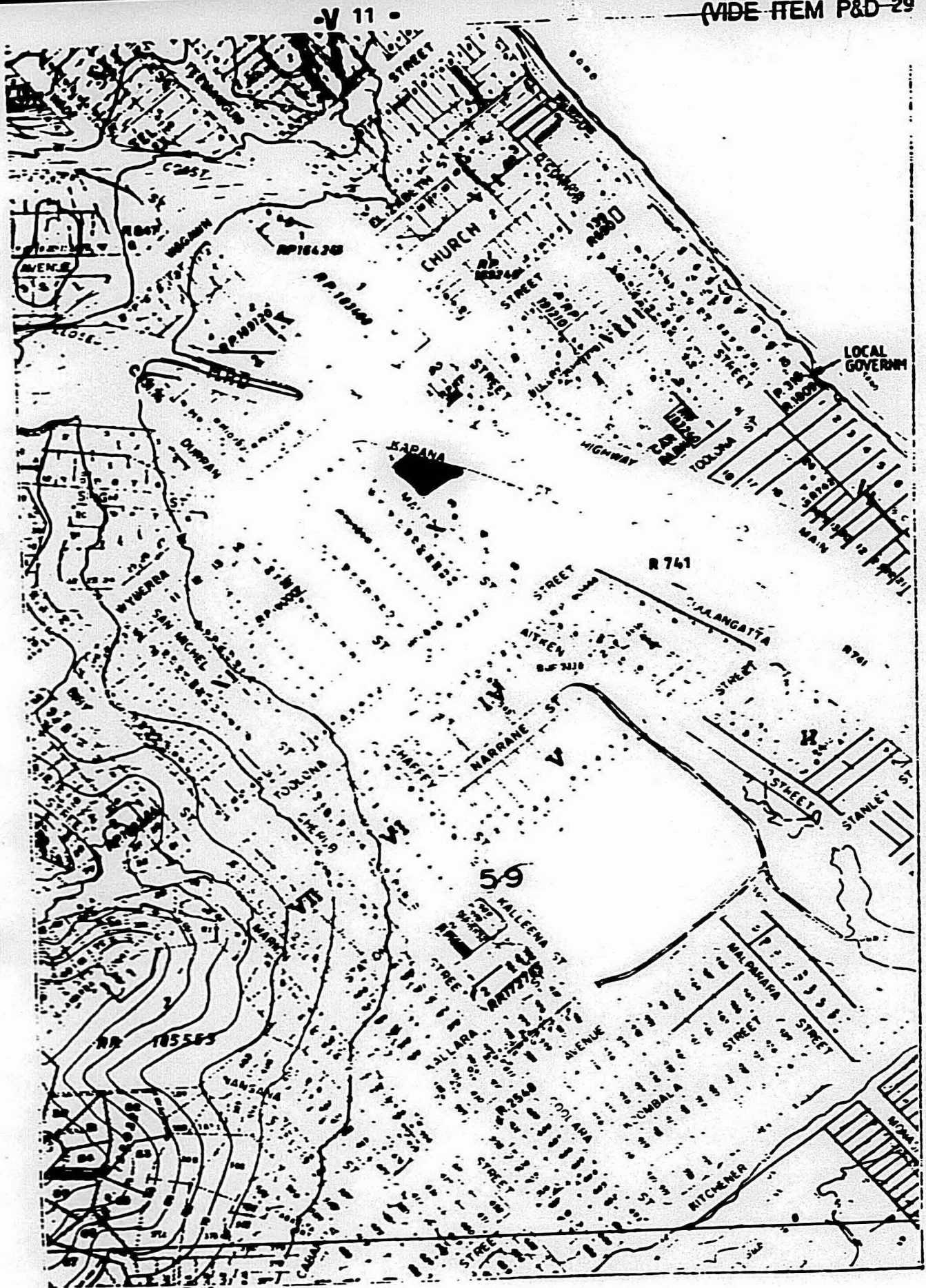
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(VIDE ITEM P&D 25)

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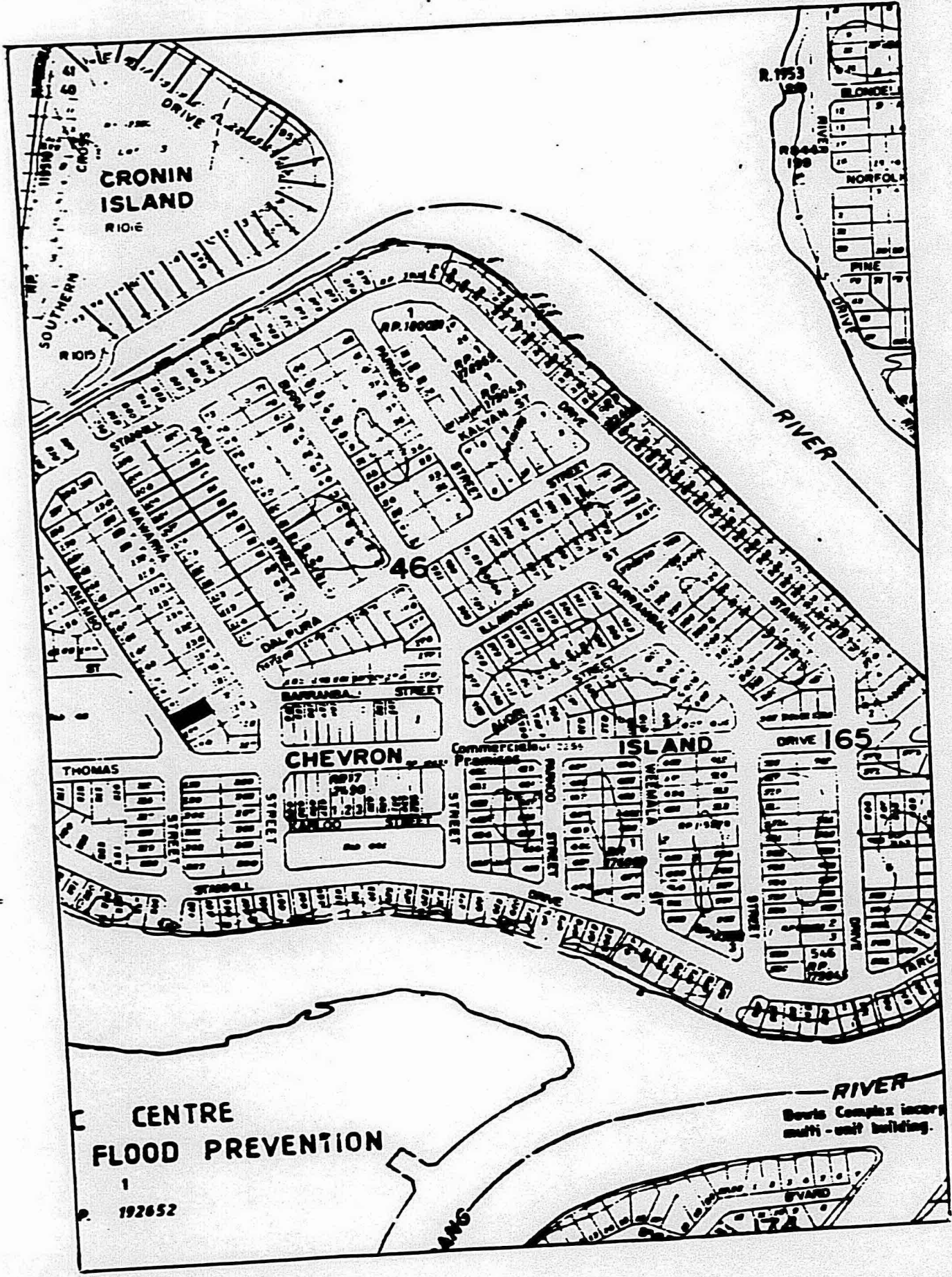


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(VIDE ITEM P&D 31)

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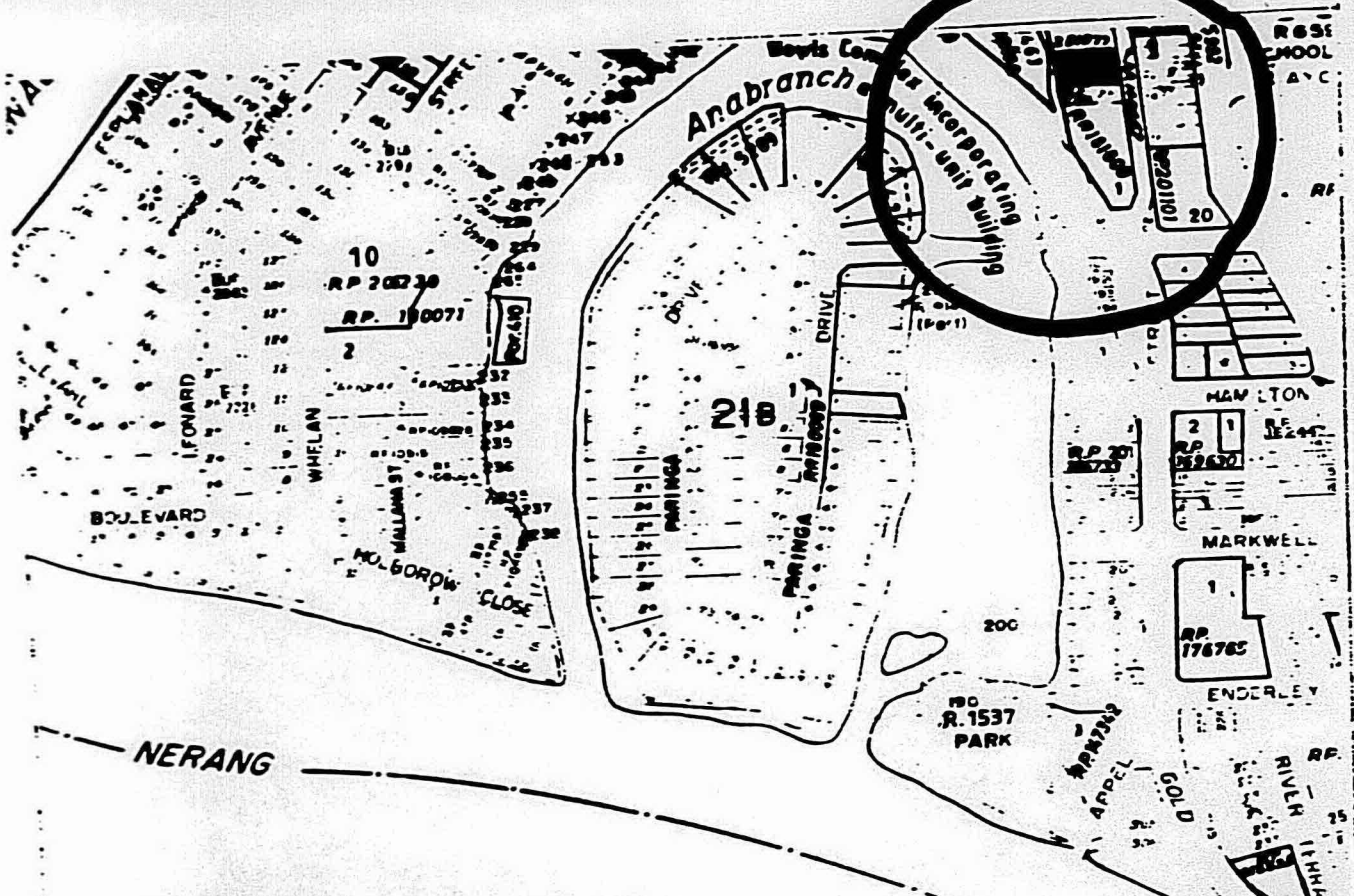


CENTRE
FLOOD PREVENTION

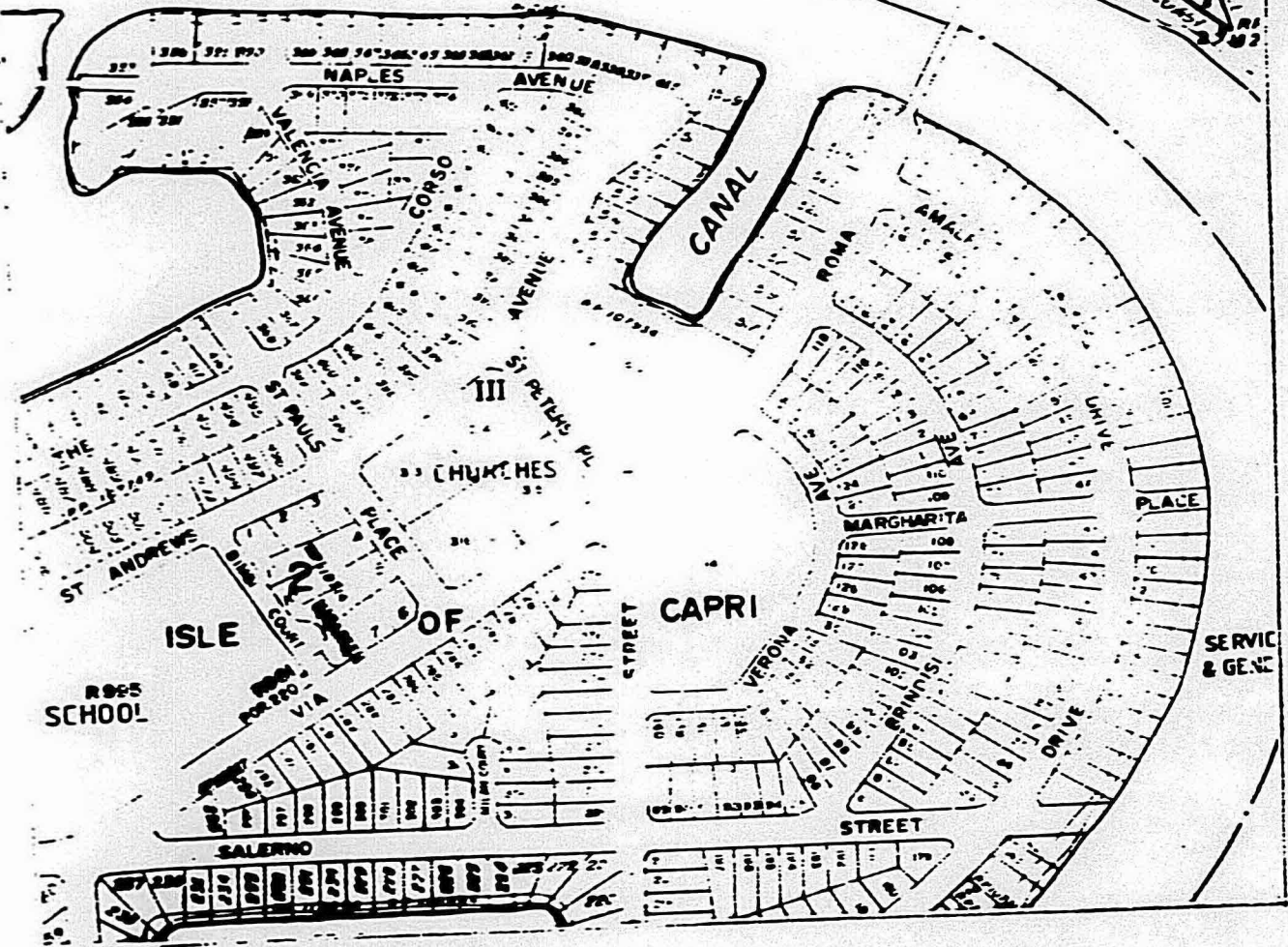
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192652

RIVER
Bevis Complex incorp
multi-unit building.

171824



NERANG



171825

Utility Services - Alterations and Flooding

If a traffic tunnel is constructed along Ferny Avenue, between Thornton Towers and Golden Gate, massive disruption to Council's, SEQEB's and Telecom's services will occur. As a consequence, extensive advance planning and design and/or redesign for the relocation or replacement of the services, in particular, to ensure minimal inconvenience, will be essential.

The following estimates are only approximate and should be regarded as a guide.

(1) Stormwater Drainage

Effective stormwater drainage in Surfers Paradise is controlled by the available head from the headwaters of each specific drainage line to the Nerang River, which has a design level of RL 0.90 metres AHD.

The construction of a traffic tunnel along Ferny Avenue would seriously affect the efficiency of the existing systems which drain the Surfers Paradise areas to the river. Extensive survey and finite design would be essential to ensure the integrity of the existing flooding protection was maintained for the Central Business area of Surfers Paradise.

A traffic tunnel along the above route would mean several of the major stormwater branch lines would discharge as 'drowned' outlets, with subsequent inherent problems of siltation. Deep excavations in the order of 7 to 10 metres would be required, as well as very difficult dewatering of the construction trenches/tunnels, due to the area being very low, with some surface levels as low as 2.6 to 1.6 metres AHD.

A problem which will have to be seriously considered is the possible flooding of the tunnel. This could occur either due to a flood within the Nerang River Catchment or a deep cyclonic depression off the coast which could readily cause a 1.00 metre or more rise in the water level equating to an R.L. of about 2.00 metres AHD - which would be above or near the level of the surface level of the access ramps to a tunnel.

It should be recalled that the following flood levels were attained during the respective quoted floods:-

- 1931 - 2.841 metres AHD
- 1947 - 2.646
- 1954 - 2.847
- 1967 - 2.229
- 1974 - 2.844

171826

- (2) Sewerage
 A traffic tunnel would sever several trunk sewer systems as well as many branch lines, including two major lines of a 600 mm and 750 mm diameter. The necessary pump stations, rising main and new trunk sewer systems would have to be laid prior to any tunnel construction.

The pump stations would be built underground in the intersecting side streets and accesses to the major stations, which could be up to 6.00 metres in diameter, would be located either in the footpaths or parking lanes.

- (3) Watermains
 The watermains would be easier to modify than either the stormwater or sewerage systems and would entail relocating the existing, affected mains across the roof of the actual tunnel. A fire main would also be required to be provided within the tunnel itself.

- (4) SEQEB
 SEQEB has advised, via the Southport Branch Manager, that it is not prepared to provide any estimate of cost for the anticipated adjustments to its system. It was stated that, if the scheme proceeded, Council (or any other agent involved in the scheme) would have to engage a consultant to prepare the necessary plans and documentation for the alterations and submit these to SEQEB for their appraisal and approval. Any construction would have to be undertaken by contractors under SEQEB surveillance.

However, it appears that the section from Whelan Street and Elkhorn Avenue would cost \$1 million just to replace this length of existing major electrical supply for Surfers Paradise. From Thornton Towers to Golden Gate, on this basis, would cost in excess of \$2.5 million.

- (5) Telecom (not yet to hand)

171827

(6) Estimated Cost of Alteration of Services

(a) Thornton Towers to Golden Gate

(i)	Stormwater	\$1,750,000
(ii)	Sewerage	\$1,900,000
(iii)	Water	\$1,100,000
(iv)	SEQEB	\$2,500,000
(v)	Telecom	<u>\$1,500,000</u>
Section (a) Total Cost for Services Alterations		<u>\$8,750,000</u>

(b) Whelan Street to Elkhorn Avenue

(i)	Stormwater	\$1,000,000
(ii)	Sewerage	\$900,000
(iii)	Water	\$400,000
(iv)	SEQEB	\$1,000,000
(v)	Telecom	<u>\$500,000</u>
Section (b) Total Cost for Services Alterations		<u>\$3,300,000</u>

171828

ENGINEERING DESIGN AND CONSTRUCTION ASPECTS

.01 General

In view of the limited time available to assess the proposal of a tunnel/elevated roadway along the Ferny Avenue route, it has only been possible to consider the concept in generalised terms to identify those areas which could have significant impact on the construction.

This section of the report briefly summarises the investigations in respect of the tunnelling option only for:-

- Engineering Design
- Construction

The option of an elevated roadway is discussed elsewhere in the report.

.02 ENGINEERING DESIGN

The section of the Ferny Avenue route in the vicinity of Beach Road/Cavill Avenue is very low lying (R.L. 2.0 metres) and consequently the groundwater levels will be very close to the surface. This presents a number of problems which need to be addressed, such as uplift on the structure due to hydrostatic pressure, external waterproofing to prevent ingress of groundwater and dewatering during construction.

Preliminary calculations based upon the typical tunnel cross-sections proposed for the alternative southern Highway route (refer Fig.) indicate that such a structure should be stable against flotation, however a detailed analysis would need to be undertaken of any finally adopted cross-section to confirm stability. If flotation was proven to be a problem, the structure may need to be anchored using tension piles.

The presence of an extremely high water table could also have implications in respect of long term performance of the structure under dynamic traffic loadings. This would need to be addressed in detail design.

.03 CONSTRUCTION

Based upon the Main Roads Department requirements, the overall width of a tunnel structure to cater for three trafficable lanes, would be in the order of 15 to 15.5 metres (refer attached sketch).

Given that the overall available construction width (i.e. road reserve) is generally 20.0 metres, with some buildings constructed right up to the reserve boundary, there would only be some 2 metres outside the structure to cater for construction activities and property access.

When it is considered that dewatering installations will also be required within this 2 metre corridor, it is obvious that pedestrian access, let alone vehicular access, cannot be maintained during construction. It would appear that "stacking" of two low level vehicle lanes within the tunnel, as proposed in the Chevron Aust Pty Ltd expression of interest for the Gold Coast Highway, has definite benefits by way of reducing the overall width of the structure and hence, opening up more surface width for access during the construction period.

171829

The high groundwater levels along much of the route would require major dewatering exercises to be undertaken during construction. Dewatering would be required on a 24 hour a day basis and even if electrically driven pumps were utilised, noise could still be a problem, given the close proximity of accommodation rooms in some locations. (VIDE ITEM P&D³⁴)

Finally, given that the ground level in some sections of the route is as low as R.L. -2.0 metres, any significant flooding event occurring during the construction period could severely affect the works and careful consideration would need to be given during detail design to planning of flood protection measures.

The problems associated with high groundwater levels and restricted access are difficult to quantify in real terms and, given the time available to prepare this report, it has been assumed that such difficulties would result in additional construction costs of 20 per cent over those which would be incurred under less adverse conditions.

TRAFFIC CONSIDERATIONS - FERNY AVENUE TUNNEL WITH COMMENTS ON GOLD COAST HIGHWAY TUNNEL

1 INTRODUCTION

- Under consideration are proposals for a road tunnel following the alignment of Ferny Avenue/Remembrance Drive, a distance of approximately 2.4 kilometres, and for a road tunnel in the alignment of Gold Coast Highway, between Elkhorn Avenue and Hanlan Street, a distance of approximately 500 metres exclusive of ramps.
- Both concepts are required to provide for three traffic lanes for southbound travel. In the former case the Ferny Avenue corridor would provide for both directions of travel with the existing northbound traffic lanes above the southbound ones and the possibility of extending the northbound provision to three lanes without any need for road widening. The latter case would of course retain the existing one-way couplet but would allow the possibility of pedestrianisation in Gold Coast Highway.
- The Ferny Avenue option has to be considered as a staged project, having regard to the likely overall project cost and the duration of construction. The Gold Coast Highway option could be considered as the first stage of an eventual long tunnel in Gold Coast Highway.

2 THE FERNY AVENUE TUNNEL OPTION

- The provision of a southbound road tunnel in Ferny Avenue, as an alternative to the proposal currently under consideration by the State Government, is best considered as a new road corridor extending from north of Higman Street in the north to Aubrey Street in the south, a distance of approximately 2.4 kilometres. In concept it is similar to the long tunnel option examined in the Spit to Broadbeach report. Unlike that tunnel, however, it would be a three lane mono-directional tunnel instead of a two lane bi-directional one.
- At the ends of the proposed tunnel there would be sufficient space to provide interchange ramps to and from the tunnel without any property acquisition costs.
- Because of the road geometry in Surfers Paradise and the intense development on the recently redeveloped sites bounding Ferny Avenue, there would only be very limited opportunity to provide intermediate connection to the tunnel. Such opportunity would be limited to the Chevron and Lend Lease sites, between Elkhorn and Cavill Avenues, and to the potential redevelopment site to the south of the Gold Coast International Hotel.
- The limitations on access to the tunnel would mean that the use of the tunnel would only be applicable to traffic wishing to pass through Surfers Paradise or access developments such as the Chevron site. Southbound traffic destined to or from Surfers Paradise would be required to use either the Southbound Highway or The Esplanade.
- Because of the time constraints imposed it has not been possible to produce an estimate for the cost of construction of a long road tunnel under Ferny Avenue. However, assuming similar unit costs to the Gold Coast Highway tunnel, the ratio of length of the two options suggests that the Ferny Avenue tunnel would be expected to cost a total amount in the range \$80-105 Million.

The considerable length involved suggests that the operational costs to Council

171831

or Main Roads Department as appropriate could be high. Recurring operational costs would include those associated with lighting, ventilation, drainage, cleaning and tow-away breakdown service.

3 STAGING OPPORTUNITIES FOR THE FERNY AVENUE TUNNEL.

Council's decision of 29th July, 1988 required that the opportunities for the staging of construction for a Ferny Avenue tunnel be investigated. In the first instance it has been assumed that a tunnel extending a similar length to that proposed for Gold Coast Highway be considered. Such a section of tunnel would be expected to require similar construction time, have similar cost and offer similar benefits and opportunities to the major developments sites between Elkhorn and Cavill Avenues.

The problems of construction would be similar, although ground water conditions and flood level/tunnel level considerations in the Ferny Avenue corridor at this location would present greater challenges to the designers and result in higher unit costs for construction than for the Gold Coast Highway tunnel.

From the traffic viewpoint the major difficulty would be that of siting the ramps to and from the tunnel.

In the subject section of Ferny Avenue the road is generally 12.5 metres kerb to kerb within a 20.1 metre reservation. The road is currently marked for two 3.5 metre traffic lanes, with sealed shoulders of varying width on either side of the through lanes. If tunnel ramps are to be sited in Ferny Avenue adjacent to at-grade northbound traffic lanes then, clearly, there will be a need for some property resumption.

Some geometric considerations are outlined below. The Main Roads standard for traffic lane width is generally 3.5 metres, although in some circumstances narrower width lanes of 3.2 or even 3.0 have been used in designs produced by that Department. From traffic capacity considerations, traffic lanes in the range 3.0 to 3.7 metres are normally considered to have similar capacity, particularly in a relatively low speed urban environment. It is only below 3.0 metres or above 3.7 metres that one applies correction coefficients. From a safely point of view, however, a 3.7 metre lane is obviously superior to 3.0 metre one. From a practical point of view I have not considered a lane width of less than 3.2 metres as appropriate.

For six lane conditions, that is three northbound surface lanes adjacent to three southbound ramping into tunnel lanes, the width requirement in metres would be as follows:-

3 northbound traffic lanes	3 x (3.2 - 3.5)	9.6	-	10.5
clearance to tunnel ramp wall		1.0	-	1.0
3 southbound traffic lanes	3 x (3.2 - 3.5)	9.6	-	10.5
clearances to tunnel ramp walls		2.0	-	2.0
construction width tunnel ramp walls (2 sides)		1.0	-	2.0
Total width requirement		23.2	-	26.0
Existing kerb to kerb width		12.5	-	12.5
Resumption required assuming footpaths retained at current width		10.7	-	13.5
Resumption required assuming footpaths narrowed to 3.0 metres		9.1	-	11.9

For four lane conditions the comparative figures would be as follows:-

Resumption required footpaths retained
 Resumption required footpaths narrowed

4.3 - 6.5
 2.7 - 4.9

Clearly from the above it can be seen that ramped sections within the Ferny Avenue corridor can only be accommodated with considerable property acquisition.

Another problem is that of providing at-grade property access to existing driveways. From Elkhorn Avenue north to Palm Avenue all blocks on the eastern side of Ferny Avenue have driveways in Ferny Avenue. There would be some scope for providing ramps in the cleared block between Staghorn and Palm Avenues, a distance of approximately 90 metres. Such a strategy would require the northern portal of the stage 1 tunnel to be located at Palm Avenue, a distance of approximately 300 metres north of Elkhorn Avenue. Alternatively, if the block between Palm and Cypress Avenues is amalgamated with the one to the north, as has been suggested, then the ramp could be moved a further 100 metres to the south if a closure of Palm Avenue resulted from the property amalgamation.

On the southern side, some opportunity exists to ramp out of the tunnel on the Bruce Bishop Car Park frontage, although this would be subject to the same constraints outlined above once the southbound lanes were out of the ground and adjacent to the northbound lanes.

Because of the overall width considerations, it is appropriate to consider the opportunities for ramping in the cross streets. The advantage of this option would be that there would be no need to widen Ferny Avenue, since it would only need to cater for the 3 northbound at-grade traffic lanes. Cross street ramping would however be subject to two problems, as follows:-

1. The horizontal alignment constraints at the points of entry to and exit from the cross streets. A similar situation would result to that previously raised as a serious defect in the Design Linkon Esplanade option, discussed on previous occasions. It would be necessary to accept a low design speed on the tight radius curves necessary and some corner truncations would be required.

2. The cross streets affected would need to be converted to one-way operation, would require some widening and would have to be split laterally to have a three lane ramp and separate service road to access driveways.

On the northern side the desirable location would be Cypress Avenue, but this would create major problems for access and traffic circulation. The more practical location would be Staghorn Avenue, but this has repercussions for the Gold Coast International.

On the southern side there are greater problems to overcome. Beach Road is constrained by the Transit Centre, Clifford Street is constrained by the Zarro Arrow site and a mid-block intersection and is too short, and Hamilton Street has similar problems.

In summary there would be a plethora of difficult problems to resolve if Council were to contemplate a staged tunnel proposal under Ferny Avenue. If the tunnel was to follow the Ferny Avenue route, rather than be provided in Gold Coast Highway, then the only practical option is to provide the tunnel for the full length from Golden Gate to Thornton Towers.

4 SOME MORE THOUGHTS ON THE GOLD COAST HIGHWAY TUNNEL

In its present form the Gold Coast Highway tunnel proposal extends between

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Elkhorn Avenue and Hanlan Street, with ramped sections south of View Avenue and North of Laycock Street. It has been suggested that the Civil works associated with the tunnel would cost an amount in the range \$21 to \$25 million. It is clear from rudimentary observations at the site that, for reasons of access, it will be necessary to extend the tunnel further south resulting in additional cost of construction. It is also clear that there will be some squeeze point situations to overcome with this proposal. Notably at Elkhorn Avenue, where the space requirement and available space are as follows:-

- Width required to accommodate three ramped lanes and one surface lane 18.2 metres
- (This assumes 3 x 3.5m lanes in the ramp, a 3.5m surface lane, 1.0 metre clearances and 0.6m tunnel walls) 12.8 metres
- Width available between kerbs

There will be a need to narrow the existing footpaths and/or relocate them into existing property alignments. In practical terms the above suggests the portal will have to be relocated further north.

5 TRAFFIC ARRANGEMENTS DURING CONSTRUCTION

In consideration of the Gold Coast Highway tunnel it has been assumed by the developer that The Esplanade would be the long term detour route during construction. This would require conversion of The Esplanade to one-way conditions. Existing constraints are such that only two lane operation would be feasible, thus requiring some maintenance of traffic flow in Gold Coast Highway.

Another option is that of converting the existing two lane northbound operation in Ferny Avenue to 4 lane/2 way operation. This would require the cooperation of the Main Roads Department to carry out the necessary modifications to the existing traffic signals, would require some shoulder and kerb and channel reconstruction and the modification of the traffic flow conditions on some of the cross streets between Ferny Avenue and Gold Coast Highway. The cost of this exercise has yet to be calculated. Council will recall, however, that the original proposal to provide four lane operation in Ferny Avenue was estimated to cost between \$2 and \$3 Million.

The above observations would be applicable for the construction of the Ferny Avenue tunnel option, except that, in this case, the two-way situation would be in Gold Coast Highway and the need to prohibit right turns would have greater consequence in that street.

6 CONCLUSIONS

If the possible options for review are to be limited to those discussed above, then it is recommended that it be noted that it is not feasible to stage construction of the Ferny Avenue option, given the constraints of existing road reservation, building alignment and traffic capacity requirement (that is three lanes in each direction).

From a road building perspective, the Gold Coast Highway option is arguably superior in that it does not suffer from the horizontal alignment problems associated with gaining access to the Ferny Avenue corridor for southbound traffic (as indeed was the case with the previously discussed Esplanade option). Further, the Gold Coast Highway option does lend itself to staging of works, does appear to have a lower associated service relocation cost and may

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Another option is that of converting the existing two lane northbound operation in Ferny Avenue to 4 lane/2 way operation. This would require the cooperation of the Main Roads Department to carry out the necessary modifications to the existing traffic signals, would require some shoulder and kerb and channel reconstruction and the modification of the traffic flow conditions on some of the cross streets between Ferny Avenue and Gold Coast Highway. The cost of this exercise has yet to be calculated. Council will recall, however, that the original proposal to provide four lane operation in Ferny Avenue was estimated to cost between \$2 and \$3 Million.

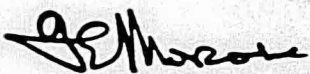
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TRAFFIC ENGINEER

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TRAFFIC MANAGEMENT SCHEMES

TABLE 5 - COMPARISON OF MACRO-LEVEL TRAFFIC MANAGEMENT SCHEMES

Scheme	Traffic Performance	Implementation Cost	Disruptiveness During Implementation	Parking/ Servicing Impact	Environmental Impact/Community Reaction	Pedestrian Amenity
Do Nothing	*	*****	*****	*****	****	***
3-Lanes Gold Coast Hwy + Ferny Ave	****	****	****	****	***	***
Thru Traffic Grade Separation	****	****	*	****	***	***
Gold Coast Hwy Conduit	**	***	**	***	****	***
Ferny Ave 2-way	****	**	**	***	***	**
Esplanade/Ferny Ave 1-way Pair	**	***	*	****	***	**

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Monorail Only

Key: Attributes of each scheme have been subjectively rated on a 1-5 point scale

- * indicates low performance
- poor traffic performance cost
- high implementation during implementation
- high impacts during parking provision/alternative servicing by the community
- disruptive impacts during implementation
- high need for replacement of adverse environmental impacts by the community
- high need for perception of amenity in key areas
- potential high performance with respect to the attribute eg:
- poor impact on pedestrian amenity
- poor performance during implementation
- indicates high performance
- very good traffic performance
- very good traffic performance cost
- low implementation during implementation
- low impacts during parking/alternative servicing by the community
- minimal adverse impacts during implementation
- minimal need for replacement of adverse environmental impacts by the community
- no/little need for perception of amenity in key areas
- very low performance
- high improvement

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TABLE 5 - COMPARISON OF MACRO-LEVEL TRAFFIC MANAGEMENT SCHEMES

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3-Lanes Gold Coast Hwy + Ferny Ave	****	****	*****	*	****	***
Thru Traffic Grade Separation	****	*	*	*****	***	***
Gold Coast Hwy Conduit	**	***	**	***	***	***
Ferny Ave 2-way	****	***	****	*	****	***
Esplanade/Ferny Ave 1-way Pair	**	**	***	**	*	****
Monorail Only	***	*	****	***	**	**

24

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- . high implementation cost
- . disruptive impacts during implementation
- . high need for replacement parking provision/alternative servicing arrangements
- . potential high perception of adverse environmental impacts by the community
- . poor impact on pedestrian amenity in key areas

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- . minimal adverse impacts during implementation
- . no/little need for replacement parking/alternative servicing arrangements
- . very low perception of adverse environmental impacts by the community
- . high improvement to pedestrian amenity in key areas

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VIDE ITEM

PRECIS OF REPORT ON KORONG STREET DRAINAGE
FILE NO 225/1/14

1.0 DRAINAGE ANALYSIS

General

The aims of the drainage calculations completed for this report were to:

- (1) Determine ultimate drainage requirements for the Korong Street drain assuming complete development of the catchment.
 - These ultimate requirements are to be used as the basis for Council's acquisition of reserves for drainage purposes and as a basis for proportioning the cost of the drainage works to developers.
- (2) Determine interim drainage requirements for the Korong Street drain assuming partial development of the catchment.
 - These requirements are to be implemented by Council after the acquisition of drainage reserves and are intended to alleviate flooding at minimal cost, whilst allowing scope for improvements should developments in adjoining properties proceed.
- (3) Determine the extent of flooding of the final and interim drainage requirements for various storm events.

2.0 GENERAL DESIGN CRITERIA

2.1 Drainage System

An open channel from the Nerang River to Benowa Road was the adopted drainage concept because it provided the lowest hydraulic gradeline at the upstream end (and therefore was less likely to create upstream flooding) and would also be significantly less costly than the alternative fully piped option.

2.2 Nerang River Flood Levels

The 1974 flood level at the location where the Korong Street drain intersects the Nerang River was approximately 2.16 metres AHD. Mathematical modelling of this flood taking into account the storage capacity of the Hinze Dam indicated a similar return period storm with similar tidal conditions would now cause flooding to approximately R.L. 2.085 metres AHD, and this level has been adopted for the backwater analysis of the 50 year return period storm.

For the 5 and 20 year return period storm a flood level in the Nerang River of 1.415 metres AHD was adopted.

2.3 Drain Alignment

The proposed alignment of the Korong Street drain is shown in Vide Item - Drawing 31578. Although some 200 metres longer than the existing drain alignment the proposed alignment was selected because it offered developers maximum flexibility with development layouts. (The proposed drain generally runs along property boundaries rather than directly through properties.)

3.0 ULTIMATE DRAINAGE REQUIREMENTS

3.1 General

The following assumptions have been made in the calculation to determine ultimate drainage requirements:-

- (1) Maximum runoff conditions with full development of existing under-developed areas between Benowa Road and Ferry Road. (But not including development of the Southport Golf Club).
- (2) Drain capacity to be sufficient for 50 year return period storm.
- (3) Hydraulic gradeline at upstream end of drain to be as low as practicable to avoid worsening flooding conditions upstream.
- (4) Drain to be minimal cost construction.
- (5) Scour protection to be provided to upper level of tidal influence i.e. R.L. 0.9 metres AHD, or to the water level of the 5 year storm flow, if higher.
- (6) Drain grading controlled by invert of pipes at Benowa Road. Steeper grading adopted on upper section to minimize tidal influence.
- (7) Manning's roughness 'n' of 0.015 for concrete drains and n of 0.03 for open unlined drains.
- (8) Proposed bridge at Ferry Road (design soffit level 2.20 metres AHD) to be flood free for a 20 year storm and if practical a 50 year storm.

3.2 Drain Profiles

High flow velocities are typical for the steeper graded section from Benowa Road through to the culvert at Coston Street. A concrete-lined channel of 3 metres base width is proposed for this section.

From approximately CH 1700 to the outlet at the Nerang River, it is proposed the Korong Street drain be an earth open drain with rock protection of the walls. A concrete lined channel would not be economically practical in this section because of the large volumes of flow.

3.3 Flooding of Bellevue Park State School

The proposed Korong Street drain will provide the sports grounds of Bellevue Park State School with immunity to floods of approximately 1 in 4 year return period. Total flood immunity is not possible unless the grounds are filled to approximately R.L. 2.8 metres (i.e. about 1.4 metres of fill).

Any flooding which does occur after the construction of the drain will be of substantially shorter duration than the existing situation. Flood waters should run off the grounds very quickly after the passing of the peak storm discharge.

3.4 Siltation Effects

Velocities in the concrete lined section of the Korong Street drain are high enough to avoid siltation problems. Further downstream, velocities are lower and siltation build-up could be expected. Dredging should be carried out as maintenance whenever siltation depth exceeds 200 mm.

4.0 LAND ACQUISITION FOR ULTIMATE DRAINAGE REQUIREMENTS

Although Council could obtain some of the land necessary for the drainage reserves of the proposed Korong Street drain through rezoning agreements, it is likely some of the land owners will not seek rezoning (or at least not in the foreseeable future), therefore if the Korong Street drain is to be constructed in accordance with this report negotiations should be undertaken to acquire all of the necessary land as soon as possible.

(Refer also file 225/1/14 for a summary of previous Council decisions regarding acquisition of said drainage reserves).

Where the landowner wishes to develop the property, it is proposed that the land for the drainage reserves be acquired by Council, free of charge, as part of the development conditions. This approach is reasonable because the proposed drainage scheme will replace the natural watercourse, and it is consistent with Chapter 21 of the Local Government Act which requires drainage reserves through subdivisions to be granted to Council at nominal cost.

Where the landowner does not wish to develop his land in the foreseeable future, it is proposed that the land required for drainage reserve through his property be purchased by Council and the compensation be calculated on a before and after valuation technique which takes account of the value of the existing land (i.e. flood prone, swamp) and the value of fully developed

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Residential A land (or similar) less costs of filling and drainage. (Refer Land Court decision Broadlands International Finance Ltd versus the Council of the City of Gold Coast, 23/7/87 - File 4/5721/8-2.

Cost recovery proposals indicated in Section 11.0 take into account purchase costs, if any, associated with acquisition of drainage reserves.

5.00 FILL REQUIREMENTS FOR DEVELOPMENT

The calculations for this report indicate the flood level at Benowa Road for a 50 year storm event would be approximately R.L. 2.71 metres A.H.D. The flood levels at the upstream side of the proposed Coston Street culverts and the Ferry Road bridge for same magnitude storm were R.L. 2.33 metres A.H.D. and R.L. 2.135 metres A.H.D. respectively.

The effects of siltation and tidal surges could increase the water level in the Korong Street drain above that predicted by these calculations and it is therefore proposed that minimum fill levels for adjoining lands be evenly graded between the following three points:

- a) Benowa Road (CH 2605) - Fill level 3.25 metres A.H.D.
- b) Coston Street (CH 1550) - Fill level 2.83 metres A.H.D.
- c) Ferry Road bridge (CH 550) - Fill level 2.64 metres A.H.D.

6.00 INTERIM DRAINAGE REQUIREMENTS

The initial priority for the Korong Street drainage system is the acquisition of drainage reserves. The negotiations to acquire the necessary lands may take many months and if development proceeds before the drainage works are acquired (and before drainage construction works can commence), the flooding situation may worsen.

It is understood that filling for a development on the property owned by Elders Leasing Ltd will commence shortly. This development may therefore be the first to require drainage works. Filling of the Elders property is unlikely to cause any major difference to the existing flooding situation because most of their property is higher than adjoining lands and their proportion of flood storage is negligible. Consequently no drainage works, would be necessary to maintain the flooding status quo, other than some clearing of debris and rubbish from the existing downstream drain.

However once acquisition of all of the drainage reserves is complete, an open earth drain with base dimensions and batters as per the ultimate requirements, should be excavated for the full length of the drain. The depth of this drain will be dictated by natural surface levels but overflow will not worsen the existing situation.

A reduction in the runoff storage brought about by the filling of the property owned by Andrews Trust Pty Ltd (or any other property on the northern side of the drain) without improvement to the drainage system would worsen flooding conditions. It will therefore be necessary to restrain filling and development of these northern properties until such time as drainage reserves have been acquired.

Filling of the property by Karemar Pty Ltd will also substantially reduce the flood storage volume, but if downstream improvements and drainage works through the property are completed, the existing flooding situation will not worsen.

One of the conditions of the Golf Club granting easements through their property for the western force main and the effluent force main (the latter has subsequently been re-routed), was that a flowing outlet be provided for the Golf Course branch drain. This will require clearing out of the existing drain from just north of Club's property to the other side of Coston Street near Boronia Drive. Provided Karemar Pty Ltd agree to Council clearing this drain (before the reserves are acquired), it is proposed these works be carried out in conjunction with the construction of the force main.

Another condition required by the Golf Club was that works through their property cease by mid-March, consequently the proposed concrete lined channel of the Golf Course branch drain which runs along the easement granted by the Golf Club, should also be constructed in conjunction with the western force main.

7.00 EXISTING SERVICES. RELOCATIONS

The existing Council services on Ferry Road at the site of the proposed Korong Street Bridge comprise a 225 mm diameter water main, a 600 mm diameter sewerage force main and a 300 mm diameter gravity sewer. The water main and the force main will be relocated onto the new bridge and a new section of sewer will be constructed beneath the drain with a lift station on the downstream side.

Estimates for the cost of these existing services relocations at the Ferry Road Bridge site are:

	<u>Total Costs</u>	<u>MRD Costs</u>	<u>GCCC Costs</u>
(a) Gravity Sewer and Lift Station:			
Stage 1 -	\$26,500	\$13,250	\$13,250
Stage 2 -	\$77,000		\$77,000
(b) Sewerage Force Main -	\$55,000	\$27,500	\$27,500
(c) Water Main -	\$13,000		\$13,000

Funding for these works has largely been resolved, refer Council Decision (M&C 15)(10/7/87), however funding of Stage 2 of gravity sewer works was not considered in the decision because it was not a cost directly attributable to construction of the bridge. Stage 2 of the works as shown on Vide Item - Drawing 74622 is required when works proceed on the excavation of the proposed ultimate drain. As a follow on to the Council Decision (WSB&F9)(11/12/87), it is recommended the costs of Stage 2 of the gravity sewer works also be a charge to B423-00 Sewerage Headworks Component 2 - External.

A 225 mm diameter gravity sewer which crosses the proposed drain downstream of Ferry Road, will also require relocation. This gravity sewer is to be lowered beneath the invert of the drain and a lift station provided on the southern side. The estimated cost of these works is \$30,000 and again, it is recommended that the costs be a charge to B423-00 Sewerage Headworks Component 2 - External.

An existing 375 mm diameter water main which runs parallel with the proposed drain from Shaw Street to Coston Street will need to be lowered beneath the invert of the drain. The cost of these works is estimated at \$47,500 and it is proposed this cost be a charge to B378-00 Water Headworks Component 2.

Council's costs for the relocation of these services can be partially recovered by including the cost as part of the total costs associated with the drain because it can be argued that the service relocations have only become necessary with the drainage works required to convert flood prone lands into lands suitable for further development.

Designs for the proposed gravity sewer works have been based on the assumption that the existing Pump Station A13 near the intersection of Benowa Road and Ferry Road will be upgraded to allow the sewer catchment to be pumped directly into the Coombabah force main. At present the sewage is pumped up the hill adjacent to Southport Park shopping complex before gravitating into the system shown on Drawing 74622. The costs to upgrade this pump station, estimated at \$25,000, should not be recovered from the developers.

In summary, the cost to Council of relocating the existing services due to the Korong Street drain, are as follows:-

Stage 1

	\$13,000
1. Water Main at Ferry Road Bridge	\$13,250
2. Sewer at Ferry Road Bridge (50%)	\$27,500
3. Sewerage Force Main at Ferry Road Bridge (50%)	

Stage 2

4. 375 mm diameter Water Main at Coston Street	\$47,500
5. Sewer & Lift Station near Petersen Avenue	\$77,000
6. Sewer & Lift Station near eastern end Korong St	<u>\$30,000</u>
	<u>\$208,250</u>

TOTAL

8.0 SUMMARY OF PRELIMINARY COSTS

The following is a summary of all costs associated with the construction of the ultimate drainage requirements:

1. Land Acquisitions	\$825,000
2. Relocation of Services (not incl. MRD contrib)	\$208,250
3. Bridge Construction (not incl. MRD contrib)	\$265,000
4. Drainage Works - Korong Street drain	\$2,370,000
- Golf Course branch drain	\$195,000
- clearing existing drain	<u>\$10,000</u>
	<u>\$3,873,250</u>

TOTAL

- 1) The land acquisition costs include the costs of the purchase of the drainage reserve land downstream of Ferry Road, as well as the property Lot 71 R.P. 208769 acquired from Bosmar Pty Ltd in 1987. Acquisition costs of reserves through the property of Karemar Pty Ltd only include Lot 1 and Lot 6 on Unregistered Plan 212045. The break-up of the land acquisition estimate is on file 225/1/14.
- 2) The costs of relocation of services are indicated in Section 6.00 Refer also cost sharing arrangements with M.R.D. Council Decision (WSB&F9)(11/12/87).
- 3) Bridge construction costs include the estimated Council contribution towards the new bridge, but not including the additional costs to provide a third northbound lane. Refer Council Decision (M&C15)(10/7/87).
- 4) Costs for drainage works are the estimated construction costs of the Korong Street drain from Benowa Road through to the Nerang River and the Golf Course branch drain.

9.0 STAGING & FUNDING

It is known that the following properties and roads in the catchment flood on a regular basis.

1. Southport Golf Course
2. Bellevue Park State School Sports Fields
3. Benowa Road

Even when the scheme is fully implemented, the Golf Course and School Sports Fields will still flood at the peak of the storm, but flood waters will quickly drain away. At present, water lays on the golf course and school sports fields for several days after the storm. The clearing of the existing watercourse between Benowa Road and Ferry Road will rectify this problem provided the status quo remains - i.e. no further development within the catchment. For the status quo conditions in respect to Council's Major Stormwater Drainage Order of Priority, the scheme falls into Category 2 - Construction to Eliminate Flooding of Road Reserve. It is proposed to implement the drainage scheme in the following stages.

	<u>Preliminary Estimate</u>	<u>Funding</u>
<u>Stage 1 - 1987/88</u>		
Relocation of water services for Ferry Rd Bridge (GCCC costs)	\$13,000	B378-00
Relocation of sewerage services for Ferry Rd Bridge (GCCC costs)	\$40,750	B423-00
Ferry Road Bridge Construction (GCCC costs)	\$265,000	B305-88
Golf Course Branch Drain	\$195,000	B314-00
Clearing of existing watercourse	<u>\$10,000</u>	B687-87
Subtotal	\$523,750	
<u>Stage 2 - 1988/89</u>		
Land Acquisitions	\$825,000	T.B.A.
Drain adjacent to Coston Street extension	\$1,081,400	B305-89/ B601-89
Relocation of water mains for Korong St drain	\$46,500	B378-00
Relocation of sewerage services for Korong St drain	<u>\$107,000</u>	B423-00
Subtotal	\$2,060,900	
<u>Stage 3</u>		
Korong Street drain completion	<u>\$1,288,600</u>	B602/ B314-00

Subtotal	\$1,288,600
TOTAL	\$3,873,250

- Stage 1 works are already committed by Council decisions.

In respect to funding:

Budget No. B37800 is Water Headworks Component 2 - External
 Budget No. B42300 is Sewerage Headworks Component 2 - External
 Budget No. B30588 is Roadworks 1987/88
 Budget No. B31400 is Stormwater Drainage Headworks
 Budget No. B68787 is Coombabah Collection Stage 2 1986/87 *

- * Clearing downstream of the Southport Golf Club will undertaken to enable the construction of the Western Force Main to be carried out.

- Stage 2 works - Land acquisitions should be undertaken in accordance with Section 5.00 of this report. Funding is a matter of further Council decisions. In this regard, attention is drawn to the Council decision of 29/1/88 (Item 5 Co-ord), wherein Council has resolved to take land through Karemar's property for road and drainage purposes, but no decision has been made on the source of finance.

Under the 5 Year Program adopted by Council on 12/2/88 (Item Special Co-ord), the construction of Coston Street is to be commenced in 1988/89. In order to construct the roadway it is proposed to construct the adjacent drain and utilise the excavation from the drain to partially fill the road reserve. The section of drain adjacent to the Coston Street extension will therefore be constructed in 1988/89, provided agreement can be reached on the acquisition of the land.

Budget No. B305-89/B601-89 will be Roadworks 1988/89.

- Stage 3 works should be undertaken as the catchment develops from Stormwater Drainage Headworks. In addition, it should be listed as Priority 2/6 in the Major Stormwater Drainage - Order of Priority for ultimate construction if development in the catchment does not proceed.

10.0 RECOVERY OF COSTS - STORMWATER HEADWORKS CHARGE

It is proposed that all future developments within the catchment be required to contribute towards the cost of the scheme as a Stormwater Headworks charge on a pro rata gross area basis.

11.0 ACCESS WAYS FOR MAINTENANCE/BIKEWAY

An access way of 4 metres minimum width has been provided for the full length of the drain from Benowa Road through to the Nerang River. It is intended that the access way could also double as the route of a bikeway system. No costs have been allowed to asphalt seal the access way, however a crushed rock pavement of 150 mm thickness and 4 metres width has been included for the full length of the drain.

12.0 RECOMMENDATIONS

It is recommended that:-

1. The report be adopted as the basis of design for stormwater drainage in the catchment.
2. The Property Officer be authorised to immediately commence negotiations to acquire drainage reserves for the Korong Street drain as described herein.
3. The Korong Street Drainage Scheme be listed in Council's Major Stormwater Drainage Order of Priority as Category 2/6.
4. Korong Street Drainage Scheme be staged and funded in accordance with Section 9.00 of this Report, viz:

<u>Stage 1 - 1987/88</u>	<u>Preliminary Estimate</u>	<u>Funding</u>
Relocation of water services for Ferry Rd Bridge (GCCC costs)	\$13,000	B378-00
Relocation of sewerage services for Ferry Rd Bridge (GCCC costs)	\$40,750	B423-00
Ferry Road Bridge Construction (GCCC costs)	\$265,000	B305-88
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Drain adjacent to Coston Street extension	\$1,081,400	B305-89/ B601-89
Relocation of water mains for Korong St drain	\$46,500	B378-00
Relocation of sewerage services for Korong St drain	<u>\$107,000</u>	B423-00
Subtotal	\$2,060,900	

Where Council has acquired drainage reserves at no cost, by way of development agreements or other negotiations, it is reasonable that these developers should pay a lower headworks charge than those owners of property in the undeveloped section of the catchment who have sold to Council, land required for drainage reserves or those owners who have no part of the drainage scheme within their property.

Thus, it is proposed that headworks charges be applied on the following basis:-

- a) Property developers in the undeveloped section of the catchment who have granted drainage reserves as detailed herein at no cost to Council, shall pay a Stormwater Headworks charge calculated on \$13,000 per hectare plus CPI from 1/3/88.
- b) All other property developers within the catchment shall pay a Stormwater Headworks charge calculated on \$22,700 per hectare plus CPI from 1/3/88.

The assumptions behind these charges are:-

- 1) Construction costs of the drainage scheme are distributed over the total catchment area.
- 2) Land acquisition costs are distributed over the gross undeveloped area of the catchment. Refer file 225/1/14.

It is also proposed that the rates record of each property from which Council has purchased a drainage reserve should include a statement to the effect that:

"Council on (date) purchased from (property owner) an area of (... hectares) for drainage reserve. In the event of a rezoning or development agreement being sought, the remaining area of this property (R.P. description) shall be levied at the increased Stormwater Headworks Charge of \$22,700 per hectare plus CPI from 1/3/88. (A charge of \$13,000 per hectare plus CPI from 1/3/88 would apply if the said drainage reserve land has been granted to Council at no cost."

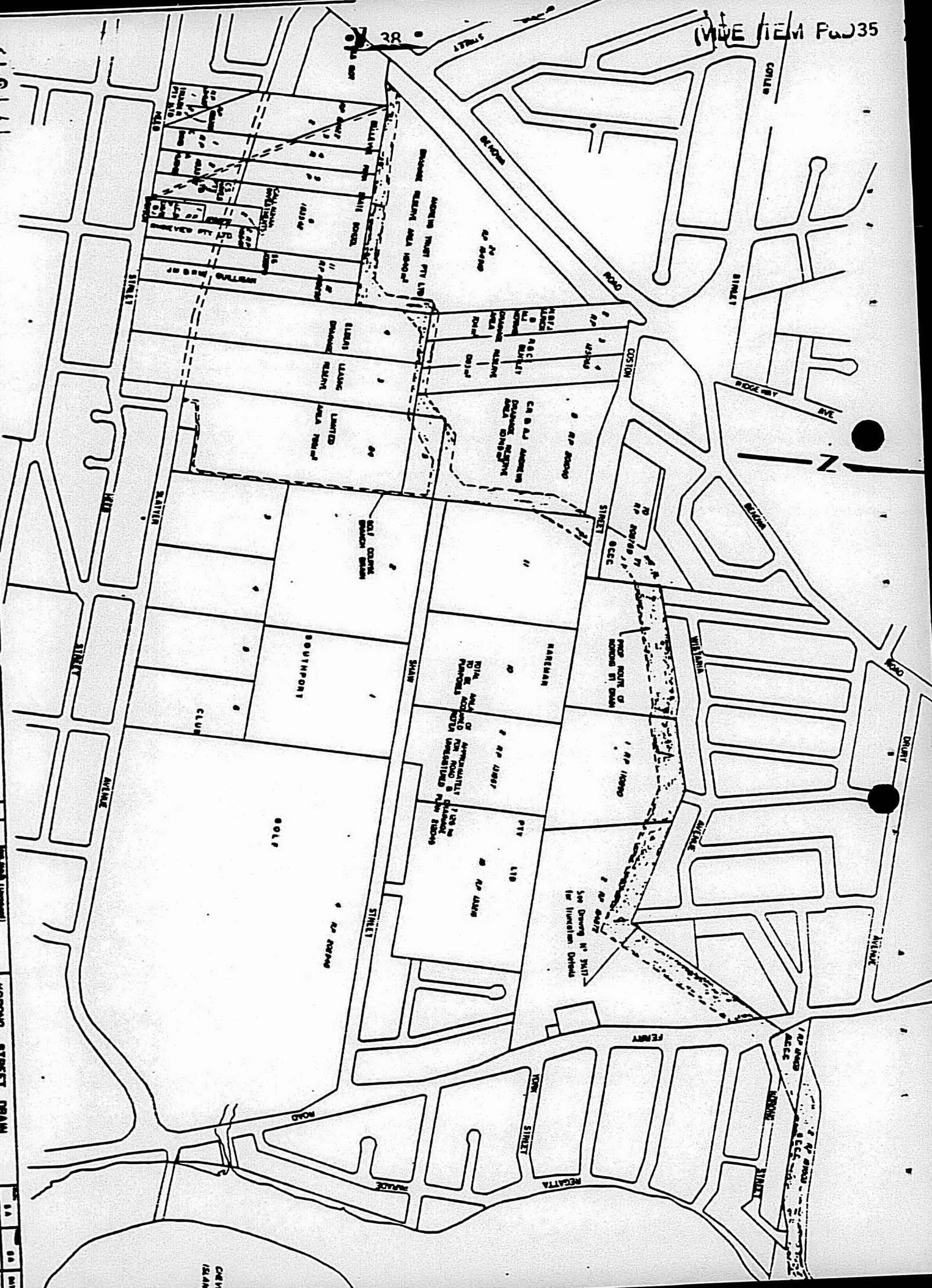
This rates record would protect the interests of potential purchasers of such lands from existing owners.

	<u>Preliminary Estimate</u>	<u>Funding</u>
<u>Stage 3</u>		
Korong Street drain completion	\$1,288,600	B602/ B314-00
Subtotal	\$1,288,600	
TOTAL	\$3,873,250	

5. The matter of funding of the land acquisitions as a result of this report and previous Council decisions (viz Item 56 P&D, 18/9/87) and Item 5 Co-ord 29/1/88) be referred to the Finance Department and Finance Committee for resolution.
6. Filling of properties north of the proposed Korong Street drain be restrained until all drainage reserves are acquired and until Council can construct the interim-works in Stage 2.
7. Fill levels for adjoining lands be evenly graded between the following three points:
 - a) Benowa Road (CH 2605) - Fill level 3.25 metres A.H.D.
 - b) Coston Street (CH 1550) - Fill level 2.83 metres A.H.D.
 - c) Ferry Road bridge (CH 550) - Fill level 2.64 metres A.H.D.
8. The conditions on future developments within the catchment include the following:-
 - a) Property developers in the undeveloped section of the catchment who have granted drainage reserves as detailed herein at no cost to Council, shall pay a Stormwater Headworks charge calculated on \$13,000 per hectare plus CPI from 1/3/88.
 - b) All other property developers within the catchment shall pay a Stormwater Headworks charge calculated on \$22,700 per hectare plus CPI from 1/3/88.
9. The rates record of each property from which Council has purchased a drainage reserve should include a statement to the effect that:

"Council on (date) purchased from (property owner) an area of (... hectares) for drainage reserve. In the event of a rezoning or development agreement being sought, the remaining area of this property (R.P. description) shall be levied at the increased Stormwater Headworks Charge of \$22,700 per hectare plus CPI from 1/3/88. (A charge of \$13,000 per hectare plus CPI from 1/3/88 would apply if the said drainage reserve land has been granted to Council at no cost."

10. Council resolve to oppose any alienation or closure of the outlet through the river bank at the northern side of Lot 1 on R.P. 166296, north of West Chevron Island Bridge and retain it as a possible future drainage outlet.



ENGINEERING & DESIGN SECTION



WORKS DEPARTMENT
GOLD COAST CITY COUNCIL

DATE	BY	REVISION

KORONG STREET DRAIN
LAND OWNERSHIP /
PROPERTY DESCRIPTION

NO.	DATE	BY	REVISION

647814
 11/19/99

ENGINEERING

PLANNING & DESIGN SECTION

WORKS, DEPARTMENT
GOLD COAST CITY COUNCIL

Project No.	1000000000
Scale	1:1000
Date	1/1/82
Author	J. Smith
Checked	M. Jones
Approved	

FERRY RD / COSTON ST
PROPOSED SEWERAGE WORKS
STAGES 1 & 2

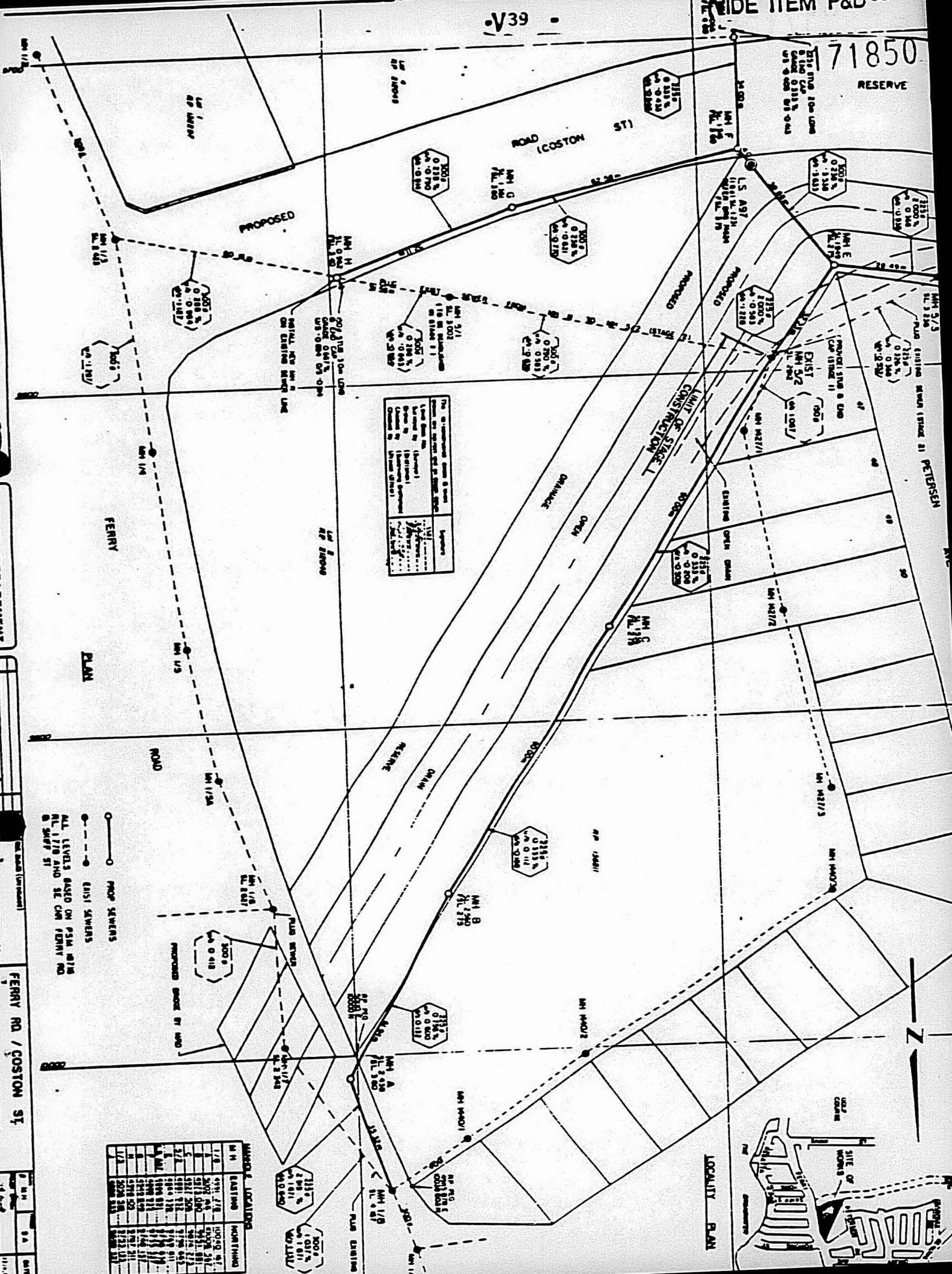
DATE	BY	REVISION
1/1/82	J.S.	ISSUED FOR TENDERS
1/1/82	M.J.	REVISED

V39

WIDE ITEM P&D 35

71850

RESERVE

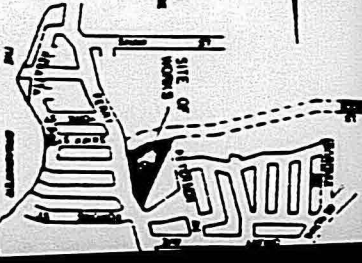


No.	Description	Quantity
1	100mm dia. pipe	1000m
2	150mm dia. pipe	500m
3	200mm dia. pipe	200m
4	250mm dia. pipe	100m
5	300mm dia. pipe	50m
6	350mm dia. pipe	25m
7	400mm dia. pipe	10m
8	450mm dia. pipe	5m
9	500mm dia. pipe	2m
10	550mm dia. pipe	1m
11	600mm dia. pipe	0.5m
12	650mm dia. pipe	0.2m
13	700mm dia. pipe	0.1m
14	750mm dia. pipe	0.05m
15	800mm dia. pipe	0.02m
16	850mm dia. pipe	0.01m
17	900mm dia. pipe	0.005m
18	950mm dia. pipe	0.002m
19	1000mm dia. pipe	0.001m

FERRY ROAD

ROAD (COSTON ST)

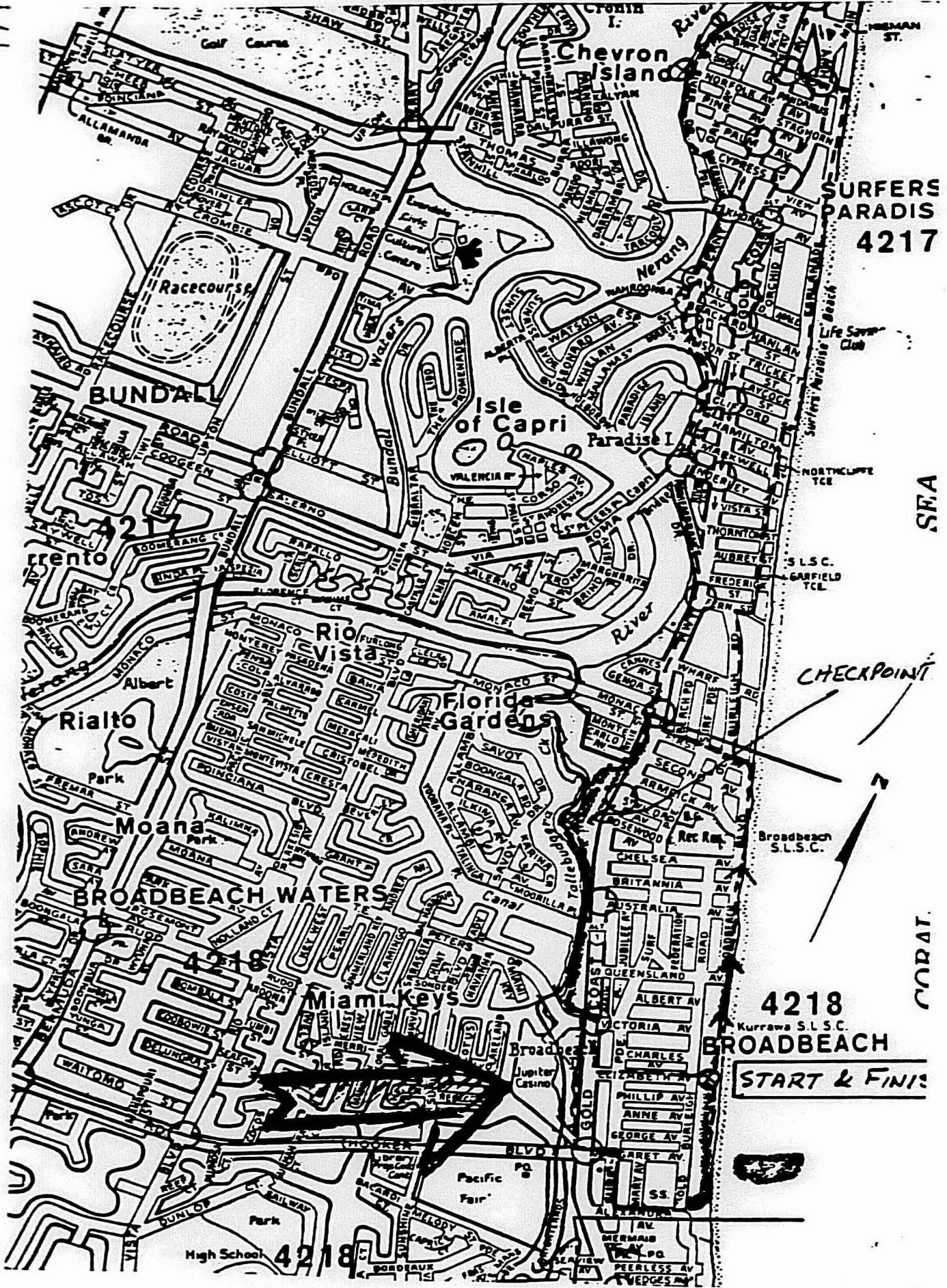
LOCALITY PLAN



MANHOLE LOCALITIES	EASTING	NORTHING
MH A	491.718	1000.000
MH B	507.000	1000.000
MH C	522.282	1000.000
MH D	537.564	1000.000
MH E	552.846	1000.000
MH F	568.128	1000.000
MH G	583.410	1000.000
MH H	598.692	1000.000
MH I	613.974	1000.000
MH J	629.256	1000.000
MH K	644.538	1000.000
MH L	659.820	1000.000
MH M	675.102	1000.000
MH N	690.384	1000.000
MH O	705.666	1000.000
MH P	720.948	1000.000
MH Q	736.230	1000.000
MH R	751.512	1000.000
MH S	766.794	1000.000
MH T	782.076	1000.000
MH U	797.358	1000.000
MH V	812.640	1000.000
MH W	827.922	1000.000
MH X	843.204	1000.000
MH Y	858.486	1000.000
MH Z	873.768	1000.000

PROPOSED SEWERS
EXISTING SEWERS
ALL LEVELS BASED ON P.S.M. 101M
R.L. 177.0 AND 30 CM FERRY RD
@ SWIFT ST

171851



SURFERS PARADIS 4217

CHECKPOINT

4218
Kurrawa S.L.S.C.
BROADBEACH
START & FINIS

High School 4218



CONSULTING ENGINEERS & PLANNERS
27 ANDALE PLACE, 142 BUNDALL ROAD, SURFERS PARADISE, Q., 4217.

Telephone (075) 38 3411

P.O. Box 507
Gold Coast Mail Centre
Qld 4217
Fax (075) 50 2011
Telex BURPAR 43326
Brisbane
Phone (07) 832 1155
Fax (07) 832 1685

G. H. BURCHILL, Dip. CE, M.I.E. Aust.
E. J. BATE, Dip. CE, M.I.E. Aust.
H. A. PARKER, MA, B.Eng. (Mech. Planning), M.R.A.P.I.
J. C. STONE, Dip. CE, M.I.E. Aust.
G. G. BUNTINE, B.Eng., Dip. CE, M.I.E. Aust.



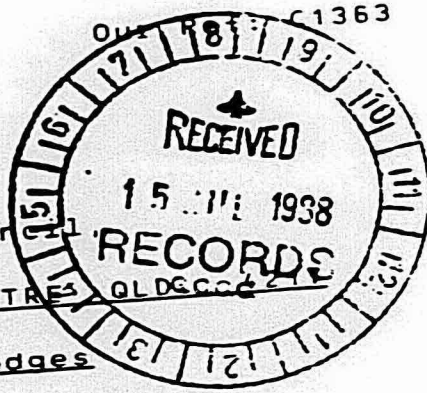
1 July 1988

171853

HAP:alr
Tel/16179

The Town Clerk,
Gold Coast City Council
P.O. Box 5042,
GOLD COAST MAIL CENTRE, QLD 4222

Attention: Mr N Hodges



663 88 18
6027569

Dear Sir

RE: PROPOSED REZONING AT CAPTAIN COOK DRIVE
AND KENDOR STREET - ERNEST

Reference is made to the above and to the meeting of June 27th 1988 between Council, the Department and ourselves in relation to the conditions of rezoning as set out in Council's letter of 7 June 1988.

We write to confirm the following matters agreed at the meeting:

1. The 20m buffer referred to in Clause B(1) does not apply to the land purchased by Colgate Palmolive.
2. Clause B(3) to be amended to provide for the landscaping of the 20m wide buffer to be carried out on completion of bulk earthworks.
3. Clause B(5) to be amended to provide for the land for the Kendor Street channel to be included in the Special Facilities (Retardation Basin) zone.

The stormwater headworks contribution be amended to \$3,355/ha as nominated in Council's letter to the Department dated 4 February 1987.

4. Clause 8 to be deleted.
5. In relation to Clause 16(c), Council officers were advised that it is Departmental practice for the Department to hold security on the contractor until Council accepts the works on maintenance.

ASSOCIATES:

D. T. Kleimayer, B. Eng., M.I.E. Aust., L.G.E. Qld.
R. M. Windsor, B. Eng. (Ch. Hon.), M.I.E. Aust.
D. Mason, Dip. C. Eng., M.Sc., M.I.E. Aust.
J. L. Forsyth
A. F. Payne, B.Tech. (CMB), M.I.E. Aust.
D. J. ... AMIEA, AFALM

PLAN & DEV.

6. Clause D(1) refers to submission of subdivision plans for sealing by Council. In the case of subdivisions by the Department, subdivision plans are submitted to the Department of Geographic Information for registration. This clause should be amended accordingly or deleted.

7. Clause D(7) also refers to sealing of plans by Council and this clause should be amended to reflect the procedure outlined in Item 6 above.

8. Clause D(17) refers to construction of Captain Cook Drive and also the southern intersection to allow access into the waste disposal area to the west of Captain Cook Drive. We confirm the standard of this work is to be in accordance with Burchill Bate Parker & Partners' Drawing No. C1363:01:09A and refuse dump access road sketch dated 4 July 1988.

9. Clause D(18) to be deleted.

10. Clause D(21) to be amended to provide for allotments to be graded with a minimum slope of 1:200 towards the location of services and to the satisfaction of the Chief Engineer.

11. Clause D(22) refers to submission of engineering plans and specifications for approval prior to construction. Council are advised that it is not Departmental practice to submit such plans and specifications for approval by the Chief Engineer but the plans are submitted as a matter of courtesy.

12. Clause D(32) to be amended or deleted as in the bulk earthworks all trees on site will of necessity be removed to construct the finished site platforms.

13. Clause D(34) requires that all new electricity supply lines within the estate be placed underground.

The Department requests Council allow overhead power as the Department finds it impractical, because of its method of subdivision, to construct conduits in the correct place to meet requirements of end users.

The Department does not work to a subdivision lot plan as do private developers. Rather the Department tends to provide lot areas tailored to meet the needs of successful applicants for land within the estate.

As a result it is not possible at the time of construction, to predict correct locations for conduit crossings to align with connection points.

In addition the Department has found in estates where they have supplied underground lines that they are frequently cut during construction on industrial sites.

171855

We trust the matters itemised above are consistent with your record of our meeting and look forward to receipt of notification of Council's agreement to the amendments and request that power supply be overhead instead of underground.

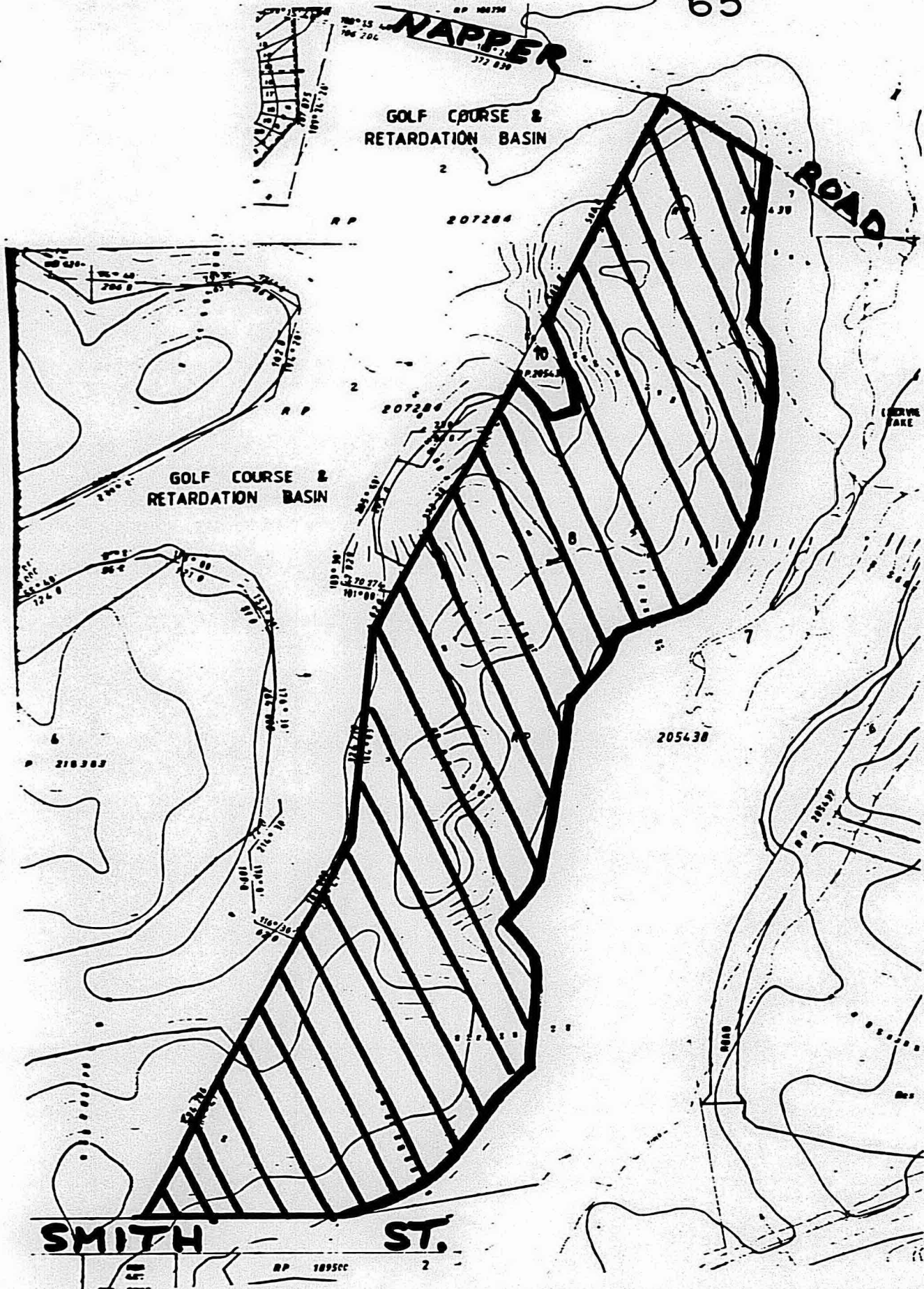
Yours faithfully,
BURCHILL BATE PARKER & PARTNERS PTY LTD



.....
H A PARKER

c.c: Department of Industry Development
Attention: Mr.R. Brown

171856



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36-883 INSTITUTIONAL ACCOMMODATION

R. 1191 Res. for Local Govt. (Sporting & Drainage) Purposes. WD. 4122

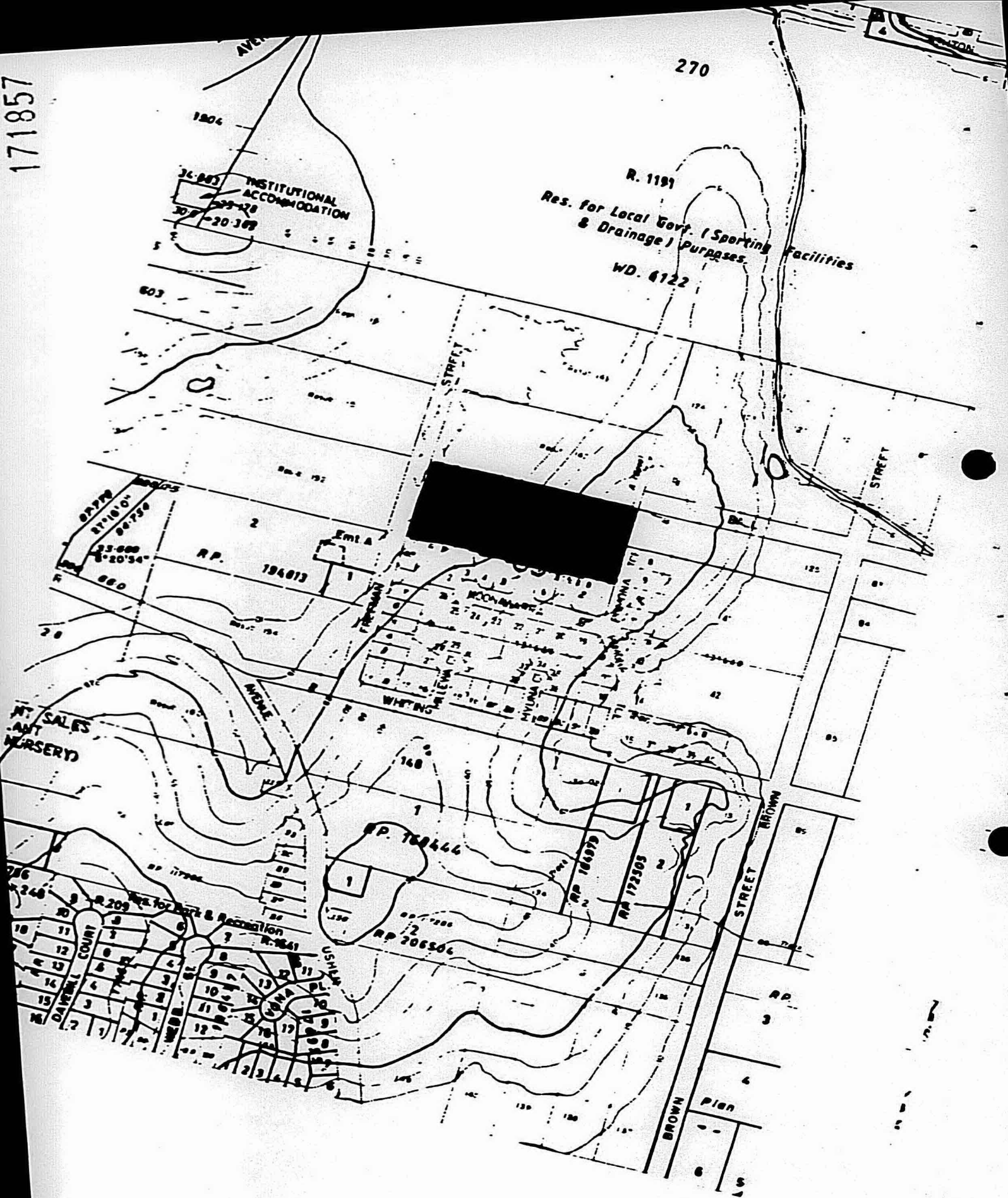


MT. SALES ANT. NURSERY

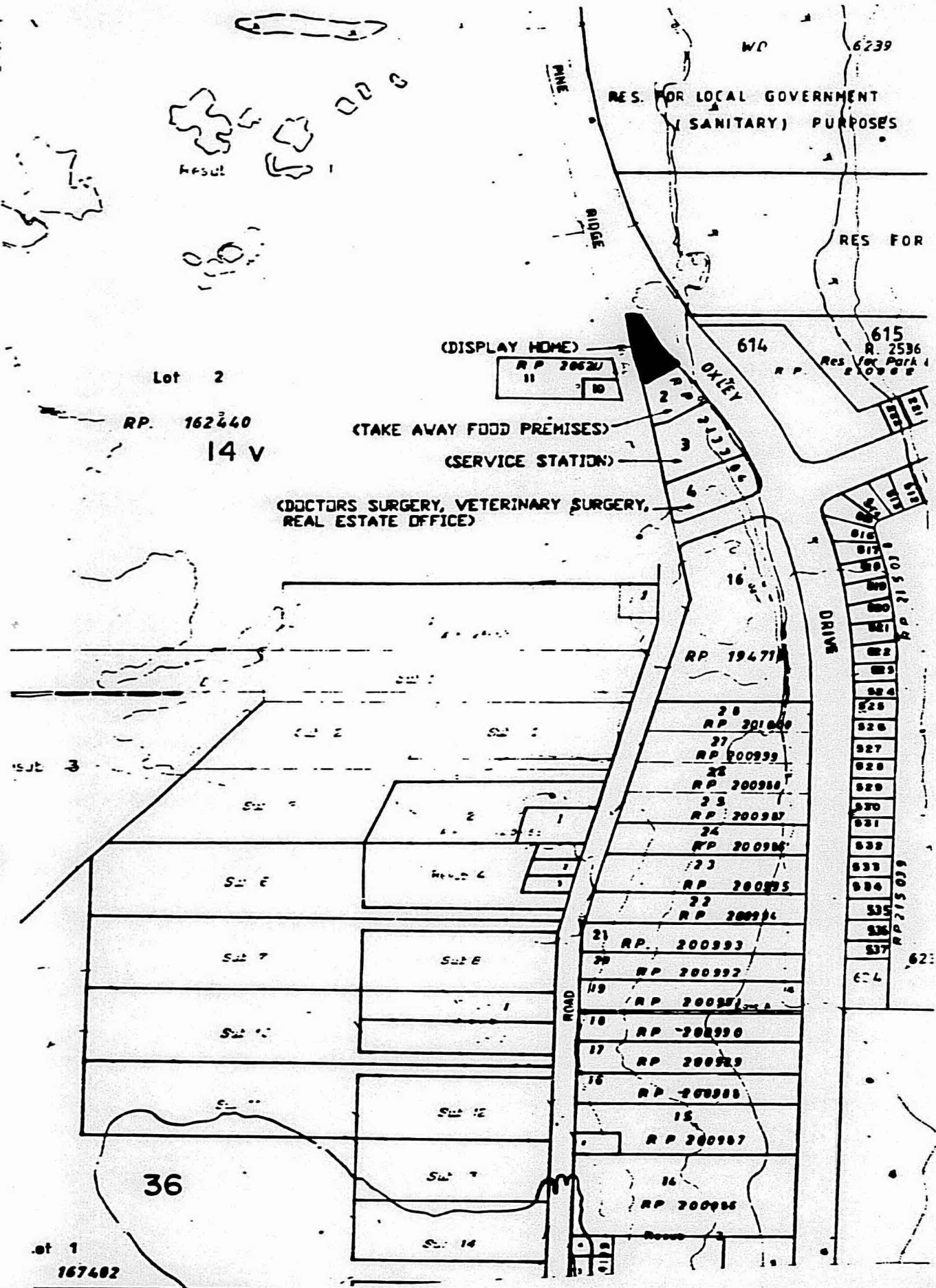
246 R. 209 Res. for Park & Recreation R. 2641
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R.P. 168444
R.P. 206506

BROWN STREET
plan
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171858



MAINTENANCE AND CONSTRUCTION COUNCIL INDEX OF 12TH AUGUST, 1988

BRANCH OFFICES: Coolangatta, Burleigh Heads, Palm Beach, Southport, C.E., Notice Boards

R. Starkey, Typing Pool Supervisor, A. Jackson, K. Baird, Miami Depot, T. Cusack, E. Dexter,
W. Pommer, J. King, P. Randerson, V. Oakley, G. Tite, S. Brooke, H. Karl, J. Lawson, I. Clark,
T. Hausler, A. Dunn, B. Cunningham, I. Morcombe, A. Eaton, J. Cruise

CORRECT AS AT 2.15 PM MONDAY, 8TH AUGUST, 1988

<u>ITEM NO</u>	<u>FILE NO.</u>	<u>PAGE NO.</u>	<u>SUBJECT</u>
1	225/1/13	1	PROPERTY DRAINAGE SCHEMES
2	658/2/23	4	BARATTA STREET DEPOT FLAMMABLE LIQUID STORE
3	637/2/2 & 663/87/72	4	BRUCE BISHOP CAR PARK AND TRANSIT CENTRE
4	200813	9	STORMWATER DRAINAGE DESIGN CODE - REVISION JUNE, 1988
5	738/0/10	10	PAINTING OF HOUSE NUMBERS ON KERBS
6	671/89/1	12	1988/89 CAPITAL WORKS PROGRAMME - ADDITIONS
7	739/20/1	12	PROPOSED INSTALLATION OF SPEED HUMPS, TABILBAN STREET AND IKKINA ROAD, BURLEIGH HEADS
8	811/1/19	13	PROPOSED PEDESTRIAN PLAZA AND TRAFFIC TUNNEL, GOLD COAST HIGHWAY, SURFERS PARADISE
9	739/23/4	14	NO. 1 WAIKIKI AVENUE 'LICENSE TO OCCUPY'
10	671/89/1	15	1988/89 CAPITAL WORKS PROGRAMME - SUBMISSION FOR APPROVAL
11	670/0/21	17	PURCHASE OF RADAR SPEED GUN TO MEASURE VEHICLE SPEED PROFILES IN RESIDENTIAL STREETS

SUBJECT

PAGE NO.

ITEM NO FILE NO.

12	3-4619-1(8)	18	SCHNEIDER AVENUE LABRADOR - BIKEWAY/FOOTPATH CONNECTION TO GOVERNMENT ROAD PARK AREA.
13	662/1/666 & 310/3/3	19	BURLEIGH HEADS/MOWBRAY PARK SURF LIFE SAVING CLUB - OBSERVATION TOWER
14	732/0/3	21	WORKS DEPARTMENT ACTIVITY REPORT - MAINTENANCE AND CONSTRUCTION - MAY
15	171/88/023	21	CONTRACT 171/88/023 BRISBANE ROAD/PINE RIDGE ROAD DRAINAGE LABRADOR STAGE 1 AND KENDOR STREET SEWERAGE
16	739/2/61	22	PROPOSED DEVELOPMENT COOLANGATTA ZOO SITE, BINYA AVENUE, COOLANGATTA AND OURIMBAH ROAD, TWEED HEADS

MAINTENANCE AND CONSTRUCTION INSPECTION MEETING 3RD AUGUST, 1988

17	611/1/31	28	LEASE AREA - AUSTRALIAN VOLUNTEER COAST GUARD LODERS CREEK
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GOLD COAST CITY COUNCIL

REPORT OF MAINTENANCE AND CONSTRUCTION COMMITTEE MEETING HELD ON
WEDNESDAY 3RD AUGUST, 1988 AT 11.15 A.M.

PRESENT

Alderman P. B. Gamin (Chairman), L. J. Hughes, P. J. Lawlor

Apology

K.L. Thompson

In Attendance

Messrs B. C. McGinnity (Chief Engineer), R. D. Starkey (Deputy Chief Engineer)

ITEM 1 (VIDE ITEM) (PAGE 1)

PROPERTY DRAINAGE SCHEMES

FILE 225/1/13

Reference Deputy Town Clerk (04/01/88)

The attached list is indicative of works that Council will be undertaking to alleviate stormwater problems within private property. Whilst Council has the right to obtain drainage easements and undertake the work concerned within the property of the affected owners it maybe an appropriate time to readdress Council's policy in this regard, particularly in view of the current funds (see vide item) proposed to be allocated to works of this nature. Section 37 of the Local Government Act provides the following alternatives for the carrying off of stormwater drainage.

- (1) Local Authority to require owner to provide stormwater drainage where premises are within 100 metres of a stormwater drain.. Written notice served on the owner by Local Authority to indicate connection to stormwater system at owners expense.
- (2) Local Authority may resolve to undertake the work of carrying off of water.
- (3) Local Authority may at request of owner execute the work of the carrying off of water at the expense of the owner (private works).

Council Meeting 12th August, 1988
Report of Mntce. & Const. Committee Meeting 3rd August, 1988

CONTINUED...

ITEM 1
PROPERTY DRAINAGE SCHEMES

It should be borne in mind that any work undertaken by a Local Authority to improve the stormwater drainage system enhances the value of adjoining property. Inequities develop when consideration is given to funding projects of this nature in accordance with alternative (2) above. Basically under alternative (2) ratepayers funds are used to enhance private property and an increase in the value of assets results to the owner.

In view of the ever increasing number of requests for private property drainage schemes to be undertaken within the City consideration must be given to Council's future policy in this regard. The alternatives, other than Council undertaking the work at the expense of the Ratepayers of this City, would appear to be as follows.

(a) Benefitted Area Scheme:-

Section 21 (4) gives a Local Authority the right to levy a benefitted Area Rate. The Local Authority would have to determine the term and the degree of benefit to owners concerned. Scheme would be undertaken by Local Authority and subsidy benefits of 10% could apply.

(b) Incentive Scheme:-

This could operate in a similar manner to the sewerage house drainage scheme. Notice to be served on owners within 100 metres of a stormwater system to provide for a carrying off of water within a certain period of time, with the offer of a certain incentive by Council.

Of the above alternatives the most equitable method is considered to be the use of the provisions of the Act to levy a benefitted area rate.

Reference Building Surveyor (10/2/88)

The Standard Building By-laws require the provision of a Stormwater Drainage System from roofs and paved areas, which are to be designed to the satisfaction of a Local Authority so as not to;

- "(a) result in the entry of water into the building; or
- (b) unduly affect the stability of the building or any other building on the same site; or
- (c) create any unhealthy or dangerous condition on the site; or
- (d) be concentrated towards neighbouring properties."

The Local Authority may permit the omission of all or part of a drainage system provided the above conditions are satisfied. The point of discharge of any drainage system is to be to the approval of the Local Authority.

Where allotments slope away from the road and it is therefore not possible to drain the building to the kerb, subdividers have been required since 1974 to provide drains along the rear of the allotments. With earlier subdivisions it was common practice to allow roof water to discharge onto the ground where it was

171861

CONTINUED...

ITEM 1
PROPERTY DRAINAGE SCHEMES

impracticable to drain to the kerb. This proved satisfactory in sandy areas. In clay areas the arrangement was usually satisfactory where a number of vacant allotments existed over which the stormwater could discharge without creating nuisance. As these areas developed further the stormwater runoff became more concentrated and eventually created problems.

In recent years where it was considered that roofwater discharge could cause a problem to property owners downstream, it has been normal practice to require the owner of the new building work to negotiate with adjoining owners for permission to install a drain through the lower property. This avoided the substantial costs associated with the creation of formal drainage easements. Where an adjoining owner was not prepared to co-operate and no practical alternative existed, it was often necessary to issue the building approval and permit the roof water to discharge onto the ground.

Where the discharge of roof water onto the site could cause unacceptable drainage problems, the Council could refuse a building application on that basis. The owner would then be forced to negotiate a drainage easement with adjoining owners. Where this failed, Council would become involved to provide a drainage scheme as referred to in the Deputy Town Clerks reference.

Reference Property Officer (12/7/88)

Negotiations are not always successful with land owners for drainage easements. Also rising costs with Government Departments for registration, consent to mortgages by Banks and Building Societies, legal costs and surveying fees have increased the cost of the easement. An example is as follows:-

Legal, survey, registration where the survey and easement is straight forward \$1,400 - \$1,600.

Where a notice of intention to resume is issued the costs of legal survey etc. is approximately \$1,600 - \$1,800.

The average drainage scheme involves acquisitions of 4 to 5 easements and together with costs of legals, survey etc. involves expenditures of \$7,500 to \$9,000.

Further Reference Deputy Town Clerk (10/02/88)

It is recommended that it be Council policy in relation to minor stormwater drainage schemes that enhance the value of private property, that a Benefitted Area Rate be applied and Council's contribution thereto only related to easement costs.

Recommendation

(a) That the recommendation of the Deputy Town Clerk be adopted

ITEM 1 - PROPERTY DRAINAGE SCHEMES

File 225/1/13

Resolved on the MOTION of Alderman K.L. Thompson, seconded 88/1153 Alderman P.B. Gamin, that the recommendation be adopted and the following added:

"(c) That a report be prepared on proposed Job No. 3151 (Moora Street) with a view to recommending the extent of work that should be done and whether the new policy should apply or not."

ITEM 1
PROPERTY DRAINAGE SCHEMES

CONTINUED...

171861

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Further Reference Deputy Town Clerk (10/02/88)

It is recommended that it be Council policy in relation to minor stormwater drainage schemes that enhance the value of private property, that a Benefitted Area Rate be applied and Council's contribution thereto only related to easement costs.

Recommendation

- (a) That the recommendation of the Deputy Town Clerk be adopted.
- (b) That Part (a) may be varied by Council where it is considered special circumstances apply.

Council Meeting 12th August, 1988
Report of Mntce. & Const. Committee Meeting 3rd August, 1988

ITEM 2

BARATTA STREET DEPOT FLAMMABLE LIQUID STORE
FILE 658/2/23

Memo from Town Clerk to Supervising Engineer, Planning and Design
(12/07/88)

Due to Council being required to store flammable liquid in an approved building, could you arrange for plans to be drawn and an estimate of cost made, in order that the building be constructed urgently.

As provision for financing this structure has not been made in the financial year 1988/89, emergent expenditure will be required. Please make the necessary arrangements for this item to proceed as quickly as possible.

Reference Supervising Engineer Planning and Design (20/07/88)

The design of the flammable liquid store has commenced and the estimated cost is \$22,400.

At this stage it is not known whether it will be necessary to request emergent expenditure because final estimates for all the works being undertaken at Baratta Street Depot have not yet been completed (only preliminary estimates in some cases). The flammable liquid store is required under the Flammable and Combustible Liquid Regulations.

It is recommended that the flammable liquid store be constructed at Baratta Street Depot under Budget No B622-89 Baratta Street Depot 1988/89 and that emergent expenditure be considered if necessary in the December Budget review when final estimates are known.

Recommendation

That the recommendation of the Supervising Engineer Planning and Design be adopted.

ITEM 3 (VIDE ITEM) (PAGES 2-15)

PREVIOUS AGENDA ITEM - Council Decision (M&C31)(11/03/88)
BRUCE BISHOP CAR PARK AND TRANSIT CENTRE
FILE 637/2/2 & 663/87/72

Reference Manager - Department of Finance (24/02/88) (Part)

It is recommended that, with the present Tic Fac machines, the pricing schedule be:

(i) Mal Burke Carpark:

- 40¢ for each half hour or part thereof
- No charge after 5 pm

171863

ITEM 3
BRUCE BISHOP CAR PARK AND TRANSIT CENTRE

CONTINUED...

subject to review.

(ii) Bruce Bishop Carpark:

- 60¢ for each half hour or part thereof
- 20¢ per hour after 5 p.m.

subject to review.

Further Reference Supervising Engineer Planning and Design
(18/02/88) (Part)

It is recommended that:-

1. Council adopt the Planning Report on Bruce Bishop Carpark and Transit Centre as the basis for final design and forward a copy of the report to the Department of Transport for approval.
2. In accordance with the adopted 5 Year Program, Council delay the construction of Stage 2 for eight months and advertise for tenders for Stage 2 in January 1989 with completion of the Transit Centre in October 1989, ready for the Christmas peak holiday period.
3. The Alison Street Improvements be constructed following the completion of Stage 1 at an estimated cost of \$175,000 to complete the carpark and podium park. The design should take account of the possible tunnel.
4. Council note that it is preferable that decisions be made on the following traffic aspects in conjunction with completion of the design of Stage 2:-
 - (a) The future traffic flow through Surfers Paradise in conjunction with the Main Roads Department.
 - (b) The possible tunnel.
 - (c) The long term daytime parking of buses in Surfers Paradise.
5. In respect to Stage 1 - Carpark and Podium Park; Council resolve that a further urgent report be prepared by Finance Department to allow decisions on the following aspects as soon as possible:-
 - (a) Carpark Management and Payment System
 - (b) Carpark security.
6. In respect to Stage 2 - Transit Centre, Council resolve that a further report be prepared by Finance Department on the following aspects as soon as possible so that meaningful negotiations can be carried out with bus operators and community bodies:-
 - (a) Management System for Transit Centre.
 - (b) Management of Community Facilities.

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ITEM 3
BRUCE BISHOP CAR PARK AND TRANSIT CENTRE

CONTINUED...

7. Cummings & Burns be advised to continue with the detail design and documentation of Stage 2 and the Alison Street Improvements ready for calling tenders as listed above.
8. Provision be made in the 1988/89 budget for the sum of \$30,000 for maintenance of the Podium Park, including labour (one extra man) and plant replacement.
9. That the recommendation of the Manager - Department of Finance be adopted.

Council Decision (M&C31)(11/03/88)

That the recommendations of the Manager-Department of Finance and the Supervising Engineer Planning and Design be adopted.

Reference Supervising Engineer Planning and Design (20/07/88)

During Budget considerations, the Chief Engineer was requested to investigate the possibility of further developing the air space above the proposed Transit Centre in view of the probability that the building would have to be founded on deep piles because of the poor ground conditions encountered under the adjacent car park site.

Council's Consultants, Cumming's and Burns Architects Pty Ltd were subsequently requested to investigate the development possibilities. A copy of Cummings and Burns report is attached as a vide item.

Two possible development options were considered:-

1. Accommodation Building - Hotel/Motel
2. Commercial Building - Offices.

The preliminary research suggests that a budget hotel/motel could be the preferred option.

COST IMPLICATIONS

Preliminary estimates of additional costs imposed on the construction cost of the Transit Centre Building by a building as proposed above are listed below.

1.	Additional piling and pile caps	410,000-00
2.	Increased column sizes	5,000-00
3.	Additional stair access	40,000-00
4.	Provision for lift access	15,000-00
5.	Provision of inground services and risers within the building	<u>60,000-00</u>
	TOTAL	\$530,000-00

These costs, together with appropriate carparking contribution, should form part of financial arrangement with a developer of the air space.

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ITEM 3
BRUCE BISHOP CAR PARK AND TRANSIT CENTRE

SUMMARY

In summary, Cummings and Burns believe that the development of a budget hotel/motel above the Transit Centre building is a desirable objective and would be attractive to developers.

Its location in a prime position in central Surfers Paradise, its proximity to the Podium Park with uninterrupted views to the south over the Park and down the river and the compatibility of its use in conjunction with the Transit Centre, would contribute to its commercial viability.

Cummings and Burns recommend that the size and form of any development be restricted as outlined within report to minimise the effect of shadow on the Park and limit the carparking requirement and suggest that a more detailed feasibility study be undertaken in conjunction with sketch development of the Transit Centre.

Reference Assistant Planning Officer (05/07/88)

A proposal has been submitted by Council's Architects to construct a Tower providing for nine (9) levels of residential units above the Transit Centre off Beach Road, in Surfers Paradise. The submission allowed for the construction of 24 bedsitting units or 12 self-contained one bedroom apartments per level. The planning implications for such a development are as follows:

*The subject land is currently zoned Special Facilities (Bus Transit Centre, Carpark, and Park) and a rezoning would be required to facilitate residential development on the site.

*Landscaping and carparking appear to be key issues in relation to the development. Under current Town Planning Scheme and Policy provisions the following would apply:-

<u>UNITS</u>	<u>LANDSCAPING</u>	<u>CARPARKING</u>
Bed Sitter (216)	4752 m ²	260 carspaces
Self-Contained (108)	2808 m ²	129 carspaces

The area suitable for private open space on the adjacent transit centre podium and the roof level (if this area was made available) totals some 1500m² which is well below that required for either form of residential development. Although there is a further park facility next to the proposed development it has been Council practice to have each development comply with its site constraints in regard to landscaped open space. Council is trustee of part of the parkland and partly in freehold, where the land was not previously zoned Public Open Space, which may meet the landscaped open space requirement without using land that was public park.

CONTINUED...

ITEM 3
BRUCE BISHOP CAR PARK AND TRANSIT CENTRE

In this regard when considering that portion of the site that was previously zoned comprehensive development, in theoretical terms, enough area would be available for the private open space requirement for a nine level residential tower, within that portion of the subject site.

It is considered appropriate to require carparking on site in accordance with scheme requirements. Council could consider a relaxation of up to 40% of the carparking requirement as allowed for by policy in the cases of tourist holiday complexes in the Comprehensive Development Policy - Council's policy requirement in this regard is to accept cash in lieu of carparking.

*The Transit Centre structure and proposed nine residential levels when averaged over the whole site, is not expected to attract an unreasonable plot ratio for this area of Surfers Paradise.

*The Development proposal should satisfy all relevant town planning scheme requirements with particular attention paid to wall length and shadow requirements.

It is envisaged that motel style units which are directly within the transit centre facility would be the preferred residential usage for the site, as self-contained units would attract longer term tenancies. Accommodation buildings attract only one (1) carspace per unit which is a reduction on the bed sitter self-contained units. Council could consider an allocation of parking space within the adjacent Bruce Bishop Carpark for the exclusive use of the Transit Centre Residents, however, a more desirable approach would be to provide parking within the Centre itself.

Further Reference Supervising Engineer Planning and Design
(20/07/88)

If Council were to go ahead with the proposal, the methods of construction, financing and operating need to be addressed.

Some of the options are as follows:-

1. Council construct, Council finance, Council operate
2. Council construct, Council finance, Lessee operate
3. Council construct, Lessee finance, Lessee operate
4. Lessee construct, Lessee finance, Lessee operate

Council also needs to take into account the Assistant Town Planning Officer's comments.

It is recommended that:-

1. Council resolves whether or not further investigations are warranted into the development of the air space above the proposed Transit Centre.

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CONTINUED...

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ITEM 3
BRUCE BISHOP CAR PARK AND TRANSIT CENTRE

2. If Council resolves in the affirmative, Cummings and Burns Architects be engaged for a more detailed feasibility study in conjunction with sketch development of the Transit Centre, such feasibility study to include the above options and consideration of the Assistant Town Planning Officer's

ITEM 3 - BRUCE BISHOP CAR PARK AND TRANSIT CENTRE
Files 637/2/2 & 663/87/72

Resolved on the MOTION of Alderman B.A. Paterson, seconded 88/1154 Alderman K.L. Thompson, that the recommendation be altered to read:

"That the Chief Engineer, in conjunction with the Town Planning Manager, prepare guidelines for commercial development of the Bruce Bishop Car Park incorporating public use areas and space for the Surfers Paradise Bridge Centre and the bus transit centre, generally in accordance with the plans that have been approved by Council."

ITEM 4

PREVIOUS AGENDA ITEM - Council Decision (W6)(11/06/82)
STORMWATER DRAINAGE DESIGN CODE - REVISION JUNE, 1988
FILE 200813

Reference Senior Draftsman (18/05/82) (Part)

It is recommended that the document "Stormwater Drainage Design Code Revised May, 1982" be adopted by Council as the standard for stormwater drainage schemes within the City.

Council Decision (W6)(11/06/82)

The recommendation of the Senior Draftsman including Clause 6 of the revised drainage code permitting the Chief Engineer such discretionary powers as are necessary to require multi-unit developers to assist in disposing of site storm water run-off, be approved.

Reference Chief Draftsman (26/07/88)

The Institution of Engineers, Australia has released a revision of the publication 'Australian Rainfall and Run-off' which is used by the engineering profession as the guidelines for stormwater drainage design and which has changed significantly with the introduction of computer aided technology.

Council's 'Stormwater Drainage Design Code - May, 1982' has been revised to modernise the approach to stormwater drainage design. Improved techniques are now available to calculate effective time of concentration and subsequent design intensities. Also, with the introduction of computers the head losses within a stormwater system can be studied in more detail and facilities exist to enable event storms to be more effectively analysed.

CONTINUED...

ITEM 3
BRUCE BISHOP CAR PARK AND TRANSIT CENTRE

2. If Council resolves in the affirmative, Cummings and Burns Architects be engaged for a more detailed feasibility study in conjunction with sketch development of the Transit Centre, such feasibility study to include the above options and consideration of the Assistant Town Planning Officer's comments.

Recommendation

That the Chief Engineer, in conjunction with the Town Planning Manager, prepare guidelines with the objective of Council seeking Expressions of Interest for the Commercial development of the site, including the provision of the Bus Transit Centre generally in accordance with the plans already approved by Council.

ITEM 4

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ITEM 4

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STORMWATER DRAINAGE DESIGN CODE - REVISION JUNE, 1988

The proposed new 'Drainage Guidelines' to be tabled by the Chief Engineer have been produced to educate designers on these new techniques. The Guidelines contain computer listings for three programmes for:-

1. Gutter flow and Gully Pit assessment
2. Time of Concentration assessment
3. Hydraulic Grade Line Calculation.

These programmes have been extensively developed and improved by the Works Department from public domain programmes contained in 'Australian Rainfall and Runoff'.

At the request of the Building Surveyor, the Guidelines include a section on the design of roof drainage.

The format of, and the information contained in, the Guidelines has responded to the queries which have been received from the designers preparing plans, and calculations, for submission to Council.

Since the publication contains three listings for computer programmes revised and expanded to assist and save time in designing, a charge of \$50-00 should apply for the purchase of the Guidelines.

It is recommended that:-

1. The document "Stormwater Drainage Guidelines - Revised August, 1988" be adopted by Council as the standard for stormwater drainage schemes within the City.
2. The charge for the document shall be \$50-00.
3. The Manager Public Relations in co-operation with the Chief Engineer, be authorised to arrange a Press release on the availability of the revised 'Drainage Guidelines'.

Recommendation

That the recommendation of the Chief Draftsman be adopted.

ITEM 5

PAINTING OF HOUSE NUMBERS ON KERBS

FILE 738/0/10

Reference Supervising Engineer, Works (25/07/88)

In the past twelve months, or thereabouts, extensive painting of house numbers on the street kerbing has been undertaken within the City. No mechanism is currently in place, however, to handle on going needs created by such matters as:-

CONTINUED...

ITEM 5
PAINTING OF HOUSE NUMBERS ON KERBS

- (i) Numbering in new subdivisions
- (ii) Numbering of newly provided, or replaced kerbs.
- (iii) Repainting of faded or damaged numbers, etc.

Three options could be considered:-

- (i) Utilise existing line marking crews
- (ii) Employ additional staff.
- (iii) Implement contracts as necessary.

Comments on these options are:-

- (i) The existing line-marking crews are already severely taxed to keep up with the demand for maintenance of existing traffic controls, and provision of new ones, and a further workload of attending to kerb numbering would drastically disrupt their schedules.
- (ii) The establishment and operating cost for new staff, plus the problem of ensuring an equitable distribution of work input amongst the Divisions, would mitigate against this option.
- (iii) A system whereby deficient and non-existent numbers are recorded, and then attended to on, say, an annual basis via a Contractor has advantages. By "stockpiling" the work and having it attended to at one time, the most competitive rate would be obtained. (The two most recent contracts resulted in prices of \$1.37 and \$1.52 per property). Each Alderman would then be able to determine the amount of Divisional funds warranted for such an exercise. It is suggested that such activity could be scheduled for, say, September/October of each year, as required, with the next treatment being scheduled for 1989.

At present, missing numbers within the current contract areas are being reported to the Plan Custodian for collating. This method could continue, with implementation of the contract process being the responsibility of the Traffic Section.

It is recommended that Council endorse the line of action as outlined in option (iii).

Recommendation
That the recommendation of the Supervising Engineer Works be adopted.

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ITEM 6

PREVIOUS AGENDA ITEM - Council Decision (M&C22) (29/07/88)
1988/89 CAPITAL WORKS PROGRAMME - ADDITIONS
FILE 671/89/1

Reference Planning Co-Ordinator (25/07/88)
The Aldermen for various Divisions have requested the following additions to the 1988/89 Capital Works Programme:-

<u>Div</u>	<u>Job No</u>	<u>Location</u>	<u>Description</u>	<u>Prelim Est\$</u>
4	TBA	Southport Community Centre	Additional allocation for floodlighting	8,000
6	3263	Central Surfers Paradise	Streetscape strategy (original allocation of \$3,000 to be increased)	30,000
7	TBA	Nobbys Beach S.L.S.C.	Office renovations, cupboards, benches and rendering of damaged plaster	2,800
9	TBA	Various Locations Division 9	Minor Works	10,000

It is recommended that the above works be added to the 1988/89 Capital Works Programme.

Recommendation

That the recommendation of the Planning Co-Ordinator be adopted.

ITEM 7 (VIDE ITEM) (PAGES 16-17)

PROPOSED INSTALLATION OF SPEED HUMPS, TABILBAN STREET AND IKKINA ROAD, BURLEIGH HEADS
FILE 739/20/1

Reference Traffic Engineer (22/07/88)

A public meeting was held on-site on 5th July, 1988 with residents of Tabilban Street and Ikkina Road to discuss measures to overcome traffic problems in these streets.

A scheme was submitted for comment at the public meeting. This comprised the installation of three (3) slow point speed humps located in front of 4 Ikkina Road, 7 and 17 Tabilban Street as shown - in the vide item (Drawing No T1441).

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ITEM 7 **CONTINUED...**
INSTALLATION OF SPEED HUMPS, TABILBAN STREET AND IKKINA ROAD

After discussion with the residents it was resolved that the speed humps be installed subject to the provision that an additional speed hump be provided further north in Ikkina Road. Drawing No T1446 (Vide Item) shows the location of this additional speed hump.

It is therefore recommended that the four (4) speed humps shown in detail in Drawings T1441 and T1446 be installed at an estimated cost of \$12,000 from B30091 Divisional Roadworks and Drainage 1988/89 as a charge against Division 8.

Recommendation

That the recommendation of the Traffic Engineer be adopted.

ITEM 8

PREVIOUS AGENDA ITEM - Council Decision (M&C15)(30/06/88)
PROPOSED PEDESTRIAN PLAZA AND TRAFFIC TUNNEL, GOLD COAST HIGHWAY,
SURFERS PARADISE
FILE 811/1/19

Council Decision (M&C15)(30/06/88)

That the Steering Committee be advised that Council does not favour any proposal which necessitates building commercial structures on the Southbound Highway through Surfers Paradise.

Petition Received from 300 Signatories (Folio 8827641) Received by Council on 18/07/88

We the undersigned business people of Surfers Paradise hereby petition the Gold Coast City Council to oppose in the strongest possible terms the construction of a Road Tunnel under the Southbound section of the Gold Coast Highway with commercial development at ground level, through Surfers Paradise.

We believe it would be disastrous for our businesses and be the end of Surfers Paradise as Australia's Tourist Capital

Reference Traffic Engineer (26/07/88)

A petition has been received from members of the Surfers Paradise business community objecting to the proposal for the road tunnel under Gold Coast Highway with associated commercial development.

It is recommended that the terms of the petition be noted, that the matter be referred to the Steering Committee for consideration and that the petitioners be advised accordingly.

Recommendation

- (a) That the recommendation of the Traffic Engineer be adopted.
- (b) That Council note that the Maintenance and Construction Committee authorised the release of the Committee Decision in this matter to the Surfers Paradise Tunnel Steering Committee prior to the matter be considered by full Council.

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ITEM 9 (VIDE ITEM) (PAGE 18)

NO. 1 WAIKIKI AVENUE 'LICENSE TO OCCUPY'
FILE 739/23/4

Mrs Piteroi to Main Roads Department (07/03/88)

Further to the visit and discussion with your Mr. O'Keefe of last week, I now hereby wish to apply for a permit to occupy the land which is virtually incorporated into my block of land.

When I moved in here a year ago this land was a disaster area which I have covered with topsoil, planted shrubs, trees, grassed and laid gardens.

This currently takes 3 - 4 hours work per week to maintain.

If my request for occupancy is denied I would appreciate it if Main Roads Department will take over the maintaining of this ground as it is part of the Pacific Highway off ramp. Not only that as I am only on a pension, it takes a lot of time and money for which I am not reimbursed.

Thanking you.

Main Roads Department (Folio 8821773)(31/05/88)

Main Roads has received a request from Mrs. Piteroi of 1 Waikiki Avenue, Palm Beach, for permission to occupy and fence off an area of road.

A copy of Mrs. Piteroi's letter and a plan showing the proposed area to be occupied are attached.

It is understood that Mrs. Piteroi has made an approach to Council and was subsequently referred to Main Roads.

Main Roads has no objection to granting a Permit to Occupy, provided Council has no requirement over the area. Council's views on Main Roads granting of the permit are requested.

Reference Chief Draftsman (25/07/88)

Mrs. Piteroi has been maintaining the subject area, shown on the vide item, and has planted trees and shrubs to make the area presentable.

There is a watermain and S.E.Q.E.B. power line through the site, however, under the "Permit to Occupy" Council still has unrestricted access rights to enter onto the property to maintain any service.

It is recommended that:-

The Main Roads Department be advised that Council commends the civic pride of Mrs. Piteroi and does not object to her being granted a "Permit to Occupy" provided:-

CONTINUED...

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ITEM 9
NO. 1 WAIKIKI AVENUE 'LICENSE TO OCCUPY'

- (a) Mrs. Piteroi is advised that Council will continue to have unrestricted access rights to enter onto the property to maintain any Council services.
- (b) Any planted trees or shrubs are kept clear of Council's watermain.
- (c) That at any stage Council requires a footpath or bikeway to be constructed through the area the "Permit to Occupy" would cease within 6 months of notice being given.

However in such an event Council would give consideration in any design to the need to cause minimal disturbance where practical.

Recommendation

That the recommendation of the Chief Draftsman be adopted.

ITEM 10

PREVIOUS AGENDA ITEM - Council Decision (M&C19)(15/07/88)
1988/89 CAPITAL WORKS PROGRAMME - SUBMISSION FOR APPROVAL
FILE 671/89/1

Reference Planning Co-Ordinator (25/07/88)

The following list details documents which have been prepared for the construction of works contained in Council's 1988/89 Capital Works Programme. These works are presented herewith for adoption by Council and to be approved for submission for subsidy approval and construction. A list of Minor Works to be carried out in various Divisions is also included for Council's ratification.

CAPITAL WORKS

<u>Div Job No</u>	<u>Location</u>	<u>Description</u>	<u>Prelim Est\$</u>	<u>Final Est\$</u>
WOC 9962 3510	Loders Creek Camp Area	Construction of Amenities Block (Funded 1987/88 & 1988/89)	300,000	300,000
WOC 3652	Baratta St Depot	Construction of new gatehouse	15,400	15,400
WOC 3116	Tambourah Dve Drainage Scheme	Upgrade stormwater drainage system Stage 2	-	65,000

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ITEM 10
1988/89 CAPITAL WORKS PROGRAMME - SUBMISSION FOR APPROVAL

<u>Div</u>	<u>Job No</u>	<u>Location</u>	<u>Description</u>	<u>Prelim Est\$</u>	<u>Final Est\$</u>
1	3308	Abalone Ave Paradise Pt.	Paradise Point to Thrush Ave, recon- struct kerb and channel, south side	16,000	19,700
2	9573	Broad St, Labrador	Property drainage scheme (Easement to be acquired)	17,000	17,100
5	3489	Wardoo St, Southport	Nerang Rd south to existing at The Domain, combined bikeway/footpath, west side	25,000	44,800
5	3488	Ashmore Rd	Currumburra Rd to Girraween Crescent combined bikeway/ footpath north side	15,000	30,600
5	3152	Heeb Street, Benowa	Horizon Avenue to opposite Conbee St, kerb and channel and widening (carried over from 1987/88)	19,000	35,000

MINOR WORKS

<u>Div</u>	<u>Job No</u>	<u>Location</u>	<u>Description</u>	<u>Est \$</u>
5	3599	Benowa Road	Tennis Courts to Heeb St turfing of footpath, west side	2,100
8	3612	Hill Ave, Burleigh Heads	Stonepitching in two locations	2,100
10	3635	Coolangatta S.L.S.C.	Repairs and improvements to barbeque area	3,700

It is recommended that the above works be adopted by Council, that application for subsidy be made, where applicable, and construction authorised.

Recommendation

That the recommendation of the Planning Co-Ordinator be adopted.

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ITEM 11

PURCHASE OF RADAR SPEED GUN TO MEASURE VEHICLE SPEED PROFILES IN RESIDENTIAL STREETS
FILE 670/0/21

Reference Traffic Engineer (22/07/88)

In recent times there has been a marked increase in the number of complaints from residents about the problem of speeding vehicles in residential streets. This has resulted in the creation of a number of 40 kph speed zone local traffic precincts and in some cases the provision of active speed control devices, such as speed humps and local street roundabouts.

Traffic Section wish to purchase a radar speed gun for the following two reasons:-

- (1) To measure the extent of the problem in specific cases. By taking a number of observations with a radar device, one can establish a speed profile at a given location in the street. This enables the extent of the problem to be quantified and allows the collection of data for comparison with other streets.
- (2) To establish how effective the treatments proposed to solve the problem have proven to be. In some cases passive treatments, such as the 40 kph zones may be effective, in others this is clearly not the case.
- (3) To produce a data base associated with future cataloguing of speed control treatments. Council Officers are sometimes contacted by Officers from other Councils for information upon the effectiveness of the treatments already installed. Comments to date have been qualitative rather than quantitative.

The estimated cost of a radar speed gun is \$3,500. Funds are already available in the Plant Renewal Fund.

It is therefore recommended that approval be given for Traffic Section to purchase a Radar Speed Gun as a charge against the Plant Fund - B583-00 being a surplus available after the purchase of traffic metres.

Recommendation

That the recommendation of the Traffic Engineer be adopted.

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ITEM 12

SCHNEIDER AVENUE LABRADOR - BIKEWAY/FOOTPATH CONNECTION TO GOVERNMENT ROAD PARK AREA.
FILE 3-4619-1(8)

Reference Planning Co-Ordinator (23/05/88)

Council has recently acquired five blocks of land, between Government Road and Horder Avenue, to be utilised for Park and Road Purposes. A concrete bikeway/footpath has been constructed across this land linking Government Road to Kumbari Avenue.

A convenient access to this Parkland and Bikeway system, from the end of Schneider Avenue, could be achieved if Council was to acquire a section of the existing stormwater drainage easement over Lot 2 in the Schneider Avenue cul-de-sac.

The easement is 3 metres wide and a total area of approximately 31.5m² would be required from Lot 2 leaving that lot with a nett area of 712.5 m². This area would need to be formally dedicated as Pathway. A concrete path could then be constructed from the end of the cul-de-sac to the existing path. A 2 metre high fence should be constructed along the path in Lot 2 to ensure privacy to the property owner.

Details of the proposal are shown on the plan attached to the relevant File.

It is recommended that:-

- (a) The Property Officer be authorised to negotiate the acquisition and dedication as Pathway, approximately 31.5 m² of existing stormwater drainage easement from Lot 2 on RP 173578 at Schneider Avenue, Labrador. Costs associated with the acquisition are to be a charge against the 1988/89 Works Programme for Division 2.
- (b) On completion of the acquisition, that construction of the concrete bikeway/pathway including fencing as required, to link Schneider Avenue to the existing, be carried out as part of the 1988/89 Works Programme for Division 2.

Reference Chief Engineer (22/7/88)

This item was previously listed and a Maintenance and Construction Committee Agenda, however, at the request of the Division 2 Alderman it was deferred whilst an alternative option was explored.

Written advice has now been received (folio 8828293) that the alternative is not feasible and I recommend that the recommendation of the Planning Co-ordinator of the 23rd May, 1988 be adopted.

Recommendation

That the recommendation of the Chief Engineer be adopted.

ITEM 13

PREVIOUS AGENDA ITEM - Council Decision (M&C2)(26/06/87)
BURLEIGH HEADS/MOWBRAY PARK SURF LIFE SAVING CLUB - OBSERVATION
TOWER
FILE 662/1/666 & 310/3/3

Burleigh Heads Mowbray Park (Folio 8717386)(7/5/87)

Further to our recent telephone conversation regarding the construction of a beach patrol observation platform on the foreshore of Burleigh Heads Beach and directly in front of the existing surf life saving clubhouse, we attach for your reference a copy of the applicable drawings and photographs of the proposed site.

The cantilevered design of the tower, some four metres above ground level and directly above the boulder wall, offers no obstruction to pedestrian traffic, visual pollution, or interference with the existing beach surface. It will offer a 180 degree elevated scan of the full bathing reserve, an ideal address and radio communication facilities and a perfect all-weather platform for both Life Savers and Life Guards alike.

Preliminary discussions have been held with both Chief Life Guard Warren Young and Alderman Paul Gamin and no difficulties appear evident at this time. We would, however, appreciate your further advice in regard to the necessary steps that should now be undertaken in order to secure Gold Coast City Council approval.

Reference Deputy Chief Engineer (3/6/87)

The proposed structure is outside the Club's lease area and is within Reserve R.666. As such Council would need approval from the Land Administration Commission and foundation details should be supplied in compliance with the requirements for structure within 75 metres of the boulder wall line.

It is therefore recommended that Council offer no objection to the proposal subject to:-

1. Application being made to the Land Administration Commission for a "Permit to Occupy" the area of the tower under Section 371(a) of the Lands Act, with Council's Property Officer lodging such application on behalf of the Burleigh Heads-Mowbray Park Surf Life Saving Club.
2. A building application being submitted showing full structural details of the proposed foundations in compliance with Council's Policy for structures within 75 metres of the boulder wall line.
3. The existing tower being removed after completion of the new structure.

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ITEM 13
BURLEIGH HEADS/MOWBRAY PARK SURF LIFE SAVING CLUB - OBSERVATION
TOWER

4. Complete reinstatement of the Reserve, including relocation of park structures and furniture, if required by Council's Chief Engineer following the construction of the new tower.

Council Decision (M&C2)(26/06/87)
 That the recommendation of the Deputy Chief Engineer be adopted.

Burleigh Heads Mowbray Park Surf Life Saving Club (Folio
8828548)(20/07/88)

Following from our discussion of Wednesday afternoon last I would now like to propose that it would be considered feasible for Burleigh Heads-Mowbray Park Club to proceed with the construction of the observation platform on Burleigh Heads Beach.

If acceptable to The Gold Coast City Council our proposal is to engage K and U Formwork of Rudman Parade, Burleigh Heads, to erect the structure in accordance with submitted specifications and drawings.

We also understand that The Gold Coast City Council will undertake to meet progress payments up to the sum of \$32,500 as requested by Alderman Paul Gamin in the 1988/89 funding programme.

The completion of this project is of considerable community benefits and I would like to thank both yourself and your officers for your support throughout.

Reference Deputy Chief Engineer (26/07/88)

Within the Beach Amenities 1988/89 Allocation, Budget 284-89, Job No. 3809, a provision of \$32,500 has been made for a contribution to the Burleigh Heads Mowbray Park Surf Club for this observation tower. It is considered that this project would be more economically completed by the Surf Life Saving Club entering into a contract with an appropriate builder with Council merely paying the builder as the work proceeds until the ultimate sum of \$32,500 for the actual cost of the structure is reached, I understand the Club is proposing to obtain "mate-rates" for the construction of the observation tower to effect the construction as economically as possible.

It is therefore recommended that the \$32,500 donation be provided to the Burleigh Heads Surf Life Saving Club and that payment be made direct to the Surf Club's builder (K & U Form Work) as the work proceeds until the ultimate sum of \$32,500 is expended and that the Club be advised accordingly.

Recommendation

That the recommendation of the Deputy Chief Engineer be adopted.

171879

ITEM 14 (VIDE ITEM) (PAGES 19-15)

WORKS DEPARTMENT ACTIVITY REPORT - MAINTENANCE AND CONSTRUCTION
FILE 732/0/3

Reference Chief Engineer (20/06/88)

The Works Department Activity Report - Maintenance and Construction for May is tabled herewith and it is recommended that the report be noted.

Recommendation

That the report be adopted.

ITEM 15

PREVIOUS AGENDA ITEM - Council Decision (M&C.13) (13/11/87)
CONTRACT 171/88/023 BRISBANE ROAD/PINE RIDGE ROAD DRAINAGE LABRADOR
STAGE 1 AND KENDOR STREET SEWERAGE
FILE 171/88/023

Council Decision (M&C.13) (13/11/87)

That the recommendation of the Supervising Engineer Planning and Design be adopted subject to the condition that the Contractor shall agree to the deletion, without additional costs to Council, of any part of the works which cannot be completed because of delays in Council obtaining easements over or permission to enter land.

Reference Assistant Contracts Engineer (18/7/88)

Under Stage 1 construction of this contract, namely the stormwater drainage works and retardation basin construction, it was proposed to construct an open concrete lined channel acting as the main drainage path between retardation basins No. 1 and No. 3.

During construction it became obvious design changes were required to the open concrete channel to increase the safe working life of the structure at minimal cost.

The cost of such design changes are summarised thus:-

1. Increased volume of 20 mm screenings under base	\$1,093
2. Lining of entire drain face with geofabric	\$3,739
3. Increased volume of no fines concrete	<u>\$3,022</u>
TOTAL	<u>\$7,854</u>

Further additional costs were incurred for the adequate draining of adjoining properties.

Works required construction of a new manhole and cover, side drain construction and extra concrete works to an existing driveway.

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CONTINUED...

ITEM 15

CONTRACT 171/88/023 BRISBANE ROAD/PINE RIDGE ROAD DRAINAGE LABRADOR

Costs are summarised thus:-

1. New Heavy duty cover to M/H	\$340
2. Extension of concrete works	\$347
3. Construction of new M/H	\$750
4. Side drain construction	<u>\$1,540</u>
TOTAL	<u>\$2,977</u>

Total costs therefore being \$2,977 + \$7,854 = \$10,831

Finance

Contingency Job No. 8622 for this Contract has \$127,000 allocated of which \$86,803.76 is currently expended. Therefore adequate funding is available from the contingencies provision to cover these contract extras.

It is recommended that the contractor for contract No. 171/88/023 - Dormway Pty., Ltd., be paid the sum of \$10,831 to carry out additional work as described above with costs being charged to the contingencies provision in J8622.

Recommendation

That the recommendation of the Assistant Contracts Engineer be adopted.

ITEM 16

**PREVIOUS AGENDA ITEM - Council Decision (P&D16)(16/05/86)
PROPOSED DEVELOPMENT COOLANGATTA ZOO SITE, BINYA AVENUE, COOLANGATTA
AND OURIMBAH ROAD, TWEED HEADS
FILE 739/2/61**

Technical Supervisor - Subdivisions (6/3/86):

The owners of the property containing the Natureland Zoo, located entirely within the Tweed Shire Council area and adjoining the N.S.W./Queensland State Border, with frontage to Binya Avenue and Ourimbah Road, Colangatta/Tweed Heads West, propose to subdivide the land into five allotments, as shown on drawing no. 8617B, and develop it with approximately 227 residential units.

The following matters are to be considered by Council:

- (1) Road Access
The owner's Consulting Surveyors have requested Council approval to accepting the entire access to the proposed subdivision through the Gold Coast City area in a cul-de-sac road connecting to Binya Avenue. This request has been made on the basis of the land being developed as a residential area, and if road access was taken to the south (via N.S.W.) it would connect to the industrial area of Ourimbah Road which would be undesirable from their point of view.

ITEM 16

CONTINUED...

PROPOSED DEVELOPMENT COOLANGATTA ZOO SITE, BINYA AVENUE, COOLANGATTA AND OURIMBAH ROAD, TWEED HEADS

The Natureland Zoo and the adjoining Trotting and Greyhound Racing Complex already obtain their access via Binya Avenue, however, it is to be noted that if the development proposed were to access onto Gold Coast City Council roads, no rates could be levied on future property owners for maintenance of the road network leading to the area.

This matter has been discussed with the Ward Alderman and the Works Committee who are not in favour of the proposal.

(2) Road Closure

A further request has been made for Council's consent to the closure of a 40.235 m wide (unconstructed) road reserve across the frontage of the subject land and adjoining Binya Avenue. This road closure is entirely within N.S.W. and it appears that the reserve has been closed either side of the subject property some time ago.

There are no objections to this request.

Following an inspection it is recommended that the applicant be advised (in reply to folios 8602402 and 8603977) the following:

- (1) Council does not approve the cul-de-sac access connection to Binya Avenue from the proposed subdivision shown on plan no. 8617B.
- (2) Council consent is granted to the proposed road closure of the 40.235 m wide road reserve adjoining the southern boundary of Binya Avenue and the northern boundaries of Portion 469 and lot 1 on D.P.586233.

Council Decision (21/3/86) (W23)

That the recommendation of the Technical Supervisor Subdivisions be adopted.

BROWN & PLUTHERO PTY LTD (FOLIO 8610864) (21/3/86)

We refer to your letter dated 26th March, 1986 and thank Council for its consent to the proposed road closure.

Our client is most concerned with the non approval to the cul-de-sac access and requests Council's reconsideration of this matter. We believe there are many positive reasons why this subdivision should be permitted and request permission for our client and his representatives to meet with your Planning and Development Committee as soon as possible.

For your information we enclose herewith a copy of a development application submitted to Tweed Shire Council which shows the intended usage of the proposed subdivision. It is to be noted that the proposed units will consist of one and two stories and extensive use will be made of landscaping and tree planting to provide a desirable environment.

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CONTINUED...

ITEM 16
PROPOSED DEVELOPMENT COOLANGATTA ZOO SITE, BINYA AVENUE, COOLANGATTA
AND OURIMBAH ROAD, TWEED HEADS

We would be pleased for anything that could be done to expedite this matter.

Reference Acting Planning and Development Manager (10/4/86)

In reply to the developers request to meet with the Committee, it is recommended that Council's Planning and Development Committee meet with the Developers of the Binya Avenue, Kirra at 12-00 noon on Tuesday the 22nd April, 1986 to discuss the matters relating to the proposed development in Binya Avenue.

Council Decision (P&D 18) (2/5/86)

That the matter be listed for inspection with the Ward Alderman present.

Further Reference Acting Services Engineer (12/5/86)

Should Council resolve to approve the proposed access connection to Binya Avenue then two matters require consideration;

(1) Roadworks

Normal conditions should apply relating to the method of constructing the connection and requirements for upgrading the frontage of the site including kerb and channel, road widening and tapers external to the frontage.

(2) Contribution to Services Provided by Council

It would appear that there is no precedent, within the City of the Gold Coast, of a significant development of land external to the city having its sole access from a roadway within the city. Consequently, Council will be providing the service of roadworks maintenance to the developed site and not recovering rates for the provision of same.

For the information of Council, following is an account of the maintenance costs for the whole of city taken from the 1985/86 Budget:

Cleaning of Drains	\$446,000-00
Repairs of Streets and Bridges	\$1,191,000-00
Road Services (Sign posts line marking, removal of abandoned vehicles)	\$268,000-00
Resealing of Pavements	\$610,000-00
Main Road maintenance	\$170,000-00
Street Lighting Power	\$681,000-00
TOTAL	<u>\$3,366,000-00</u>

For 40,725 assessments for the above budget, an average rate of \$82-70 results per assessment. Since Council will not be responsible for maintenance within the estate then some discounting of the above rate would be applicable but not readily quantifiable. However for the sake of an amount, \$75-00 per assessment would be close enough.

As a rate would normally be recovered per annum for a similar development within the city connecting to a roadway then it is reasonable to seek some compensation for not receiving the rate. A number of options for compensation could be applied and may include the following which are considered to have some logical basis.

ITEM 16

CONTINUED...

PROPOSED DEVELOPMENT COOLANGATTA ZOO SITE, BINYA AVENUE, COOLANGATTA AND OURIMBAH ROAD, TWEED HEADS

- (a) Agreement from the Tweed Shire Council or the developer to pay the above levy of \$75-00 per annum to the Gold Coast City Council with an allowance for adjustments each year for changes in the C.P.I.
This alternative whilst being totally fair and rational may create more administrative problems than it is worth.
- (b) Payment of a lump sum by the Tweed Shire Council or the developer to the Gold Coast City Council.
The problem with this alternative is how to assess the amount which should be based on the above rate. Since the period would be in perpetuity then the amount is not able to be fixed. However for the information of Council assuming a possible 227 units for the site @ \$75-00 per annum a yearly amount of \$17,025-00 results.

It is recommendation that:

- A. The following conditions be imposed on the development;
"Kerb and channel and roadwidening are to be provided for the Binya Avenue frontage of the site. The kerb and channel is to be on an alignment to provide a 12 metre pavement. Pavement tapers are to be provided external to the site. The connection of the internal roadworks to Binya Avenue is to be to the satisfaction of the Chief Engineer and will include extension of the 20m proposed internal road reserve and associated pavement to Binya Avenue."
- B. The Maintenance and Construction Committee meet with the Tweed Shire Council and the developer or his agent with a view to seeking compensation for services to be provided to the development by the Gold Coast City Council.

Council Decision (P&D16)(16/05/86)

- (a) Council note that Planning and Development Committee met with the developer and his representatives on the 22nd April, 1986.
- (b) Action be taken to rescind Council Decision (P&D 18) 2nd May, 1986 and (1) of Council Decision (W23) 21st March, 1986.
- (c) Tweed Shire Council be advised that the Gold Coast City Council has no objection to the proposed development accessing onto Binya Avenue providing access to Binya Avenue is constructed to Council's normal standards and a 40mm asphaltic concrete overlay in Appel Street is provided at the developer's cost and that access to the development be restricted to Ourimbah road during construction of the residential units. These conditions be forwarded to Tweed Shire Council seeking their co-operation in imposing them as conditions of approval to the development.

Reference Traffic Engineer (28/07/88)

Council's decision to approve access from the subject site, which is located entirely within New South Wales, was on the basis of it comprising a total of 227 residential units. The current application is for a total of 359 townhouse units, an increase of 132 units or an extra 58 percent.

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ITEM 16**CONTINUED...**

PROPOSED DEVELOPMENT COOLANGATTA ZOO SITE, BINYA AVENUE, COOLANGATTA
 AND OURIMBAH ROAD, TWEED HEADS

I have discussed the proposed development with Mr. J. Glazebrook, a Town Planning Officer of Tweed Shire. He advised that the development has been advertised for objections and that the final date was 28th July, 1988. He will arrange to advise Gold Coast City Council of the response to the advertisement. He also stated that Tweed Shire was surprised that Gold Coast Council had given approval to the access to the site being from Binya Avenue/Appel Street.

A traffic report, prepared by Eppell Consulting, was submitted by the developer's Engineer, John Swan and Partners. This report concludes that there would be no capacity problem on the existing road system as a consequence of the development and makes some recommendations in respect to the internal layout of the site. It has been written on the basis of site observations only and does not include any traffic count data to substantiate the claim.

I inspected the site on 27th July, 1988. Access to the site is possible from either Ourimbah Road or Binya Avenue. The third boundary road, Ducat Street, is elevated in relation to the site and, although it would be feasible, is not recommended for vehicular access.

The developer is seeking access on the Coolangatta side of the site (Binya Avenue) because he claims that the land use is more in keeping with that of the development than would be the case if access was from Ourimbah Road, which contains industrial land uses. It is also the case that access to the beach would be better for the residents of the proposed development via Binya Avenue.

The subject development would comprise 359 units. The developer claims that the target market would be senior citizen one-vehicle family units and that the traffic generation would not be high. The research data available on residential trip generation suggests that the following values are appropriate:-

Daily vehicle trips per household with good access to public transport	5 per dwelling
Daily vehicle trips per household with limited or no public transport	6.7 per dwelling

Assuming the lower figure, the development would be expected to generate an additional 1800 vehicle trips per day. The brief traffic count I recorded whilst at the site indicates that the existing traffic volume at the eastern end of Binya Avenue, near Appel Street, is of the order 2000 to 2500 vehicles per day. The subject development therefore represents an increase in traffic flow in Appel Street of between 70 and 90 percent.

It is therefore recommended that Council review its decision of 16th May, 1986 on the basis of the fact that the current proposal exceeds the one previously examined in traffic generation terms. If, however, Council wishes to approve access to Binya Avenue, it is recommended that the conditions previously adopted be applied and

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ITEM 16
PROPOSED DEVELOPMENT COOLANGATTA ZOO SITE, BINYA AVENUE, COOLANGATTA
AND OURIMBAH ROAD, TWEED HEADS

171885

that, in addition, the developer be required to install a roundabout at the intersection of Appel Street, Binya Avenue, the entrance to the football club and the entrance to the subject site, as shown in the John Swan and Partners Drawing No. C2085/SK1, (a copy of which is attached to the file) but to a design acceptable to the Chief Engineer.

Recommendation

That the conditions previously adopted be applied to the revised proposal, however, in addition, the developer shall be required to install a roundabout at the intersection of Appel Street, Binya Avenue, the entrance to the football club and the entrance to the subject site, generally as shown in the John Swan and Partners Drawing No. C2085/SK1, (a copy of which is attached to the file) but to a design acceptable to the Chief Engineer and at the cost of the Developer.

ITEM 16 - PROPOSED DEVELOPMENT COOLANGATTA ZOO SITE, BINYA AVENUE, COOLANGATTA AND OURIMBAH ROAD, TWEED HEADS

File 739/2/61

Resolved on the MOTION of Alderman W.R. Brewer, seconded 88/1152 Alderman J.D. Bergin, that the recommendation be adopted subject to the recommendation being numbered (a) and the following added:

"(b) The Developer address any drainage problem in the immediate area and it be rectified to the satisfaction of the Chief Engineer."

GOLD COAST CITY COUNCILREPORT OF MAINTENANCE AND CONSTRUCTION INSPECTION COMMITTEE MEETING
HELD ON WEDNESDAY 3RD AUGUST, 1988 AT 9.30 A.M.PRESENT

Alderman P. B. Gamin (Chairman), L. J. Hughes, K.L. Thompson, P. J. Lawlor

In Attendance

Messrs B. C. McGinnity (Chief Engineer), R. D. Starkey (Deputy Chief Engineer)

ITEM 17

PREVIOUS AGENDA ITEM - Council Decision (M&C.3) (29/01/88)
LEASE AREA - AUSTRALIAN VOLUNTEER COAST GUARD LODERS CREEK
FILE 611/1/31

Council Decision (4/12/81)(F6)

That it be Council's Policy that where a building application is received which involves extensions to an existing Council lease (freehold or Crown land), the building permit be not approved until agreement has been finalised with the Applicant in regards to leasing arrangements and in the case of Crown Land, approval received from the Land Administration Commission.

Council Decision (23/7/82)(F5)

That applications for extension of leases of public recreation space which involves additional areas of not less than 10% of the existing leased area be advertised for objections before the lease is finalised by Council.

AUSTRALIAN VOLUNTEER COAST GUARD ASSOCIATION INC. (Folio 8417412
30/5/84)

Some time ago the Australian Volunteer Coast Guard Association leased an area of land on reference number R1058 from the Gold Coast City Council, this lease still being current.

We find it now necessary to apply for an increase in the area leased. The area required is on the north eastern end of our present lease, being the same width of land (23.49 metres), by 20 metres long which would include three (3) extra caravan sites. The extra leased land would be used for extensions to our current premises.

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ITEM 17
LEASE AREA - AUSTRALIAN VOLUNTEER COAST GUARD LODERS CREEK

Since Christmas 1983, we have been running three (3) rescue vessels. Our present premises only have storage for two (2) boats which is most inadequate. Lock-up storage is desperately needed. Due to the large number of people who attend our Training Programmes which are held on a weekly basis, we are finding that a larger venue is required. The Australian Volunteer Coast Guard Flotilla No. 1 is a twenty-four hour a day - seven days per week operational rescue group functioning as a community service and is completely run by volunteers. The personal commitment both in time and out of pocket expenses is quite demanding on members. In this vein we feel that it is essential to provide some type of recreational area for members which of course requires space.

It would be our ultimate aim that members not on duty could gather in their own club rooms for relaxation and an exchange of ideas in a club type atmosphere.

In granting this extension it would validate the strong support the Gold Coast City Council already gives to the Coast Guard and also provide the necessary area so that we can effectively provide to the community a more comprehensive service in a very professional manner.

This can only be achieved by your help in granting the extension to this lease on the same grounds as the current lease.

Reference Acting Health Administration Officer (26/6/84)

The Australian Volunteer Coast Guard Association have applied for an additional leased area adjoining their existing premises at Loders Creek, to enable the construction of extensions to the present building.

Extra room is required for:-

- (1) Lock-up storage for their third boat.
- (2) Larger area for public training programmes.
- (3) To provide recreational facilities for volunteer operators functioning on a "round the clock" basis.

The land required by the Coast Guard at present contains three (3) camp sites in Council's Loders Creek Caravan Park. Advice from the Manager is that they are prime waterfront sites, presently unpowered, but intentions are to extend the power supply to this area. It is expected that the sites would then experience a very high occupancy rate. Two (2) of the sites have bookings for the 1984/85 Christmas Season. This application should be considered in the light of Council's Policy on alienation of public land.

It is recommended that the application for an increase of area leased of approximately 20m x 23.49m be approved subject to:-

- (1) The matter be referred to the Finance Committee for finalisation of leasing arrangements, including advertising for objections in line with Council Policy Decision of 23rd July, 1982 (F5).

171888

Council Meeting 12th August, 1988
Report of Mntce. & Const. Insp Committee Meeting 3rd August, 1988

ITEM 17

CONTINUED...

LEASE AREA - AUSTRALIAN VOLUNTEER COAST GUARD LODERS CREEK

- (2) Submission to and approval by Council of satisfactory building plans and specifications in accordance with the Building Act and Council's By-laws where applicable.

Council Decision (H5) (13/07/84)

- (1) That the matter be referred to the Finance Committee for finalization of leasing arrangements including advertising for objections in line with Council Policy Decision of 23rd July, 1982 (F5).
- (2) Submission to and approval by Council of satisfactory building plans and specifications in accordance with the Building Act and Council's By-laws where applicable.

Australian Volunteer Coast Guard Association (Folio 8724895) (25/06/87)

It is requested that representation be made on our behalf for the granting of additional land adjoining our present lease-hold at Loders Creek, Southport.

The Flotilla has found it necessary to acquire a new long range rescue vessel having provision for crew protection during searches and rescues of long duration. The new vessel cannot be accommodated in our present storage areas and due to the equipment now fitted in this latest vessel a higher degree of security is required.

It is envisaged an area of approximately 18.94 metres by 14.75 metres would be necessary to meet our needs.

The enclosed photocast copies taken from plans previously submitted to the Council, but not processed, and suitably amended, show the proposed usage of the additional land.

The area exterior to the boat storage would be utilised for parking space for a display caravan presently being fitted out, a cadet training craft, boat trailer and a small recreation area.

We ask that favourable consideration may be given this request as we have the only custom-built long range search and rescue vessel in the area able to meet the needs of the increasing number of larger craft now proceeding north or south and entering the Broadwater through the new Seaway for a Stop-over. Experience is showing there is a growing need to proceed greater distances to assist these craft as and when they run into difficulties.

Trusting this request meets favourable consideration.

Memo to Deputy Chief Engineer from Chief Inspector (02/10/87) (Part)

I advise that the Coast Guard's request for additional land was granted in principle in Council Decision H5 13th July, 1984 (copy on file), subject to certain conditions.

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ITEM 17

CONTINUED...

LEASE AREA - AUSTRALIAN VOLUNTEER COAST GUARD LODERS CREEK

171889

Although this will effect three prime waterfront sites in the Caravan Park, I feel that Council is locked into the proposal by that Decision. Any further encroachment into the Caravan Park should be resisted.

Reference Deputy Chief Engineer (15/12/87)

The Council Decision of the 13th July, 1984 appears to deal with an extension of lease area on the eastern side of the building to increase the area by approximately 20 metres x 23.49 metres (i.e. 469.8 sq m.). The area of the existing leased area is 651 square metres. Additionally, the Coast Guard, through their Agent Michel and Partners, have submitted a plan WD 5781 for a 343 square metre lease on the northern side of the building of which 193 square metres is within the Creek bed of Loders Creek.

Whilst realising that both the Coast Guard and the Air Sea Rescue Services perform an invaluable service to the Community, there appears to be quite a degree of duplication in the areas of service. I have spoken to a member of the Coast Guard who advises that in the future both bodies could come under the control of the Marine Rescue Association of Australia who would also be responsible for other bodies such as the Rescue Organisation of New South Wales and the Royal Association of Coastal Surveillance. It is of concern that with duplicate organisations, Council is making available reserve areas and funds of considerable magnitude and it would seem that the service to the public could be improved if both organisations were able to combine to provide the public with a more comprehensive range of services from the one central location. I understand the Coast Guard have problems in housing their newest rescue patrol vessel, namely a 27 ft Shark Cat, which is a fully surveyed off-shore rescue vessel, complete with radar and are seeking an additional area to house this vessel.

I would therefore recommend that Representatives of the Coast Guard and Air Sea Rescue be invited to a future Maintenance and Construction Committee with a view to holding discussions towards an amalgamation of their services into a single comprehensive air sea rescue and coastal surveillance service. This might have the effect of reducing the demands on the community for additional land, and in the case of Loders Creek, the loss of three very significant permanent camp sites.

Council Decision (M&C.3) (29/1/88)

That the recommendation of the Deputy Chief Engineer be adopted.

Reference Deputy Chief Engineer (5/7/88)

It has been arranged with Mr W.S. Malcolm of Australian Volunteer Coast Guard Association and Mr John Stanfield of Air Sea Rescue Association to meet with the Maintenance and Construction on the 20th July, 1988 at 10:00 am.

Council Meeting 12th August, 1988

Report of Mntce. & Const. Insp Committee Meeting 3rd August, 1988

ITEM 17

CONTINUED...

LEASE AREA - AUSTRALIAN VOLUNTEER COAST GUARD LODERS CREEK

Recommendation

- (a) That Council approve an extension of the lease area by the movement of the eastern boundary 9 metres to the east and that the matter be referred to the Finance Committee to complete the revised lease arrangements.

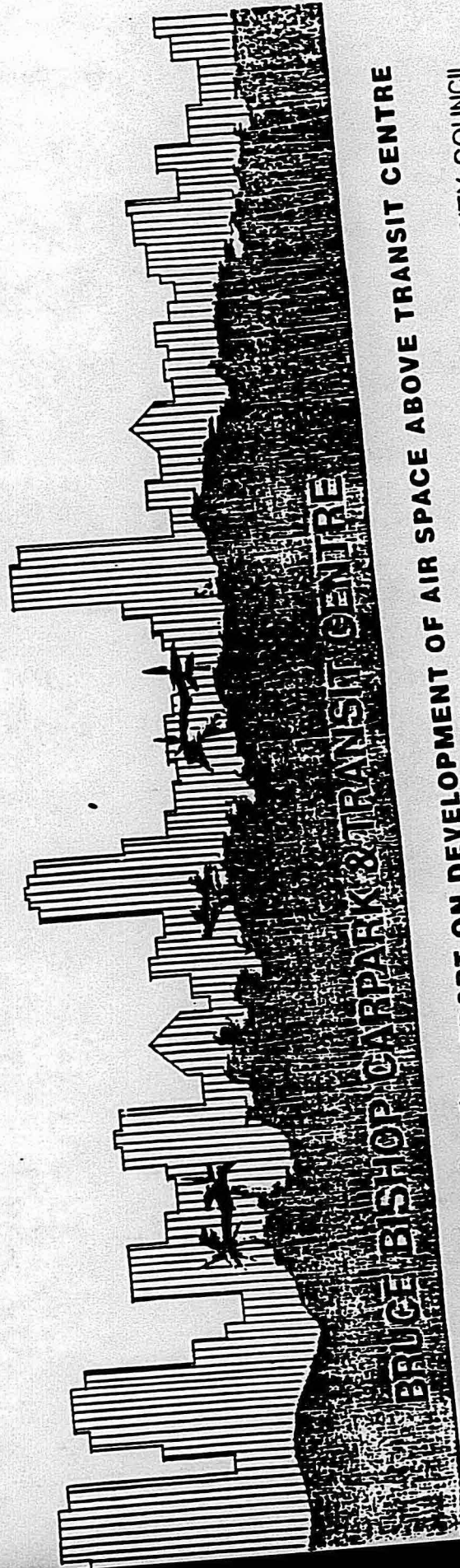
- (b) That the approval be conditional upon all existing trees, within the extended lease area and/or within the adjacent caravan park, being retained and protected from damage during any construction activity and the Association seeking advice from Council Staff prior to commencing any building works which may interfere with the root system of the trees.

PROPERTY DRAINAGE SCHEMES
1987/88 and 1988/89

Location	No. of Properties Involved	Division	Job No.	Estimated Cost	Remarks
Whiting Street, Labrador (Imperial Pde & Whiting St)	6	2	9571	23,500	Approved by Council for construction
Currumburra Road (Milparinka, Tce & Jarrah Pl)	5	5	8493	12,200	Approved by Council for construction
Wynflo Street, Labrador	4	2	9572	20,000	Deferred to 1988/89
Broad Street, Labrador	3	2	9573	10,000	Deferred to 1988/89
Turpin Road, Labrador	1	2	9574	4,000	1987/88
Kerr Avenue, Southport	9	3	9585	35,000	1987/88
Kittain Crescent, Ashmore	3	5	9875	8,000	1987/88
108 Heeb Street, Benowa (Bamboo St. properties)	10	5	8608 8609	31,000 11,000	1987/88 Easement Cost
Solar Court, Benowa	7	5	8559	13,700	1987/88
Tabilban St/Bunyip St Burleigh Heads	5	8	8543	19,000	1987/88
Spendlove St/Queen St, Southport	23	4	4382	85,000 (approx)	Total scheme cost \$522,000 includes major GCCC scheme as well
Property Easements Cost for Division 2 Schemes	-	2	9575	15,000	1987/88
TOTAL	76			±\$287,400	i.e. ±\$3,800/property

168171

171892



CCC

REPORT ON DEVELOPMENT OF AIR SPACE ABOVE TRANSIT CENTRE

PREPARED FOR THE GOLD COAST CITY COUNCIL

BY CUMMINGS & BURNS ARCHITECTS PTY LTD

171893

FILE: 830MC520.R

4TH JULY 1988.

BRUCE BISHOP CARPARK AND TRANSIT CENTRE

REPORT ON POSSIBLE DEVELOPMENT ABOVE THE TRANSIT CENTRE

0.1 INTRODUCTION

This report investigates the development possibilities for the airspace above the proposed Transit Centre in Beach Road.

It addresses the impact of such a development in respect of the following:

1. The function of the proposed Transit Centre building and cost implications of additional requirements within that building.
2. The function and amenity of the podium park above the car park.
3. The provision of suitable access to the development.
4. The parking requirement generated by the development.
5. Additional structural requirement within the Transit Centre building to allow for the development.
6. Construction of the development after the Transit Centre is completed.

The revised concept for the Transit Centre submitted with this report acknowledges comments on the original concept from the Department of Transport in their letter of 29th February 1988. It also takes note of the reaction received from discussion with some coach operators on the original concept which suggested that the space provision for coach operators should be increased.

0.2 THE ORIGINAL CONCEPT

The original concept proposed for the Transit Centre, as outlined in Cummings & Burns Planning Report, provided for the main functions within the building to be located at ground level, with cafeteria and office space for coach operators at mezzanine levels.

The roof provided a landscape terrace connected to the podium park above the car park by a pedestrian bridge, with the possibility of a further pedestrian bridge across Beach Road to the redevelopment on the R.S.L. site.

It was proposed that pavillion buildings for community activities (in particular, the Gold Coast Bridge Club) be located within this roof terrace, together with public toilets, accessible from the podium park.

0.3 DEVELOPMENT OPTIONS

Two possible development options for the airspace above the Transit Centre were considered:

1. ACCOMMODATION BUILDING - HOTEL/MOTEL
2. COMMERCIAL BUILDING - OFFICES.

Our preliminary research suggests that a budget hotel/motel could be the preferred option for the following reasons:

- a) A budget hotel/motel would be extremely compatible in function with the Transit Centre with the possibility of packaged holidays tied in with coach operators.
- b) There would appear to be some conflict between an office building function with the Transit Centre function, in particular the provision of an appropriate entrance at ground (Beach Road) level would take up too much of the limited space available.
- c) Present indications are that office developments proposed for the area will satisfy demand for some time, whereas there would appear to be a shortage of budget cost accommodation in the central Surfers Paradise area and this situation is compounding as redevelopment of existing such uses occurs.
- d) Allowing that a large proportion of users of a budget hotel/motel would arrive by coach, the carparking generation of such a development would be considerably less than an equivalent size office building. This is outlined in detail further on in this report.
- e) The function of the Transit Centre generates a long thin building and this shape also suits a hotel/motel accommodation building, with central corridor and bed sitting rooms each side. A plan form of this proportion is not ideally suited to an office building of optimum efficiency.
- f) The structure of a cellular accommodation building ideally lines up with the column grid already proposed for the Transit Centre, whereas the market demand for column free space in an office building would require costly transition to the Transit Centre structure.
- g) A budget hotel/motel could allow for some overlapping of facilities with the Transit Centre. In particular the cafeteria could be accessed from the hotel/motel lobby increasing its potential.

- h) An office building with an equivalent number of floors would be approximately 6 metres higher than a hotel/motel building.

0.4 THE REVISED CONCEPT

The revised concept provides for the Transit Centre to be generally laid out as in the original proposal.

Rearrangement of the bus apron to comply with the requirements of the Department of Transport (D.O.T. Drawing No. M.22), reduces the number of coach bays of the "Nose in - reverse out" type, adjacent to the building, from 15 to 13. However, this allows for the building to be set back further from Beach road, giving space for a landscaped forecourt in front of the building. It also allows for the building to be extended in length approximately 4 metres. This provides some additional space for coach operators within the building and provision of additional facilities within the concourse area, as recommended by the Department of Transport. The mezzanine level cafeteria has been increased in size as requested by the Department of Transport and provided with a terrace overlooking Beach Road, giving cover from the set down lane off Beach Road to the building at ground level. A small lobby is provided at ground level, accessed from within the Transit Building and from the outside. This is connected by an external lift to the main lobby - reception area for the upper level development and located on the roof of the Transit Building.

A wide stair provides access from the Beach Road forecourt to the roof level and from there to the podium park on top of the carpark by way of a pedestrian bridge as previously.

It is recommended that development above the Transit Centre be restricted to the west of this line of access so that the context of the podium park within the pattern of existing and anticipated pedestrian movements in the surrounding area is reinforced.

It allows for the eastern end of the roof of the Transit Centre to be developed as a roof terrace. This provides continuity in the park function from Beach Road through to the Podium Park and also the possibility of some community facility within this space as previously, or better still, an outdoor cafe, which would be a desirable amenity in this location.

The accommodation section provides for 9 levels above the lobby level, with 24 bed sitting units or 12 self contained one bedroom apartments per level, or combination thereof. Each level is serviced by two lifts, terminating at the main lobby level for maximum security. Recreation facilities for this building would be provided on its roof.

Alternatively, a commercial development of equivalent size would provide for approximately 500 m² of net rentable floor space at main lobby level and 850 m² at each of the nine levels above.

It is not recommended that a development containing a mix of commercial and accommodation uses be considered, as the duplication of lobby space and vertical access to provide security would not be warranted in a development of this scale.

0.5 PEDESTRIAN MOVEMENTS

The decision to locate the main entrance of a proposed building above the Transit Centre at the podium level necessitated an update of the entrance to this level from the Beach Road forecourt.

This indicated a need for a pedestrian crossing across Beach Road, opposite these stairs. A continuation of this pedestrian way through the R.S.L. site at ground level, linking to Cavill Park and Cavill Avenue, seemed to be very desirable in the context of total pedestrian movements within the Surfers Paradise area.

This is illustrated on the accompanying Precinct Plan which indicates the major pedestrian movements within the immediate area of the development, providing for connection and better utilization of the existing open, recreation spaces within the total urban context. We believe that it is extremely desirable that the provision of this pedestrian link, at ground level, between Cavill Park and Beach Road, be encouraged in any redevelopment of the R.S.L. site.

We believe that this would be more appropriate than a high level bridge crossing over Beach Road at this point.

0.6 CARPARKING IMPLICATIONS

As proposed, a hotel/motel development containing a mix of bedsitter and one bedroom apartments would generate a requirement of 168 car spaces.

The actual demand for car spaces would be considerably less than this, with it anticipated that a large proportion of users would be tied in to the coach operation of the Transit Centre. In addition, some car using occupants would be overnight only, which would fit in with the expected daytime maximum demand on the adjoining carpark.

An office development would generate approximately 200 cars, which would coincide with the peak, daytime use of the carpark (1/3 of its capacity).

Lessees of an office building would expect carparking spaces to be secure and immediately accessible (by lift). This is not possible in this context, which could effect the attractiveness of this type of building to a developer.

Lessees would also expect allocation of carparking space which would reduce the effectiveness of the carpark and create problems in operation.

0.7 EFFECT OF SHADOW

The effect of shadows by the development on the podium park is illustrated on the accompanying drawing.

The maximum shading will occur over approximately 25% of the park area at 3 pm on June 21st. This will reduce before and after this date to a point where virtually no shadow will be cast on the park by the building from September 23rd to March 21st.

Note that an office building of equivalent height in storeys would produce a longer shadow.

The length and height of any development above the Transit Centre should be controlled to minimise this shadow effect.

0.8 CONSTRUCTION ACCESS

It is anticipated that construction of the Transit Centre would be complete (or well under way) before work on any development above was started.

It is proposed that construction of the bus parking apron on the west side of the Transit Centre be delayed so that this area could be allocated to a developer as a construction-access zone.

Disruption to the operation of the Transit Centre would be minimised in this way.

0.9 COST IMPLICATIONS

Preliminary estimates of additional costs imposed on the construction cost of the Transit Centre Building by a building as proposed above are listed below.

	\$
1. Additional piling and pile caps	410,000.00
2. Increased column sizes	5,000.00
3. Additional stair access	40,000.00
4. Provision for lift access	15,000.00
5. Provision of inground services and risers within the building	60,000.00
	<hr/>
TOTAL	\$530,000.00

These costs, together with appropriate carparking contribution, should form part of financial arrangement with a developer of the air space.

1.0 SUMMARY

In summary, we believe that the development of a budget hotel/motel above the Transit Centre building is a desirable objective and would be attractive to developers.

Its location in a prime position in central Surfers Paradise, its proximity to the Podium Park with uninterrupted views to the south over the Park and down the river and the compatibility of its use in conjunction with the Transit Centre, would contribute to its commercial viability.

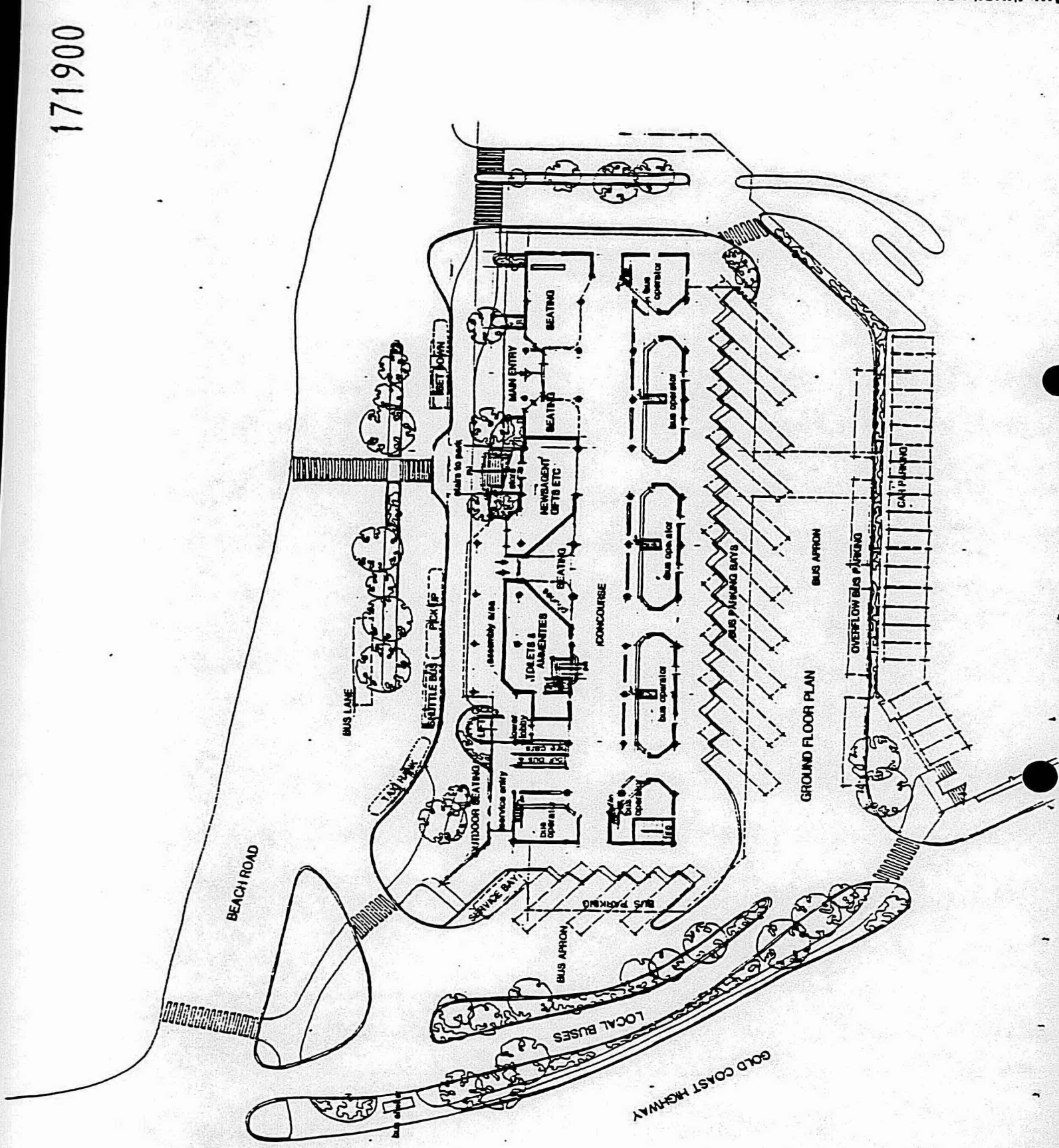
We recommend that the size and form of any development be restricted as outlined above to minimise the effect of shadow on the Park and limit the carparking requirement.

We suggest that a more detailed feasibility study be undertaken in conjunction with sketch development of the Transit Centre.

171900

BEACH ROAD

GOLD COAST HIGHWAY



GROUND FLOOR PLAN



Car Park & Transit Centre

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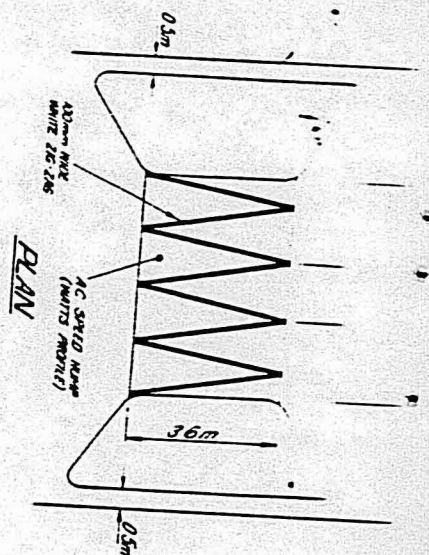
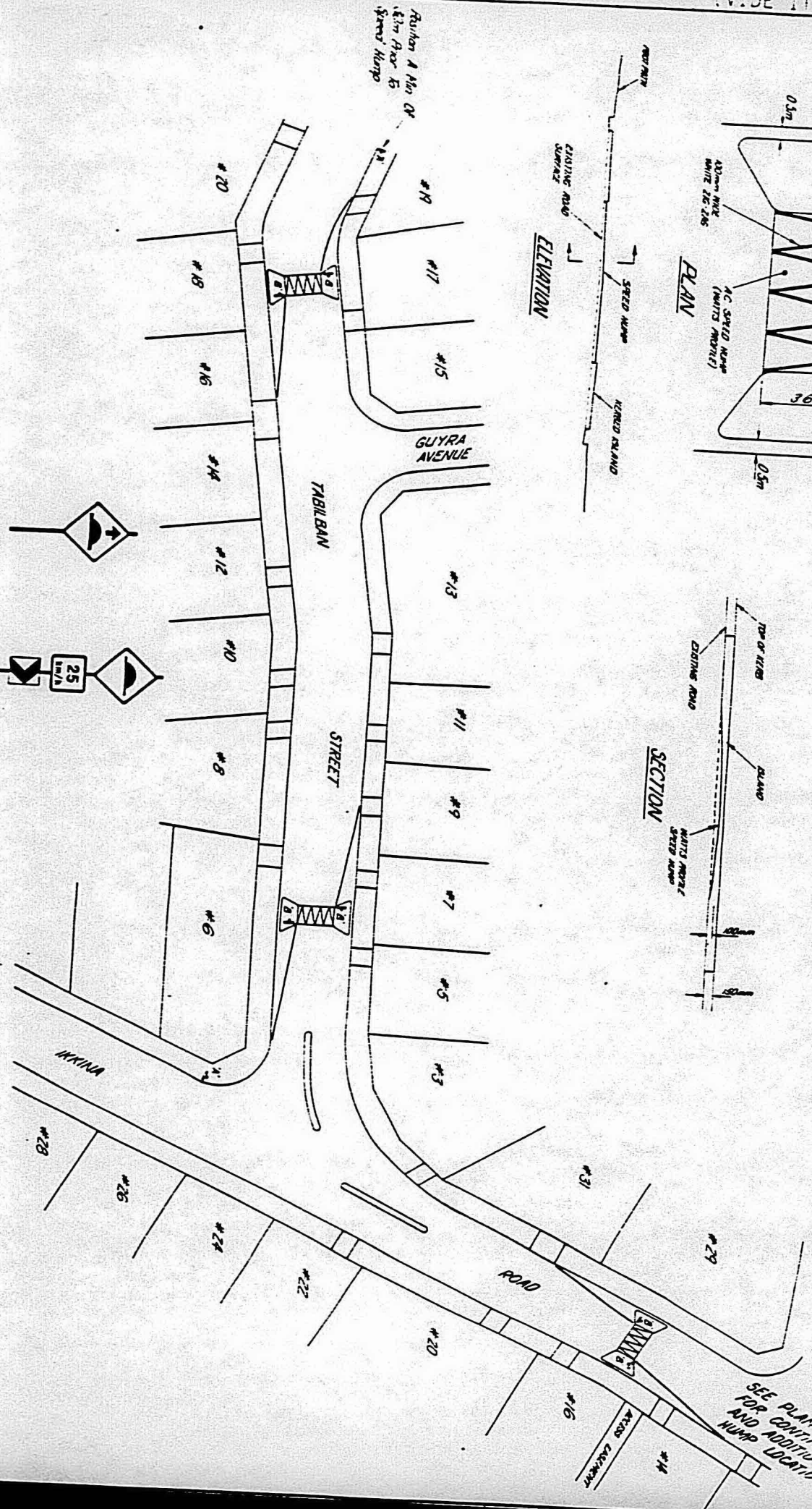
PLANNING & DESIGN SECTION

WORKS DEPARTMENT
GOLD COAST CITY COUNCIL

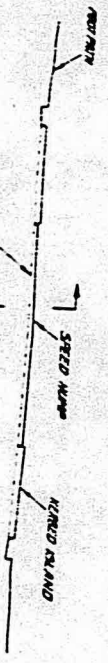
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WATTS ROYALE SPEED HUMPS

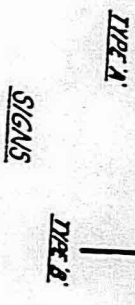
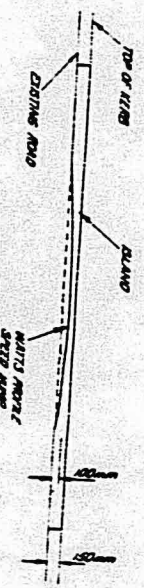
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ELEVATION



SECTION



SEE PLAN FOR CONTINUED AND ADDITIONAL HUMP LOCATIONS

WORKS DEPARTMENT
MONTHLY ACTIVITY REPORT
MAINTENANCE AND CONSTRUCTION
MAY, 1988

CONTRACT WORKS

At the end of May there were 40 Maintenance and Construction contracts being supervised and/or administered by the Contracts Section. Some of the more significant works are as follows:-

- (A) Baratta Street Depot - Buildings
Contract 10% complete.
- (B) Pontoon - Evandale
Alloy Fabricators are lowest tenderers.
- (C) Southport Mall Construction
Contract 2% complete.
- (D) Kendor Street - Drainage
Contract 90% complete.
- (E) Biggera Creek - Widening
Contract 90% complete.
- (F) Coomabah Stage 3
Contract work to commence shortly.
- (G) Mal Burke - Carpark
Contract 80% complete.
- (H) Bruce Bishop - Car park
Contract 45% complete.
- (I) High Street - Stormwater
Contract 90% complete.
- (J) Main Beach - Car park
Contract complete.
- (K) Footbridge - Paradise Waters
Young successful tenderer.
- (L) Lifesavers Tower - Surfers Paradise
Contract 70% complete.
- (M) Ferry Road, Stormwater
Glendusk Pty., Ltd., are lowest tenderers.
- (N) Nerang - Murwillumbah Bridge
Contract 30% complete.

Landscaping Contracts

- (A) Seaworld Irrigation
Contract discontinued Mirage taken over works.
- (B) Snapper Rocks Redevelopment
Contract 98% complete.
- (C) Runaway Bay Sporting Complex Irrigation
Contract 30% complete.
- (D) Pizzey Park Irrigation
Closes 7th June, 1988.

1987/88 WORKS PROGRAMME - FORWARD PLANNING

At the end of May, 1988, designs to the value of \$7,846,117 had been prepared for submission, drawn from the approved 1987/88 Works Programme.

CONSTRUCTION DESIGN

The following designs were completed by the Design Office during May:-

Palm Beach State High School, Thrower Drive, Palm Beach	Car park and kerb and channelling widening.
--	--

NORTHERN DIVISION CONSTRUCTION

		<u>% complete end MAY.</u>	<u>% complete end APR.</u>
Drainage Works	Imperial Parade	90	80
	Benowa Road	96	95
	Queens Cricket Club	75	40
	Wardoo Street	60	-
	King Street	50	-
Roadworks	Lawson Street Car park	99	98
	Coombabah Car park	76	75
	Musgrave Avenue	70	30
Footpaths	-	-	-
Private Work	-	-	-

171911

SOUTHERN DIVISION CONSTRUCTION

		<u>% Complete end MAY.</u>	<u>% Complet end APR.</u>
K. & C. and Roadworks	Burleigh Esplanade	100	80
	Amalfi Avenue	100	80
	Karloo Street Car park	100	50
	Thomas Drive	100	-
	Ashmore Road (adj. to Sir Bruce Small Park)	80	-
	Warner Car park access road	80	-
	Stormwater Drainage	Burleigh Esplanade Stage II	100
	Bruce Bishop Car park	30	30
	West Burleigh Road	100	90
	Fielding Street	100	90
	Leyte Avenue	100	-
	Sarawak Avenue	50	-
Footpaths	Tallebudgera Drive	100	-
	Sarawak Avenue	50	-
	Ashmore Road	50	-
Miscellaneous			

General maintenance was carried out in all Divisions. The Reseal program was completed.

GENERAL MAINTENANCE (31/05/88)

	<u>Total (\$)</u>
Expenditure for May	561,850
Budget for period	520,021
Expenditure year-to-date	4,971,743
Budget Year-to-date	4,935,751

QUARRY WORKING ACCOUNT FOR PERIOD ENDING (31/05/88)

Amount in stockpile	47,829
Income year-to-date	<u>881,204</u>
Expenditure year-to-date	929,033
	<u>1,034,461</u>
Total credit	<u>\$-105,428</u>

PLANT WORKING ACCOUNT (31/05/88)Internal Plant Working Operations:

	\$	\$
Income - May, 1988	624,555	
Income - year-to-date (1987/88)		5,790,018
Expenditure - May, 1988	320,627	
Expenditure - year-to-date (1987/88)		<u>3,509,824</u>
Balance of Income over Expenditure		2,280,194
Budget year-to-date		<u>2,353,784</u>
Variance		<u>\$ -73,590</u>

COST OF VANDALISM/GRAFFITI - MAY

B229.01	J9519	Vandalism repair - signposts	1,932
B237.00	J9520	Vandalism repair - parks & reserves	584
B239.00	J9521	Vandalism repair - sporting & recreation	20
B224.01	J9522	Vandalism repair - bridges & foreshores	0
B244.01	J9483	BBQ Maintenance	17
B252.01	J9482	Vandalism repair - memorials	0
B240.01	J9481	Vandalism repair - building maintenance	3,582
B240.23		Graffiti Removal	<u>5,558</u>
		TOTAL	<u>\$11,693</u>

PARKS AND GARDENS - MAY, 1988

Jobs started and continued in May:-

DIVISION 1

Construct cricket wicket at Morala Avenue.

DIVISION 2

Remove skate board bowl from Davebill Park.

Remove annuals and dig over garden beds.

DIVISION 3

Move table, seats and logs from Botanical Gardens to Baratta Street.

Aluminium seat, Nerang Street.

Drainage at Hunt Park.

Remove annuals and dig over garden beds, Musgrave Avenue.

Log barrier at end of Baratta Street.

Fisher Proud Park sign.

171913

DIVISION 4

Remove palms from Mall to Washington Waters Park.
Log fence along pathway, Mirage Hotel.
Hollindale Park sign.
6 aluminium seats, Lawson Street Car park.
17 aluminium seats Scarborough Street.
Planted shrubs garden beds, Queens Park.
Repair log barrier and fence, Carey Park Car park.
2 table and seat sets, Carey Park.

DIVISION 5

Spring toy at Benowa Apex Park.
Top dressing Benowa Road and Cotlew Park.

DIVISION 6

Repair garden bed at Slatyer Avenue.
Dig over garden beds and remove annuals.

DIVISION 7

Playbooster at Kurrawa Park.
Repair play equipment.
Slate garden beds and waterfalls at Cascade Gardens.
Construct aluminium seat, beach end of Fredrick Street.

DIVISION 8

Tree planting at Quarry.
Log barrier at North Burleigh Surf Club.

DIVISION 9

Trees on traffic island at Sarawak Avenue, Palm Beach.
Top dressing Murlong Crescent.

DIVISION 10

Tree planting, Shambrook Caravan Park.

TREES AND SHRUBS EX-NURSERY

Ratepayers	346
Parks & Reserves	498
Total	<u>844</u>

Rainfall for May 23.5 mm

BUILDING CONSTRUCTION AND MAINTENANCE

The following works were carried out or continued:-

- (1) Site erect Town Planning signs
- (2) Building maintenance
- (3) Campground maintenance
- (4) Alter partitions, Works Department
- (5) Renovate Tugun toilet
- (6) Maintenance to buildings, new fence to No. 1 Oval, Owen Park

- (7) Renovate Cascades barbecue
- (8) Addition to cat pens, Coombabah
- (9) Routed park signs
- (10) Replace lights Tiki Mall
- (11) Administration maintenance
- (12) Wiring Suter Street Car park
- (13) Barbecue maintenance
- (14) Fountain maintenance

COUNCIL MEETING 12TH AUGUST, 1988 - REPORT OF HEALTH, BUILDING & BY-LAWS COMMITTEE MEETING 3RD AUGUST, 1988

Correct as at 11am 4th August, 1988

<u>ITEM NO.</u>	<u>FILE NO.</u>	<u>PAGE No.</u>	<u>SUBJECT</u>
1	811/5/7 pt7	1	THE SOUTHPORT MALL
2	732/1/5	2	ANNUAL REPORT OF PUBLIC HEALTH ADMINISTRATION
3	660/3/4 pt3	2	MAIN BEACH CARAVAN PARK
4	310/5/9 pt4	3	BEACH RIGHTS LICENCES - GENERAL
5	3-3700(6)	5	SUCCESSFUL PROSECUTION - 9 CLAYTON STREET, LABRADOR - TETS
6	387/11/1 pt3	6	COLLECTION OF RECYCLABLE MATERIALS
7	6-1074-2-X	8	AOSCO APPROVAL FOR 6-SIDED CAROUSEL SIGN - SURFRS PARADISE S.L.S.C.
8	4-7097(8)	15	RETAINING WALL AT 10 MCCOWAN ST, ASHMORE - A.M. ROFF
9	1-2(5)	16	DILAP. DWELLING - 5 BAYVIEW ST, RUNAWAY BAY - GREENMOUNT DEV.P/L
10	4-5221(7)	17	STORMWATER DRAINAGE - 5 GREVILLIA AVE, SOUTHPORT - CHALLENGER
11	3-2042(5)	17	UNLAWFUL WORK - 265 WARD00 ST, SOUTHPORT - TOMAZI
12		18	BUILDING ANALYSIS - 24/6/88 TO 1/7/88
13		18	SCHEDULE OF BUILDING APPROVALS - 24/6/88 TO 1/7/88
14	260/1/5	19	TEMPORARY PLUMBING INSPECTORS
15	8/1/9	20	CERTIFICATION OF BUILDING UNIT PLANS

16	176/1/1 pt15	21	THE CENTRE - CONSULTANT'S FEES
17	100/0/2	23	UNSATISFACTORY BUILDING WORK
18	8/2/32 pt3	26	COUNCIL BY-LAWS - CHAPTER 32 - REGULATED PARKING
19	100/88/390	27	DISCHARGE OF EXITS TO CAVILL PARK - SURFERS P/D' SE R.S.L

END...

GOLD COAST CITY COUNCIL

REPORT OF HEALTH, BUILDING AND BY-LAWS COMMITTEE MEETING HELD ON
WEDNESDAY 3rd AUGUST, 1988 AT 9:30 AM

PRESENT

Aldermen J.D. Bergin (Chairman), G. J. Baildon, A. J. Rickard,
A.J. Bell (Mayor)

IN ATTENDANCE

Mr. B.E. Briggs (Manager, HB&B), R.H. Brown (Town Clerk)
Mr. L.F. Perry (Chief Health Surveyor)(in part), Mr. J.W. Lamb
(Chief Building Surveyor)(in part).

ITEM 1 (VIDE ITEM REAR OF AGENDA)

PREVIOUS AGENDA ITEM - Council Decision (F15 pt2)(22/4/88)
THE SOUTHPORT MALL COMMITTEE
FILE 811/577

Council Decision - (F15pt2)(22/4/88)

(2) That future Southport Mall Committee Minutes be tabled on the Health, Building and By-laws Committee agenda, which Committee, under the By-laws, is responsible for Mall management.

Reference Manager, Dept. of Finance (CH)(21/7/88)

As required by the above Council decision, shown on the vide pages are the Minutes of the Southport Mall Committee meeting held on 6th July, 1988.

It is recommended that the information be noted.

Recommendation

That the information be noted.

171916

Council Meeting of 12th August, 1988
Report of Health, Building, By-laws Committee Meeting 3rd August, 1988

ITEM 2 (VIDE ITEM REAR OF AGENDA)

ANNUAL REPORT OF PUBLIC HEALTH ADMINISTRATION
FILE 732/1/5

Reference Manager, Health, Building & By-laws Dept. (BEB) (22/7/88)
Submitting report for the year ending 30th June, 1988 of the Health Department activities. The report is tabled for the information of Members.

It is recommended that the information be noted.

Recommendation
That the information be noted.

ITEM 3 (DIVISION 4)

PREVIOUS AGENDA ITEM - Council Decision (HB&B45)(29/1/88)
MAIN BEACH CARAVAN PARK
FILE 660/3/1 pt3

Council Decision (H42)(28/2/86)

- (a) That Council discontinues approval for permanent caravan residents in this park so that by 28th February, 1987 only casual/holiday caravanning and camping uses exist (i.e. maximum period of stay in this campground in any one year to be six weeks).
- (b) A proposal plan be prepared and brought to Council in April, 1986 indicating the effect of introducing carparking for between 100 to 200 cars behind a landscaped setback. The purpose of this additional parking is to relieve parking pressures for beach users. The plan also to provide for 20 to 25 caravan sites for holiday use.

Council Decision (HB&B28)(2/5/86)

- (1) That Council adopt Plan C as a conceptual interim plan for Reserve No. R305.
- (2) That after 28th February, 1987 Reserve No. R1046 is open for holiday use by tent campers and up to 50 caravans.
- (3) That Divisional Funds be provided to progressively enhance the Reserve with landscaping and carparking initially in accordance with (1) above.

Council Decision (HB&B45)(29/1/88)

That the Main Beach Caravan Park remain open in accordance with Council Decision (HB&B28) of 2nd May, 1986 subject to the maximum stay at the Caravan Park being six (6) weeks.

171917

ITEM 3
MAIN BEACH CARAVAN PARK

Reference Assistant to Manager, HB&B (RFS)(21/7/88)
In line with the above Council Decisions, the number of caravans at Main Beach Caravan Park is being limited to a maximum of fifty (50). For the past weeks, this number of sites has been filled but several sites, now without power and used for tents, have remained vacant. As is common practice, most caravan park occupants in winter use caravans not tents. With the large influx of visitors travelling through the Coast to visit Expo, demand for caravan sites is at a premium. Most wish to stay three to four days but when advised that no sites are available, become irate as they can see vacant sites (tent area) which they would be prepared to occupy, even without power. The Manager frequently receives abuse and insults as tired travellers are turned away. Some attempt to sleep in vehicles parked in the newly-formed carpark.

It is recommended that, for the period of Expo i.e. until 31st October, 1988, Council grant the capacity to place caravans on any available powered site at Main Beach Caravan Park should demand exist.

Recommendation
That the recommendation of the Assistant to the Manager, Health, Building and By-laws Department be adopted.

ITEM 4 (CP)

PREVIOUS AGENDA ITEM - Council Decision (HB&B4)(15/7/88)
BEACH RIGHTS LICENCES - GENERAL
FILE: 310/5/9 PT.4

Council Decision (F7(2))(6/5/88)
(2) That Council write to all surf clubs seeking their views on the suggestion by the Assistant Property Officer pertaining to beach rights.

COUNCIL'S LETTER TO SURF LIFE SAVING ASSOC. AUST. (13/4/88)
Council at the present time grants Licences by public tender for beach rights on Gold Coast beaches.

The rights include the hiring to the public of such articles as beach umbrellas, shades, chairs, surf boards, surf floats and the application of suntan oil to the surfing public.

Council is perturbed that such licenced persons are not, in the main, performing their licences to Council's satisfaction and in some instances are not providing a suitable service to the surfing public.

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ITEM 4
BEACH RIGHT LICENCES - GENERAL

Continued...

It is thought that a better service could be brought about by allowing Surf Life Saving Clubs to enter into agreements with Council to provide the hiring of beach equipment on their patrolled beach thus providing additional income for the Clubs and ensuring that a suitable service to the surfing public is maintained.

It would be appreciated if you would circularise your Member Clubs and ascertain their views on this matter.

Your early advice would be appreciated.

SURF LIFE SAVING ASS. AUST QLD STATE CENTRE (FOLIO 8821522)(30/5/88)
Your letter of the 13th April is acknowledged, and would apologise for the delay in answering. The letter has been copied to the two Branches concerned, and will contact both Secretaries to get feedback on the matter.

Whilst on the question of beach management and beach use, several matters have emerged which this State Centre would like to discuss with Council. Funding of life saving operations are critical and future requirements are certainly very challenging. For this reason I, and my Management, consider it timely to look at some form of public revenue or sponsorship from those visiting the Gold Coast, to assist in an update of all services.

I would ask, as a matter of urgency, that a meeting at high level be considered where points of concern may be expressed. At the same time, means of financial backing may be explained.

Management extends its thanks for your consideration on the question of hiring and revenue, and look forward to your reply on the matters raised.

SURF LIFE SAVING ASSOC. SOUTH COAST BRANCH (FOLIO 8817678)(4/5/88)
The above Branch discussed your proposal of Beach Rights for certain Beach Items at our Meeting on Saturday, 23rd April, 1988.

We would certainly like to be in the position where we could accept your offer, but we felt that we could not offer the service that would be required.

We lack manpower for such a venture and we certainly could not offer a service after the close of our season in May.

We appreciate your offer but I am afraid we would have to decline.

Reference Assistant Property Officer (GW) (22/6/88)

It is recommended that representatives of the Surf Life Saving Association of Australia, Queensland State Centre, the South Coast Branch and Point Danger Branch be invited to meet with the Health, Building and By-laws Committee to discuss aspects of Beach Rights licences and the Surf Life Saving Operations generally.

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ITEM 4
BEACH RIGHT LICENCES - GENERAL

Council Decision (HB&B4)(15/7/88)
That the recommendation of the Assistant Property Officer be adopted.

Recommendation
Council note that the Health, Building and By-laws Committee met with five (5) representatives of the State Surf Life Saving Association.

ITEM 5 (DIVISION 2)

PREVIOUS AGENDA ITEM - Council Decision (HB&B9)(22/4/88)
SUCCESSFUL PROSECUTION - REFUSAL TO RENEW THE REGISTRATION AND
LETTING UNREGISTERED PREMISES - 9 CLAYTON STREET, LABRADOR - TEIS
FILE 3-3700(6)

Council Decision (HB&B9)(22/4/88)

1. That it be noted that the Health, Building and By-laws Committee inspected the site.
2. Council refuse to renew the registration of the premises as flats in accordance with By-law 5(b) of Chapter 20 and that legal action be taken against Mr. G. Teis for allowing the premises to be used as a flat building whilst they are unregistered.

Reference Health Surveyor (GS)(21/7/88)

In accordance with Council Decision (HB&B 9) of 22nd April, 1988 a Complaint in this matter was served on Mr. G. Teis on 20th May, 1988.

The matter came before the Southport Magistrates Court on 16th June, 1988. There was no appearance by Mr. Teis. Mr. Teis was duly convicted and fined a total of \$488-25. He was allowed twenty-eight (28) days to pay the said fine in default levy and distress and in fault of levy and distress, forty-eight (48) days imprisonment.

The flats are currently not occupied while maintenance work is being done.

The above is submitted for Council's information.

Recommendation

That the information be noted.

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ITEM 6

COLLECTION OF RECYCLABLE MATERIALS
FILE 387/11/1 pt.3

SMORGON GLASS CONTAINERS (FOLIO 8825665)(29/6/88)

Smorgon Consolidated Industries in conjunction with its recycling contractor, Eastern Waste Recyclers Pty. Ltd., propose to establish a complete recycling service for glass, paper, aluminium and PET plastic for all 40,000 homes in the Council area. The service for glass, aluminium and PET will be fortnightly and utilise reusable plastic bags for new collection. Paper would be collected monthly. Based on major success of similar programmes in NSW and Victoria, we expect to recycle 6,000 tonnes of material, reducing your disposal load accordingly.

Background:

In NSW and Victoria recyclable materials are collected from nearly two million homes. The efficiency of collection has increased dramatically with the introduction of reusable recycling bags.

Based on recent studies done by the NSW Metropolitan Waste Disposal Authority, the total recyclables available from 40,000 homes would be as follows:-

	TONNES
Glass	4368
Aluminium	156
Paper	6396
PET plastic	156
TOTAL RECOVERABLE	11076

As normal tipping costs of \$15.00/tonne, removal of 50% of recyclables would reduce tipping costs by \$83,000 per annum.

Another major direct benefit is the reinforcement that the Council is committed to programmes helping to keep rate increases as low as possible while stressing that Council's commitment to improving the environment for its ratepayers.

The Proposal:

We propose a programme to establish a uniform, regular and reliable service of the entire Council area with start up costs to be shared by Smorgon, Eastern Waste Recyclers and the Gold Coast Council. The start up phase is the period 1st July, 1988 to 30th June, 1989, when the large MGB's will be in operation.

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ITEM 6
COLLECTION OF RECYCLABLE MATERIALS

The estimated costs are as follows:-

Recycling Bags 40,000 @ 40¢	\$16,000
Media - primarily local press, letter box drop, letter from Mayor etc.	6,000
Contractors unrecovered costs 40 tonnes of glass/fortnight average from a 1 truck operation(1)	15,600
Bag distribution	1,200
	<u>\$38,800</u>

(1) Paper collection will be approximately break-even after three months.

Cost Distribution:

<u>Eastern Waste -</u>	
Excess costs (50%)	7,800
Promotion	5,000
Bag distribution	1,200
	<u>\$14,000</u>
<u>Smorgon -</u>	
Excess costs (50%)	7,800
Bag purchase (30%)	5,000
	<u>\$12,800</u>
<u>Gold Coast City Council-</u>	
Bag purchase (70%)	11,000
Mayor's letter	1,000
	<u>\$12,000</u>
<u>TOTAL</u>	<u>\$38,800</u>

We would be happy to discuss this proposal at your earliest convenience because Eastern Waste Recylers are ready to commence the service immediately. This would give us the opportunity to sell the concept of recycling before the introduction of the big bins which normally results in a big drop in recycling participation.

Reference Chief Health Surveyor (LFP)(11/7/88)

Smorgon Glass containers in conjunction with local licensed collector of recyclable material, Eastern Waste Recylers Pty. Ltd., have put a proposal to collect recyclable glass products within Gold Coast City. It is proposed to use the source separation method. Bags will be delivered to the householders for them to use to put glass, aluminium and PET in. These are collected on a fortnightly basis.

Contact has been made with the Metropolitan Waste Disposal Authority in Sydney and they advise that the bag collection of recyclable

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COLLECTION OF RECYCLABLE MATERIALS

material has proved very successful in all trials and as a result the Authority has allocated some \$100,000 towards the cost of supplying bags to Local Authorities for collection of recycling materials.

As this system has proved successful in all trials undertaken and with the savings Council will make on refuse disposal space it is recommended that Council support this proposed recycling operation and provide \$12,000-00 as a subsidy to purchase some 40,000 bags. The bags are to be suitable enscribed that Council supports this recycling programme.

Recommendation

That expressions of interest for the collection of recyclable materials be called for the Gold Coast City.

ITEM 7 (DIVISION 3)

PREVIOUS AGENDA ITEM - Council Decision (HB&B10)(26/2/88)
AOSCO APPROVAL FOR ERECTION OF PROPOSED SIX SIDED REVOLVING CAROUSEL SIGN - SURFERS PARADISE SURF LIFE SAVING CLUB
FILE: 6-1074/2(X)

AOSCO PTY LTD (FOLIO 8824223)(17/6/88)

In reference to the above matter please find enclosed an application to erect a roof top sign at the above property.

We take this opportunity to recall the events surrounding this matter as we understand them.

In 1979 H.S.P. Nominees erected the existing sign structure which was then paid for by Surfers Paradise Surf Club, the amount being \$11,000-00. The Surf Club subsequently entered into an agreement in 1985 with Sci-Fleet Motors Pty Ltd for a period of ten (10) years for the purpose of advertising. To date at no stage has there ever been any advertising message displayed on this sign. Our research shows that the existing sign does not attract any interest by advertisers because it faces the wrong direction. The main attraction for this location from an advertisers view point is to have a message that can be seen from the beach.

Therefore the existing sign is not commercially viable for either the Sign Company or the Surf Club.

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SIX SIDED CAROUSEL SIGN - SURFERS PARADISE S.L.S.C.

Our proposal therefore is to erect a six sided revolving carousel. We would also like to incorporate an electronic time/temperature unit which would be an added benefit to beach goers.

We enclose for your consideration a colour photograph of the proposed sign as it would appear in reality. In addition we enclose an engineers preliminary drawing together with relevant correspondence from H.S.P. Nominees and Surfers Paradise Surf Club. If the Council agree in principle to this proposal we will then forward complete Engineers drawings and any other details that may be required.

SURFERS PARADISE SURF LIFE SAVING CLUB (Folio 57757 23/10/79)

There has been some tentative discussion concerning the erection of an advertising sign on the new surf clubhouse building shortly to be constructed by H.S.P. (Nominees) Pty.Limited. The sign will be illuminated and will measure approximately 30 feet x 11 feet. A feature of the sign will be a large digital clock which will also be illuminated. It will face The Esplanade and overlook the ocean. We feel an accurate clock is essential on a beachfront like Surfers Paradise, and its installation would be a definite community asset. The design will be attractive and the framework structurally sound. A drawing is on file, which illustrates the type of sign proposed. It is of course, intended that the Club shall earn revenue from the advertiser who erects the sign. This is in the community interest in that it will help to meet the operating costs of the Club, thus reducing the time which the Club must spend raising funds and also reducing the extent of our appeals to the general public for support. Please note that the sign has not yet been offered to any particular advertiser; the sign shown is symbolic only. Through this letter the Club seeks the formal approval of Council to have the sign erected. The application has the full agreement of the developer.

Reference Building Surveyor (30/10/79)

Council previously, on 28th January, 1979 refused permission for an existing advertising sign by Paula Stafford to be repainted or replaced on the face of the existing Clubhouse adjacent to Council's clock. The new Surf Clubhouse is to be erected on Council freehold land, which has been leased to H.S.P. Nominees. The subject proposal is to comprise a large two-sided nine (9) metre (30 feet) by 3.3 metre (11 feet) sign, each side incorporating an advertisement and digital clock, one facing north, the other south. The top of the proposed sign is to be approximately 14.5 metres (47 feet) high. Under the provisions of Chapter 13, By-law 20 (ii), the height of a sky sign is controlled by the height of the parapet or eaves of the building to which it is attached. If related to the main building, the sign height limit would be 12.5 metres (41 feet), however, if related to the top of the relatively small observation building, the maximum sign height would be 17 metres (56 foot), including the proposed sign height would be approximately midway between the two (2) limits. Whilst Council does not normally permit advertising signs to be erected on Council property, it is considered that the digital clock would be of considerable benefit to people using Surfers Paradise beach and it may be possible to

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SIX SIDED CAROUSEL SIGN - SURFERS PARADISE S.L.S.C.

reuse the existing Council owned clock elsewhere. H.S.P. Nominees has written advising of its support for the proposal, subject to the structure and sign meeting with the approval of the company and its Architects.

Reference Architect (30/10/79)

As there is at present an electrical clock on the existing Surfers Paradise Surf Life Saving Club building facing The Esplanade and the proposed illuminated digital clock would be of considerable improvement the benefit to the people using Surfers Paradise beach, I endorse the Building Surveyor's recommendation and recommend that approval in principle, if granted, be subject to the following additional conditions -

- (1) The number of advertisers be limited to one (1).
- (2) Repair and maintenance cost be the responsibility of the Club and/or the advertiser approved by Council.

It is recommended that Council grant approval in principle to the erection of a sign generally in accordance with that indicated upon the drawings submitted with Folio 57757, subject to -

- (1) The number of advertisers be limited to one (1).
- (2) Repair and maintenance cost be the responsibility of the Club and/or the advertiser approved by Council.
- (3) The design of the advertising material, including any subsequent alterations thereto, being approved by Council prior to erection.
- (4) Issue of a Building Permit by Council for the supporting structure prior to erection thereof.
- (5) The payment to Council of annual licence fees in accordance with the relevant scale of fees.
- (6) The structure and sign being referred to H.S.P. Nominees and its Architects for comment prior to erection.

Council Decision (H10)(30/10/79)

The recommendation of the Architect be adopted.

RAMEAU SIGNS (Folio 8428059 4/9/84)

We would like to make application to Council for an advertising device on The Esplanade, Surfers Paradise as per our Engineers Drawings and photograph enclosed (on file).

However, please note that the photograph shows the advertising device not to scale but the Engineers Drawings are and show an overlay of artwork. Provision has been made also for a high quality double sided clock.

We would like you to present this application to Council via Mr. Lamb and we are looking for a favourable reply. In return for the use of this sign we are paying the Surfers Paradise Surf Life Saving Club a fee per annum to help repay their Surf Club as well as supplying a new rubber duckie and outboard motor every four (4) years to be used in surf rescues.

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The sign will be manufactured and installed to Engineers Drawings and Specifications and built to the requirements of the Australian Standard Codes under a system of supervision, control and testing operated during manufacture in accordance with the Code A.S. 1170 (Wind Forces) Part 2 - 1981.

The Council can be assured of a first class advertisement and only the highest quality National Advertisers will be considered.

PARADISE CENTRE (Folio 8504948 30/1/85)

We are pleased to advise that we have reached agreement in principle with the Surfers Paradise Surf Life Saving Club regarding the lease by them of the sign frame provided by us on the roof of their new Clubhouse. The lease will be to Sci-Fleet Motors Pty.Ltd., the new owners of Rameau Signs. You will recall that an obligation exists for the Surfers Paradise S.L.S.C. to pay certain monies to us from the rental income of this sign, to reimburse us for costs incurred in expanding the proposed new clubhouse to a total building cost of \$550,000-00, which was beyond our written obligations.

We understand that it is the intention of Sci-Fleet (Rameau Signs) to sub-lease this sign frame and to erect an advertising sign thereon. A condition of the agreement between Sci-Fleet and the Surfers Paradise S.L.S.C. is that both the Gold Coast City Council and H.S.P. Nominees Pty.Ltd., owners of Paradise Centre, must consent to the proposed shape, dimensions and specification of any proposed sign before it is erected.

The purpose of this letter is to advise Council and by copy of this letter to advise the Surf Club, its Solicitors and Sci-Fleet Motors Pty.Ltd., that we shall co-operate fully with Sci-Fleet in their endeavours to lease this sign. Sci-Fleet has already met with us and agreed to discuss all sign leasing proposals with us early in their leasing negotiations, in an endeavour to avoid any conflict between the interest of the advertiser and those of Paradise Centre and/or any of its major tenants or profit centres.

We are most grateful to Sci-Fleet for adopting this co-operative attitude and we hereby confirm that we shall co-operate with them fully insofar as we are commercially able, in their endeavours to lease this sign. We are most anxious to have the current eyesore turned into an attractive sign, incorporating a clock, as originally agreed with Council and hopefully incorporating a moving message for the benefit of persons using the beach and The Esplanade area.

As soon as Sci-Fleet has a specific proposal in the form of a proposed advertiser and sign design to place before us, we shall give prompt and sympathetic consideration to it. Once an acceptable proposal has been presented in writing to us by Sci-Fleet Motors, we shall promptly advise Council and the Surf Club of our approval of same, so as to clear Sci-Fleet of its obligations to the Club in respect of the agreement clause headed "Approval of Plans."

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SIX SIDED CAROUSEL SIGN - SURFERS PARADISE S.L.S.C.

Reference Signs Inspector (29/3/85)

Application has been received from Rameau the Sign Manufacturers to install an advertising device measuring 10.6m x 3.3m on the structure provided for this purpose which was incorporated in the original design of the roof of the Surfers Paradise Life Saving Club.

The proposed advertiser using the device will be one of the international manufacturers of motor vehicles, resulting in the Surfers Paradise Surf Life Saving Club receiving a yearly fee to assist in the financing of the organisation.

As this application complies with the requirements of the previous decision of Council, it is recommended that permission be granted for the licencing and erection of the device subject to the following conditions -

- (1) The number of advertisers be limited to one (1).
- (2) Repair and maintenance cost be the responsibility of the Club and/or the advertiser approved by Council.
- (3) The design of the advertising material, including any subsequent alterations thereto, being approved by Chief Inspector prior to erection.
- (4) Receipt of Certification by a Structural Engineer that the existing structure is capable of supporting the sign prior to its erection.
- (5) Written approval of H.S.P. (Nominees) Pty.Ltd., prior to its erection.
- (6) The payment of annual licence fees to Council in accordance with the Budget from the date of erection of the sign.

Council Decision (H23)(19/4/85)

That permission be granted for the licencing and erection of the device subject to the following conditions -

- (1) The number of advertisers be limited to one (1).
- (2) Repair and maintenance cost be the responsibility of the Club and/or the advertiser approved by Council.
- (3) The design of the advertising material, including any subsequent alterations thereto, being approved by Chief Inspector prior to erection.
- (4) Receipt of Certification by a Structural Engineer that the existing structure is capable of supporting the sign prior to its erection.
- (5) Written approval of H.S.P. (Nominees) Pty.Ltd., prior to its erection.
- (6) The payment of annual licence fees to Council in accordance with the Budget from the date of erection of the sign.

Council Decision (HB&B 13)(27/3/87)

That Council adopt as policy that commercial advertising signs of any nature and not related to the function and purpose of any building owned by or under the control of this Council be not allowed.

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ITEM 7
SIX SIDED CAROUSEL SIGN - SURFERS PARADISE S.L.S.C.

Council Decision (HB&B 10)(26/2/88)

That small signs depicting the Club's name and Radio Sponsor could remain but the larger signs, which are in effect advertising devices erected without approval, should be removed when the current contract expires as previously advised.

Reference Sign Inspector (DH)(14/7/88)

An application by Aosco for the approval to erect an advertising device as described on letter in folio 8824223 on the roof of the Surfers Paradise Surf Life Saving Club has been submitted to Council.

There is an existing structure on the roof of the building that was incorporated in the design when this building was constructed. Council approved the erection of a device on this structure, however, the applicant never proceeded with its erection and the conditions of approval under Chapter 13 of Council's By-Laws lapsed.

Aosco are now seeking approval to erect a six sided revolving Carousel type device with an electronic time/temperature unit added to device. This device would comply with the requirement of Chapter 13 of Council's By-Laws and in my opinion would not in any way create a visual problem.

It is recommended that the application be approved and that a condition of approval be that the existing device be removed and that any damage to the building be repaired to the Building Surveyor's satisfaction. That no work to commence on site before Working Drawing and Engineer's Certificate along with relevant fees are presented to Council and approved.

Recommendation of City Architect (W.Lee)(11/7/88)

Whilst Council does not normally permit advertising signs to be erected on Council owned or controlled property, approval was initially given to the Surfers Paradise Surf Life Saving Club for the erection of an advertising sign on the basis that a large digital clock would be incorporated in the design and the number of advertisers be limited to one (1). (Refer Council Decision H10, 10/10/1979).

It is recommended that the application be refused for the following reasons:-

1. The proposal as submitted does not comply with the abovementioned Council Decision as the six (6) sided revolving carousel could in fact involve six (6) advertisers.
2. The proposal does not comply with Council's policy (Council Decision HB&B 13, 27/3/87) in that the proposal represents a commercial operation in opposition to the function and purpose of the building.
3. Apart from the proposed time/temperature unit to be incorporated in the sign structure, the proposal is not considered to be in the public interest having respect for the type of existing building and visual environment of the surrounding area.

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ITEM 7

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SIX SIDED CAROUSEL SIGN - SURFERS PARADISE S.L.S.C.

4. The proposal will create an undesirable precedent.

Reference Assistant to Manager, HB&B Dept.(RFS)(14/7/88)
Council item (H23, 19/4/85) shows that on two occasions (1979 and 1985) approval has been granted for the erection of an advertising device on the Surfers Paradise Surf Life Saving Club subject to several conditions. On both occasions, these conditions have not been met, a licence has never been issued and the approvals have lapsed. This current application is for a six sided revolving sign in a different location on the building.

From the references of the Sign Inspector and the City Architect, it is apparent that the subject sign could comply with the provisions of Chapter 13 of Council's By-laws but not with the original approval nor with current policy.

With these points in mind, the matter is raised for consideration.

Reference Manager, HB&B Dept.(BEB)(2/8/88)

It is recommended that the application be approved subject to the following conditions:-

ITEM 7 - AOSCO APPROVAL FOR ERECTION OF PROPOSED SIX SIDED REVOLVING CAROUSEL SIGN - SURFERS PARADISE SURF LIFE SAVING CLUB

File 6-1074-0002-X

That in Condition 1. of the recommendation the words "one (1) revolving carousel" be altered to read "one (1) revolving carousel" by altered to read "one (1) revolving carousel".

- 7. Written approval of H.S.P. (Nominees) Pty. Ltd. prior to its erection.
- 5. The existing device be removed and any damage to the building be repaired to the satisfaction of the Chief Building Surveyor.
- 6. That no work commence on site prior to Council approval of advertising drawings and plans.
- 7. The payment of annual licence fees to Council in accordance with Budget from the date of erection of the six-sided carousel.

Recommendation

That the recommendation of the Manager, Health, Building and By-laws Department be adopted.

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Continued...

SIX SIDED CAROUSEL SIGN - SURFERS PARADISE S.L.S.C.

4. The proposal will create an undesirable precedent.

Reference Assistant to Manager, HB&B Dept.(RFS)(14/7/88)

Council item (H23, 19/4/85) shows that on two occasions (1979 and 1985) approval has been granted for the erection of an advertising device on the Surfers Paradise Surf Life Saving Club subject to several conditions. On both occasions, these conditions have not been met, a licence has never been issued and the approvals have lapsed. This current application is for a six sided revolving sign in a different location on the building.

From the references of the Sign Inspector and the City Architect, it is apparent that the subject sign could comply with the provisions of Chapter 13 of Council's By-laws but not with the original approval nor with current policy.

With these points in mind, the matter is raised for consideration.

Reference Manager, HB&B Dept.(BEB)(2/8/88)

It is recommended that the application be approved subject to the following conditions:-

1. The number of advertisers be limited to six (6) one one (1) revolving carousel.
2. Repair and maintenance cost be the responsibility of the Club and/or advertisers approved by Council.
3. The design of the advertising material be approved by the Manager, Health, Building and By-laws Department prior to its erection.
4. Written approval of H.S.P. (Nominees) Pty. Ltd. prior to its erection.
5. The existing device be removed and any damage to the building be repaired to the satisfaction of the Chief Building Surveyor.
6. That no work commence on site prior to Council approval of advertising drawings and plans.
7. The payment of annual licence fees to Council in accordance with Budget from the date of erection of the six-sided carousel.

Recommendation

That the recommendation of the Manager, Health, Building and By-laws Department be adopted.

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ITEM 8 (DIVISION 5)

BLDG. ACT - RETAINING WALL AT 10 MCCOWAN STREET, ASHMORE -A.M. ROFF
FILE 4-7097(8)

Reference Senior Building Inspector (TE)(20/7/88)

Subsequent to the receipt of a complaint dated 7th May, 1988 a site inspection revealed a concrete masonry earth retaining wall erected upon the common boundary between No. 10 and No. 12 McCowan Street, Ashmore to be in a seemingly dangerous condition. The wall with the visible part of the footing has rotated, considerably from the vertical axis, away from the retained earth. (Photo on file.)

The owner was advised of the inspection result by letter dated 25th May, 1988. The owner has forwarded the following letter in response.

A.M. ROFF (FOLIO 8822052)(30/5/88)

I write to you in reply to your letter dated 25th May, 1988 regarding the retaining wall at the rear of my property.

Before I purchased the property my solicitor commissioned a full Council inspection of the property. Although the report makes note of the fact that "the retaining wall appears to have been built without Council approval", it then goes on to say that the building work may be brought into conformity with the Standard Building By-laws by means of a building application being submitted.

This would suggest that whoever carried out the inspection was of the opinion that the wall was structurally sound.

Since this inspection was carried out in recent months, I find it hard to believe that the condition of the wall has altered to such an extent. In fact since I have been in residence the wall has not altered position. I am therefore of the opinion that the wall is structurally sound and not in "imminent danger of collapse" as stated in your letter.

Your current letter seems to be in direct conflict with the earlier report. I therefore propose to take no action at this time, based upon the findings of the original inspections.

Further Reference Senior Building Inspector (TE)(20/7/88)

The advice in Council's search report, which is standard wording, was "whilst it may be possible for the said building work to be brought into conformity with the Standard Building By-laws, it will be necessary for a building application to be submitted to enable the situation to be assessed".

It is considered that some rectification work is necessary. In view of the owner's attitude, it is considered appropriate for Council to proceed formally under the provisions of the Building Act.