

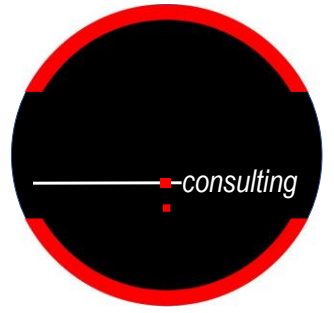
APPENDIX E

TRAFFIC IMPACT ASSESSMENT



6-10 Eastridge Street, Stapylton

Traffic Impact Assessment



Strathwyn Street Developments Trust

10 March 2025



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Document Issue History

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P6810.001R 6_10 Eastridge Street Stapylton TIA	001	Prepared: Reviewed: Issued	J. Kirkham N. Edwards N. Edwards	 N. Edwards (RPEQ #26813)	10/03/2025	Alex Bolas at Engage Group via email

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1. INTRODUCTION

1.1 Overview

Bitzios Consulting has been engaged by Strathwyn Street Developments Trust (applicant) to provide traffic engineering services in relation to a proposed warehouse development to be located 6-10 Eastridge Street and 6 Homestead Drive, Stapylton (subject site).

The subject site is formally described as Lot 111, 112 and Lot 113 on SP316137 and is located within the City of Gold Coast (Council) local government area.

1.2 Proposed Development

Key development details are summarised below:

- **Land Use and Yield:** Total 3,853m² gross floor area (GFA), broken down as follows:
 - Café use – Up to 62m² GFA (Ground floor of Warehouse 1)
 - Warehouse use – Up to 12 tenancies with 3,853m² GFA (All tenancies, excluding the ground floor of Tenancy 1 which could be café or warehouse use)
- **Access:** Via two (2) driveway crossovers on Eastridge Street as described below:
 - Western driveway – 7m wide entry and exit driveway
 - Eastern driveway – 5.5m wide exit only driveway
- **Parking:** 71 spaces including 67 car parking spaces, one (1) PWD car parking space and four (4) motorcycle parking spaces
- **On-Site Service Vehicle Provisions:** Refuse collection vehicles (RCV), medium rigid vehicles (MRV) and smaller vehicles.

A copy of the proposed development plans is included at **Appendix A**.

1.3 Context

The development application (DA) is subject to a Self-Assessable application. The development is to be assessed against the requirements determined as part of a Preliminary Approval (PA) previously lodged over the subject site (and surrounding sites).

The PA identified in the most part that future developments were to comply with the Gold Coast Planning Scheme 2003 (GC Planning Scheme 2003). It is noted that Council's Car Parking, Access and Transport Integration (CPATI) Code (Ver 1.0 of Part 7) has been referenced herein.

1.4 Scope of Works

The scope of this traffic impact assessment included the following tasks:

- Reviewing the proposed access arrangements (configurations, spacings, sightlines, etc.) against GC Planning Scheme 2003 and / or relevant Australian Standards (AS2890)
- Reviewing the proposed car parking provision against GC Planning Scheme 2003
- Reviewing the internal layout arrangements (i.e., car park dimensions, roadway widths etc) against GC Planning Scheme 2003 and / or AS2890 requirements
- Reviewing the proposed servicing arrangements against GC Planning Scheme 2003 requirements, including the preparation of swept path diagrams using AutoTURN software
- Estimating development traffic generation and distribution based on typical industry rates
- Undertaking a qualitative assessment of the potential development related traffic impacts and compare the impact of the proposed development against the existing preliminary approval
- Reviewing the proposed development against the GC Planning Scheme 2003, CPATI Code.

2. EXISTING CONDITIONS

2.1 Road Network

Figure 2.1 illustrates the location of the subject site in the context of the surrounding road network.



Source: QldGlobe

Figure 2.1: Subject Site Location & Existing Road Network

Table 2.1 identifies key roads surrounding the subject site and summarises relevant characteristics.

Table 2.1: Road Network

Road Name	Jurisdiction	Hierarchy	Cross-Section	Speed Limit
Eastridge Street	Council	Access	2 lanes / undivided	50km/h*
Ernest Street	Council	Access	2 lanes / undivided	50km/h*
Homestead Drive	Council	Access	2 lanes / undivided	50km/h*
Stapylton – Jacobs Well Road	State	State road	2 lanes / undivided	60km/h

*Unposted – assumed default urban built-up area speed limit

2.2 Transport Network Planning

A review of Council's 'Local Government Infrastructure Plan' (LGIP) and the Department of Transport and Main Roads' (TMR's), Queensland Transport and Roads Investment Program (QTRIP) 2024-25 to 2027-28 has been undertaken to understand if there are any planned road network projects expected to impact the subject site.

The review of Council's LGIP found no projects expected to impact the subject site.

The review of TMR's QTRIP found that there a road planning project is proposed to be completed which will investigate upgrades to Stapylton – Jacobs Well Road between Christiansen Road and Woolshed Road. A further review found that TMR may be planning to upgrade Stapylton – Jacobs Well Road to four (4) lanes near the Stapylton – Jacobs Well Road / Homestead Drive intersection. The Stapylton – Jacobs Well Road / Homestead Drive intersection may also be upgraded as part of these works. Importantly, it is considered unlikely that any such upgrades will impact the subject site.

3. SITE LAYOUT REVIEW

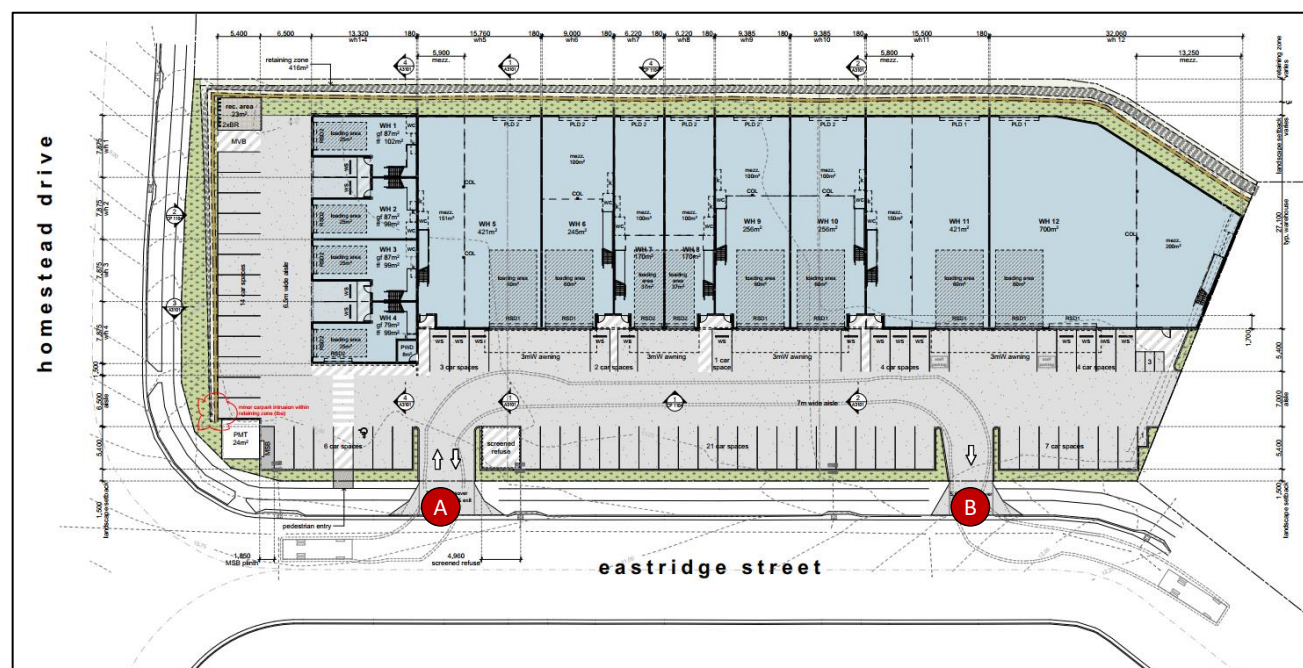
3.1 Vehicular Access

3.1.1 Overview

Vehicular access is proposed via two (2) driveway crossovers on Eastridge Street as outlined below:

- **Access A:** 7.0m Type B2 driveway crossover (all movements)
- **Access B:** 5.5m modified Type B2 driveway crossover (exit movements only).

Figure 3.1 provides an overview of the access arrangements.



Source: Sparc

Figure 3.1: Site Access Arrangements

A review of the proposed access arrangements has been undertaken as detailed herein.

3.1.2 Configuration

It is specifically noted that the Standard Drawing No 59218 of Planning Scheme Policy 11 – Land Development Guidelines (referenced in Council's CPAT1 Code) was not publicly available.

As such, a review of the proposed driveway configurations has been undertaken considering Institute of Public Works Engineering Australasia Queensland (IPWEAQ) RSD-102 requirements (specified by Council's current City Plan).

Table 3.1 summarises our review of the proposed driveway crossover configurations.

Table 3.1: Driveway Crossover Configuration Review

ID	Design Vehicle	Required Configuration	Proposed Configuration	Compliant
A	RCV	6.0 – 9.0m Type B2	7.0m Type B2 (all movements)	Yes
B	RCV	5.5m Type B2	Modified 5.5m Type B2 (exit only)	Considered suitable – see below

The Access A driveway crossover configuration complies with IPWEAQ / current City Plan requirements. Further, swept path diagrams have been prepared which demonstrate that service vehicles can appropriately enter and exit via Access A. A copy of the swept path diagrams is included at **Appendix B**.

It is noted that as Access B is proposed to be an exit only driveway crossover, a modified western driveway splay is proposed which allows exit movements but discourages entry movements.

Importantly, swept path diagrams have been prepared which demonstrate that service vehicles can appropriately exit via Access B. A copy of the swept path diagrams is included at **Appendix B**. Therefore, whilst the Access B driveway configuration does not strictly comply with IPWEAQ / current City Plan requirements, it is considered acceptable from a traffic engineering perspective.

In summary, the proposed driveway crossover configurations comply with IPWEAQ / current City Plan requirements or are otherwise considered acceptable from an engineering perspective.

3.1.3 Location

Table 3.2 summarises our review of the access locations against Council's CPATI Code.

Table 3.2: Access Location Review

Access	Adjacent Feature	Required Separation	Proposed Separation	Compliant
A	Adjacent Access (east)	3m	>3m	Yes
	Adjacent Access (west)	3m	>3m	Yes
B	Adjacent Access (east)	3m	>3m	Yes
	Adjacent Access (west)	3m	>3m	Yes

In summary, the proposed access locations comply with Council's CPATI Code requirements.

3.1.4 Sight Distance

Table 3.3 summarises our review of expected access sight distances against AS2890.1, as referenced by Council's CPATI Code.

Table 3.3: Access Sight Distance Review

Access	Speed Environment	Direction	Required Sight Distance		Available Sight Distance	Compliant
			Desirable	Minimum		
A	50km/h*	East	69m	45m	>70m	Yes
		West	69m	45m	~50m	Yes
B		East	69m	45m	>70m	Yes
		West	69m	45m	>70m	Yes

*Unposted – assumed default urban built-up area speed limit

As identified above, sight distances are expected to comply with AS2890.1 requirements as required by Council's CPATI Code.

3.2 Car Park Layout

Table 3.4 summarises our review of the site layout against AS2890 requirements.

Table 3.4: Site Layout Review

Element	Required	Proposed	Compliant
General Car Parking Space	2.4m x 5.4m	2.5m x 5.4m	Yes
PWD Parking Space	2.4m x 5.4m with 2.4m x 5.4m shared zone	2.4m x 5.4m with 2.4m x 5.4m shared zone	Yes
Motorcycle Parking Space	1.2m x 2.5m	1.2m x 2.5m	Yes
Blind Aisle Treatment	>1m blind aisle extension	1m	Yes
Blind Aisle Turnaround Space	2.5m x 5.4m	2.5m x 5.4m	Yes
Car Parking Aisle Width	6.5m	Min. 6.5m	Yes
Access A Queue Storage	12m (2 cars)	~12m	Yes

In summary, the proposed car parking arrangements comply with the relevant AS2890 design requirements and are considered suitable from a traffic engineering perspective.

3.1 Car Parking Provision

A review of the proposed development's car parking provisions has been completed as detailed herein.

As previously identified, a total of 71 spaces including 67 car parking spaces, one (1) PWD car parking space and four (4) motorcycle parking spaces are proposed as part of the development.

Importantly, Council's current City Plan indicates that two (2) motorcycle spaces can replace one (1) car space, up to 15% of the minimum parking requirement. Considering this and the motorcycle parking spaces proposed as part of the development, our car parking review has been based on the development having 69 car parking spaces, one (1) PWD car parking space.

Table to Acceptable Solutions AS8.1.2 of the PA previously lodged over the subject site specifies car parking provision rates for the development.

Table 3.5 identifies the car parking provision rates. It is noted that the provision rate for Warehouse use, and all other uses is the same.

Table 3.5: Car Parking Provision Rates

Land Use	Provision Rate
Warehouse	Two (2) spaces per tenancy or lot, plus one (1) space per 50m ² of GFA up to 500m ² , plus one (1) space per 100m ² of GFA over 500m ²
All other uses	Two (2) spaces per tenancy or lot, plus one (1) space per 50m ² of GFA up to 500m ² , plus one (1) space per 100m ² of GFA over 500m ²

Table 3.6 summarises our review of the development's car parking provision.

Table 3.6: Car Parking Provision Review

Land Use	Yield (GFA)	Required Spaces	Proposed Spaces	Compliant
All Uses	12 tenancies with 3,853m ² GFA	68 spaces	69 spaces	Yes

In summary, the assessed development car parking provision complies with PA requirements.

3.2 Bicycle Parking Provision

A review of the proposed development's bicycle parking provisions has been completed as detailed herein. Eight (8) bicycle parking spaces proposed to be provided as part of the development.

Table to Acceptable Solutions AS41.4 of the PA previously lodged over the subject site specifies bicycle parking provision rates for the development.

Table 3.7 identifies the relevant bicycle parking provision rates.

Table 3.7: Bicycle Parking Provision Rates – PA Table to Acceptable Solutions AS41.4

Land Use	Provision Rate
Warehouse	One (1) space per 800m ² of GFA
All other uses excluding Service Industry, Industry & Showroom	As determined by Council

It is noted that warehouse use and café use is being applied for. As no provision rate is specified for café use, reference has been made to the rates identified in Austroads Guide to Traffic Management Part 11: Parking Management Techniques, Table C2 6.

Table 3.8 identifies the café use bicycle parking provision rates specified by Austroads.

Table 3.8: Bicycle Parking Provision Rates – PA Table to Acceptable Solutions AS41.4

Land Use	Staff Provision Rate	Visitor Provision Rate
Café	One (1) space per 25m ² GFA	Two (2) spaces per café

The following land use / yield scenarios when reviewing the bicycle parking supply:

- **Scenario 1:** All tenancies / areas are warehouse use
- **Scenario 2:** All tenancies / areas are warehouse use, excluding the ground floor of Tenancy 1 which is café use.

Table 3.9 summarises our review of the development's bicycle parking provision.

Table 3.9: Bicycle Parking Provision Review

Scenario	Land Use	Yield (GFA)	Long Term / Staff Required	Visitor Required	Total Required
1	Warehouse	3,853m ² GFA	5 spaces	-	5 spaces
Total	-	-	5 spaces	-	5 spaces
2	Warehouse	3,791m ² GFA	4.7 spaces	-	5 spaces
	Café	62m ² GFA	2.5 spaces	2 spaces	5 spaces
Total	-	-	8 spaces	2 spaces	10 spaces

Considering the above, the proposed bicycle parking provision exceeds requirements for land use / yield Scenario 1 by five (5) spaces. However, the proposed provision falls two (2) spaces short of requirements for land use / yield Scenario 2.

Notwithstanding the shortfall based on Scenario 2, the proposed provision is considered sufficient in this instance. Given the site's location within an industrial estate near the Pacific Motorway, fewer staff and visitors are expected to cycle to / from the café than would otherwise be the case (i.e. if the café was in an urban / built-up area).

In summary, the proposed bicycle parking provision is considered sufficient in this instance.

3.3 Servicing

3.3.1 Deliveries and Loading

Table 3.10 summarises our review of the servicing arrangements against Council's CPATI Code requirements. For the purposes of our review, it has been assumed that all tenancies will support warehouse use as it requires servicing by larger vehicles than café use.

Table 3.10: Servicing Review

Land Use	Tenancy	Requirement	Proposed	Compliant
Warehouse	Tenancy 1	Articulated Vehicle (AV)	VAN	Considered suitable – See below
	Tenancy 2-4		Small Rigid Vehicle (SRV)	Considered suitable – See below
	Tenancy 5-12		Medium Rigid Vehicle (MRV)	Considered suitable – See below

As identified above, smaller vehicles than AVs are proposed to service the tenancies. Whilst the arrangements do not comply with the CPATI Code, the sizes of the tenancies (all relatively small) mean that they are not expected to require or produce large / bulk goods requiring delivery by AVs. Given the proposed tenancy sizes, servicing by VANs, SRVs and / or MRVs is expected by more than sufficient.

Importantly, swept path diagrams have been prepared which demonstrate that the respective vehicles can enter the subject site in a forward gear, access each tenancy's servicing zone and exit the subject site in a forward gear. A copy of the swept path diagrams is included at **Appendix B**.

In summary, the proposed service vehicle provisions and servicing arrangements are considered acceptable from a traffic engineering perspective.

3.3.2 Refuse Collection

Refuse collection is proposed to be undertaken in-aisle adjacent to the bin store.

The in-aisle collection arrangement is considered acceptable given refuse is expected to be collected relatively infrequently and take a short period of time. Accordingly, refuse collection is not expected to have any significant impacts on the operation of the car park / the development.

Importantly, swept path diagrams have been prepared which demonstrate that RCVs can enter the subject site in a forward gear, pull up adjacent to the bin store and exit the subject site in a forward gear. A copy of the swept path diagrams is included at **Appendix B**.

In summary, the proposed refuse collection arrangements are considered acceptable from a traffic engineering perspective.

4. TRAFFIC ASSESSMENT

4.1 Overview

The proposed development will predominately support warehouse use. However, café use is also being applied for.

Given the above, we have estimated subject site traffic volumes based on the following two (2) land use / yield scenarios scenario:

- **Scenario 1:** All tenancies / areas are warehouse use
- **Scenario 2:** All tenancies / areas are warehouse use, excluding the ground floor of Tenancy 1 which is café use.

4.2 Scenario 1 Traffic Volumes

Table 4.1 identifies the adopted peak hour traffic generation rate and the peak hour traffic volumes which may be generated by the proposed development based on land use / yield scenario 1.

Table 4.1: Traffic Generation Rate & Volumes – Scenario 1

Land Use	Yield (GFA)	Peak Hour Trip Rate	Peak Hour Trips
Warehouse	3,853m ²	0.5 trips / 100m ² GFA*	20

* Sourced from Guide to Traffic Generating Developments 2002

Table 4.2 summarises the adopted directional distribution splits which are based on typical industry rates.

Table 4.2: Directional Splits – Scenario 1

Land Use	AM Inbound	AM Outbound	PM Inbound	PM Outbound
Warehouse	75%	25%	35%	65%

Table 4.3 summarises the estimated Scenario 1 peak hour traffic volumes by direction.

Table 4.3: Traffic Volumes by Direction – Scenario 1

Land Use	AM Peak (Trips)			PM Peak (Trips)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Warehouse	15	5	20	7	13	20

4.3 Scenario 2

Table 4.4 identifies the adopted peak hour traffic generation rate and the peak hour traffic volumes which may be generated by the proposed development based on land use / yield scenario 2.

Table 4.4: Traffic Generation Rates & Volumes – Scenario 2

Land Use	GFA	Peak Hour Trip Rate	Peak Hour Trips
Warehouse	3,868m ² GFA	0.5 trips / 100m ² GFA*	20
Café (T1 Ground Floor)	87m ² GFA	5 trips / 100m ² GFA*	5

* Sourced from Guide to Traffic Generating Developments 2002

Table 4.5 summarises the adopted directional distribution splits which are based on typical industry rates.

Table 4.5: Directional Splits – Scenario 2

Land Use	AM Inbound	AM Outbound	PM Inbound	PM Outbound
Warehouse	75%	25%	35%	65%
Café	50%	50%	50%	50%

Table 4.6 summarises the estimated Scenario 2 peak hour traffic generation by direction.

Table 4.6: Traffic Volumes by Direction – Scenario 2

Land Use	AM Peak (Trips)			PM Peak (Trips)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Warehouse	15	5	20	7	13	20
Café (T1 Ground Floor)	3	3	6	3	3	6
Total	18	8	26	10	16	26

4.4 Impact Review

In summary, the proposed development may generate in the order of 20 to 30 trips during peak hour periods, which equates to approximately one (1) trip every two (2) to three (3) minutes on average. Based on this, we are of the view that:

- The development will have negligible operational impacts on the surrounding road network
- Detailed traffic analysis (SIDRA) is not warranted
- Road upgrades are not warranted to offset development traffic impacts.

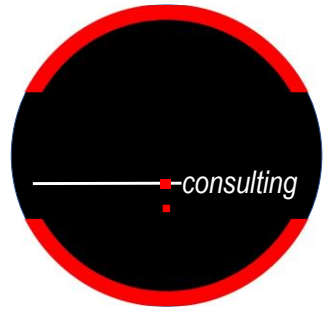
5. SUMMARY

Key findings from our assessment are summarised below:

- Council LGIP's does not identify any road projects that are expected to impact the subject site
- It is considered unlikely that road projects identified in TMR's QTRIP will impact the subject site
- The proposed driveway crossover configurations comply with IPWEAQ / current City Plan requirements or are otherwise considered acceptable from an engineering perspective
- The proposed access locations comply with Council's CPATI Code requirements
- Sight distances are expected to comply with AS2890.1 requirements as required by Council's CPATI Code
- The proposed car parking arrangements comply with the relevant AS2890 design requirements and are considered suitable from a traffic engineering perspective
- The assessed development car parking provision complies with PA requirements
- The proposed bicycle parking provision is considered sufficient in this instance
- The proposed service vehicle provisions and servicing arrangements are considered acceptable from a traffic engineering perspective
- The proposed refuse collection arrangements are considered acceptable from a traffic engineering perspective
- The proposed development will generate low traffic volumes. As such it will have negligible impacts on the surrounding road network. No external road upgrades are warranted to offset development traffic impacts.

Based on the findings of this report, we are of the view that there is no traffic engineering related matter to preclude approval of the development subject to reasonable and relevant conditions.

Appendix A: Proposed Plans



Proposed industrial development

6-10 Eastridge Street Stapylton



1 location plan/satellite imagery
SCALE 1:500

background image source: <https://www.nearmap.com/au/en>

site information

site address	6-10 Eastridge Street Stapylton QLD, 4306
parcel information	Lot 111 & 113, SP316137 local government area - gold coast council

drawing schedule

A0001	cover page and drawing schedule
A1001	proposed site plan
A1002	proposed roof plan
A1003	site cover calculations
A1004	site impervious area
A1005	site tua calculations
A2101	floor plan - ground floor
A2102	floor plan - mezzanine
A3001	elevations 1
A3101	sections 1
A4001	perspectives 1
A4002	perspectives 2

note:
background aerial image source has been provided to communicate existing surrounding amenities only, nearmaps aerial image is indicative only and not shown to scale.

DA ISSUE

P5	21/02/25	Revised DA Issue
P4	16/01/25	Revised DA Issue
P3	05/12/24	Revised DA Issue
P2	29/11/24	Revised DA Issue
P1	25/11/24	DA Issue

issue date revision

job no.

2499



site information

TUA (total usable area)			site area	6,477m ²
warehouse 1	ground	43m ²	developable area	6,061m ²
	mezzanine	94m ²	excl. retaining zone	94m ²
			hardstand area	2,466m ²
GBA (incl. loading zone)				
warehouse 1	ground	87m ²	warehouse 1	87m ²
	mezzanine	102m ²	ground	102m ²
warehouse 2	ground	44m ²	warehouse 2	87m ²
	mezzanine	93m ²	ground	99m ²
warehouse 3	ground	44m ²	warehouse 3	87m ²
	mezzanine	93m ²	ground	99m ²
warehouse 4	ground	38m ²	warehouse 4	87m ²
	mezzanine	94m ²	ground	99m ²
warehouse 5	ground	338m ²	warehouse 5	79m ²
	mezzanine	149m ²	ground	99m ²
warehouse 6	ground	162m ²	PWD	8m ²
	mezzanine	96m ²		
warehouse 7	ground	112m ²	warehouse 5	421m ²
	mezzanine	96m ²	ground	151m ²
warehouse 8	ground	112m ²	warehouse 6	245m ²
	mezzanine	96m ²	mezzanine	100m ²
warehouse 9	ground	173m ²	warehouse 7	170m ²
	mezzanine	97m ²	mezzanine	100m ²
warehouse 10	ground	173m ²	warehouse 8	170m ²
	mezzanine	97m ²	mezzanine	100m ²
warehouse 11	ground	336m ²	warehouse 9	256m ²
	mezzanine	146m ²	ground	100m ²
warehouse 12	ground	609m ²	warehouse 10	256m ²
	mezzanine	180m ²	mezzanine	100m ²
total TUA		3,515m ²	warehouse 11	421m ²
			mezzanine	151m ²
			warehouse 12	700m ²
			ground	200m ²

total GBA 4,387m²
total site yield 72.4%
total GBA / developable area

GFA (excl. loading zones)

warehouse 1	ground	62m ²
	mezzanine	102m ²
warehouse 2	ground	62m ²
	mezzanine	99m ²
warehouse 3	ground	62m ²
	mezzanine	99m ²
warehouse 4	ground	54m ²
	mezzanine	99m ²
PWD		8m ²
warehouse 5	ground	361m ²
	mezzanine	151m ²
warehouse 6	ground	185m ²
	mezzanine	100m ²
warehouse 7	ground	133m ²
	mezzanine	100m ²
warehouse 8	ground	133m ²
	mezzanine	100m ²
warehouse 9	ground	196m ²
	mezzanine	100m ²
warehouse 10	ground	196m ²
	mezzanine	100m ²
warehouse 11	ground	361m ²
	mezzanine	151m ²
warehouse 12	ground	640m ²
	mezzanine	200m ²
total GFA		3,853m ²
total site yield		63.6%
total GFA / developable area		

carparks required
warehouse:
1/50m² < 500m² GFA
1/100m² > 500m² GFA
+ 2 per tenancy/site
total: 44

carparks provided
71 (including 1 PWD)

landscape provided
approx. 539m² (approx 8.3%)
taken from total site area & excl. retaining zone

design vehicle/s
turning circles shown indicatively only
and must be checked by traffic engineer

MRV
8,800
2,500

legend
BR bike rack
BR manoeuvring bay
PMT padmount transformer
PLD1 6mH x 5.0mW panel lift
door
PLD2 2.4mH x 4.7mW panel lift
door
RSD1 6mH x 5mW roller shutter
door
RSD2 5mH x 3.5mW roller shutter
door

P8	21/02/25	Revised DA issue
P7	16/11/25	Revised DA issue
P6	05/12/24	Revised DA issue
P5	03/12/24	issue for coordination
P4	03/12/24	for client review
P3	02/12/24	for client review
P2	29/11/24	Revised DA issue
P1	25/11/24	DA issue

DA ISSUE

issue date revision

job no.

P8

2499

homestead drive

existing watercourse

eastridge street

BR	bike rack
MVB	manoeuvring bay
PLD1	6m x 5.0m panel lift door
PLD2	4.70m x 2.4m panel lift door
PMT	padmount transformer
RSD1	6m x 5m roller shutter door
RSD2	3m x 5m roller shutter door
RSD3	3m x 2.4m roller shutter door
WH	warehouse

materials

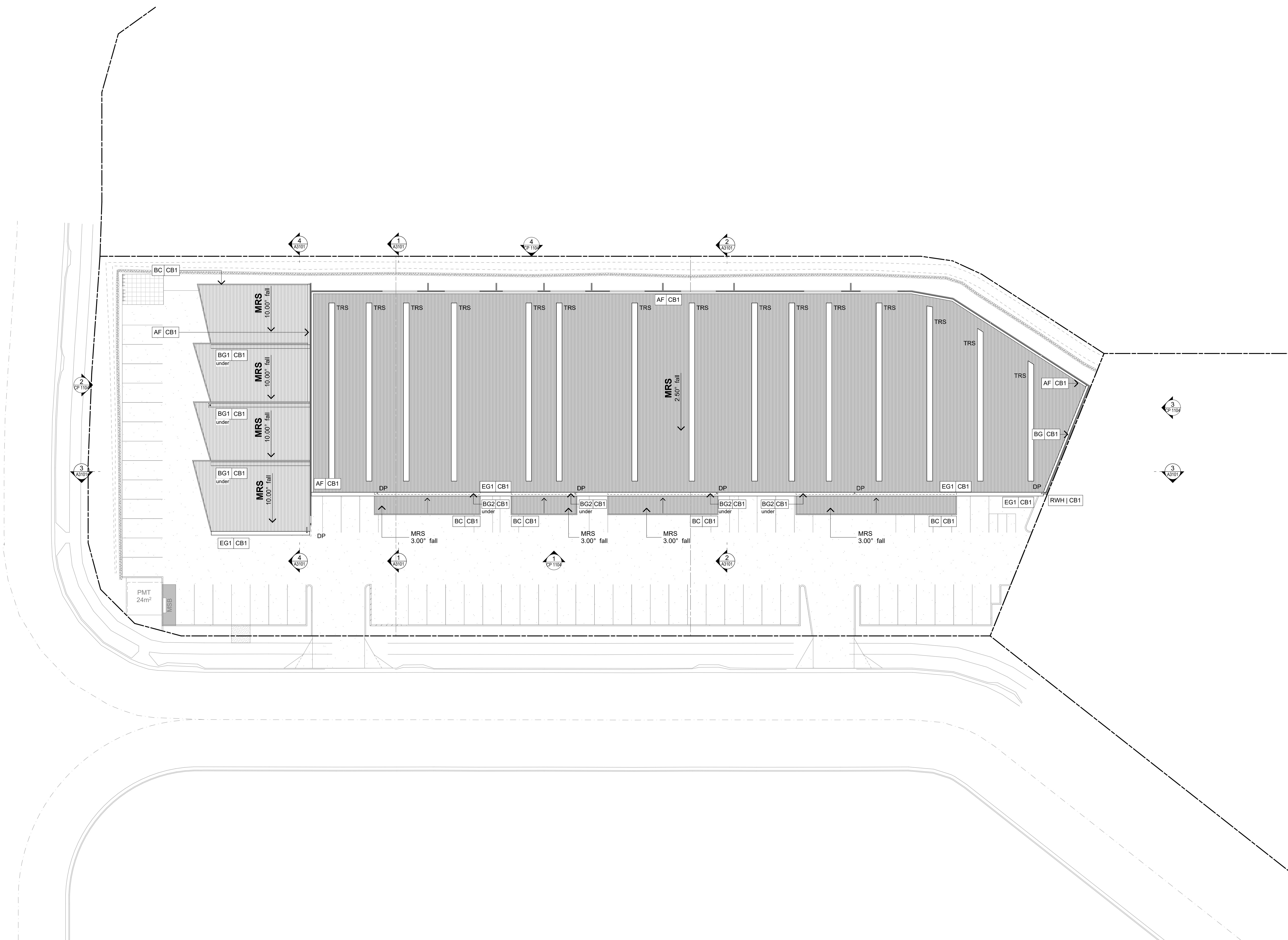
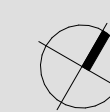
AFG	aluminium framed
MWS	glazing colorbond metal wall
MRS	sheeting zincalume metal roof
PCP	sheeting precast concrete panel
SOF1	soffit type 1
BC	barge capping
BG	box gutter
DP	downpipe
EG	eaves gutter
PW/C	polycarbonate wall cladding
RC	ridge capping
TRS	translucent roof sheet (minimum 10% of total warehouse roof area).

finishes

CB1	colorbond 1
EP1	COLORBOND: Monument external paint finish-1 DULUX: Vivid White: SW1G1: 94
EP2	external paint finish-2 DULUX: Milton Moon: SN4G2: 50
EP3	external paint finish-3 DULUX: Monument: C29:8
IP1	internal paint finish-1 DULUX: Vivid White: SW1G1: 94

B

BC	barge capping
BG	box gutter
BR	bike rack
COL	column
	<i>to structural engineer's specification</i>
DP1	downpipe type 1
DP2	downpipe type 2
EG	eaves gutter
HR1	handrail type 1
HR2	handrail type 2
PJ	panel joint
RWH	rainwater head
WS	wheel stop

**DA ISSUE**

site cover

Defined in the Brisbane City Plan Council Planning Scheme ePlan, Schedule 1 Definitions:

site cover, of development, means the portion of the site, expressed as a percentage, that will be covered by a building or structure, measured to its outermost projection, after the development is carried out, other than a building or structure, or part of a building or structure, that is -

- (a) in a landscaped or open space area, including, for example, a gazebo or shade structure; or
- (b) a basement tha is completely below ground level and used for a car parking; or
- (c) the eaves of a building; or
- (d) a sun shade.

hatch indicates area included in site cover calculation

warehouse

total site cover: 3,338m²

site area: 6,477m²

site cover percentage: 51.5%

DA ISSUE

issue	date	revision
P5	21/02/25	Revised DA issue
P4	16/01/25	Revised DA issue
P3	05/12/24	Revised DA issue
P2	29/11/24	Revised DA issue
P1	25/11/24	DA issue

job no. **2499**



impervious area

impervious area, means the portion of the site, that will be covered by ground surfaces unable to be penetrated by water measured to its outermost projection.

warehouse 1

total impervious area: 2,508m²

hatch indicates area included in impervious area calculation (excluding retaining wall zone)

total building footprint: 2,987m²

hatch indicates area included in building footprint calculation

total landscaping: 539m²

hatch indicates area included in landscape calculation

building footprint
2,987m²

site impervious area
2,508m²

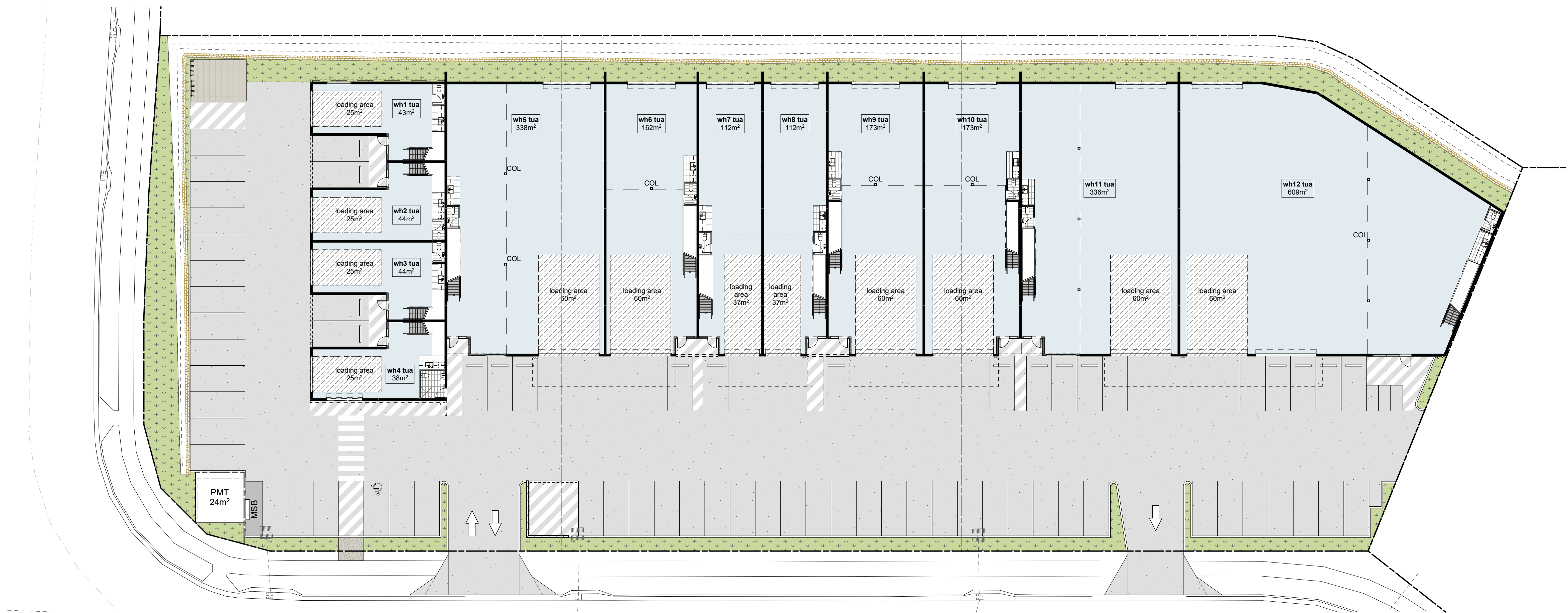
PMT
24m²

MSB

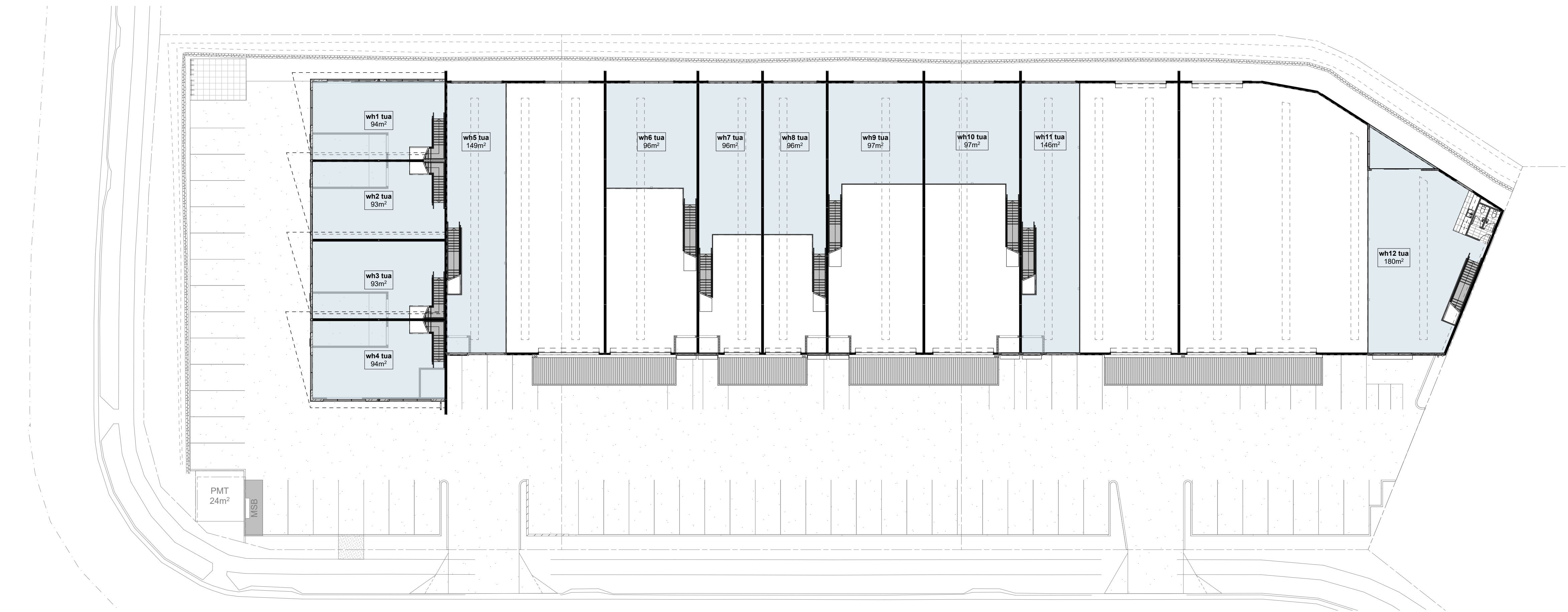
DA ISSUE

issue	date	revision
P5	21/02/25	Revised DA issue
P4	16/01/25	Revised DA issue
P3	05/12/24	Revised DA issue
P2	29/11/24	Revised DA issue
P1	25/11/24	DA issue





1 ground floor - tua
SCALE 1:250



2 first floor - tua
SCALE 1:250

TUA calculations	
ground floor	Area (m²)
warehouse 01	43
warehouse 02	44
warehouse 03	44
warehouse 04	38
warehouse 05	338
warehouse 06	162
warehouse 07	112
warehouse 08	112
warehouse 09	173
warehouse 10	173
warehouse 11	336
warehouse 12	609
	2,184 m²

TUA calculations	
first floor mezzanine	Area (m²)
warehouse 01	94
warehouse 02	93
warehouse 03	93
warehouse 04	94
warehouse 05	149
warehouse 06	96
warehouse 07	96
warehouse 08	96
warehouse 09	97
warehouse 10	97
warehouse 11	146
warehouse 12	180
	1,331 m²

TUA calculations	
total area combined	Area (m²)
warehouse 01	137
warehouse 02	137
warehouse 03	137
warehouse 04	132
warehouse 05	487
warehouse 06	258
warehouse 07	208
warehouse 08	208
warehouse 09	270
warehouse 10	270
warehouse 11	482
warehouse 12	789
	3,515 m²

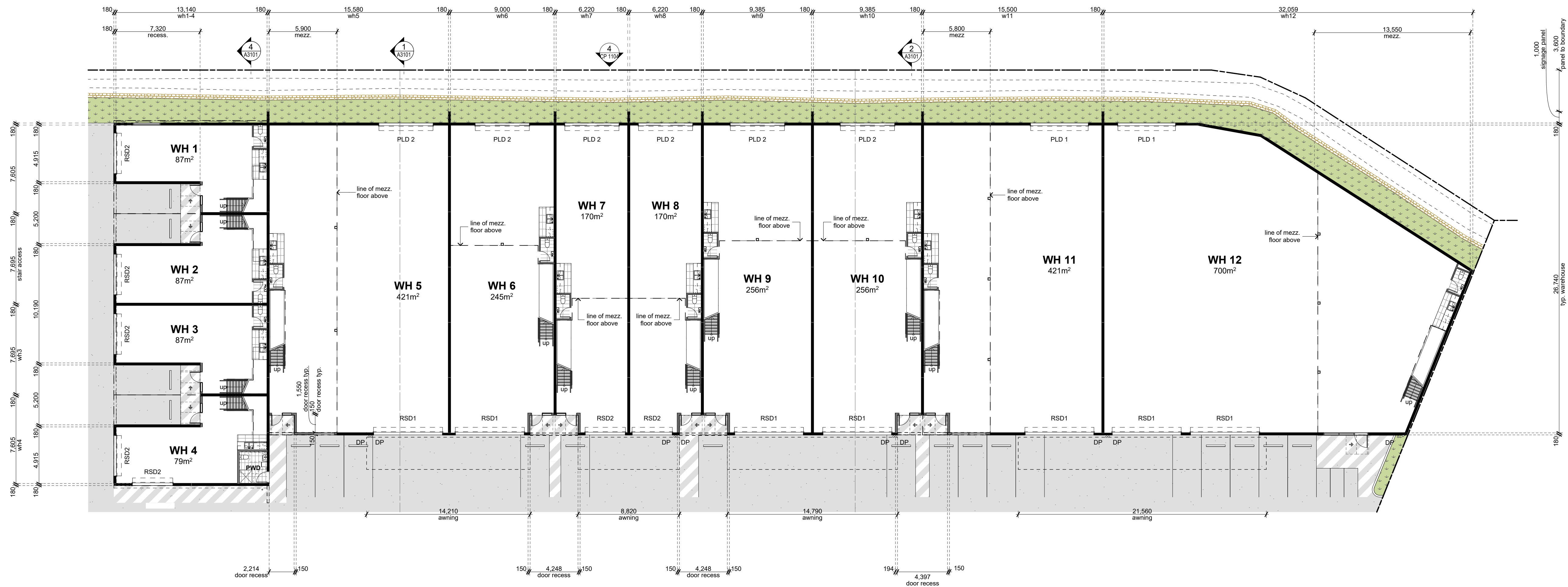
DA ISSUE

furniture legend

furniture layout shown
indicatively only. client to supply
and install all furniture

indicates circulation space
to accessible doors to be
in accordance with
AS1428.1-2009

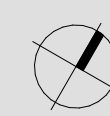
indicates 900 x 900
circulation space for
people with ambulant
disabilities to be in
accordance with
AS1428.1-2009



DA ISSUE

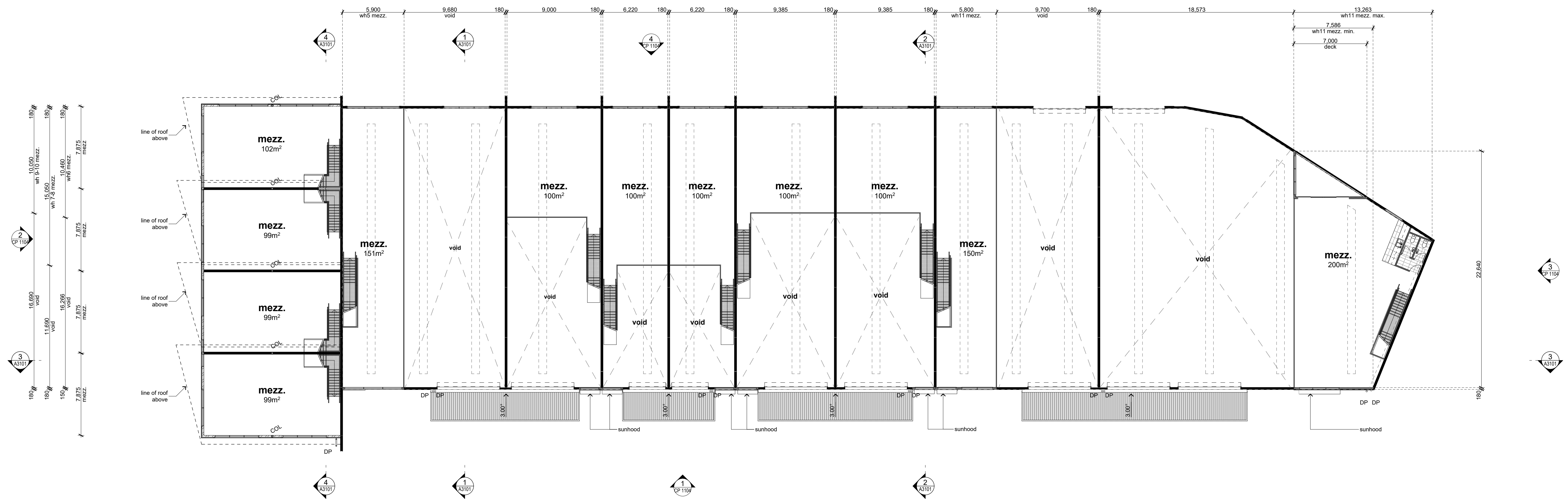
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P5	21/02/25	Revised DA Issue
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P3	05/12/24	Revised DA Issue
P2	29/11/24	Revised DA Issue
P1	25/11/24	DA Issue

job no.
2499



|| indicates circulation space
- - - to accessible doors to be
in accordance with
AS1428.1-2009

indicates 900 x 900
circulation space for
people with ambulant
disabilities to be in
accordance with
AS1428.1-2009



DATA ISSUE

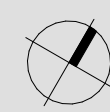
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16/01/25	Revised DA issue
05/12/24	Revised DA Issue
29/11/24	Revised DA Issue
25/11/24	DA Issue
date	revision

0.

2400

2499

2100



BR	bike rack
MVB	manoeuvring bay
PLD1	6m x 5.0m panel lift door
PLD2	4.70m x 2.4m panel lift door
PMT	padmount transformer
RSD1	6m x 5m roller shutter door
RSD2	3m x 5m roller shutter door
RSD3	3m x 2.4m roller shutter door
WH	warehouse

materials	
AFG	aluminum framed glazing
MWS	colorbond metal wall sheeting
MRS	zincalume metal roof sheeting
PCP	precast concrete panel
SOF1	soffit type 1
BC	barge capping
BG	box gutter
DP	downpipe
EG	eaves gutter
PWC	polycarbonate wall cladding
RC	ridge capping
TRS	translucent roof sheet (minimum 10% of total warehouse roof area)

finishes	
CB1	colorbond 1 COLORBOND: Monument
EP1	external paint finish-1 DULUX: Vivid White: SW1G1: 94
EP2	external paint finish-2 DULUX: Milton Moon: SN4G2: 50
EP3	external paint finish-3 DULUX: Monument: C29:8
IP1	internal paint finish-1 DULUX: Vivid White: SW1G1: 94

B	bollard
BC	barge capping
BG	box gutter
BR	bike rack
COL	column to structural engineer's specification
DP1	downpipe type 1
DP2	downpipe type 2
EG	eaves gutter
HR1	handrail type 1
HR2	handrail type 2
PJ	panel joint
RWH	rainwater head
WS	wheel stop



DA ISSUE

P5	21/02/25	Revised DA issue
P4	16/01/25	Revised DA issue
P3	05/12/24	Revised DA Issue
P2	29/11/24	Revised DA Issue
P1	25/11/24	DA Issue
issue	date	revision

job no.

1

1

1

1

legend

BR	bike rack
MVB	manoeuvring bay
PLD1	6m x 5.0m panel lift door
PLD2	4.70m x 2.4m panel lift door
PMT	padmount transformer
RSD1	6m x 5m roller shutter door
RSD2	3m x 5m roller shutter door
RSD3	3m x 2.4m roller shutter door
WH	warehouse

materials

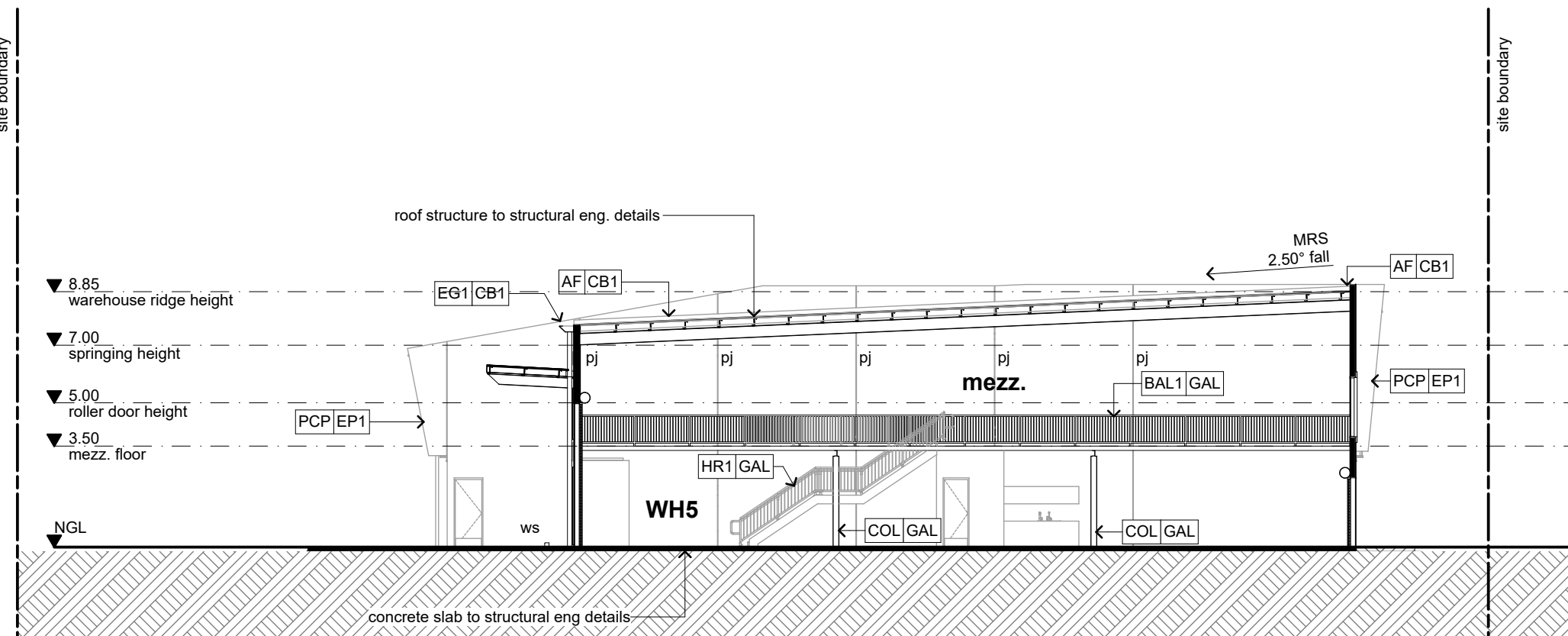
AFG	aluminium framed glazing
MWS	colorbond metal wall sheeting
MRS	zincalume metal roof sheeting
PCP	precast concrete panel
SOF1	soffit type 1
BC	barge capping
BG	box gutter
DP	downpipe
EG	eaves gutter
PWC	polycarbonate wall cladding
RC	ridge capping
TRS	translucent roof sheet (minimum 10% of total warehouse roof area)

finishes

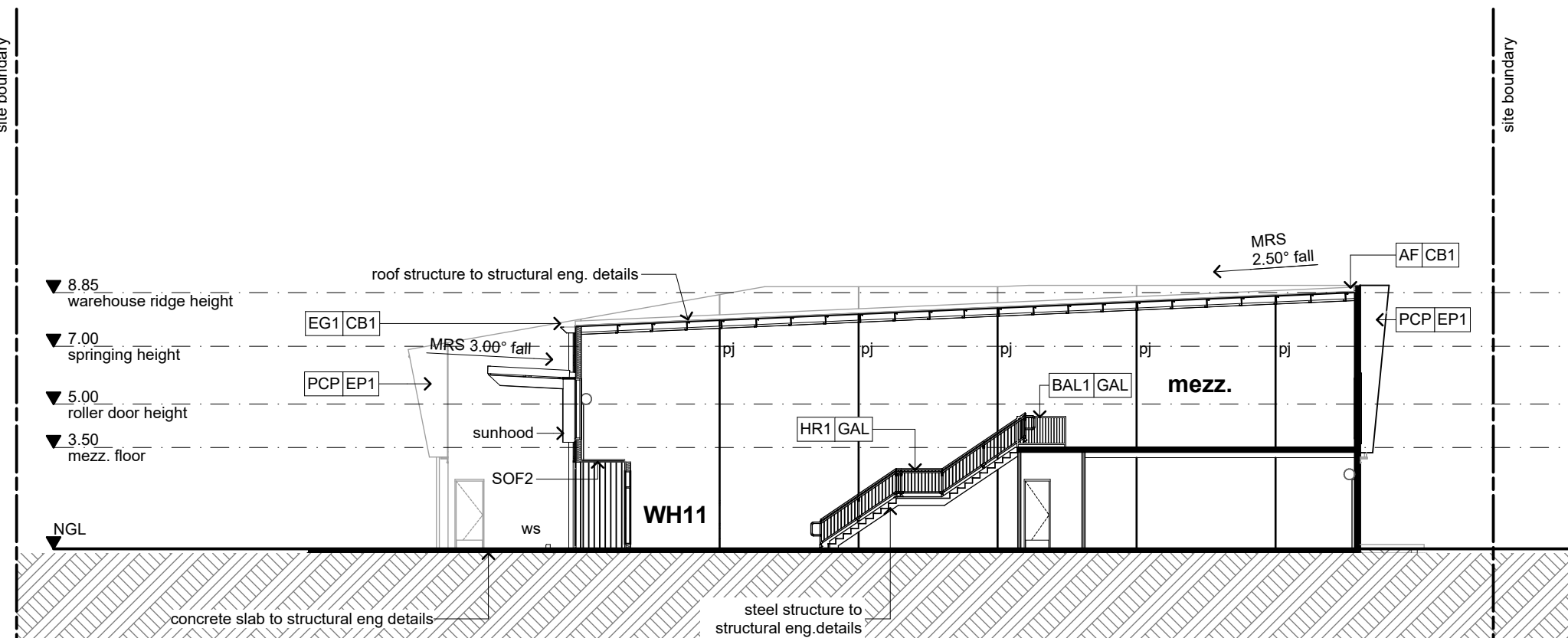
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EP1	external paint finish-1 DULUX: Vivid White: SW1G1: 94
EP2	external paint finish-2 DULUX: Milton Moon: SNAGZ: 50
EP3	external paint finish-3 DULUX: Monument: C29:8
IP1	internal paint finish-1 DULUX: Vivid White: SW1G1: 94

fixtures

B	bollard
BC	barge capping
BG	box gutter
BR	bike rack
COL	column
	to structural engineer's specification
DP1	downpipe type 1
DP2	downpipe type 2
EG	eaves gutter
HR1	handrail type 1
HR2	handrail type 2
PJ	panel joint
RWH	rainwater head
WS	wheel stop



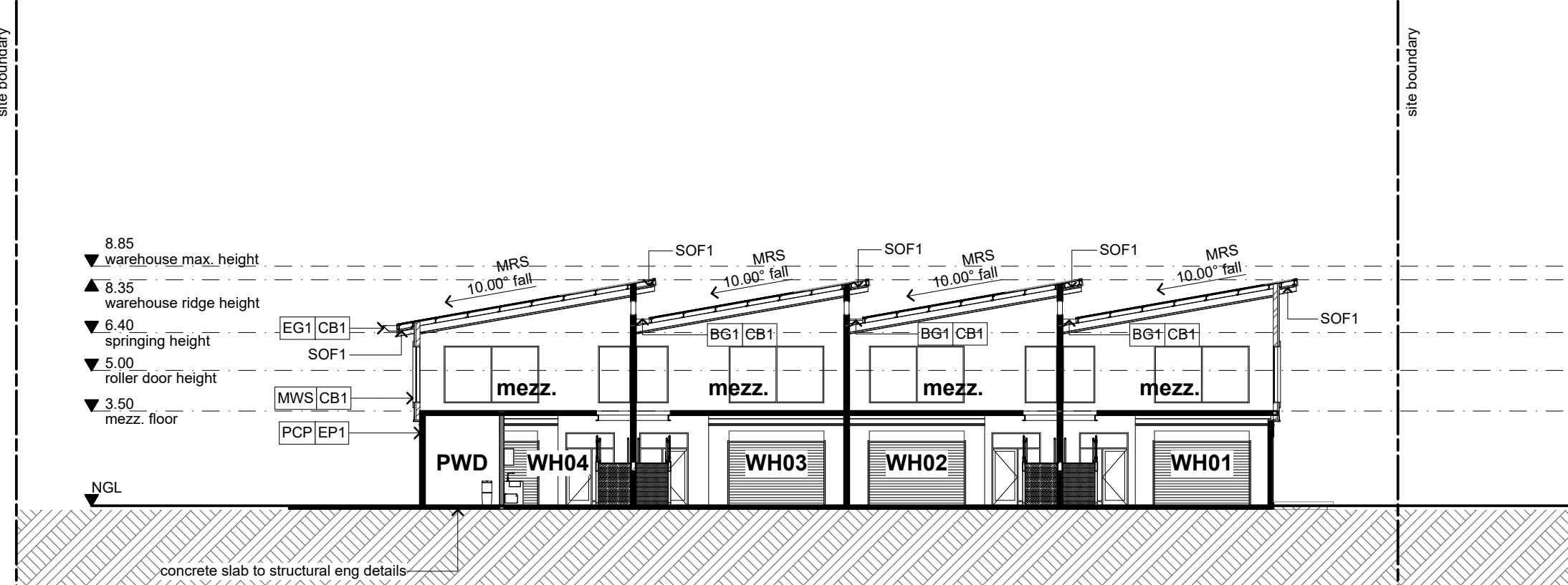
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2 section 2
SCALE 1:200



3 section 3
SCALE 1:200



4 section 4
SCALE 1:200

DA ISSUE

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P4	16/01/25	Revised DA Issue
P3	05/12/24	Revised DA Issue
P2	29/11/24	Revised DA Issue
P1	25/11/24	DA Issue

issue date revision

job no.

2499



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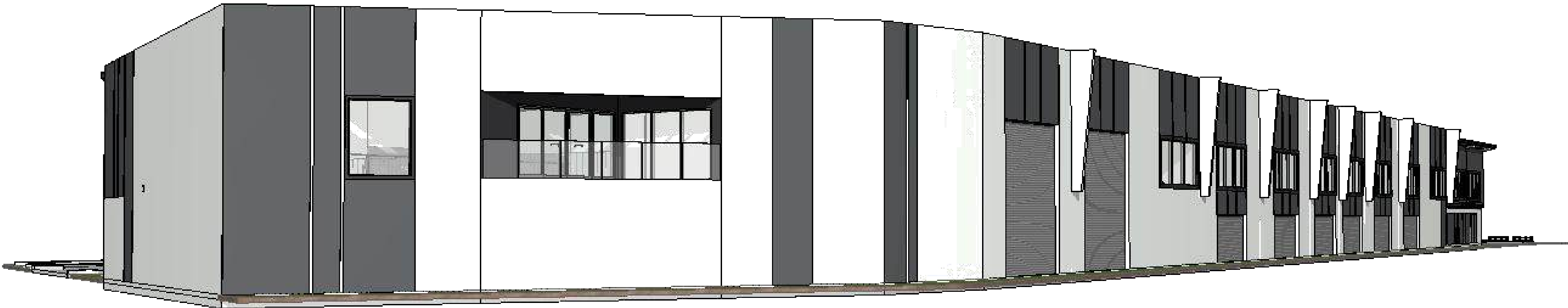


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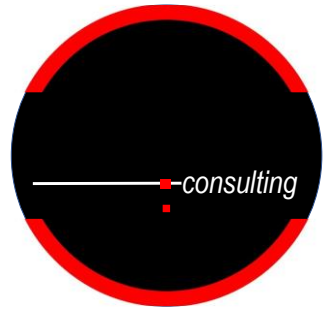
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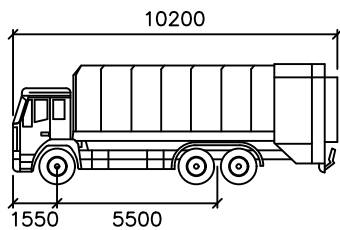
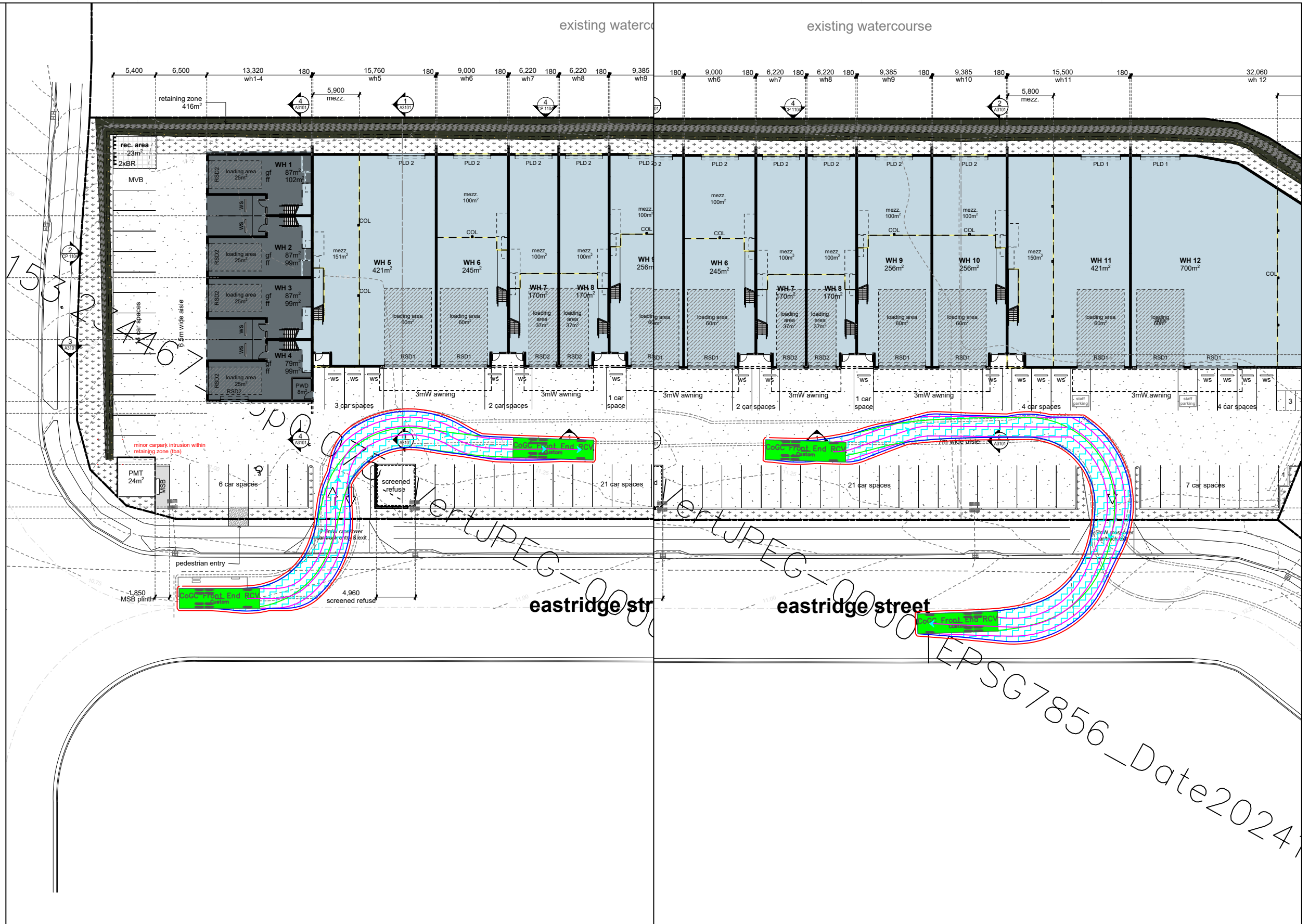
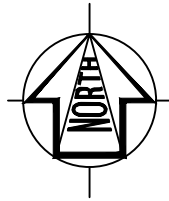


2 image 04

DA ISSUE

Appendix B: Swept Path Diagrams





CoGC Front End RCV
mm
Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 29.3

DESIGN VEHICLE



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Sydney
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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
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002	LAYOUT REVIEW	J.K	06.03.2025

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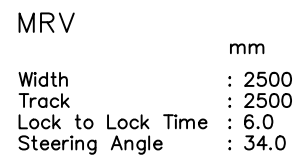
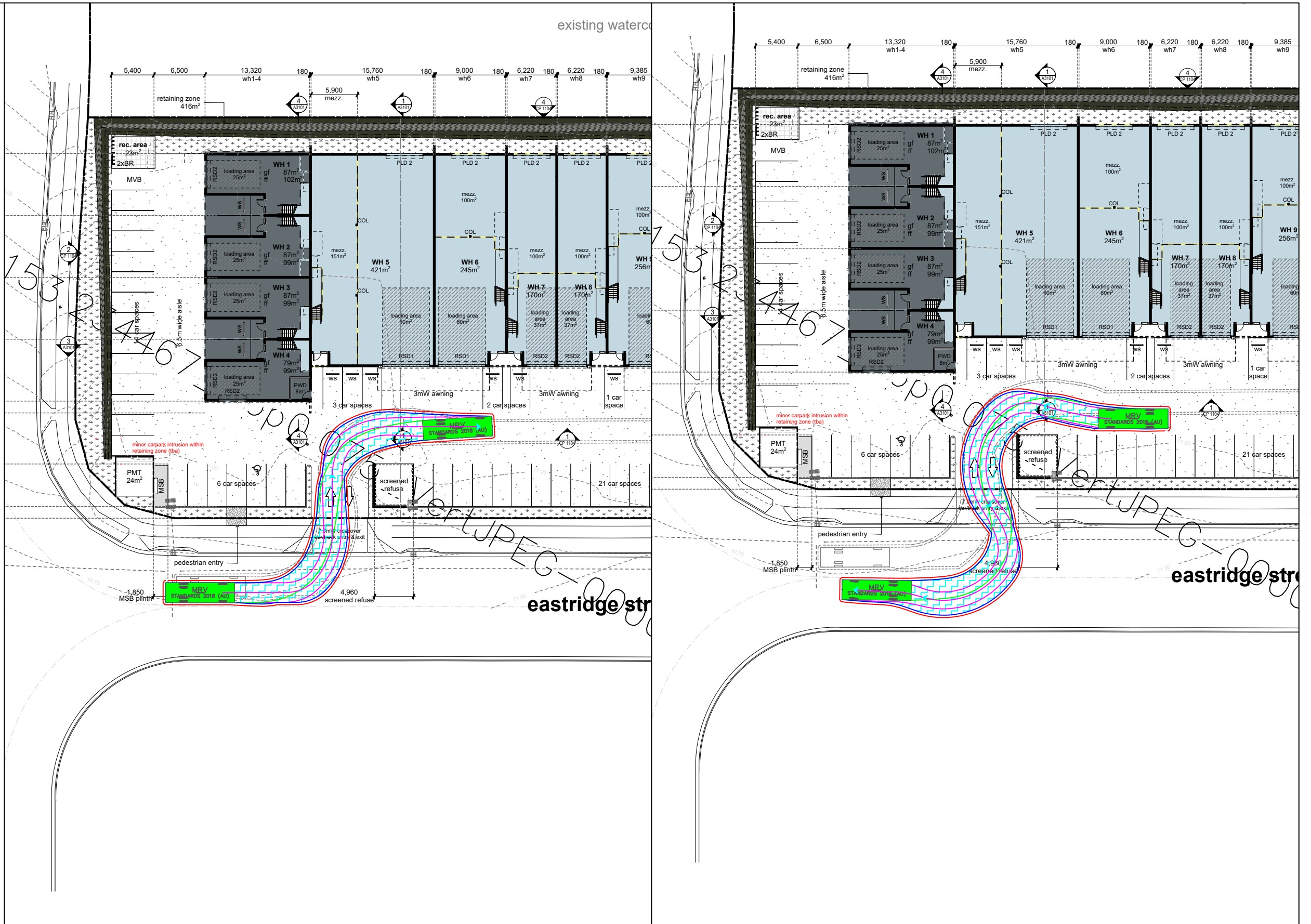
ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
6-10 Eastridge Street Stapylton TIA

Title
Access A & Access B:
Front-loading RCV Swept Path Manoeuvres

Design J.K	Drawn J.K	Checked N.E
CONCEPT ONLY		
Project Number P6810	Sheet Number 1	Date 06.03.2025
Issue 002		



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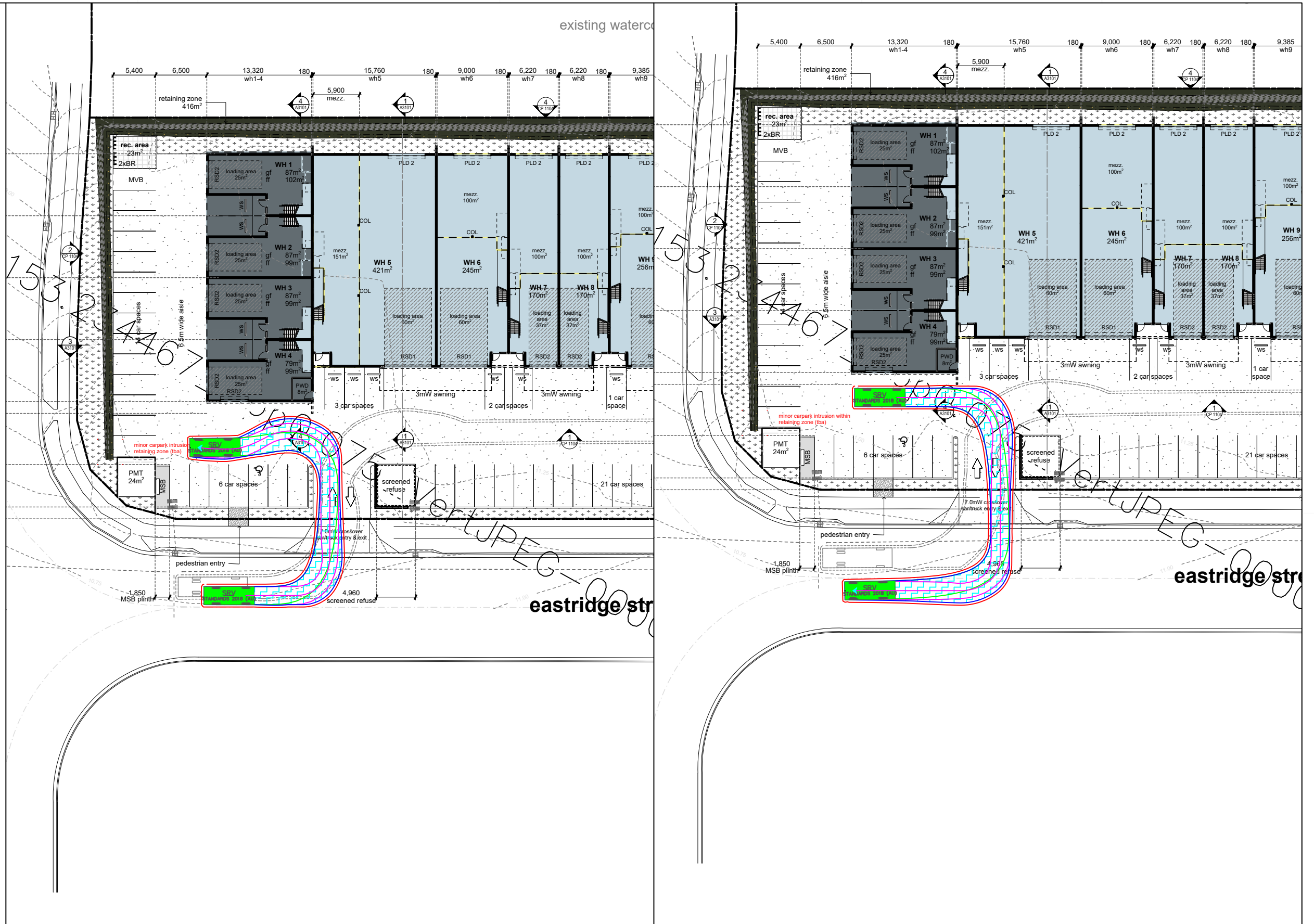
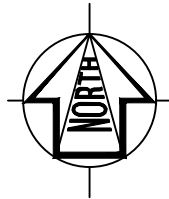
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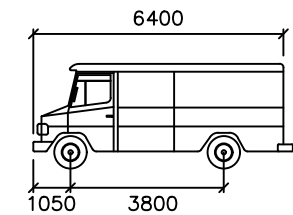
Project	6-10 Eastridge Street Stapylton TIA
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Title	Access A Medium Rigid Vehicle (MRV) Swept Path Manoeuvres
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Design	Drawn	Checked
J.K	J.K	N.E
CONCEPT ONLY		Date 10.03.2025
Project Number	Sheet Number	Issue
P6810	2	002



DESIGN VEHICLE



SRV

Width : 2300
Track : 2300
Lock to Lock Time : 6.0
Steering Angle : 38.1

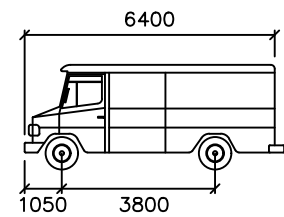
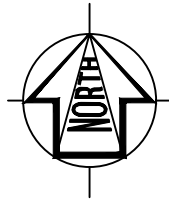


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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	LAYOUT REVIEW	J.K	20.01.2025
002	LAYOUT REVIEW	J.K	10.03.2025

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ENGINEERING CERTIFICATION (RPEQ)			
Name	Signature	No.	Date

Project	Design	Drawn	Checked
6-10 Eastridge Street Stapylton TIA	J.K	J.K	N.E
Title	CONCEPT ONLY		
Access A Small Rigid Vehicle (SRV) Swept Path Manoeuvres	Project Number	Sheet Number	Issue
	P6810	3	002



SRV
Width : 2300
Track : 2300
Lock to Lock Time : 6.0
Steering Angle : 38.1

DESIGN VEHICLE

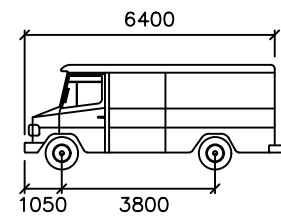
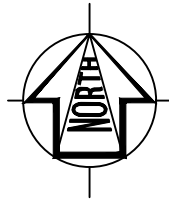


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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
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002	LAYOUT REVIEW	J.K	10.03.2025

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Name	Signature	No.	Date	

Project	Design	Drawn	Checked
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Title		Date	
Warehouse 2: SRV Swept Path Manoeuvres		10.03.2025	
Project Number	Sheet Number	Issue	
P6810	4	002	



SRV
Width : 2300
Track : 2300
Lock to Lock Time : 6.0
Steering Angle : 38.1

DESIGN VEHICLE

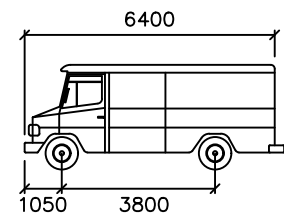
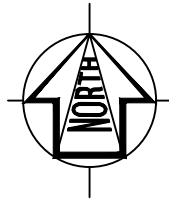


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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
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002	LAYOUT REVIEW	J.K	10.03.2025

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Name	Signature	No.	Date	

Project	Design	Drawn	Checked
6-10 Eastridge Street Stapylton TIA	J.K	J.K	N.E
Title		Date	
Warehouse 3: SRV Swept Path Manoeuvres		10.03.2025	
Project Number	Sheet Number	Issue	
P6810	5	002	



SRV
Width : 2300
Track : 2300
Lock to Lock Time : 6.0
Steering Angle : 38.1

DESIGN VEHICLE

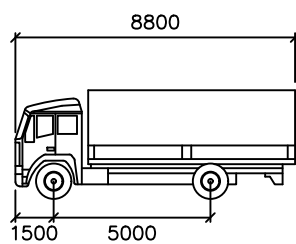
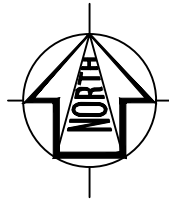


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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	LAYOUT REVIEW	J.K	20.01.2025
002	LAYOUT REVIEW	J.K	10.03.2025

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ENGINEERING CERTIFICATION (RPEQ)											
Name	Signature	No.	Date								

Project	6-10 Eastridge Street Stapylton TIA	Design	J.K	Drawn	J.K	Checked	N.E
		CONCEPT ONLY				Date	10.03.2025
Title	Warehouse 4: SRV Swept Path Manoeuvres	Project Number	P6810	Sheet Number	6	Issue	002



MRV
Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 34.0

DESIGN VEHICLE

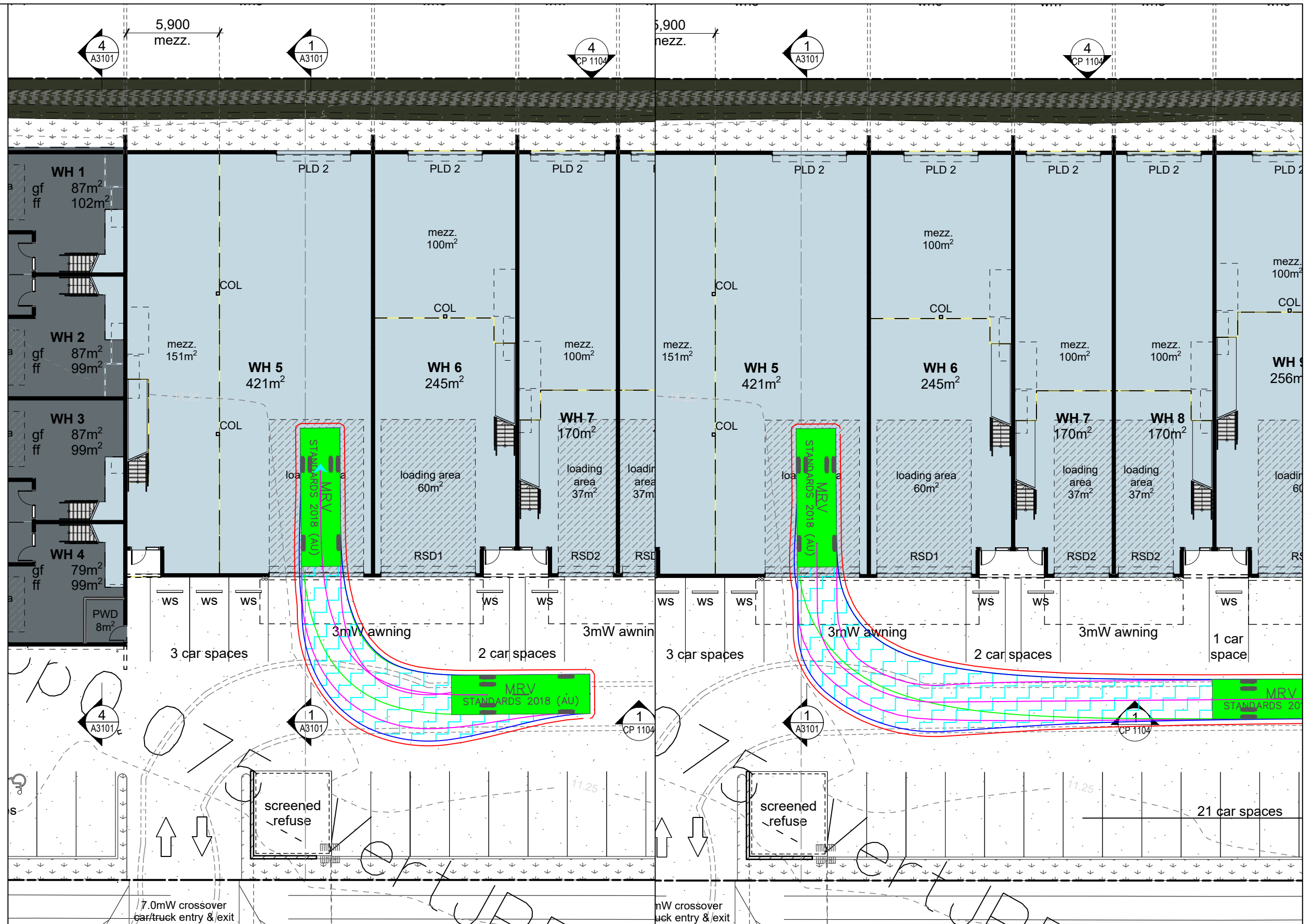


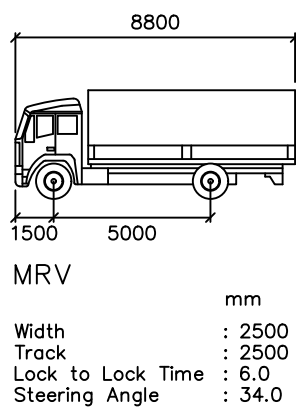
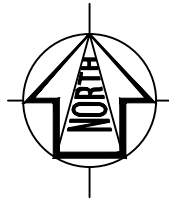
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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	LAYOUT REVIEW	J.K	20.01.2025
002	LAYOUT REVIEW	J.K	10.03.2025

Scale @ A3				1:250
ENGINEERING CERTIFICATION (RPEQ)				
Name	Signature	No.	Date	

Project		Design	Drawn	Checked
6-10 Eastridge Street Stapylton TIA		J.K	J.K	N.E
Title		CONCEPT ONLY		
Warehouse 5: MRV Swept Path Manoeuvres		Project Number	Sheet Number	Issue
		P6810	7	002



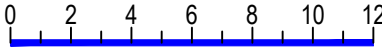


DESIGN VEHICLE



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
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002	LAYOUT REVIEW	J.K	10.03.2025

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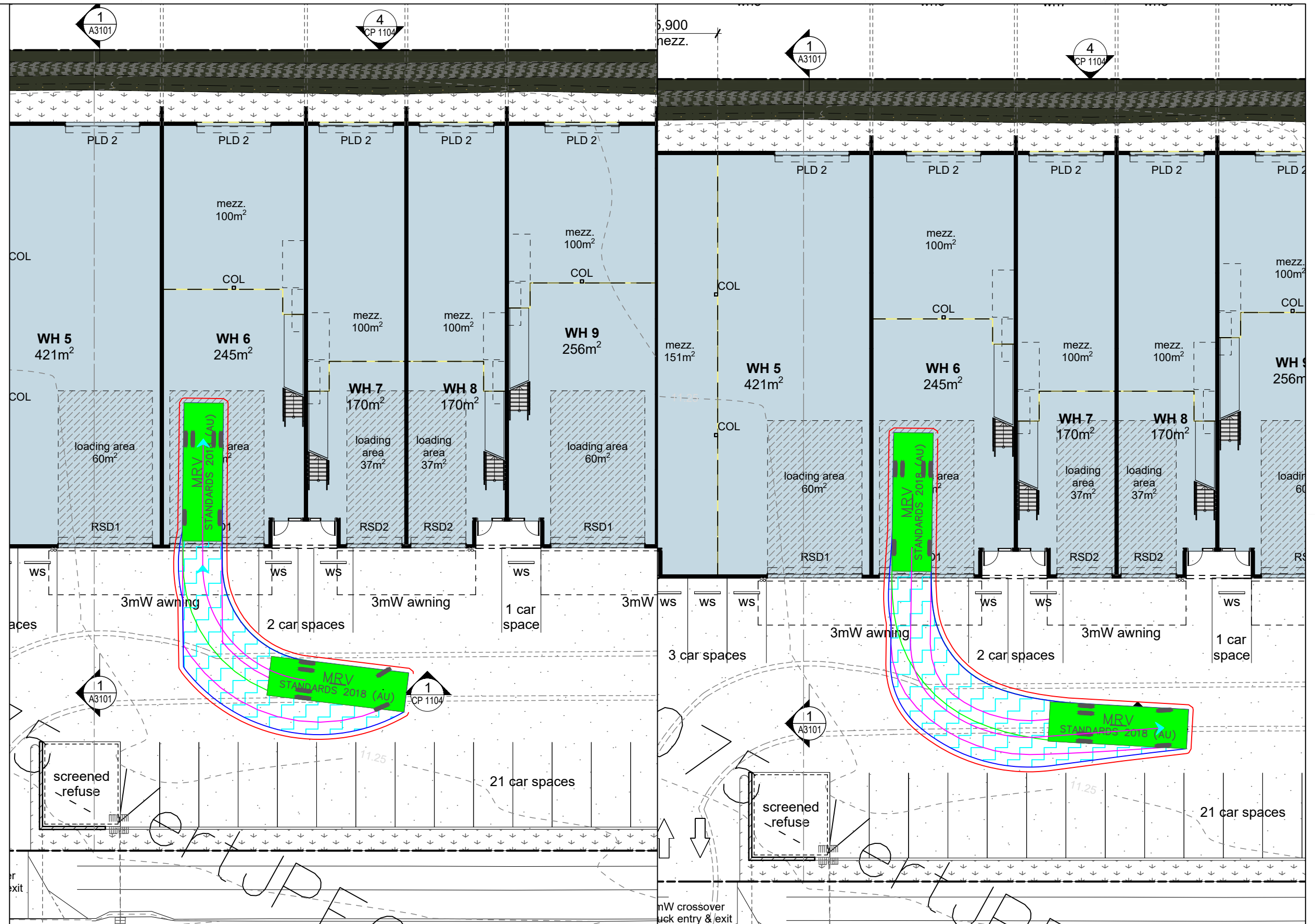
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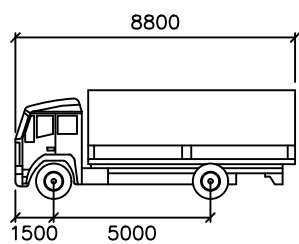
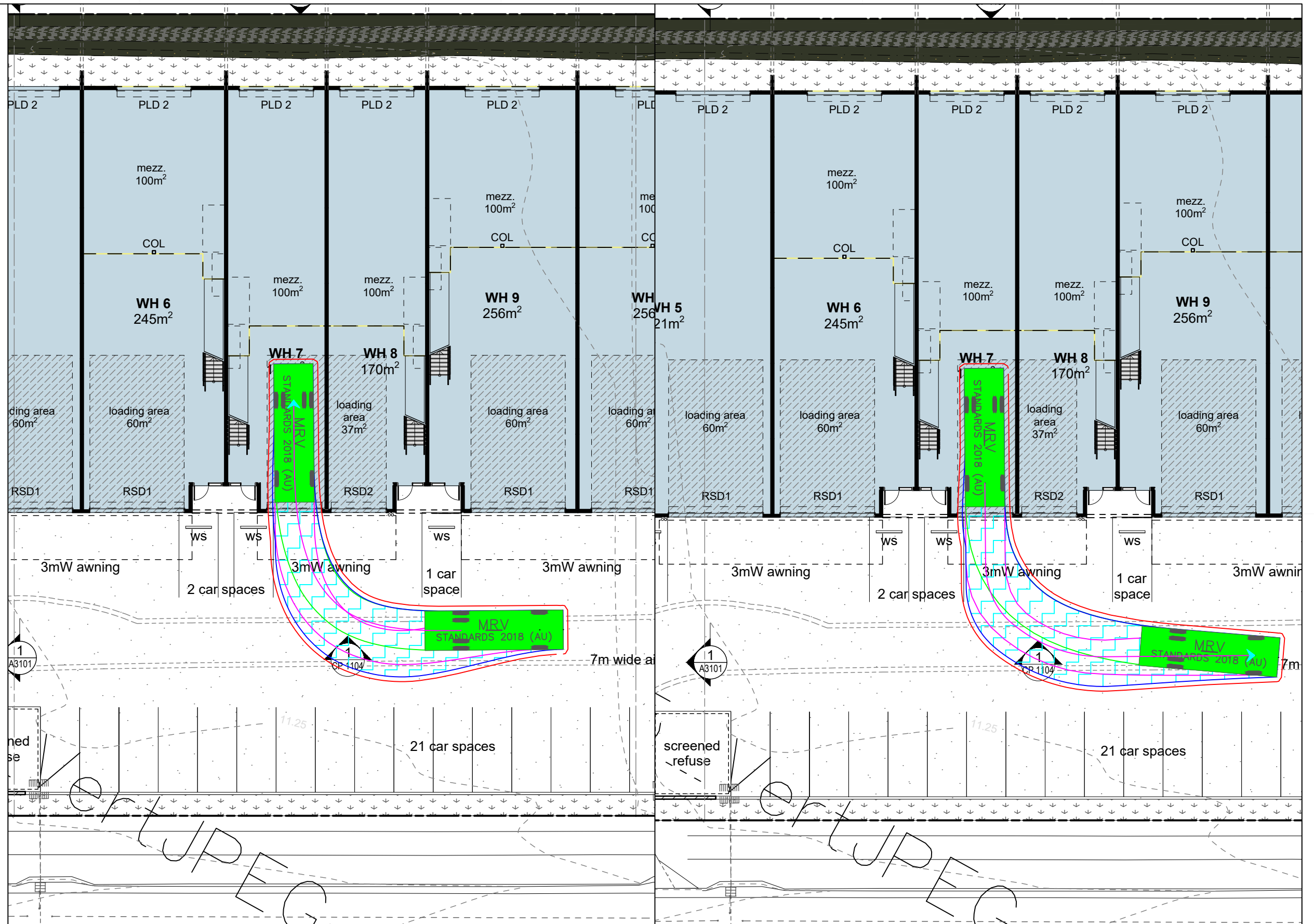
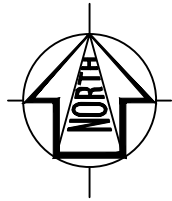
Name	Signature	No.	Date

Project
6-10 Eastridge Street Stapylton TIA

Title
Warehouse 6:
MRV Swept Path Manoeuvres

Design J.K	Drawn J.K	Checked N.E
CONCEPT ONLY		
Project Number P6810	Sheet Number 8	Date 10.03.2025
Issue 002		





MRV
mm
Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 34.0

DESIGN VEHICLE



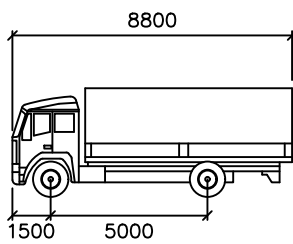
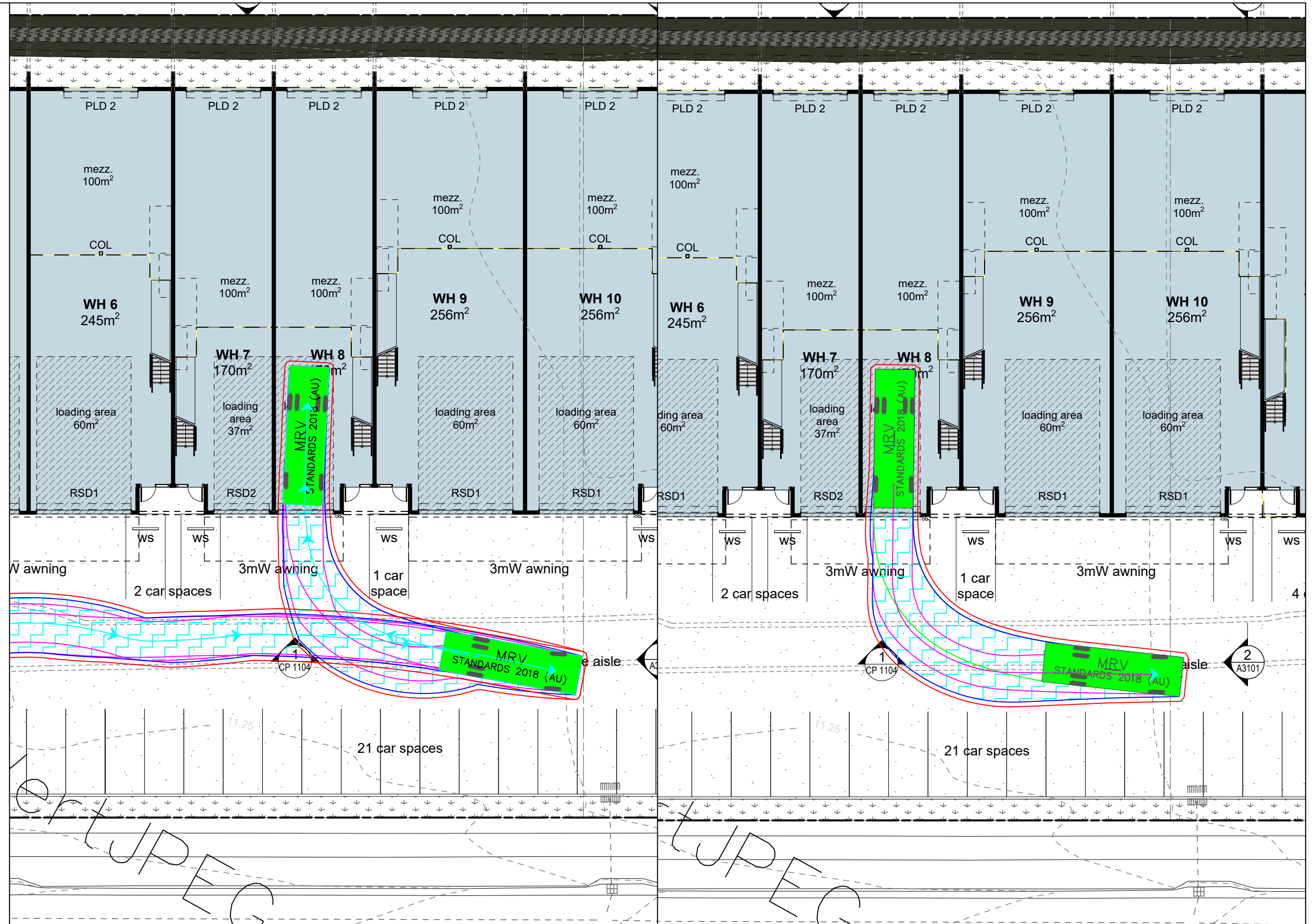
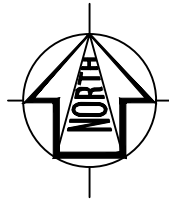
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002	LAYOUT REVIEW	J.K	10.03.2025

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ENGINEERING CERTIFICATION (RPEQ)				
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Project	6-10 Eastridge Street Stapylton TIA
Title	Warehouse 7: MRV Swept Path Manoeuvres

Design	J.K	Drawn	J.K	Checked	N.E
CONCEPT ONLY					Date
Project Number					10.03.2025
P6810					Issue
9					002



MRV
Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 34.0

DESIGN VEHICLE



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
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002	LAYOUT REVIEW	J.K	10.03.2025

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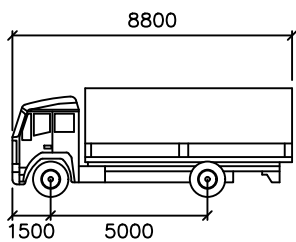
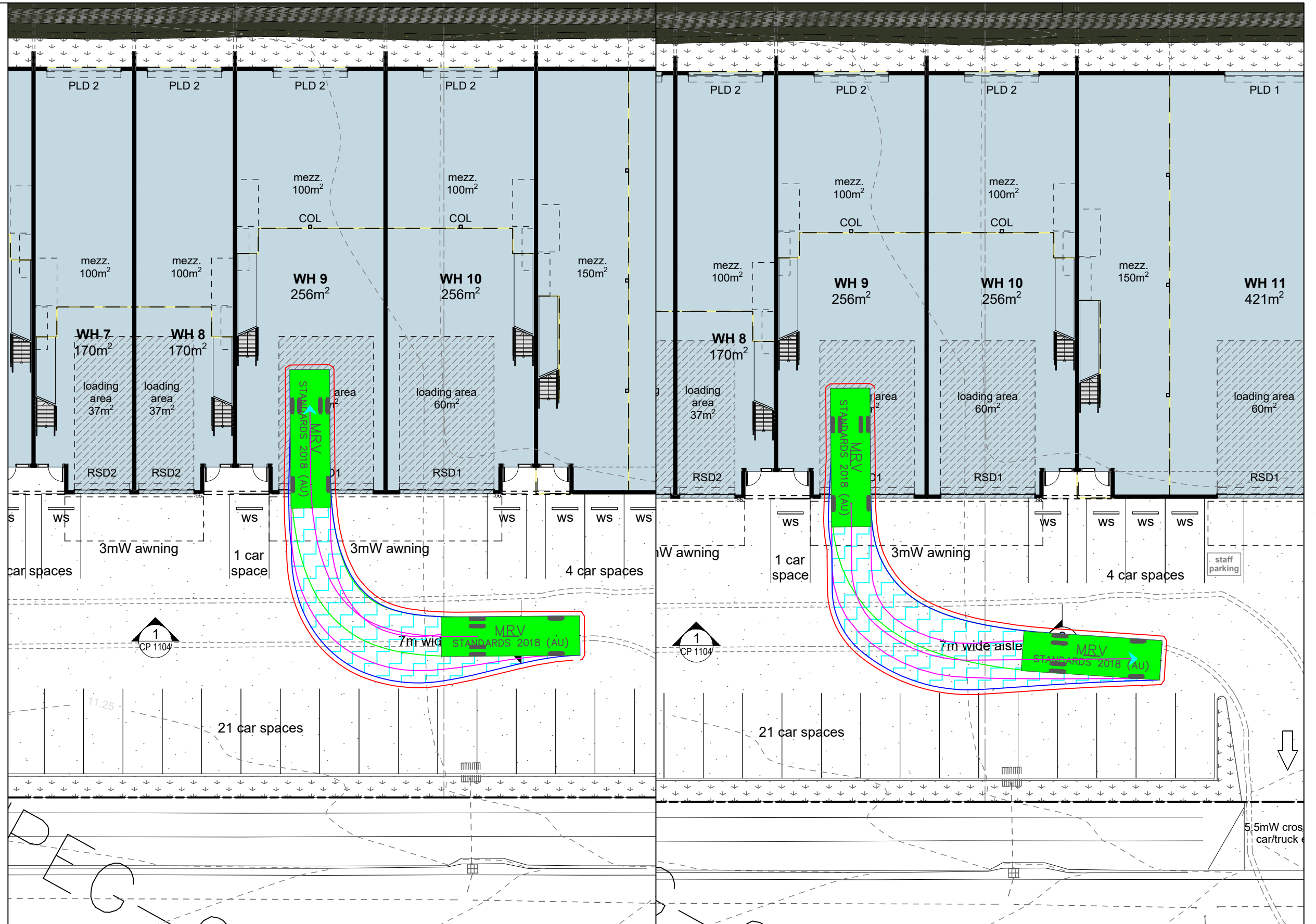
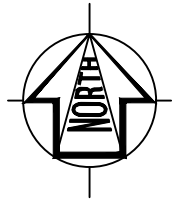
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Project
6-10 Eastridge Street Stapylton TIA

Title
Warehouse 8:
MRV Swept Path Manoeuvres

Design J.K	Drawn J.K	Checked N.E
CONCEPT ONLY		
Project Number P6810	Sheet Number 10	Date 10.03.2025
		Issue 002



MRV

mm

Width : 2500

Track : 2500

Lock to Lock Time : 6.0

Steering Angle : 34.0

DESIGN VEHICLE



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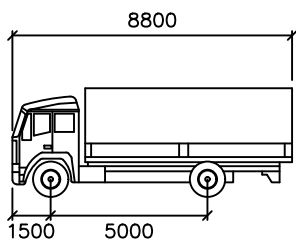
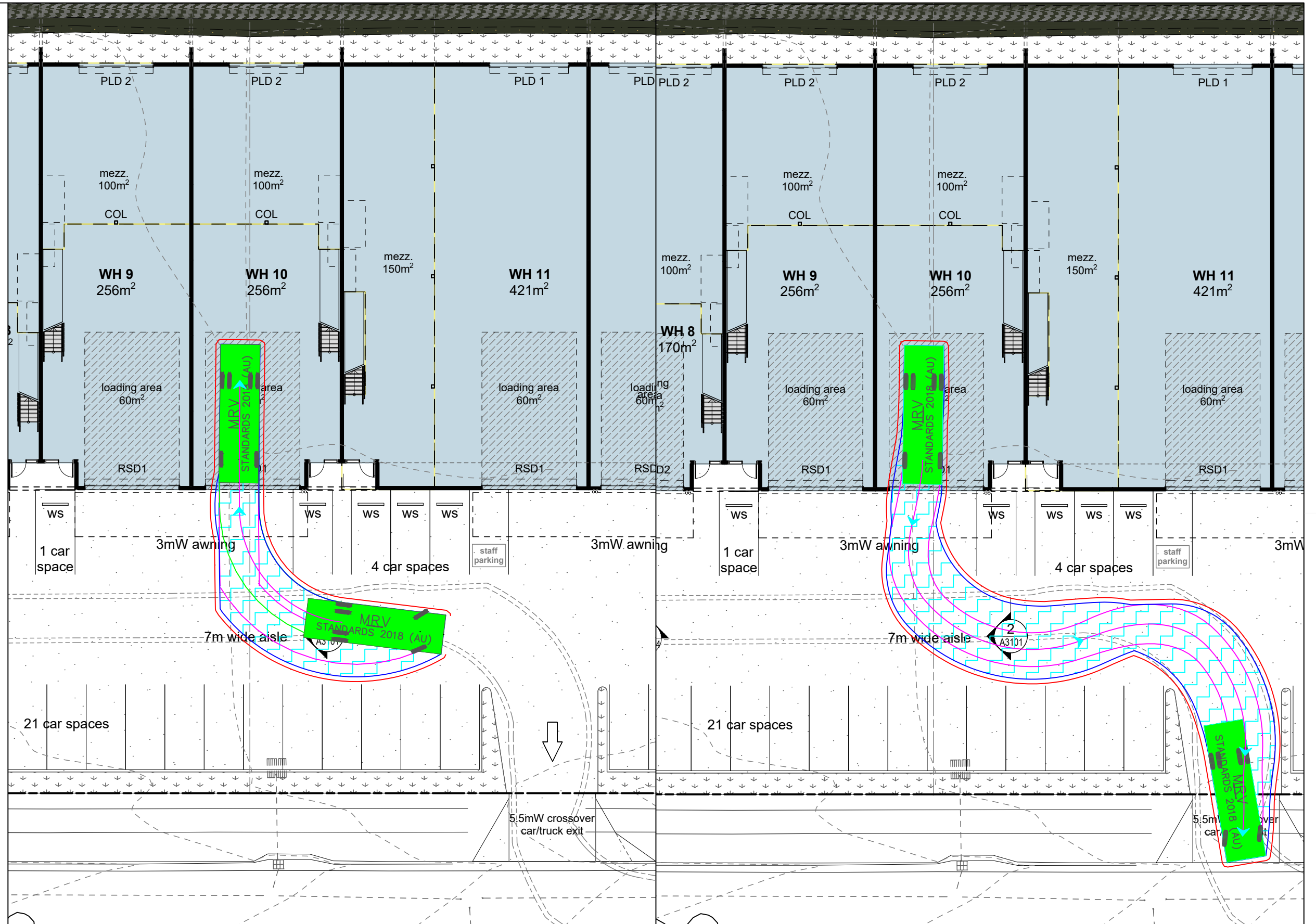
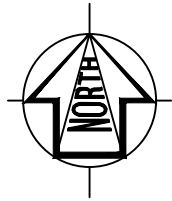
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002	LAYOUT REVIEW	J.K	10.03.2025

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Project		Design	Drawn	Checked
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Title		CONCEPT ONLY		
Warehouse 9: MRV Swept Path Manoeuvres		Date	10.03.2025	
Project Number	Sheet Number	Issue		
P6810	11	002		



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Width : 2500
Track : 2500
Lock to Lock Time : 6.0
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DESIGN VEHICLE

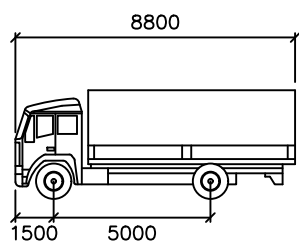
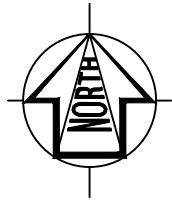


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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
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002	LAYOUT REVIEW	J.K	10.03.2025

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ENGINEERING CERTIFICATION (RPEQ)											
Name	Signature	No.	Date								

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CONCEPT ONLY			
Title	Project Number	Sheet Number	Issue
Warehouse 10: MRV Swept Path Manoeuvres	P6810	12	002
Date: 20.03.2025			



MRV
mm
Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 34.0

DESIGN VEHICLE



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Issue	Revisions/Descriptions		
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002	LAYOUT REVIEW	J.K	10.03.2025

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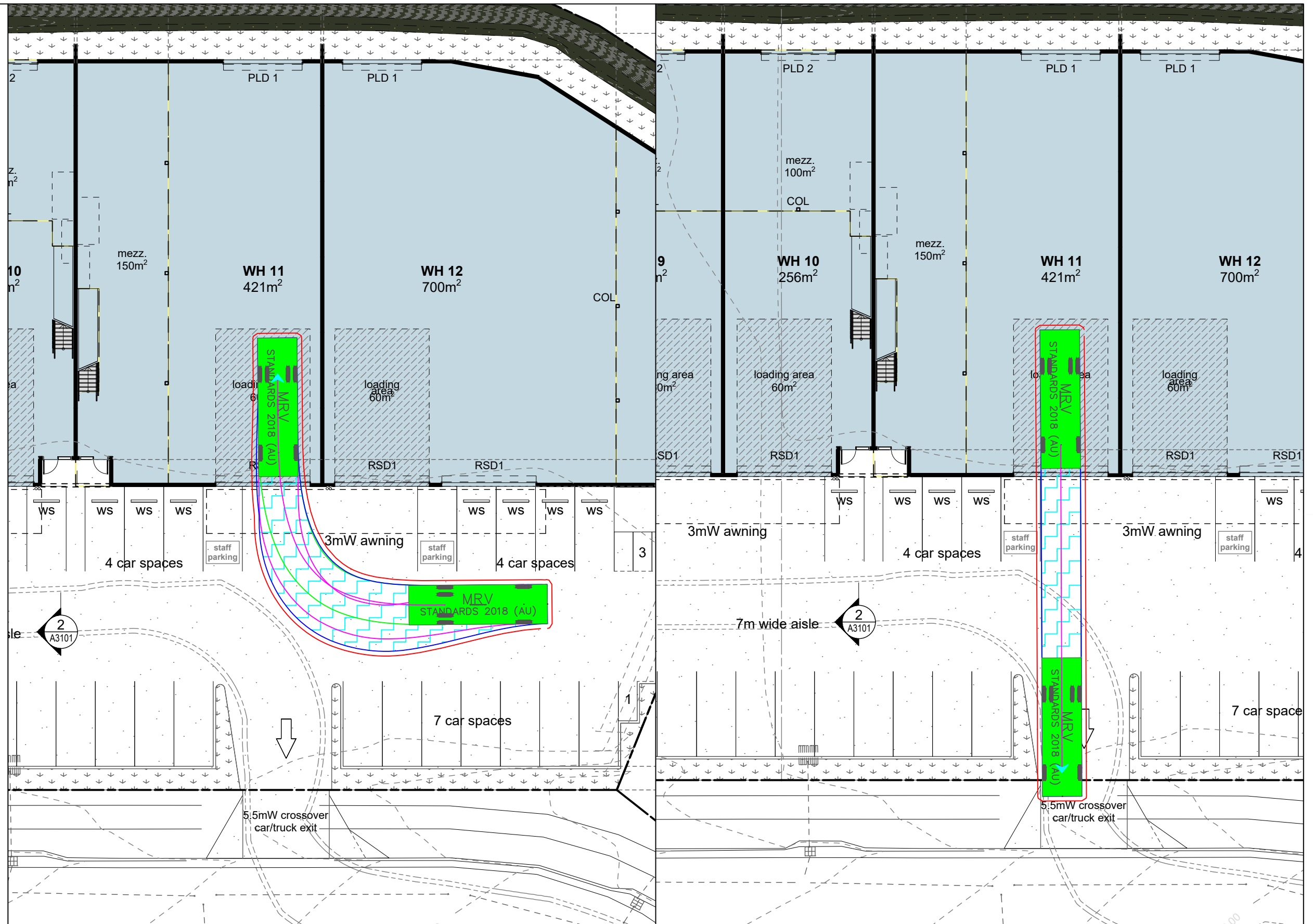
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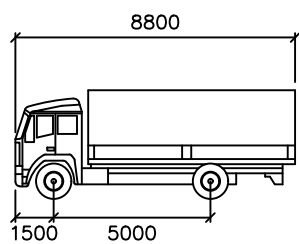
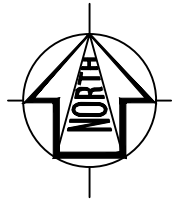
Name	Signature	No.	Date

Project
6-10 Eastridge Street Stapylton TIA

Title
Warehouse 11:
MRV Swept Path Manoeuvres

Design J.K	Drawn J.K	Checked N.E
CONCEPT ONLY		
Project Number P6810	Sheet Number 13	Date 10.03.2025
Issue 002		





MRV
mm
Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 34.0

DESIGN VEHICLE



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Issue	Revisions/Descriptions		
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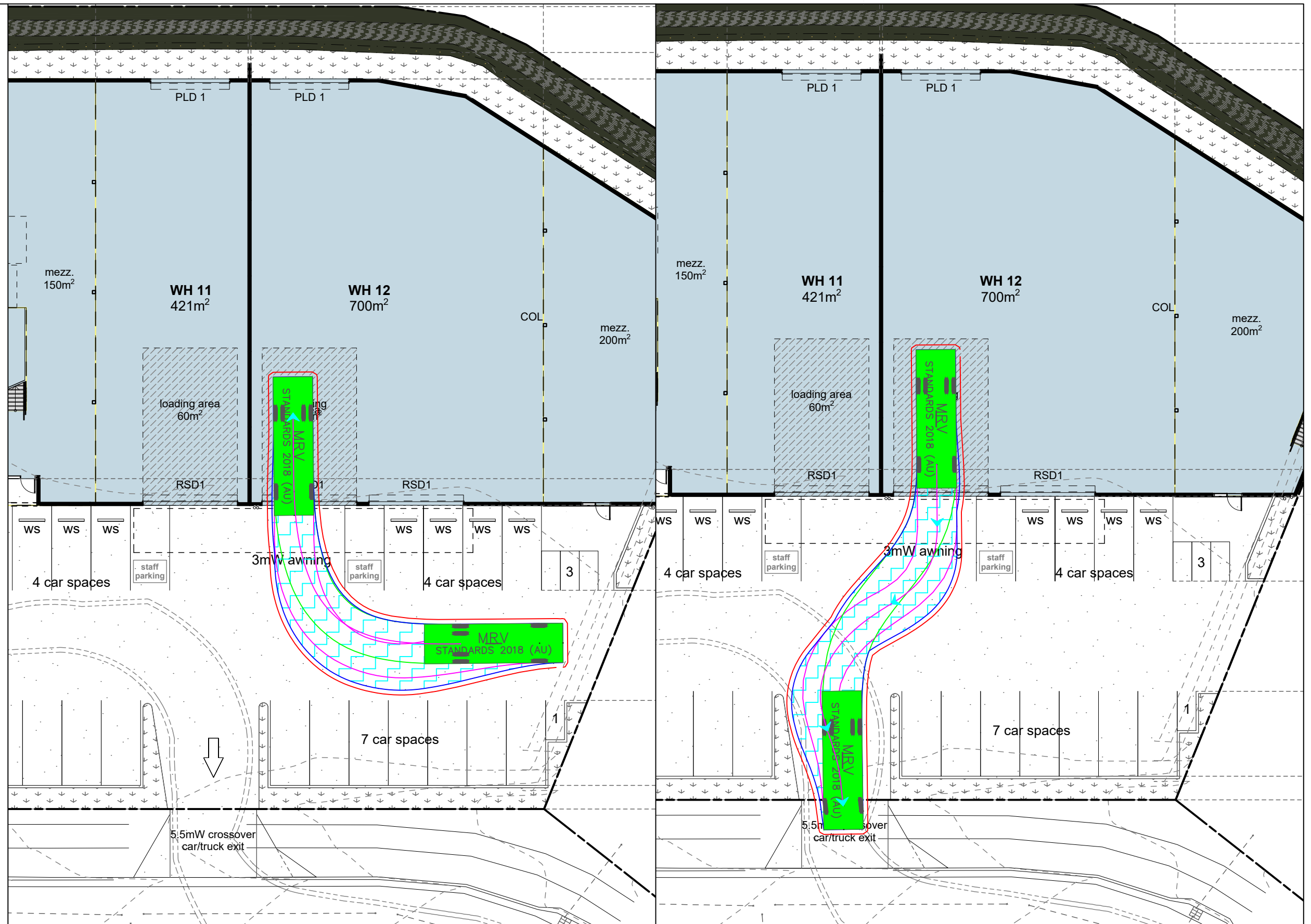
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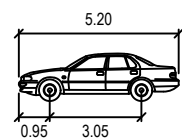
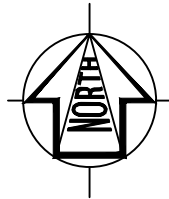
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Project
6-10 Eastridge Street Stapylton TIA

Title
Warehouse 12:
MRV Swept Path Manoeuvres

Design J.K	Drawn J.K	Checked N.E
CONCEPT ONLY		
Project Number P6810	Sheet Number 14	Date 10.03.2025
Issue 002		





B99
Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 38.0

DESIGN VEHICLE



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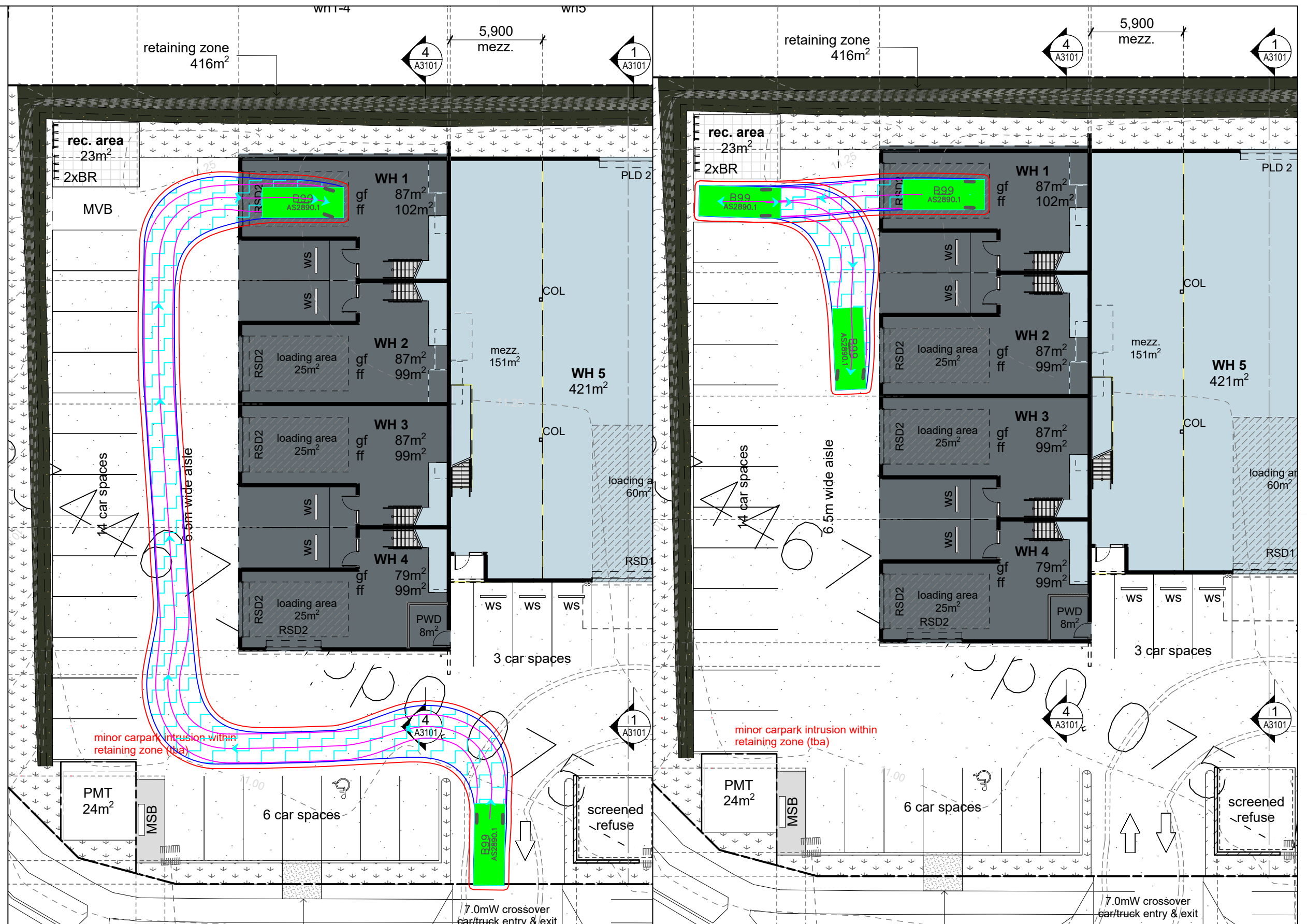
ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
6-10 Eastridge Street Stapylton TIA

Title
Warehouse 1:
B99 / VAN Swept Path Manoeuvres

Design J.K	Drawn J.K	Checked N.E
CONCEPT ONLY		
Date 10.03.2025	Project Number P6810	Sheet Number 15
Issue 001		



Gold Coast

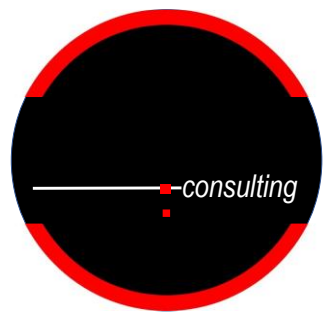
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APPENDIX F

LANDSCAPE INTENT PLAN



LANDSCAPE CONCEPT PLAN



NEARMAP DATED: 08/12/24 (PHOTO MANIPULATED)

- 1** FEATURE SHADE/SCREEN TREE

Feature tree species to provide visual amenity and landscape softening of the proposed industrial development; Refer Proposed Planting Schedule (ie: *Acronychia imperforata*, *Cupaniopsis anacardioides*, *Flindersia brayleyana*, *Tristaniopsis laurina* Luscious)
- 2** SHRUBS AND GROUNDCOVERS

Mass planting to large areas to assist in building presentation to the streetscape and to provide visual amenity; Refer Proposed Planting Schedule
- BUILDING/ ROOF OVER
Refer Architectural drawings

PROPOSED PROPERTY BOUNDARY
As taken from Survey drawings

EXISTING PALISADE FENCE
2000-3000mm high
As taken from Survey drawings

PROPOSED SCREENING FENCE
Refer Architectural drawings

PROPOSED GARDEN EDGE
To future detail



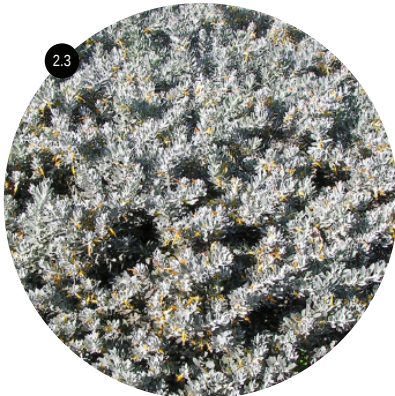
CODE	SPECIES	COMMON NAME	SIZE*	SPACING(m)**	HEIGHT(m)	WIDTH (m)
PROPOSED FEATURE SHADE/ SCREEN TREES						
1.1	Acronychia imperforata	Fraser Island Apple	45L	as shown	8	5
1.2	Cupaniopsis anacardioides	Tuckeroo	45L	as shown	15	10
1.3	Flindersia brayleyana	Queensland Maple	45L	as shown	15	8
1.4	Tristaniopsis laurina Luscious	Water Gum	45L	as shown	10	5

*PLANT CONTAINER SIZE:

45L 45 Litre container stock min Min. height at time of planting: 1.9-2.3m

**PLANT SPACING:

The proposed densities of plants will be derived as a compromise between growth rate, anticipated size, and the ability to provide a good vegetative cover within a reasonable space of time.



CODE	SPECIES	COMMON NAME	SIZE*	SPACING(m)**	HEIGHT(m)	WIDTH (m)
PROPOSED SHRUBS AND GROUNDCOVERS						
2.1	<i>Carissa macrocarpa</i>	Desert Star	200mm	1	1.2	1.2
2.2	<i>Dietes iridioides bicolor</i>	African Iris	140mm	0.8	1	1
2.3	<i>Eremophila glabra</i> Kalbarri Carpet	Tar Bush	140mm	1.2	0.2	2
2.4	<i>Ficus microcarpa</i> Green Island	Green Island Fig	200mm	1	2	1.5
2.5	<i>Gazania rigens</i> White	White Coastal Gazania	140mm	0.2	0.4	0.3
2.6	<i>Lomandra longifolia</i> x <i>confertifolia pallida</i>	Lomandra Lime Tuff	140mm	0.4	0.5	0.5
2.7	<i>Westringia Zena</i>	Dwarf Rosemary	140mm	0.9	1	1

*PLANT CONTAINER SIZE:

200mm	200mm dia minimum pot size
140mm	140mm dia minimum pot size

**PLANT SPACING:

The proposed densities of plants will be derived as a compromise between growth rate, anticipated size, and the ability to provide a good vegetative cover within a reasonable space of time.

APPENDIX G

ENGINEERING SERVICES REPORT





Engineering Services Report
Industrial Development
6 Homestead Drive, 6 and 10 Eastridge Street
Stapylton, QLD 4207

Prepared for:
Engage Group

Prepared by:
Ly Dang

Checked by:
Erin Hogan-Sullivan, RPEQ (21,411)

EDGE CONSULTING ENGINEERS
2 MAYNARD DRIVE, WOOLLOONGABBA
BRISBANE, QLD, 4102, AUSTRALIA

20/02/2025

Ref: AU241381

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The information contained in this report has been prepared based on the information made available to EDGE Consulting Engineers at the time of preparation. This document, design parameters, and conclusions rely on external data sources, and the accuracy of this document is correct to the extent of the information provided to us.

This report has been prepared solely for the benefit of our client. We do not accept any liability for damage or loss resulting from reliance on this report, or any part of it, by any party other than the client (named on the front page of this report).

Document Control

Author:	Ly Dang	
Reviewer	Erin Hogan-Sullivan	
Approver RPEQ	21,411	
Report Title	Engineering Services Report	
Revision	00	Date 20/02/2025

Revision History

Revision	Date	Author	Approver	Description
00	20/02/2025	LD	EHS	Draft Issue

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APPENDIX C – ENGINEERING DRAWING

APPENDIX D – PRE & POST-DEVELOPMENT CATCHMENT PLANS (SWMP REV.4, GDP, 2024)

1. Introduction

This report has been prepared to support the design and construction of a proposed industrial development at 6 Homestead Drive, 6 and 10 Eastridge Street, Stapylton. The development is proposed to take place over the following parcel of land:

Property Address:	6 Homestead Drive, 6 and 10 Eastridge Street, Stapylton
Property Description:	Lots: 111 – 113, SP316137
Council:	Council of the City of Gold Coast
Site Area:	6,477m ²
Developable Site Area:	6,061m ²

The report describes the civil engineering design associated with the development of the proposed land and includes discussion on the following engineering items;

- Earthworks;
- Erosion and Sediment Control;
- Flooding;
- Stormwater Drainage;
- Water Connection; and
- Sewer Connection.

This report investigates the proposed development and its suitability to service the type and scale of development that is proposed.

2. Property Description

2.1 Site Locality

The subject site is located within an existing industrial estate in Stapylton which operates under the Place Code, most recently approved under MIN/2023/64 (Place Code).

An approval was granted by Council on 6 May 2013 for a Preliminary Approval for a Material Change of Use (Impact Assessment) to override the Planning Scheme for industrial development in accordance with the now referred to, M38 Industrial Place Code (Development Code). The Preliminary Approval approved variations to the Gold Coast Planning Scheme 2003 version 1.2, that amended the Yatala Enterprise Area Place Code and Type of Assessment and Tables of Development of the Yatala Enterprise Area Local Area Plan and approved a Staging and Precinct Plan. The subject site is located within Stage 1 and Precinct B – General Impact Business and Industry of M38 Industrial Place Code (Figure 2.1).

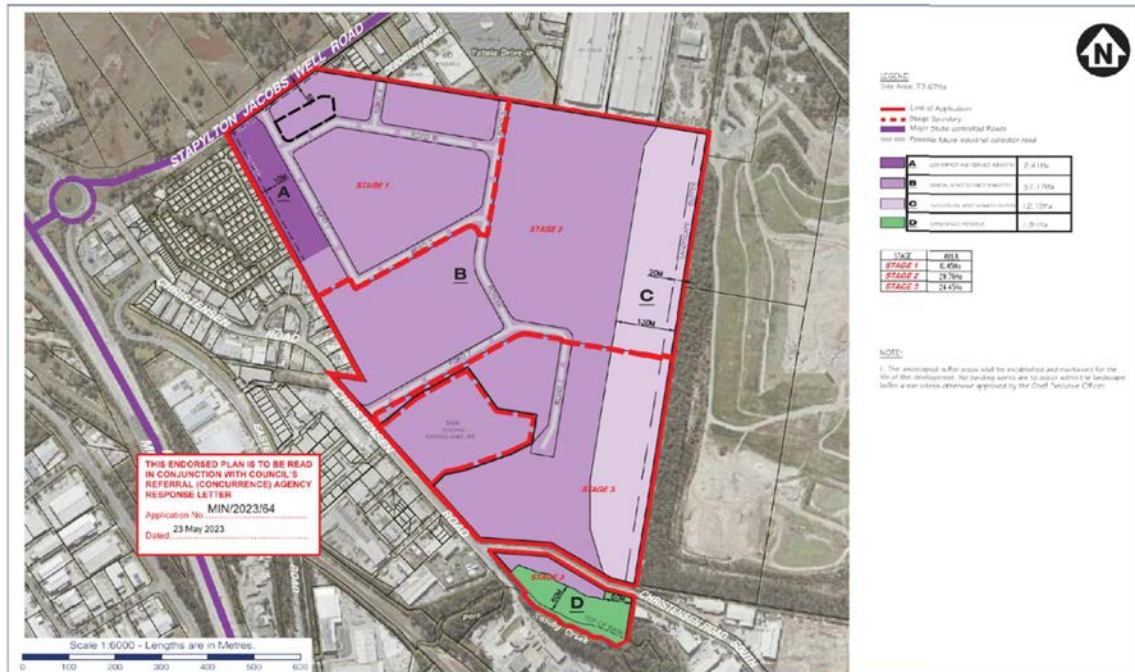


Figure 2.1 – Preliminary Approval Precinct Plan (Grassman Development Perspectives File, 2024)

The subject site is located at 6 Homestead Drive, 6 and 10 Eastridge Street, Stapylton, within the Council of the City of Gold Coast Local Government Area. It is bounded by Homestead Drive to the west, Eastridge St to the south, and the existing pond to the north. The registered area of the site is 6,477m². A general locality plan is presented in Figure 2.2 below:

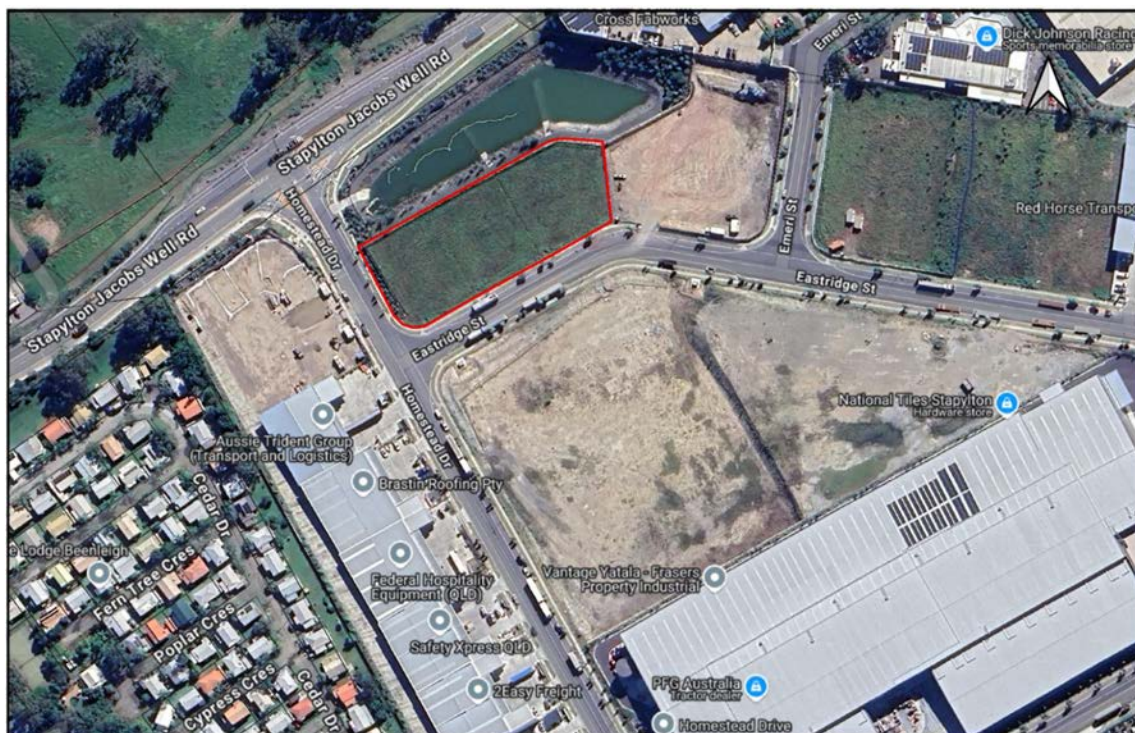


Figure 2.2 – Site Locality (Google Map, 2025)

2.2 Land Usage

The site is currently vacant and is deemed 100% pervious.

2.3 Topography and Drainage

The site preliminary grades toward the northern boundary, discharging to the existing ponds and finally travels to the floodplain of the Albert River via the existing 2.70m x 3.00m reinforced concrete box culvert (RCBC) under Stapylton Jacobs Well Road. Figure 2.3 shows the survey implemented by Grassman Development Perspective (GDP) in January 2011.

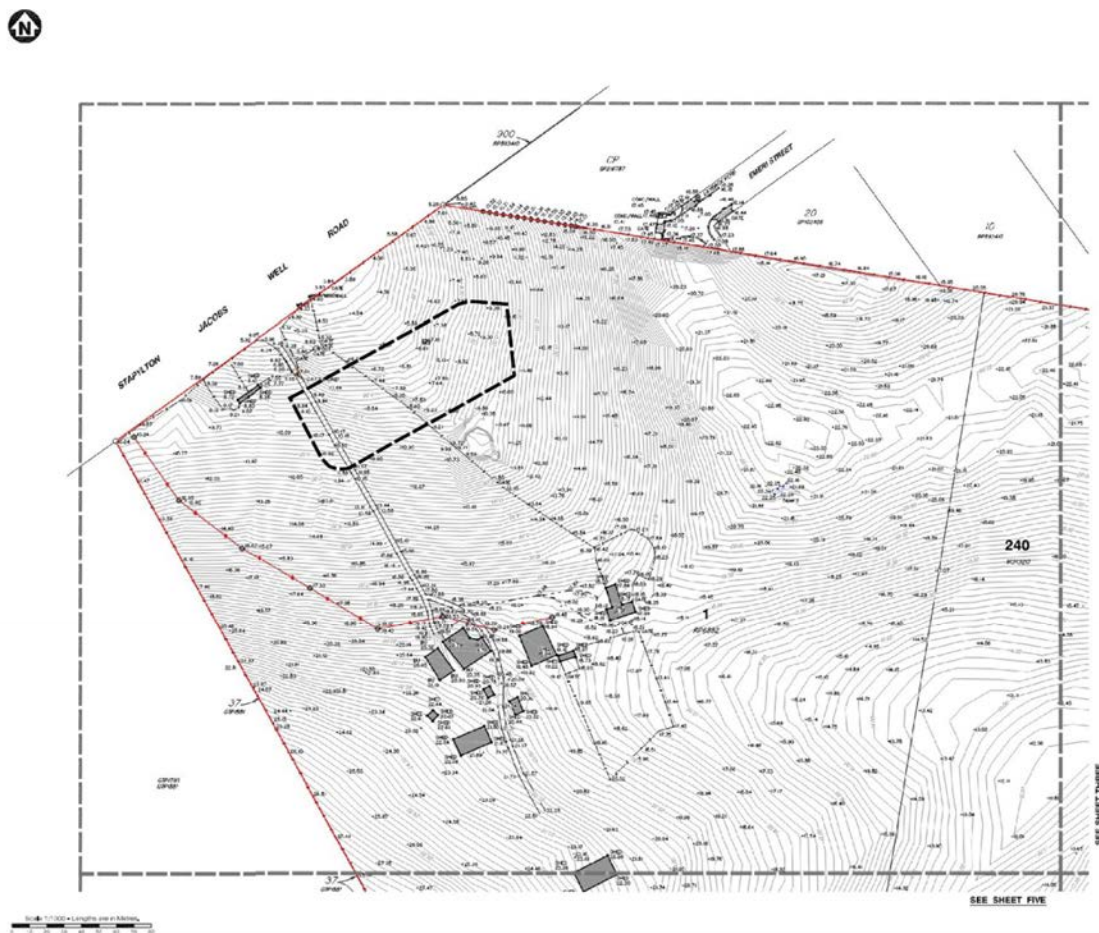


Figure 2.3 – Survey Plan (Grassman Development Perspectives, Jan 2011)

The site has been filled up by bulk earthworks under Stage 1 of the Preliminary Approval Precinct Plan. The detailed survey dated 2nd October 2024 by Orion Spatial Solutions for the project site indicates that the site generally grades southwest, with approximate levels from 12.63m (AHD) to 10.85m (AHD). Flows discharge toward the south (Eastridge St). The average grade of the site has been calculated to be approximately 1.2% to the southwest.



Figure 2.4 – Survey Plan (Orion Spatial Solutions, October 2024)

A copy of the detailed survey by GDP and Orion Spatial Solutions has been attached to Appendix A of this report.

2.4 External Catchment

The subject site initially featured local external catchments based on the natural surface levels recorded in the 2011 survey. However, these catchments have been eliminated due to the bulk earthworks conducted under Stage 1 of the Preliminary Approval Precinct Plan. Refer to Appendix D for the pre & post-development catchment plans of the Site Based Stormwater Management Plan (SWMP Rev.4) completed by GDP in February 2024.

Nevertheless, the subject site is located adjacent to the floodplain of the Albert River and is consequently impacted by the regional external flows from this river.

3. Proposed Development

3.1 Development Description

The proposed development consists of:

- The construction of 12 warehouses and loading zones.
- The construction of 62 car parks.
- The construction of associated driveways, other hardstand surfaces and landscaped associated with the proposed development.

Refer to the Architectural Plans in Appendix B. The impervious areas of the proposed development have been measured to cover approximately 90% of the development site.

Construction works for the site will consist of bulk earthworks, with controlled excavation works and general lot shaping.

Additional works on site shall include the construction of water reticulation, sewer reticulation, electrical and telecommunications services and stormwater management works (quantity and quality).

4. Earthworks

The preliminary earthworks were conducted under Stage 1 of the Preliminary Approval Precinct Plan for the site and surrounding areas. According to SWMP Rev.4, completed by GDP in February 2024, the filled earthworks at the site are compensated by the excavation earthworks at Lot 4 RP6843 Yellowwood Road, located further northeast.

The earthworks associated with the proposed development will predominantly involve the construction of the access driveway, general lot shaping and servicing the site. Although the development layout of the site has been revised, the modifications to the earthworks are minor, ensuring continued compliance with the above conditions.

Refer to the Engineering Drawings in Appendix C.

5. Erosion and Sediment Control

5.1 Introduction

During construction, it shall be the responsibility of the Principal Contractor to ensure that the development complies with the relevant erosion and sediment control objectives, as outlined in the State Planning Policy and the CoGC Planning Scheme.

This section of the report provides suggested inclusions in an erosion and sediment control plan for the proposed development site. This plan includes recommendations for monitoring & reporting responsibilities and the construction of site-specific sedimentation and erosion control measures. Detailed drawings specifying the proposed erosion and sediment control measures are to be provided at the Operational Works stage of the development.

5.2 General Erosion and Sediment Control Measures

It shall be the responsibility of the Principal Contractor to ensure the following erosion and sediment control measures are implemented on site:

- Clean stormwater runoff from upstream allotments is to be directed away from the development site using earth bunds or cut-off drains, as deemed appropriate by a suitable supervisor;
- The prevention of sediment runoff towards other allotments via the effective implementation of silt fences or other mitigation devices as deemed appropriate by a suitable supervisor;
- Sediment runoff shall also be prevented from entering the Council stormwater drainage system via the implementation of control measures such as gully pit sediment barriers;
- Erosion shakedown points shall be established at all vehicular access points, with shakedown areas regularly swept clean and sediment removed; and
- Erosion and sediment control measures are not to be removed from the development site until the site is completely rehabilitated and the surface is capable of resisting erosion.

5.3 Spoil and Stockpile Management Measures

It shall be the responsibility of the Principal Contractor to ensure the following spoil and stockpile management measures are implemented on site:

- Where the stockpiling of spoil and excess earthworks is necessary on the development site, stockpiles shall be established as far away as possible from stormwater inlets and pipelines to reduce the likelihood of sediment runoff; and
- Stockpiles are to be established within a designated zone of fill material and should be surrounded with appropriate erosion and sediment control measures.

5.4 Training Requirements

It shall be the responsibility of the Principal Contractor to ensure the following training protocols are implemented on the development site:

Site induction courses shall include details of an environmental management reporting system, through which personnel will be able to report perceived erosion and sediment control issues on site.

6. Flooding

According to the CoGC Flood Risk Awareness Map (Figure 6.1), the site is within the maximum regional flood extent with extremely rare events and can include flood hazards of any type (low to very high).



Figure 6.1– CoGC Flood Risk Awareness Map

According to the CoGC Flood Planning Map (Figure 6.2), the site is impacted by regional flows from the Albert River.



Figure 6.2– CoGC Flood Planning Map

The Defined Flood Event (DFE) is the 1% AEP (Q100) flood event. The Defined Flood Level (DFL) for the site is approximately 8.60m AHD.

Table 6.1 – Defined Flood Level

Property Address	Defined Flood Level (m AHD)
6 Homestead Drive and 6&10 Eastridge St, Stapylton	8.60

The proposed building pads are at approximately 11m AHD (2.4m above the DFL), satisfying the conditions of the CoGC Flood Hazard.

7. Water and Sewer Connection

7.1 Sewer Connection

The sewer manholes and pipes have been installed along the southern boundary and Eastridge Street as part of Stage 1 of the Preliminary Approval Precinct. It is proposed that the development site will be serviced via the southern manhole.

The proposed sewer property connection arrangement is detailed in the Engineering Drawings attached as Appendix C.

7.2 Water Connection

The development is proposed to be serviced via the existing water main within Eastridge St. Refer to the Engineering Drawings in Appendix C. Further details regarding the water meter stacks and water connection sizing are to be provided during the Detailed Design stage.

8. Stormwater Drainage

The stormwater pipes have been installed along Eastridge Street as part of Stage 1 of the Preliminary Approval Precinct. In the developed case, the development site is proposed to discharge southernly to these stormwater pipes and then flow westward along Eastridge Street to Homestead Drive. Ultimately, the stormwater will be directed to the designed dual detention basin and bio-retention system at the existing ponds north of the site.

The proposed stormwater drainage arrangement for the development is shown in the Engineering Drawings attached as Appendix C.

9. Conclusion

This report has been prepared to support the proposed industrial development of 12 warehouse and loading zones, 62 car parks, associated driveways, other hardstand surfaces and landscape. The development is proposed to take place over the following parcel of land:

Property Address:	6 Homestead Drive, 6 and 10 Eastridge Street, Stapylton
Property Description:	Lots: 111 – 113, SP316137
Council:	Council of the City of Gold Coast
Site Area:	6,477m ²
Developable Site Area:	6,061m ²

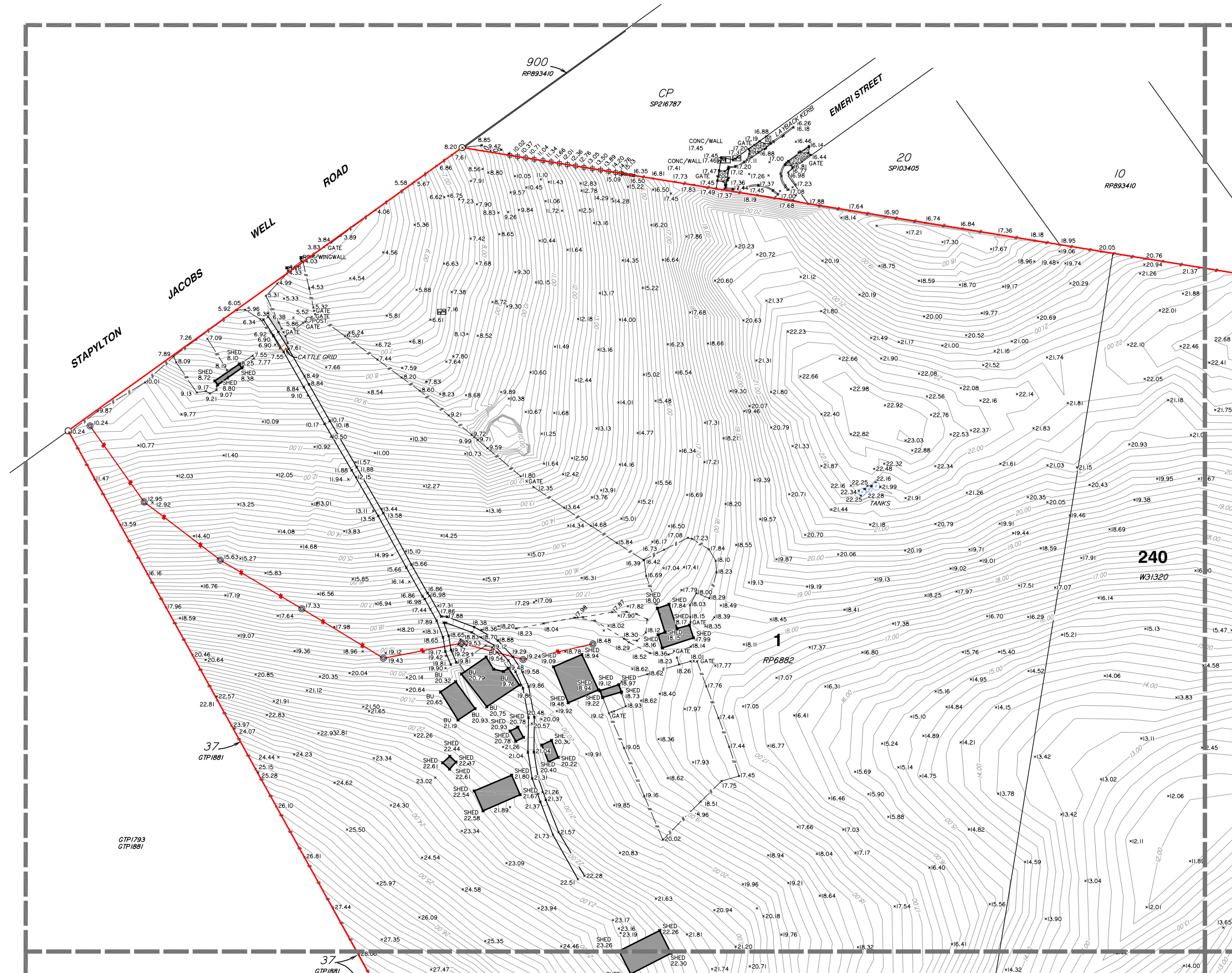
There are no apparent significant constraints on the execution of internal and external earthworks, sediment and erosion control, provision of vehicular access, or the drainage of stormwater from the site.

A summary of the proposed water and sewer connection strategy has been presented for Council's consideration.

This report demonstrates that the proposed development can be suitably serviced with all engineering services described and supports the type and scale and development that is proposed.

10. Appendices

Appendix A – Survey



- LEGEND**
- PERMANENT MARK
 - SEWER MANHOLE
 - SEWER INSPECTION OUTLET
 - ELECTRICITY PILLAR
 - ELECTRICITY POLE
 - ELECTRICITY POLE WITH LIGHT
 - TELSTRA PIT
 - MANHOLE
 - STORMWATER MANHOLE
 - GULLY TRAP
 - WATER METER
 - FIRE HYDRANT
 - VALVE
 - GATE
 - BOLLARD
 - CONCRETE
 - EDGE OF BITUMEN
 - FENCE
 - OVERHEAD ELECTRICITY
 - OPEN DRAIN
 - RETAINING WALL
 - EDGE OF GARDEN
 - CONTOUR LEVEL

Notes

This plan has been prepared for the exclusive use and purposes of the client as stated on this plan and should not be used by any other person or corporation and for any other purpose.

Property boundaries have not been defined by this survey and have been compiled from IS216853.

Only those underground features and services as shown on this plan have been located by this survey. Prior to any construction, demolition or excavation on the site, the relevant authority should be contacted for the location of any further underground services and detailed location of all services.

This plan may not be photocopied unless these notes are included.

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Client

HESTER

Project

CONTOUR AND DETAIL PLAN

Over Lot 1 on RP6882 and Lot 240 on WD31320

Parish of **ALBERT**

County of **Ward**

Local Govt **GOLD COAST CITY COUNCIL**

Level Datum	A.H.D.	Date Surveyed	Jan 2011
Meridian	IS133471	Surveyor	A. Macdonald
Contour Interval	0.2	Drawn	S. Holt
F.B.	No	Date Drafted	02-02-2011
Origin	PSM 133471	Checked	
	RL 22.169		
Scale (on A1 original)		Designed	
		Drawn	
		Date Designed	

gasman development perspectives planning design environment surveying

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t: (07) 38073333
f: (07) 32875491

e: mail@gasman.com.au
w: www.gasman.com.au

REFERENCE No. **5093-10**

PLAN No. **5093 S CD 01**

Legend

Buildings
G5.05 Gutter
E5.05 Eave
FL5.05 Floor Level
R5.05 Ridge
A5.05 Apex

Comms
Pole
Pillar
Marker
Pit

Electrical
Power Pole
Light Pole
Meter
Marker

Fencing
Fence Post
Fence Line
Gate
Guard Rail
Hand Rail

Gas
Marker
Valve
Manhole

General
Temporary Bench Mark
Bollard
GNIO Inspection
GNMH Manhole
Face of Building
Door / Opening
Mail Box

Roofwater
RWIO Inspection
Kerb Adaptor
Lid
Lid & Chamber

Stormwater
SWIO Inspection
Gully Trap
Field Inlet
Lid & Chamber

Sewer
SIO Inspection
Lid
Lid & Chamber

Surface
Building
Change of Grade
Drain centre
Top of Bank

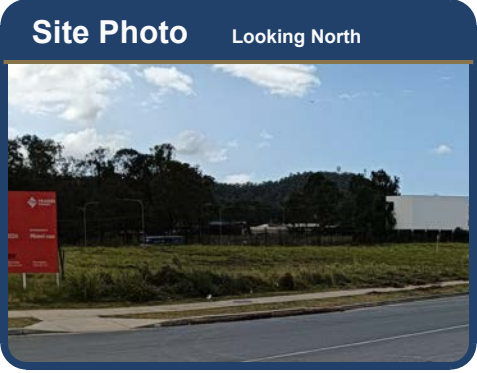
Water
Marker
Meter
Tap
Valve
Fire Hydrant

Vegetation
Tree
Tree line/
Drip line

Abbreviations
TOW Top of Wall
BOW Bottom of Wall
UTO Unable to Open
UTS Unable to Survey

DBYD Records
UGIAG - Under Ground/Above Ground
C - DBYD - Communications
E - DBYD - Electricity
G - DBYD - Gas
S - DBYD - Sewer
SV - DBYD - Stormwater
V - DBYD - Water
RV - DBYD - Roofwater

Located by Survey
CUG - DBYD - Communications
EUG - DBYD - Electricity
GUG - DBYD - Gas
SUG - DBYD - Sewer
SVUG - DBYD - Stormwater
VUG - DBYD - Water
RVUG - DBYD - Roofwater

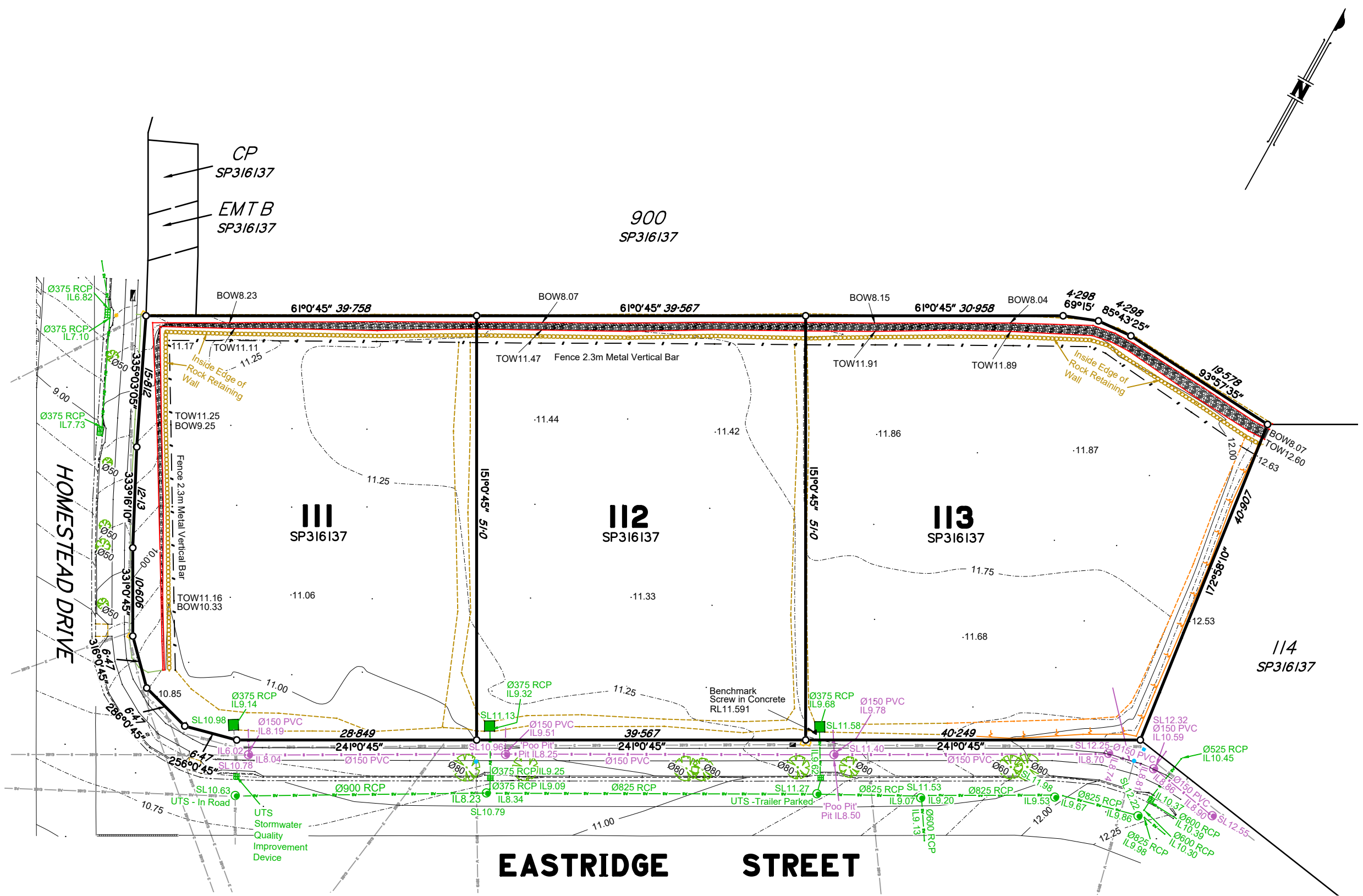


Notes

This plan may not be copied unless this note is included.

DWG info:
3D TIN frozen in layer "TIN GROUND".

For further information on any point in this survey, double click the point cross.



Appendix B – Architectural Plans

P8 - WIP	17/02/25	Revised DA issue
P7	16/01/25	Revised DA issue
P6	05/12/24	Revised DA Issue
P5	03/12/24	Issue for comment
P4	03/12/24	for comment review
P3	02/12/24	for comment review
P2	29/11/24	Revised DA Issue
P1	19/11/24	DA Issue

DA ISSUE

P8 - WIP 2499

homestead drive

existing watercourse

eastridge street

p (07) 3870 1999 e info@sparc.net.au w www.sparc.net.au
level 1, 54 jephson st. po box 1777 toowoong dc, qld, 4066 abn 15 102 888 031

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G2-0 Project 2400 Series 2400 - Ind. Dev. Lots 111 to 113, Varlagie Yalala (Engage/drawings/Arch/CA2400 Lot 111-113)

project industrial development
address 6-10 Eastridge Street Stapylton
client Engage

drawing title **proposed site plan**

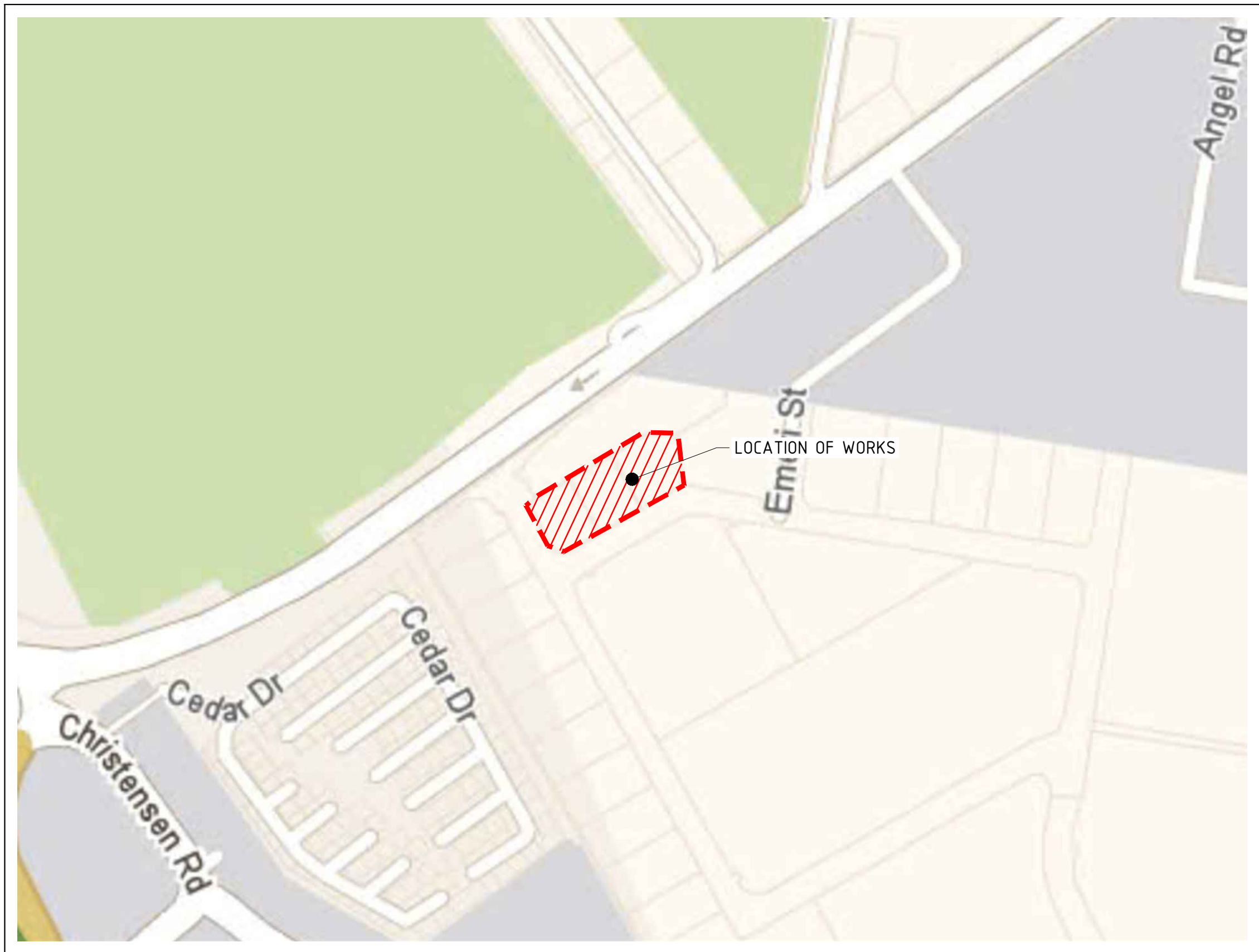
drawing no.				A1001	
date		drawn		checked	
17/02/25		BC		KG	
scale				1:250@A1	

Issue Date Revision
J. Proc
VIP 2499

Appendix C – Engineering Drawing

INDUSTRIAL WAREHOUSES

6 - 10 EASTRIDGE STREET, STAPYLTON, QLD 4207



LOCALITY PLAN
NTS

DRAWING REGISTER

DRAWING No.	DRAWING TITLE
C001	COVER SHEET
C002	CONSTRUCTION NOTES
C101	EROSION & SEDIMENT CONTROL PLAN
C201	BULK EARTHWORKS PLAN
C231	BULK EARTHWORKS SECTIONS
C301	STORMWATER & SITE GRADING PLAN
C401	SITE WORKS PLAN
C501	SEWER AND WATER PLAN

		WARNING THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL EXISTING SERVICES ON AND EXTERIOR TO THE SITE INCLUDING WATER MAINS, SEWER MAINS, GAS MAINS, TELECOMMUNICATIONS CABLES, ELECTRICAL CABLES, AND STORMWATER PIPES PRIOR TO WORKS COMMENCING. SHOULD ANY CONFLICTS OCCUR, EDGE CONSULTING ENGINEERS ARE TO BE NOTIFIED IMMEDIATELY. ANY DAMAGE TO EXISTING SERVICES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.	DRAWING NOT TO SCALE	<table><tr><td>Rev</td><td>Date</td><td>Description</td><td>By</td><td>Chk</td></tr><tr><td>P01</td><td>04.02.25</td><td>ISSUED FOR INFORMATION</td><td>TN</td><td>KS</td></tr></table>	Rev	Date	Description	By	Chk	P01	04.02.25	ISSUED FOR INFORMATION	TN	KS	 EDGE CONSULTING ENGINEERS www.edgece.com The concepts + information contained in this document are the copyright of EDGE Consulting Engineers. Use or copying of this document in whole or in part without the written permission of EDGE Consulting Engineers constitutes an infringement of copyright. DO NOT SCALE DRAWINGS. IF IN DOUBT, ASK!	Brisbane, Australia 2 Maynard Street, Woolloongabba, Queensland, 4102 Australia T: +61 7 3392 3671 E: brisbane@edgece.com 	Project Name INDUSTRIAL WAREHOUSES 6 - 10 EASTRIDGE STREET STAPYLTON, QLD 4207 Client ENGAGE GROUP <table><tr><td>Designed</td><td>Drawn</td><td>Checked</td></tr><tr><td>TN</td><td>TN</td><td>KS</td></tr></table>	Designed	Drawn	Checked	TN	TN	KS	Drawing Title COVER SHEET <table><tr><td>Project No. AU241381</td><td rowspan="2"> PRELIMINARY NOT FOR CONSTRUCTION </td></tr><tr><td>Drawing No. C001</td></tr></table> <table><tr><td>Revision P01</td></tr></table>	Project No. AU241381	PRELIMINARY NOT FOR CONSTRUCTION	Drawing No. C001	Revision P01
Rev	Date	Description	By	Chk																								
P01	04.02.25	ISSUED FOR INFORMATION	TN	KS																								
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TN	TN	KS																										
Project No. AU241381	PRELIMINARY NOT FOR CONSTRUCTION																											
Drawing No. C001																												
Revision P01																												

1. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM
2. ALL SERVICE AUTHORITIES SHALL BE NOTIFIED IN WRITING SEVEN DAYS PRIOR TO COMMENCEMENT OF WORKS.
3. TBMS'S TO BE RE-ESTABLISHED BY THE LICENSED SURVEYOR IF FOUND TO BE MISSING AT THE COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR WILL BE RESPONSIBLE FOR CARE AND MAINTENANCE OF TBMS THEREAFTER.
4. ALL EXISTING SURFACE LEVELS SHOWN ON THE ENGINEERING DRAWINGS HAVE BEEN RECREATED FROM 2D SURVEY AND LIDAR TERRAIN MODEL THESE LEVELS HAVE BEEN USED AS THE BASIS FOR ALL ENGINEERING DESIGN AND DETERMINATION OF QUANTITIES. CONTRACTOR TO ENSURE WORKS FOLLOW DESIGN INTENT. CONTRACTOR TO ADVISE SUPERINTENDENT OF MAJOR DISCREPANCIES.
5. THE CONTRACTOR IS RESPONSIBLE FOR GAINING APPROVAL OF THE TRAFFIC MANAGEMENT PLAN FROM COUNCIL AT LEAST 7 DAYS PRIOR TO WORKS COMMENCING OR EARLIER IF REQUIRED. THE TRAFFIC MANAGEMENT PLAN AND TRAFFIC CONTROL PLAN INCLUDING ANY ACCESS REQUIREMENTS SHALL BE APPROVED BY THE COORDINATING ROAD AUTHORITY APPROPRIATE TO THE PROJECT.
6. THE CONTRACTOR IS REQUIRED TO CONFINE CONSTRUCTION VEHICLES TO THE INTERNAL ROAD RESERVE AND CARPARK. ANY DAMAGE CAUSED TO EXISTING KERB & CHANNEL OR FOOTPATHS MUST BE MADE GOOD.
7. INSTALL ALL VEGETATION PROTECTION, EROSION AND SEDIMENT CONTROL, AND SITE-SPECIFIC MEASURE PRIOR TO COMMENCEMENT OF ANY WORK.
8. ANY BUILDINGS, TROUGHS, FENCES AND OTHER STRUCTURES ON SITE ARE TO BE REMOVED AS DIRECTED BY THE ENGINEER THE COST OF REMOVAL IS TO BE INCLUDED IN THE OVERALL EARTHWORKS FIGURE UNLESS A SPECIFIC ITEM FOR REMOVAL IS DENOTED IN THE SCHEDULE
9. THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF WORK ALL EXISTING SERVICES AND STRUCTURES ARE TO BE MAINTAINED IN GOOD ORDER FOR THE DURATION OF THE CONTRACT ANY COSTS ASSOCIATED WITH REPAIRING DAMAGE TO EXISTING SERVICES SHALL BE BORNE BY THE CONTRACTOR
10. THE SITE OF THE PROPOSED WORKS SHALL BE CLEARED OF ALL UNDESIRABLE MATTER THIS SHALL INCLUDE DEAD TIMBER, Boulders, GRASS, OLD FOUNDATIONS, CONCRETE, REDUNDANT BUILDING MATERIALS, GARBAGE, DEBRIS AND OTHER OBSTRUCTIONS HOLES LEFT BY THE REMOVAL OF MATERIAL SHALL BE FILLED WITH APPROVED COMPACTED MATERIAL
11. CLEARED MATERIAL AND EARTHWORKS SPOIL SHALL BE REMOVED FROM SITE NO FILL OR STOCKPILING OF MATERIAL IS TO BE PLACED ON ANY RESERVE OR COMMON PROPERTY UNLESS OTHERWISE DIRECTED BY THE SITE ENGINEER OR SUPERINTENDENT.
12. TOPSOIL SHALL BE STRIPPED AND STOCKPILED PRIOR TO THE COMMENCEMENT OF ANY EARTHWORKS OPERATION. TOPSOIL IS TO BE RESPREAD TO LANDSCAPE AREAS AFTER CIVIL WORKS ARE COMPLETE SURPLUS TOPSOIL TO BE REMOVED FROM SITE
13. ALL BATTERS SHALL BE 1 IN 4, UNLESS OTHERWISE SHOWN.
14. THE LOCATION OF EXISTING SERVICES SHOWN ON THESE PLANS SHALL BE PROVEN ON SITE THE APPROPRIATE AUTHORITY SHALL BE CONTACTED AND THE SERVICES LOCATED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

1. TREE PROTECTION MEASURES (TPZ FENCE & GROUND PROTECTION) ARE TO BE INSTALLED IN ACCORDANCE WITH AS 4970-2009 PROTECTION OF TREES ON DEVELOPMENT SITES.
2. WHERE TREES TO BE RETAINED HAVE A >10% ENCROACHMENT INTO THE TPZ, REFER PROJECT ARBORIST AND LANDSCAPE ARCHITECT RECOMMENDATIONS.

1. GENERAL EARTHWORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE GEOTECHNICAL REPORT AND LOCAL COUNCIL.
2. THE CONTRACTOR SHALL PREPARE THE SUBGRADE FOR PROOF ROLLING TO BE WITNESSED BY THE SUPERINTENDENT AND SITE ENGINEER. PROOF ROLLING SHALL BE CARRIED OUT BY FULLY LOADED WATER TRUCK OR SIMILAR CONSTRUCTION MACHINERY APPROVED BY THE SUPERINTENDENT.
3. ALL FILLING SHALL BE COMPACTED IN ACCORDANCE WITH AS3798 AND GEOTECHNICAL REPORT UNDER LEVEL 1 SUPERVISION.

1. ALL WORK SHALL BE GENERALLY CARRIED OUT IN ACCORDANCE WITH:
 - A. LOCAL AUTHORITY REQUIREMENTS.
 - B. EPA - POLLUTION CONTROL MANUAL FOR URBAN STORMWATER.
 - C. ICEA - BEST PRACTICE EROSION & SEDIMENT CONTROL.
2. EROSION AND SEDIMENT CONTROL DRAWINGS AND NOTES ARE PROVIDED FOR THE WHOLE OF THE WORKS SHOULD THE CONTRACTOR STAGES THESE WORKS THEN THE DESIGN MAY BE REQUIRED TO BE MODIFIED VARIATION TO THESE DETAILS MAY REQUIRE APPROVAL BY THE RELEVANT AUTHORITIES. THE EROSION AND SEDIMENT CONTROL PLAN SHALL BE IMPLEMENTED AND ADOPTED TO MEET THE VARYING SITUATIONS AS WORK ON SITE PROGRESSES.
3. MAINTAIN ALL EROSION AND SEDIMENT CONTROL DEVICES TO THE SATISFACTION OF THE SUPERINTENDENT AND THE LOCAL AUTHORITY.
4. WHEN STORMWATER PITS ARE CONSTRUCTED PREVENT SITE RUNOFF ENTERING THE PITS UNLESS SILT FENCES ARE ERECTED AROUND PITS.
5. MINIMISE THE AREA OF SITE BEING DISTURBED AT ANY ONE TIME.
6. PROTECT ALL STOCKPILES OF MATERIALS FROM SCOUR AND EROSION DO NOT STOCKPILE LOOSE MATERIAL IN ROADWAYS, NEAR DRAINAGE PITS OR IN WATERCOURSES.
7. ALL SOIL AND WATER CONTROL MEASURES ARE TO BE PUT BACK IN PLACE AT THE END OF EACH WORKING DAY AND MODIFIED TO BEST SUIT SITE CONDITIONS.
8. CONTROL WATER FROM UPSTREAM OF THE SITE SUCH THAT IT DOES NOT ENTER THE DISTURBED SITE.
9. ALL CONSTRUCTION VEHICLES SHALL ENTER AND EXIT THE SITE VIA THE TEMPORARY CONSTRUCTION ENTRY /EXIT.
10. ALL VEHICLES LEAVING THE SITE SHALL BE CLEANED AND INSPECTED BEFORE LEAVING.
11. CLEAN OUT ALL EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH STORM EVENT. AFTER EACH RUNOFF EVENT, INSPECT THE EROSION DAMAGE AT EARTH BUNDS AND SEDIMENT FENCES IF DAMAGE HAS OCCURRED MAKE THE NECESSARY REPAIRS.
12. CHECK ALL EMBANKMENTS FOR EXCESSIVE SETTLEMENT, SLUMPING OF THE SLOPES; MAKE ALL NECESSARY REPAIRS.
13. SEDIMENT FLOCCULATION IS REQUIRED PRIOR TO DISCHARGE OF ACCUMULATED RUNOFF ON SEDIMENT BASINS.

APPICATION

1. GENERALLY, GYPSUM IS MIXED INTO SLURRY WITH WATER AND THEN SPRAYED OVER THE PONDED WATER. ALTERNATE FLOCCULENTS SHOULD BE APPLIED PER MANUFACTURER GUIDELINES. IT IS ESSENTIAL THAT THE FLOCCULATING AGENT IS SPREAD EVENLY OVER THE ENTIRE SURFACE FOR PROPER TREATMENT OF WATER UNLESS LOCAL EXPERIENCE OR OTHER CRITERIA SUGGEST DIFFERENTLY.
2. STANDARD BASIN FLOCCULATION RATES FOR GYPSUM GENERALLY VARY BETWEEN 32 KILOGRAMS PER 100 CUBIC METRES TO 70 KILOGRAMS PER 100 CUBIC METRES IN AREAS WHERE REPEATED HIGH INTENSITY STORMS ARE LIKELY. THE APPLICATION RATE MUST BE CALIBRATED.
3. SETTLEMENT TIME - NORMALLY, SUFFICIENT SEDIMENT WILL HAVE FLOCCULATED AND SETTLES WITHIN ABOUT 24 TO 48 HOURS IN THE CASE OF GYPSUM. HOWEVER, RESULTS MAY BE EVIDENT SOONER DEPENDING ON THE FLOCCULENT AGENT.

1. A SUSPENDED SOLID CONTENT OF LESS THAN 50 MILLIGRAMS PER LITRE IS REQUIRED.
2. TURBIDITY (NTU) VALUE LESS THAN OR EQUAL TO 8 NTU PER THE ACID SULFATE SOILS MANAGEMENT PLAN.
3. PH VALUE MUST BE IN THE RANGE 7.0 TO 8.4 PER THE ACID SULFATE SOILS MANAGEMENT PLAN.
4. UPON THE FIRST DISCHARGES, OBTAIN SAMPLES AND TEST SAMPLES IN A LABORATORY TO ENSURE THAT THE SUSPENDED SOLID CONTENT, TURBIDITY, AND PH ARE WITHIN ACCEPTABLE LEVELS. REGULAR SAMPLING OF THE DISCHARGED WATER SHOULD BE COMPLETED TO VERIFY COMPLIANCE WITH TSS, TURBIDITY AND PH DISCHARGE REQUIREMENTS.
5. WATER QUALITY RESULTS ARE TO BE RECORDED WITHIN A WATER QUALITY TESTING REGISTER.

1. DISCHARGE SHOULD BE ACHIEVED WITH A SYSTEM THAT PERMITS DRAINAGE OF THE BASIN IN LESS THAN 24 HOURS.
2. THE OUTFLOW MUST NOT CAUSE EROSION OR ADVERSELY AFFECT DOWNSTREAM ENVIRONMENTS.
3. A MARKER PEG SHOULD BE INSTALLED IN THE BASIN TO CLEARLY IDENTIFY THE MAXIMUM SEDIMENT STORAGE LEVEL.
4. SEDIMENT EXTRACTED FROM THE BASIN SHALL BE SUITABLY DISPOSED OF IN SEDIMENT DUMPS, OR MIXED WITH ON-SITE SOILS IN A MANNER THAT WILL NOT RESULT IN UNNECESSARY SOIL EROSION OR SEDIMENT RUNOFF FROM THE SITE. OTHERWISE, THE SEDIMENT SHALL BE DRIED AND REMOVED FROM THE SITE.

1. PRIOR TO COMMENCEMENT OF EXCAVATION THE FOLLOWING SOIL MANAGEMENT DEVICES MUST BE INSTALLED.
 - A. CONSTRUCT SILT FENCES BELOW THE SITE AND ACROSS ALL POTENTIAL RUNOFF SITES
 - B. CONSTRUCT TEMPORARY CONSTRUCTION ENTRY EXIT AND DIVERT RUNOFF TO SUITABLE CONTROL SYSTEMS
 - C. CONSTRUCT MEASURES TO DIVERT UPSTREAM FLOWS INTO EXISTING STORMWATER SYSTEM
 - D. CONSTRUCT SEDIMENTATION TRAPS BASIN INCLUDING OUTLET CONTROL AND OVERFLOW
 - E. PROVIDE SEDIMENT TRAPS UPSTREAM OF EXISTING AND PROPOSED PITS.

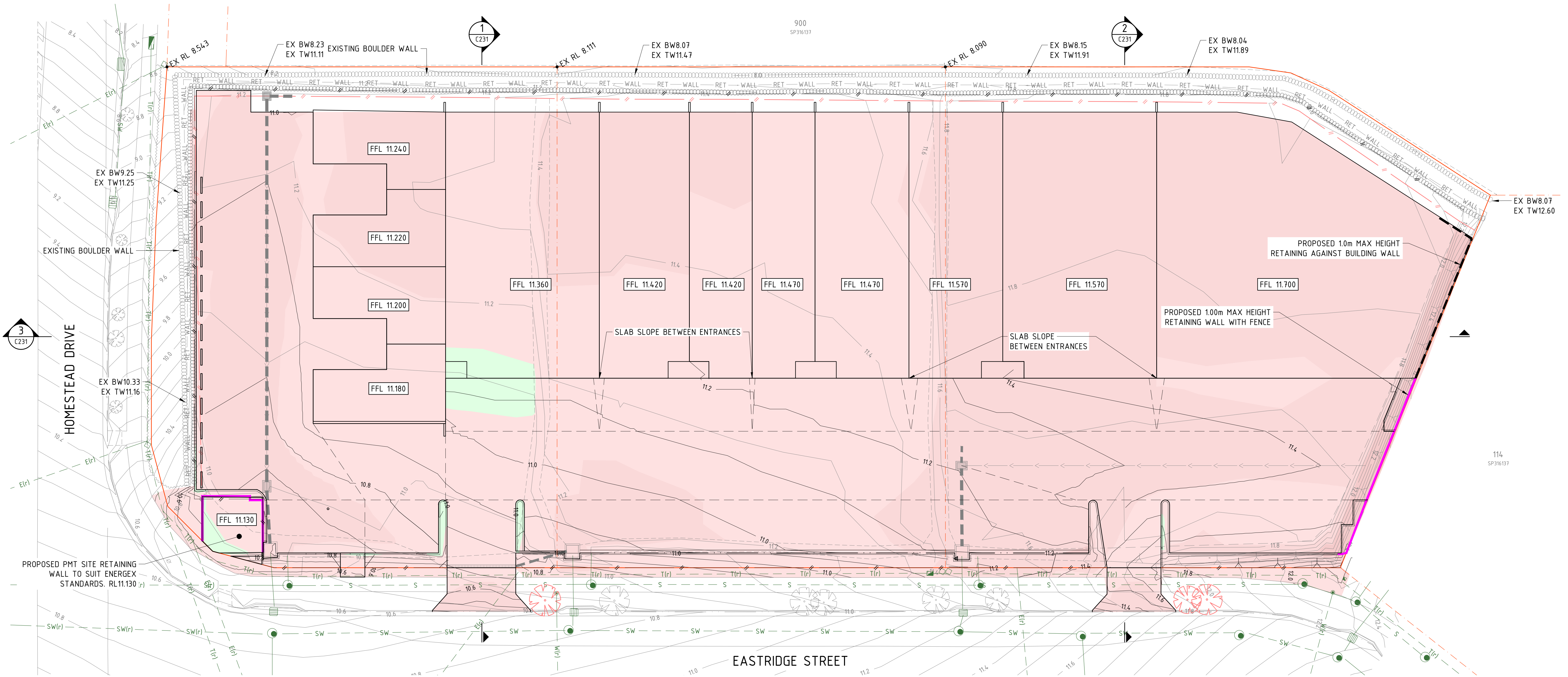
3. ALL DIMENSIONS AND SETOUT ARE TO LIP OF KERB U.N.O.
4. LEVELS ARE TO FACE OF KERB/LIP OF KERB/KERB AND CHANNEL U.N.O.
5. PAVEMENT DEPTHS SHOWN ON THE DRAWINGS ARE NOMINAL ONLY AND SHALL BE DETERMINED AFTER INSPECTION AND TESTING OF SUBGRADE. THE CONTRACTOR SHALL IN ALL CASES OBTAIN PARTICULARS OF THE PAVEMENT THICKNESS BEFORE PROCEEDING WITH THE FORMATION OF THE ROAD BOX. CBR TESTING SHALL BE UNDERTAKEN AT 25m INTERVALS ALONG THE PAVEMENT AND ANY ADDITIONAL LOCATIONS DETERMINED BY THE GEOTECHNICAL ENGINEER/OR SUPERINTENDENT SUPERVISING THE WORKS AND SHALL BE AT LEAST THE MINIMUM SPECIFIED IN THE PROJECT SPECIFICATION.
6. MINIMUM PAVEMENT COMPACTION TO BE AS FOLLOWS;
 - A. SUBBASE AND BASE - 95% MODIFIED MAXIMUM DRY DENSITY TO ASI289.5.4.1
 - B. SUB-SOIL DRAINAGE SHALL BE INSTALLED UNDER ALL NEW KERB AND CHANNEL AND ROAD EDGES AND GRADED TO CONNECT WITH DRAINAGE INLET PITS AT A MINIMUM OF 0.5%.
 - C. EARTHWORKS SUBGRADE SHALL BE COMPACTED TO 98% R.D.D STANDARD COMPACTION
 - D. SUBSOIL DRAIN SHALL BE IN ACCORDANCE WITH IPWEAQ STD DRG RS-140 AND 142.
7. CONSTRUCTION OVER PIPES TO USE SUITABLE CONSTRUCTION/COMPACTION PLANT TO ENSURE MAXIMUM STRUCTURAL CAPACITY OF PIPEWORK IS NOT EXCEEDED.
8. ALL WORKS TO CONFORM TO LOCAL AUTHORITY STANDARDS U.N.O.
9. ALL IMPORTED AND EXPORTED MATERIALS ARE TO BE TRANSPORTED ONLY ON ROUTES APPROVED BY THE LOCAL AUTHORITY.
10. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE SAFETY OF VEHICULAR AND PEDESTRIAN TRAFFIC DURING CONSTRUCTION.
11. COMPACTION TEST RESULTS AND TEST LOCATIONS FOR SUBGRADE SHALL BE SUBMITTED TO AND APPROVED BY THE ENGINEERS PRIOR TO PLACING PAVEMENT MATERIALS.
12. PROOF ROLL TESTS OF THE SUBGRADE ARE TO BE UNDERTAKEN TO IDENTIFY LOCALISED POOR GRADE TO BE REMOVED OR REWORKED PRIOR TO THE PLACING OF PAVEMENT MATERIAL.
13. ALL LAYERS OF PAVEMENT WORKS AND EARTHWORKS ARE TO BE PROOF ROLLED AND TESTED AS PER THE SPECIFICATION, AND TO THE APPROVAL OF THE SUPERINTENDENT.
14. ALL CONSTRUCTION SHALL JOIN SMOOTHLY AND NEATLY TO EXISTING SURFACES AND STRUCTURES. TACTILE INDICATORS TO BE PROVIDED AT PRAM RAMPS WHERE THEY CONNECT WITH CONCRETE FOOTPATH.

1. ALL WORKS TO BE IN ACCORDANCE WITH AS1742, AS2890 AND DTMR MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL LINEMARKING AND SIGNAGE TO BE IN ACCORDANCE WITH LOCAL COUNCIL'S LINEMARKING AND TRAFFIC MANUALS.

- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS3600 UNLESS SHOWN OTHERWISE.
2. CONCRETE SHALL HAVE A STRENGTH GRADE OF N32 UNLESS NOTED OTHERWISE.
3. NOMINAL MAXIMUM AGGREGATE SIZE SHALL BE 20mm UNLESS NOTED OTHERWISE.
4. CONCRETE SLUMP SHALL BE NOMINAL 80mm UNLESS NOTED OTHERWISE.
5. ADMIXTURES SHALL NOT BE USED WITHOUT WRITTEN APPROVAL.
6. ALL CONCRETE SURFACES SHALL BE CURED BY APPROVED MEANS FOR A MINIMUM CONTINUOUS DURATION OF 7 DAYS COMMENCING IMMEDIATELY AFTER THE INITIAL SET OF THE CONCRETE.
7. CONCRETE COVER TO REINFORCEMENT INCLUDING FITMENTS SHALL BE 50mm UNLESS NOTED OTHERWISE.
8. CONCRETE FACES AT CONSTRUCTION JOINTS SHALL BE THOROUGHLY SCABBLED, FREE OF LAITANCE, CLEANED AND WETTED THOROUGHLY PRIOR TO THE PLACEMENT OF ABUTTING CONCRETE.
9. CONSTRUCTION JOINTS WHERE NOT SHOWN ON THE DRAWINGS SHALL BE LOCATED TO THE APPROVAL OF THE SUPERINTENDENT.

1. ALL PIPES LESS THAN OR EQUAL TO 225Ø ARE TO BE SOLVENT WELD-JOINTED SEWER GRADE uPVC CLASS SH, OR (MIN) CLASS 2 RUBBER-RING JOINED RCP (UNO).
2. WHERE uPVC STORMWATER LINES PASS UNDER FLOOR SLABS SEWER GRADE RUBBER RING JOINTS ARE TO BE USED.
3. PIPES GREATER THAN OR EQUAL TO 300Ø ARE TO BE (MIN) CLASS 2 RUBBER-RING JOINED RCP (UNO).
4. FRC PIPES EQUIVALENT TO THE STEEL REINFORCED CONCRETE PIPE CLASS SPECIFIED ON THE DRAWINGS MAY BE USED - OBTAIN SUPERINTENDENT'S APPROVAL.
5. ALL PIPES ARE TO BE LAID AT (MIN) 1.0% GRADE (UNO)
6. THE USE OF PRE-CAST STORMWATER DRAINAGE PITS IS NOT ACCEPTED WITHOUT CONFIRMATION BETWEEN EDGE CONSULTING ENGINEERS AND THE CONTRACTOR REGARDING QUALITY CONTROL, AND CERTIFICATION OF FINISHES.
7. COVERS
 - A. USE HOT DIPPED GALVANISED COVERS AND GRATES COMPLYING WITH RELEVANT AUSTRALIAN AND COUNCIL STANDARDS.
 - B. ALL COVERS AND GRATES TO BE POSITIONED IN A FRAME AND MANUFACTURE AS A UNIT
 - C. ALL COVERS AND GRATES TO BE FITTED WITH POSITIVE COVER LIFTING KEYS.
 - D. OBTAIN SUPERINTENDENT'S APPROVAL FOR THE USE OF CAST IRON SOLID COVERS AND GRATES. CAST IRON SOLID COVERS (IF APPROVED) TO CONSIST OF CROSS-WEBBED, CELLULAR CONSTRUCTION WITH THE RIBS UPPERMOST TO ALLOW INFILLING WITH CONCRETE. INSTALL POSITIVE COVER LIFTING KEYS AND PLASTIC PLUGS.
 - E. UNLESS DETAILED OR SPECIFIED OTHERWISE COVERS AND GRATES TO BE CLASS "C" IN VEHICULAR PAVEMENTS AND CLASS "B" ELSEWHERE.
8. ALL PIPE BENDS, JUNCTIONS, ETC. ARE TO BE PROVIDED USING PURPOSE MADE FITTINGS OR STORMWATER PITS.
9. ALL CONNECTIONS TO EXISTING DRAINAGE PITS SHALL BE MADE IN A TRADESMAN-LIKE MANNER AND THE INTERNAL WALL OF THE PIT AT PIPE PENETRATIONS SHALL BE CEMENT RENDERED TO ENSURE A SMOOTH FINISH.
10. THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL FITTINGS AND SPECIALS INCLUDING VARIOUS PIPE ADAPTERS TO ENSURE PROPER CONNECTION BETWEEN DISSIMILAR PIPEWORK.
11. U.N.O. MATERIAL USED FOR BEDDING OF PIPES SHALL BE APPROVED NON-COHESIVE GRANULAR MATERIAL HAVING HIGH PERMEABILITY AND HIGH STABILITY WHEN SATURATED AND FREE OF ORGANIC AND CLAY MATERIAL.
12. WHERE TRENCHES ARE IN ROCK, THE PIPE SHALL BE BEDDED ON A MIN. 50mm CONCRETE BED (OR 75mm THICK BED OF 12mm BLUE METAL) UNDER THE BARREL OF THE PIPE. THE PIPE COLLAR AT NO POINT SHALL BEAR ON THE ROCK.
13. BEDDING SHALL BE (UNO) TYPE HS2 UNDER ROADS; H2 GENERAL AREAS, IN ACCORDANCE WITH CURRENT RELEVANT INDUSTRY STANDARDS AND GUIDELINES.
14. THE WEATHER PROOFING OF THE BUILDING IS THE ARCHITECT'S /BUILDER'S RESPONSIBILITY. THIS INCLUDES THE SPECIFICATION AND FIXING DETAILS OF CLADDINGS, SHEETING, FLASHING AND MEMBRANES.
15. THE CONTRACTOR SHALL ENSURE AND PROTECT THE INTEGRITY OF ALL STORMWATER PIPES DURING CONSTRUCTION. ANY AND ALL DAMAGE TO THESE PIPES AS A RESULT OF THESE WORKS SHALL BE REPAIRED BY THE CONTRACTOR UNDER THE DIRECTION OF THE SUPERINTENDENT, AND AT NO EXTRA COST.
16. NOTE THAT THE PIT COVER LEVEL NOMINATED IN GUTTERS ARE TO THE INVERT OF THE GUTTER WHICH ARE 40mm LOWER THAN THE PAVEMENT LEVEL AT LIP OF GUTTER.
17. Ø100mm SUB-SOIL DRAINAGE LINES WITH NON-WOVEN GEOTEXTILE SOCK SURROUND SHALL BE CONNECTED TO A STORMWATER DRAINAGE PIT (AT min. 1% LONGITUDINAL GRADE) AND PROVIDED IN THE FOLLOWING LOCATIONS:
 - A. THE HIGH SIDE OF PROPOSED TRAFFICKED AND CARPARK PAVEMENT AREAS.
 - B. ALL PLANTER AND TREE BEDS PROPOSED ADJACENT TO PAVEMENT AREAS.
 - C. BEHIND RETAINING WALLS (IN ACCORDANCE WITH DRAWINGS).
 - D. ALL OTHER AREAS SHOWN ON THE DRAWINGS.
18. THE CONTRACTOR SHALL INSTALL INSPECTION OPENINGS TO ALL SUBSOIL DRAINAGE LINES AND DOWNPIPE LINES AS SPECIFIED ON DRAWINGS, AT MAXIMUM 60m CENTERS AND AT ALL UPSTREAM ENDPOINTS.
19. WHERE SUBSOIL DRAINAGE LINES PASS UNDER FLOOR SLABS AND VEHICULAR PAVEMENTS SEALED uPVC SEWER GRADE PIPE SHALL BE USED.
20. PROVIDE 3.0m LENGTH OF Ø100 SUBSOIL DRAINAGE PIPE WRAPPED IN A NON-WOVEN GEOTEXTILE FABRIC, TO THE UPSTREAM SIDE OF STORMWATER PITS, LAID IN STORMWATER PIPE TRENCHES AND CONNECTED TO THE DRAINAGE PIT.
21. ALL RECTANGULAR HOLLOW SECTIONS (RHS) SPECIFIED AS STORMWATER CONDUITS TO BE HOT DIPPED GALVANISED AND HAVE (MIN) 5mm WALL THICKNESS.

		WARNING THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL EXISTING SERVICES ON AND EXTERIOR TO THE SITE INCLUDING WATER MAINS, SEWER MAINS, GAS MAINS, TELECOMMUNICATIONS CABLES, ELECTRICAL CABLES, AND STORMWATER PIPES PRIOR TO WORKS COMMENCING. SHOULD ANY CONFLICTS OCCUR, EDGE CONSULTING ENGINEERS ARE TO BE NOTIFIED IMMEDIATELY. ANY DAMAGE TO EXISTING SERVICES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.				EDGE CONSULTING ENGINEERS www.edgece.com The concepts - information contained in this document are the copyright of EDGE Consulting Engineers. Use or copying of this document in whole or in part without the written permission of EDGE Consulting Engineers constitutes an infringement of copyright. DO NOT SCALE DRAWINGS. IF IN DOUBT, ASK!		Brisbane, Australia 2 Maynard Street, Woolloongabba, Queensland, 4102 Australia T: +61 7 3292 3671 E: brisbane@edgece.com		Project Name INDUSTRIAL WAREHOUSES 6 - 10 EASTRIDGE STREET STAPYLTON, QLD 4207		Drawing Title CONSTRUCTION NOTES	
						Client ENGAGE GROUP		Project No. AU241381		PRELIMINARY NOT FOR CONSTRUCTION			
		P01 04.02.25 ISSUED FOR INFORMATION TN KS				Designed Drawn Checked		Drawing No. C002		Revision P01			
		Rev Date Description By Chk											



LEGEND

PROPOSED	EXISTING	
		PROPERTY BOUNDARY
		MINOR CONTOUR
		MAJOR CONTOUR
		BUILDING
		CONCRETE
		BATTER TOP
		BATTER TOE
		SWALE
		BLK WALL
		INT WALL
		BUILDING WALL
		STORMWATER
		WATER
		SEWER
		TELECOMMUNICATIONS
		ELECTRICAL

DEPTH RANGE LEGEND

CUT	FILL
0.00m - 0.25m	
0.25m - 0.50m	
0.50m - 1.00m	
1.00m - 1.50m	
1.50m - 2.00m	
2.00m - 3.00m	
> 3.00m	

EARTHWORKS VOLUMES

150mm STRIP (NOM.) = 972m³
CUT = 681m³
FILL = 57m³
225mm BULK EARTHWORKS THICKNESS
ACROSS SITE U.N.O.
NOTE: EXCAVATION FOR FOOTINGS, BEAMS,
STORMWATER PITS, SERVICE TRENCHES AND
BACKFILL BEHIND RETAINING WALLS ARE
CONSIDERED TO BE DETAILED EARTHWORKS
AND ARE NOT INCLUDED AS PART OF THIS
DESIGN. CONTRACTOR TO MAKE ALLOWANCE.

WARNING

THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL
EXISTING SERVICES ON AND EXTERIOR TO THE SITE
INCLUDING WATER MAINS, SEWER MAINS, GAS MAINS,
TELECOMMUNICATIONS CABLES, ELECTRICAL CABLES, AND
STORMWATER PIPES PRIOR TO WORKS COMMENCING.

SHOULD ANY CONFLICTS OCCUR, EDGE CONSULTING
ENGINEERS ARE TO BE NOTIFIED IMMEDIATELY.

ANY DAMAGE TO EXISTING SERVICES SHALL BE REPAIRED
AT THE CONTRACTORS EXPENSE.

0 4 8
SCALE 1:200 @A1



P02	04.02.25	ISSUED FOR INFORMATION	TN	KS
P01	28.11.24	PRELIMINARY	CB	KS
Rev	Date	Description	By	Chk

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Project Name
**INDUSTRIAL WAREHOUSES
6 - 10 EASTRIDGE STREET
STAPYLTON, QLD 4207**

Client	ENGAGE GROUP
Designed	TN
Drawn	TN
Checked	KS

Drawing Title
BULK EARTHWORKS PLAN

Project No.
AU241381
Drawing No.
C201

**PRELIMINARY
NOT FOR CONSTRUCTION**

Revision
P01

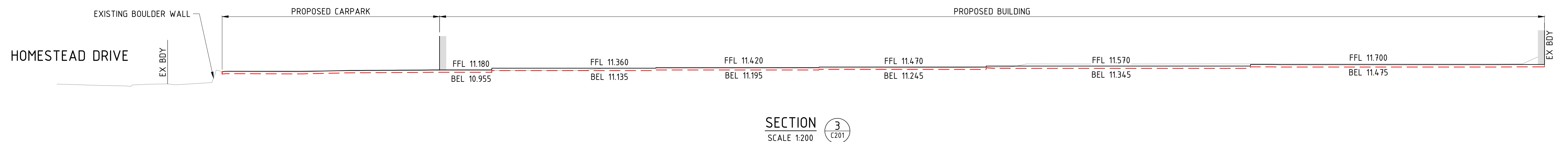
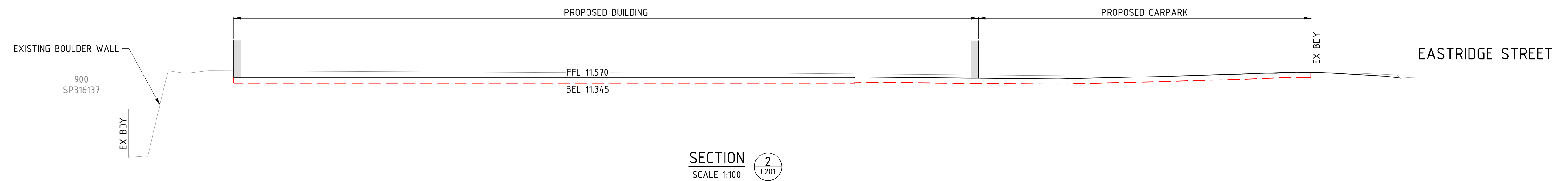
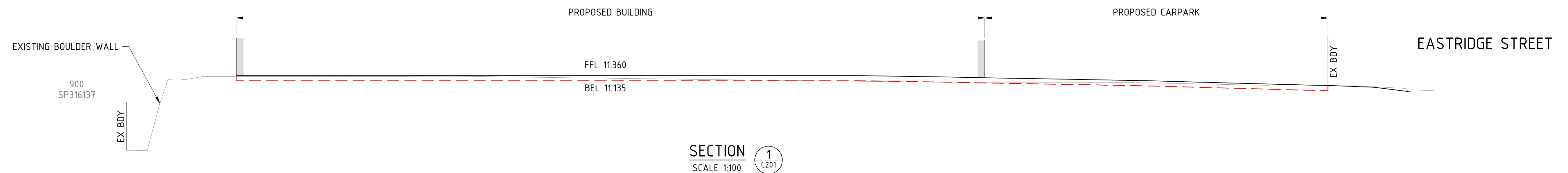
SURFACE LEGEND

— NATURAL SURFACE

— DESIGN SURFACE

- - - BULK EARTHWORKS SURFACE

 NATURAL SURFACE
 DESIGN SURFACE
 BULK EARTHWORKS SURFACE



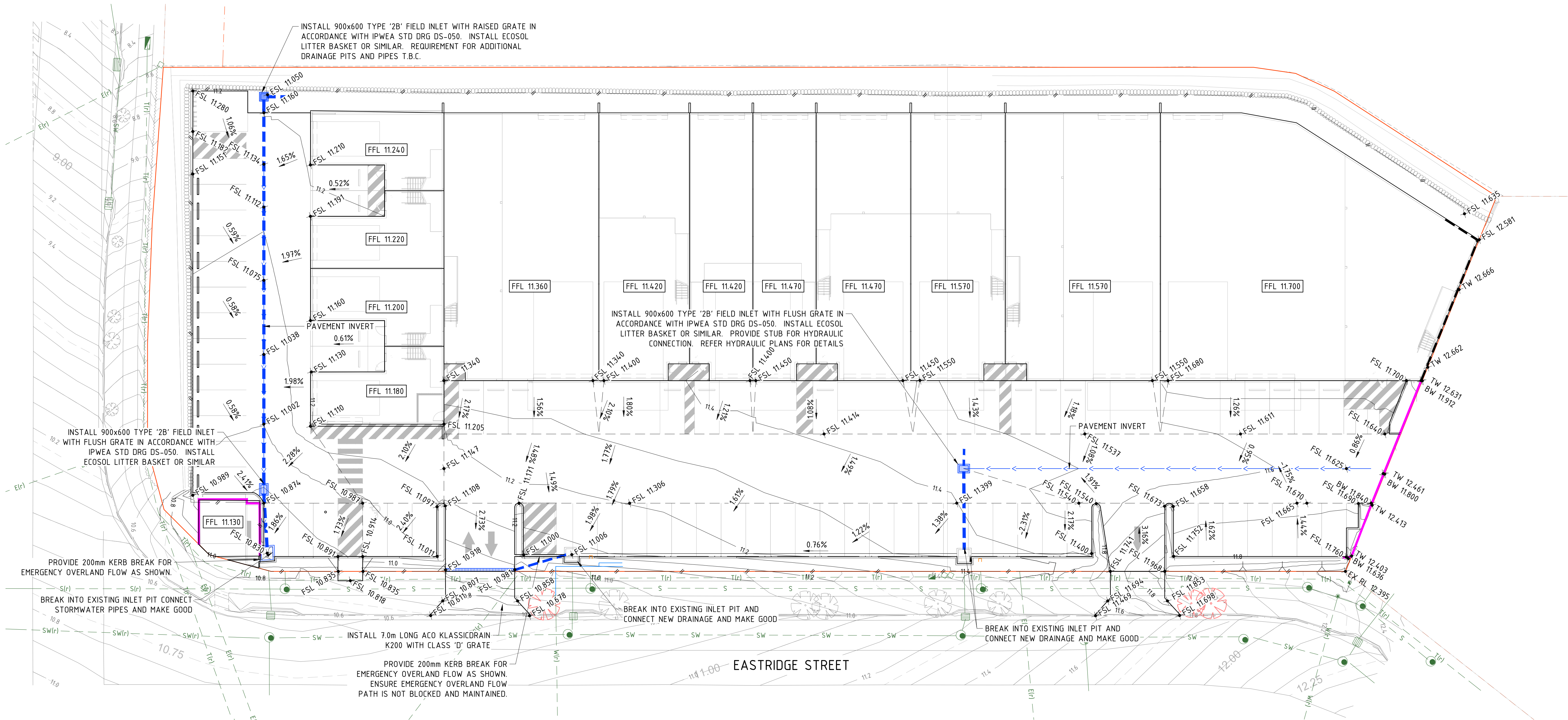
NOTE

ANY UNSUITABLE MATERIAL AND/OR UNCONTROLLED
FILL ENCOUNTERED IS TO BE TREATED IN ACCORDANCE
WITH THE GEOTECHNICAL REPORT.

ALL TEMPORARY BATTERS ARE SHOWN INDICATIVELY
AND MUST BE CONSTRUCTED IN ACCORDANCE WITH
GEOTECHNICAL ENGINEER'S SPECIFICATIONS.

EXCAVATION FOR FOOTINGS, BEAMS, STORMWATER PITS, SERVICE TRENCHES AND BACKFILL BEHIND RETAINING WALLS ARE CONSIDERED TO BE DETAILED EARTHWORKS AND ARE NOT INCLUDED AS PART OF THIS DESIGN. CONTRACTOR TO MAKE ALLOWANCE.

WARNING THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL EXISTING SERVICES ON AND EXTERIOR TO THE SITE INCLUDING WATER MAINS, SEWER MAINS, GAS MAINS, TELECOMMUNICATIONS CABLES, ELECTRICAL CABLES, AND STORMWATER PIPES PRIOR TO WORKS COMMENCING. SHOULD ANY CONFLICTS OCCUR, EDGE CONSULTING ENGINEERS ARE TO BE NOTIFIED IMMEDIATELY. ANY DAMAGE TO EXISTING SERVICES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.		0 4 8 SCALE 1:200 @A1 0 2 4 SCALE 1:100 @A1	
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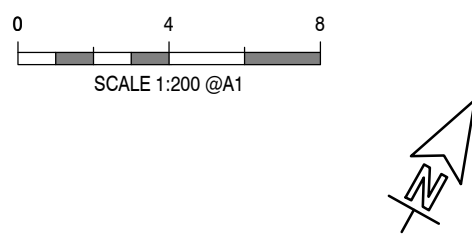


PROPOSED	EXISTING	
		PROPERTY BOUNDARY
		MINOR CONTOUR
		MAJOR CONTOUR
		BUILDING
		BARRIER KERB
		CONCRETE
		EDGE OF BITUMEN
		BATTER TOP
		BATTER TOE
		SWALE
		BLK WALL
		INT WALL
		STORMWATER
		WATER
		SEWER
		GAS
		TELECOMMUNICATIONS
		ELECTRICAL
		ELECTRICAL OVERHEAD
		PROPOSED FINISHED SURFACE LEVEL
		PROPOSED BULK EARTHWORKS SURFACE LEVEL
		EXISTING FINISHED SURFACE LEVEL
		PROPOSED GRADE (FALL)

NOTES

- CONTRACTOR TO READ DRAWING IN CONJUNCTION WITH ARCHITECT'S, LANDSCAPE, STRUCTURAL AND HYDRAULIC ENGINEER'S PLANS.
- CONTRACTOR TO CONFIRM LOCATION OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORKS AND NOTIFY ENGINEER IF ANY DISCREPANCY OR POTENTIAL CLASH IS NOTED.
- ALL EXISTING SERVICE PITS AND LIDS WITHIN EXTENT OF WORKS TO BE MODIFIED TO SUIT NEW FINISHED SURFACE LEVELS.
- FOR CLARITY SUBSOIL DRAINS BEHIND KERBS AND RETAINING WALLS HAVE NOT BEEN SHOWN. ALLOW FOR ALL SUBSOIL DRAINAGE AS REQUIRED AND CONNECTION TO NEAREST DOWN STREAM PIT IF REQUIRED.
- INSTALL TACTILE GROUND SURFACE INDICATORS IN ACCORDANCE WITH LOCAL AUTHORITY STANDARD DWGS.

WARNING
THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL EXISTING SERVICES ON AND EXTERIOR TO THE SITE INCLUDING WATER MAINS, SEWER MAINS, GAS MAINS, TELECOMMUNICATIONS CABLES, ELECTRICAL CABLES, AND STORMWATER PIPES PRIOR TO WORKS COMMENCING.
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Rev	Date	Description	By	CHK
P01	04.02.25	ISSUED FOR INFORMATION	TN	KS

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Project Name
**INDUSTRIAL WAREHOUSES
6 - 10 EASTRIDGE STREET
STAPYLTON, QLD 4207**

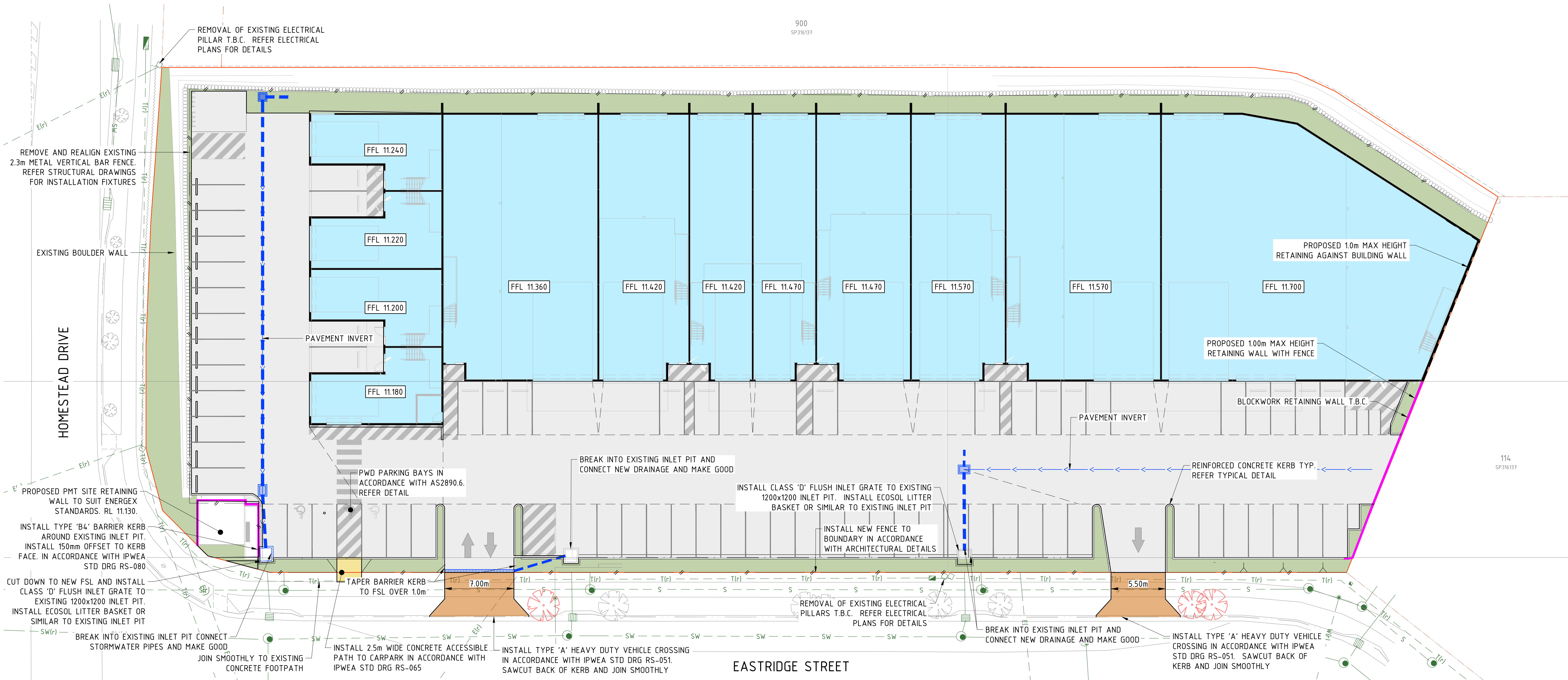
Client	ENGAGE GROUP
Designed	Drawn
TN	TN
Checked	KS

Drawing Title
STORMWATER & SITE GRADING PLAN

Project No.	AU241381
Drawing No.	C301

**PRELIMINARY
NOT FOR CONSTRUCTION**

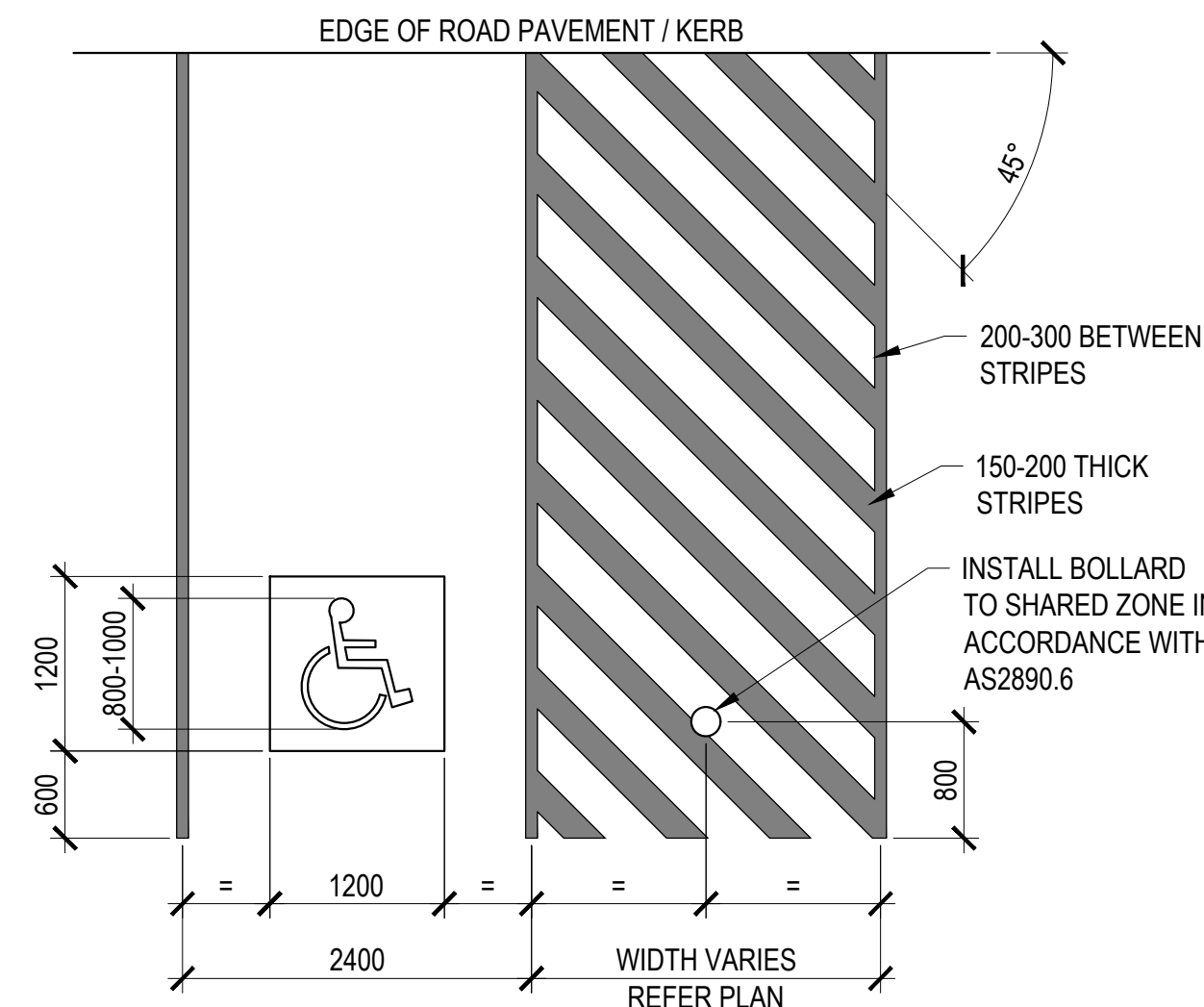
Revision
P01



LEGEND

PROPOSED	EXISTING	
		PROPERTY BOUNDARY
		BUILDING
		BARRIER KERB & CHANNEL
		CONCRETE
		LINE OF SAWCUT
		BATTER TOP
		BATTER TOE
		FENCE
		BLK - WALL
		BLOCKWORK WALL
		BOULDER WALL
		STORMWATER
		WATER
		SEWER
		TELECOMMUNICATIONS
		ELECTRICAL
		PROPOSED WHEELSTOP
		PROPOSED BOLLARD

PAVEMENT TYPES	
	BUILDING REFER STRUCTURAL DWGS
	CONCRETE SLAB REFER STRUCTURAL DWGS
	CONCRETE FOOTPATH REFER IPWEA STD DWG RS-065
	CONCRETE CROSSOVER REFER IPWEA STD DWG RS-051
	LANDSCAPING REFER TO LANDSCAPE DRAWINGS

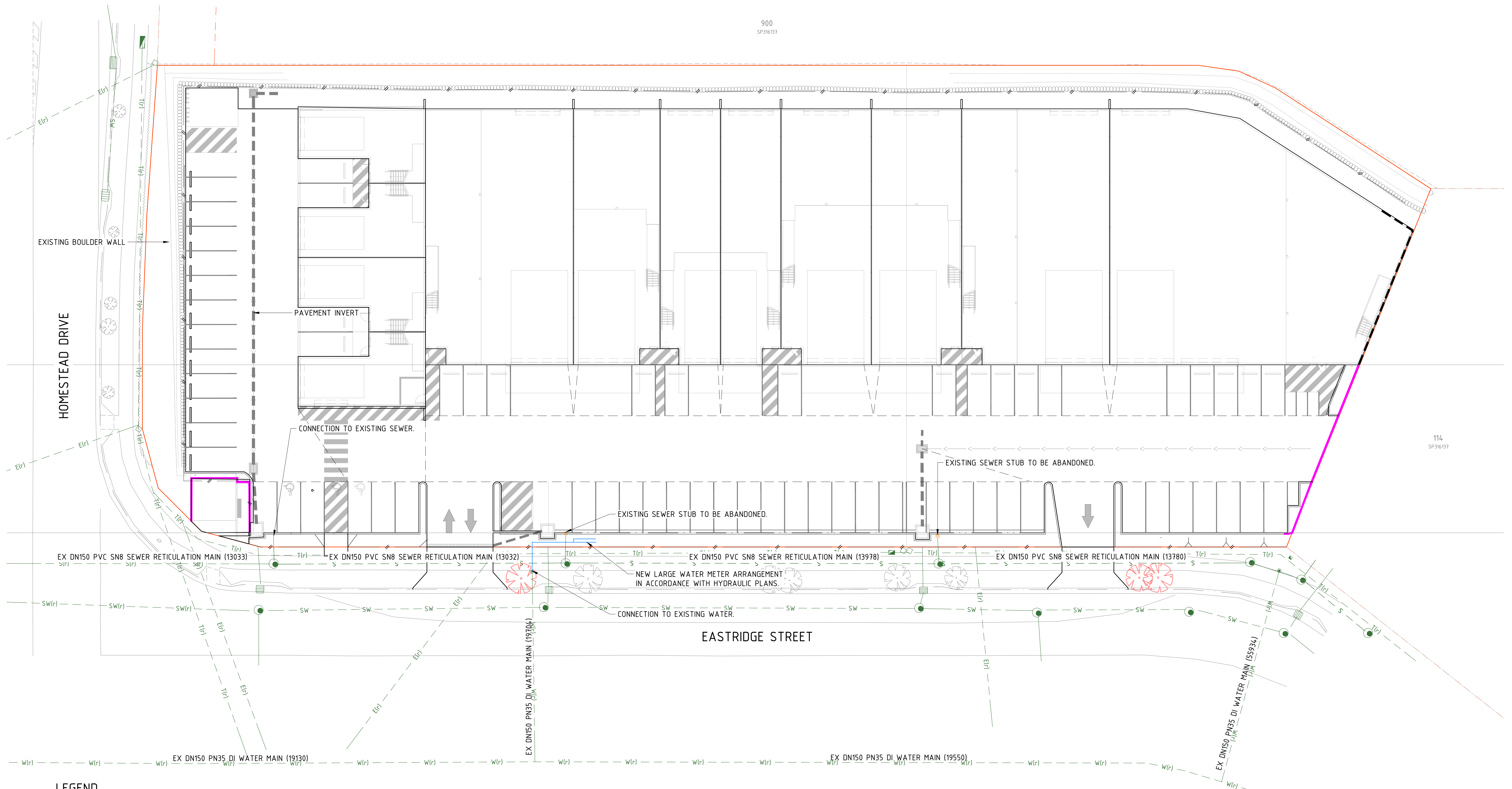


TYPICAL PWD CARPARK BAY SETOUT DETAIL
SCALE 1:50

NOTES

- CONTRACTOR TO READ DRAWING IN CONJUNCTION WITH ARCHITECT'S, LANDSCAPE, STRUCTURAL AND HYDRAULIC ENGINEER'S PLANS.
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- INSTALL TACTILE GROUND SURFACE INDICATORS IN ACCORDANCE WITH LOCAL AUTHORITY STANDARD DWGS.

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LEGEND

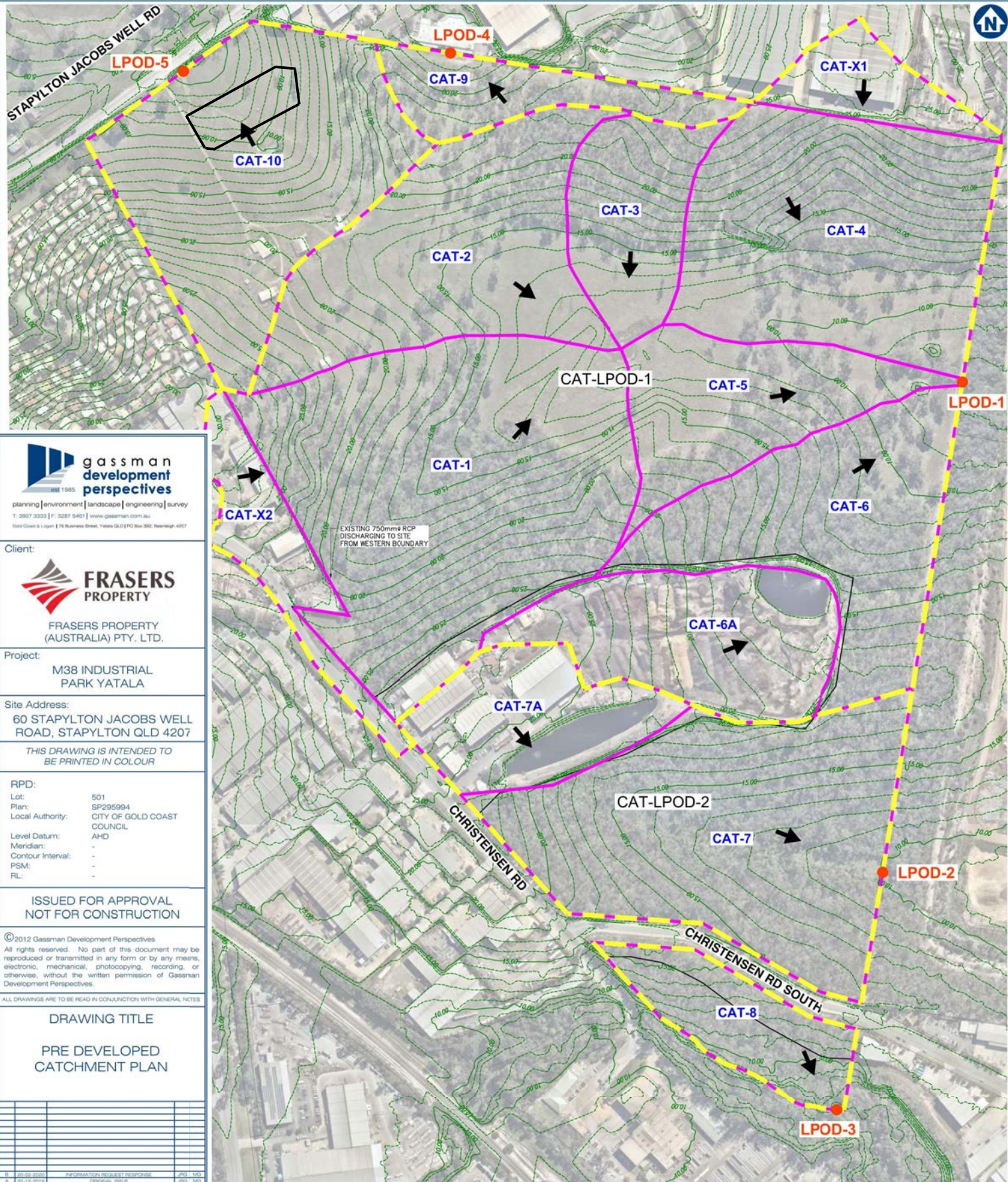
PROPOSED	EXISTING	
		PROPERTY BOUNDARY
		BUILDING
		BARRIER KERB & CHANNEL
		CONCRETE
		LINE OF SAWCUT
		BATTER TOP
		BATTER TOE
		FENCE
		BLK WALL
		BLOCKWORK WALL
		BOULDER WALL
		STORMWATER
		WATER
		SEWER
		TELECOMMUNICATIONS
		ELECTRICAL

PAVEMENT TYPES

	CONCRETE SLAB REFER STRUCTURAL DWGS
--	--

WARNING THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL EXISTING SERVICES ON AND EXTERIOR TO THE SITE INCLUDING WATER MAINS, SEWER MAINS, GAS MAINS, TELECOMMUNICATIONS CABLES, ELECTRICAL CABLES, AND STORMWATER PIPES PRIOR TO WORKS COMMENCING. SHOULD ANY CONFLICTS OCCUR, EDGE CONSULTING ENGINEERS ARE TO BE NOTIFIED IMMEDIATELY. ANY DAMAGE TO EXISTING SERVICES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.		04 4 8 SCALE 1:200 @A1 </
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Appendix D – Pre & Post-development Catchment Plans (SWMP Rev.4, GDP, 2024



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Client:

FRASERS
PROPERTY
FRASERS PROPERTY
(AUSTRALIA) PTY. LTD.

Project:

M38 INDUSTRIAL
PARK YATALA

Site Address:

60 STAPYLTON JACOBS WELL
ROAD, STAPYLTON QLD 4207

THIS DRAWING IS INTENDED TO
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RPD:

Lot: 501
Plan: SP295994
Local Authority: CITY OF GOLD COAST
COUNCIL
Level Datum: AHD
Meridian: -
Contour Interval: -
PSM: -
RL: -

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DRAWING TITLE

PRE DEVELOPED
CATCHMENT PLAN

Issue	Date	Description	Drawn	Checked
1	20-02-2020	INFORMATION REQUEST RESPONSE	JMS	MMS
2	20-02-2020	ORIGINAL ISSUE	JMS	MMS
3	20-02-2020	REVISED	JMS	MMS

Scale at A1: 1:2000
Designed: IG
Drafted: JRG
Approved: MG
RPEQ: 16939
Signed: [Signature]
Date: 20-02-2020

Drawing No: 5941 ENG SMP1 003
Rev. No: B

LEGEND

- LOT BOUNDARY
- EXISTING CONTOURS (MINOR)
- EXISTING CONTOURS (MAJOR)
- SUB-CATCHMENT BOUNDARY
- CATCHMENT BOUNDARY
- LPOD-3
- OVERLAND FLOW DIRECTION

PRE DEVELOPED CATCHMENT PLAN

CATCHMENT TABLE

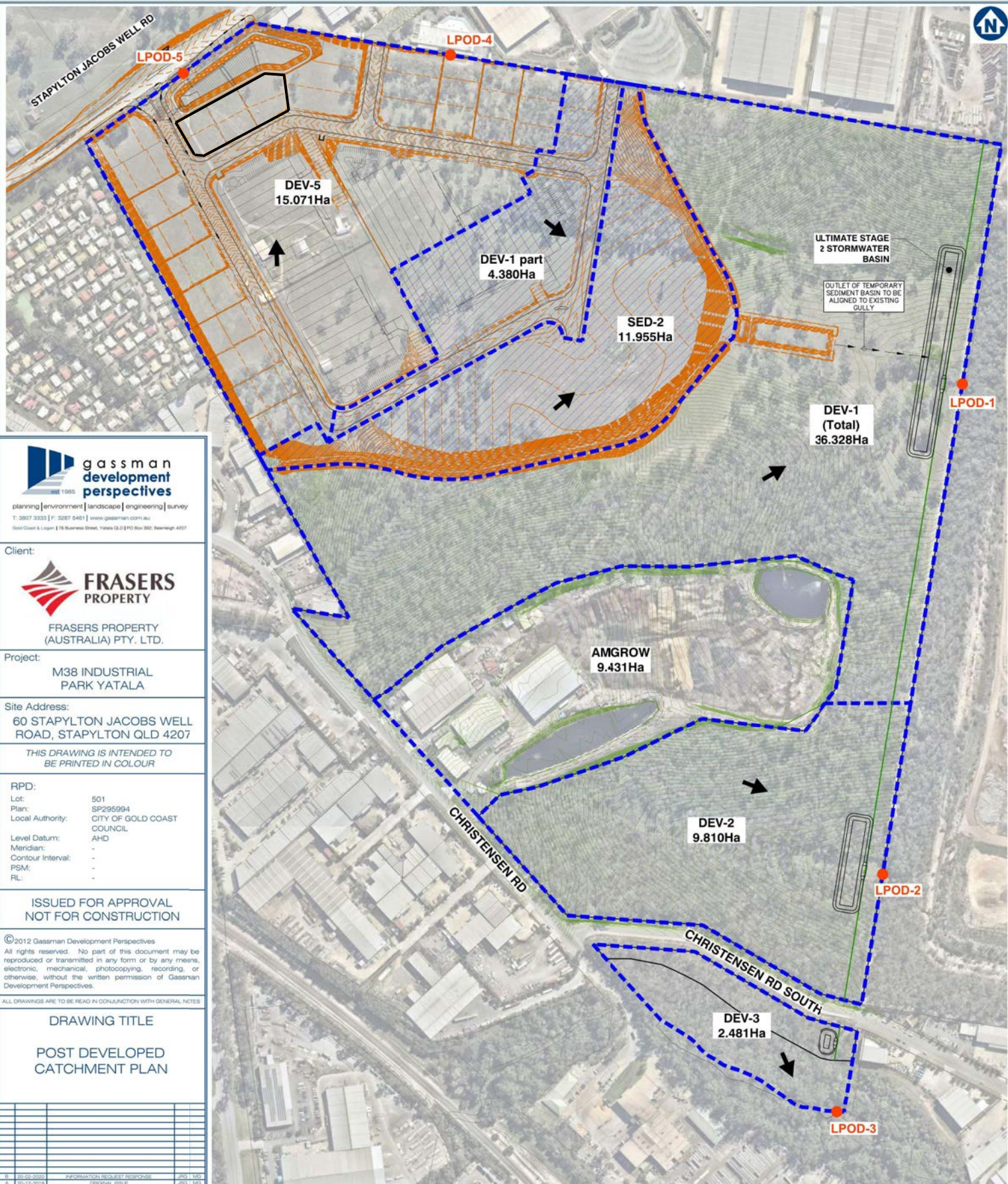
CATCHMENT	AREA (Ha)	IMP %	VECTORED SLOPE (%)
CAT-LPOD-1	50.714	3.10	4.01
CAT-LPOD-2	13.391	2.50	3.01
CAT-LPOD-3	2.481	0.00	3.00
CAT-LPOD-4	2.210	0.00	2.21
CAT-LPOD-5	8.523	9.50	6.75

CRITICAL STORM DURATION (1% AEP)

LAWFUL POINT OF DISCHARGE	DURATION (mins)
LPOD-1	540 (9 Hrs)
LPOD-2	45
LPOD-3	30
LPOD-4	60
LPOD-5	15

SUB-CATCHMENT TABLE

CATCHMENT	AREA (Ha)	VECTORED SLOPE (%)
CAT-X1	1.637	1.00
CAT-X2	2.182	1.00
CAT-1	12.715	5.41
CAT-2	7.114	5.95
CAT-3	3.015	5.54
CAT-4	8.666	5.80
CAT-5	4.144	4.02
CAT-6	6.474	3.91
CAT-6A	4.767	3.50
CAT-7	9.981	3.51
CAT-7A	3.410	2.50
CAT-8	2.481	3.00
CAT-9	2.210	2.21
CAT-10	8.523	6.75



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THIS DRAWING IS INTENDED TO
BE PRINTED IN COLOUR

RPD:
Lot: 501
Plan: SP295994
Local Authority: CITY OF GOLD COAST
COUNCIL
Level Datum: AHD
Meridian: -
Contour Interval: -
PSM: -
RL: -

ISSUED FOR APPROVAL
NOT FOR CONSTRUCTION

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DRAWING TITLE
POST DEVELOPED
CATCHMENT PLAN

Issue	Date	Information Request Response	Original Issue	Drawn	Checked
B	20-02-2020			JMS	MMS
A	20-02-2020			JMS	MMS

Scale at A1: 1:2000
0 40 80 120 160 200
1:2000 (FULL SIZE A1)
1:4000 (HALF SIZE A3)

Designed: IG
Drafted: JRG
Approved: MG
RPEQ: 16939
Signed:
Date: 20-02-2020

Drawing No: 5941 ENG SMP1 004
Rev. No: B

LEGEND

- LOT BOUNDARY
- EXISTING CONTOURS (MINOR)
- EXISTING CONTOURS (MAJOR)
- DESIGN CONTOURS (MINOR)
- DESIGN CONTOURS (MAJOR)
- CATCHMENT BOUNDARY
- LPOD-4
- OVERLAND FLOW DIRECTION

STAGE 1 CATCHMENT TABLE	
CATCHMENT	AREA (Ha)
DEV-5	15.071
DEV-1 part	4.380
SED-2	11.955

NOTE: CATCHMENT AREA FOR SEDIMENT BASIN '2'
IS CROSS HATCHED IN BLUE ON THIS DRAWING

POST DEVELOPED CATCHMENT PLAN