

APPENDIX E

CHANGE TO GROUND LEVEL DRAWINGS



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OPERATIONAL WORKS APPLICATION FOR CHANGE TO GROUND LEVEL LOT 301 WAREHOUSE

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LOCALITY PLAN
SCALE 1:5000

CLIENT



FRASERS
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ISSUED FOR APPROVAL

DWG NO.6349 ENG BE 001 - A

APRIL 2025

SITE ADDRESS

APPROVED LOT 301, VANTAGE INDUSTRIAL ESTATE,
STAPYLTON QLD 4207
(LOT 505 ON SP316171)

GENERAL NOTES

1. **CONTRACT DOCUMENTATION**
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE CONTRACT SPECIFICATION AND CoGC STANDARD DRAWINGS AND SPECIFICATIONS.
2. **DATUM**
LEVELS SHOWN ON THE PLANS ARE A.H.D.
3. **SURVEY SETOUT**
THE SURVEY SET OUT INFORMATION TO ALLOW THE CONTRACTOR TO ACCURATELY SET OUT THE WORKS HAS BEEN ESTABLISHED ON SITE BY THE PRINCIPAL'S SURVEYOR. THE CONTRACTOR IS NOT TO SCALE FROM THESE PLANS AS A MEANS OF OBTAINING SETOUT INFORMATION.
4. **EXISTING SURVEY CONTROL STATIONS**
IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT EXISTING SURVEY CONTROL STATIONS ARE NOT DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES. SHOULD THE CONTRACTOR IDENTIFY ANY CONFLICT BETWEEN EXISTING SURVEY CONTROL AND THE REQUIRED CONSTRUCTION ACTIVITIES THE SUPERINTENDENT IS TO BE NOTIFIED IMMEDIATELY.
5. **EXISTING SERVICES**
THE LOCATION OF EXISTING SERVICES WHERE SHOWN ON THE PLANS ARE INDICATIVE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE RELEVANT SERVICE AUTHORITIES TO ASCERTAIN THE EXACT LOCATION OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF WORKS AND TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO THE EXISTING SERVICES.
6. **SITE ACCESS**
THE CONTRACTOR SHALL ONLY GAIN ACCESS TO THE SITE VIA ACCESS LOCATIONS APPROVED BY THE SUPERINTENDENT. FREEDOM OF ACCESS TO OTHER WORK AREAS ON THE SITE SHALL BE MAINTAINED AT ALL TIMES.
7. **PROVISION FOR TRAFFIC**
PROVISION FOR TRAFFIC ON LOCAL ROADS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND CoGC COUNCIL REQUIREMENTS.
8. **WORK EXTENT**
THE CONTRACTOR IS TO RESTRICT ACTIVITIES TO THOSE AREAS DESIGNATED AS WORKS AREAS UNDER THE CONTRACT. AT NO TIME IS THE CONTRACTOR TO ENTER ADJOINING PROPERTIES OR CONTRACT AREAS WITHOUT THE WRITTEN AUTHORISATION OF THE SUPERINTENDENT.
9. **TESTING**
ALL TESTING IS TO BE CARRIED OUT BY AN APPROVED N.A.T.A TESTING AUTHORITY IN ACCORDANCE WITH THE PROJECT SPECIFICATION AND REQUIREMENTS OF CoGC COUNCIL.
10. **"AS CONSTRUCTED" SURVEY**
"AS CONSTRUCTED" SURVEY SHALL BE CARRIED OUT BY THE PRINCIPAL'S SURVEYOR AS WORK PROCEEDS. THE CONTRACTOR IS TO PROVIDE ADEQUATE NOTICE TO THE PRINCIPAL'S SURVEYOR ON WHEN THIS IS REQUIRED TO ENSURE COMPLIANCE WITH THE REQUIREMENTS OF CoGC COUNCIL.
11. **MAINTENANCE OF SITE CONDITION**
AT THE COMPLETION OF WORKS THE SITE IS TO BE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT AND CoGC.
12. **ROCK**
THE CONTRACTOR IS TO INCLUDE ROCK EXCAVATION AS PART OF THEIR EARTHWORKS RATES UNLESS SCHEDULED OTHERWISE WITHIN THE CONTRACT DOCUMENT.

8. **DAMS AND PONDS**
WHERE POSSIBLE, WATER FROM DAMS AND PONDS SHALL BE MAINTAINED AND UTILISED FOR CONSTRUCTION PURPOSES AND DUST SUPPRESSION. DAMS AND PONDS NOT TO BE RETAINED SHALL BE DEWATERED, CLEARED OF ANY FOREIGN MATTER AND ORGANIC MATERIAL WITH THIS MATERIAL TO BE REMOVED OFF SITE.
9. **RETAINING STRUCTURES**
THE DESIGN AND STRUCTURAL CERTIFICATION OF RETAINING STRUCTURES SHALL BE UNDERTAKEN BY THE CONTRACTOR'S STRUCTURAL ENGINEER (RPEQ) IN CONSULTATION WITH THE PROJECT'S CIVIL ENGINEER AND LANDSCAPE CONSULTANT. THE CONTRACTOR IS RESPONSIBLE FOR THE SUBMISSION AND APPROVAL COORDINATION OF THE ASSOCIATED DRAWINGS AND CERTIFICATION TO GoGC. A COPY OF THIS SUBMISSION IS TO BE PROVIDED TO THE SUPERINTENDENT.
10. **TOPSOIL REPLACEMENT**
ALL BATTERS AND ALLOTMENT CUT & FILL AREAS SHALL BE TOP SOILED FROM ONSITE STOCKPILES. IF DIRECTED BY THE SUPERINTENDENT THE TOPSOIL SHALL BE SCREENED PRIOR TO PLACING. THE CONTRACTOR SHALL ALLOW IN THEIR RATE FOR SCREENING AND THE DISPOSAL OF REJECT MATERIAL TO TIP OFFSITE INCLUDING ALL FEES. THE CONTRACTOR MUST ENSURE THAT THE STRIPPING SHALL BE UNDERTAKEN IN SUCH A MANNER AS TO AVOID CONTAMINATION BY OVER CUTTING. IF TOPSOIL IS CONTAMINATED BY OVER CUTTING AND DETERMINED NOT SUITABLE FOR REUSE BY THE SUPERINTENDENT, THE CONTRACTOR SHALL BEAR THE COST OF REMOVAL FROM SITE OF ALL CONTAMINATED TOPSOIL AND THE COST TO SUPPLY AND IMPORT SUITABLE TOPSOIL FOR RE--SPREADING.
11. **GRASSING / SEEDING**
ALL CUT & FILL AREAS AND DISTURBED AREAS SHALL BE GRASSED OR SEEDED TO THE SATISFACTION OF THE SUPERINTENDENT.
12. **STOCKPILES**
ALL MATERIAL/SPOIL ARISING FROM WORKS ON SITE SHALL BE COMPACTED TO AN APPROPRIATE STANDARD WITHIN THE FILL AREAS OF FUTURE STAGES AS NOMINATED BY THE SUPERINTENDENT. THE CONTRACTOR IS NOT TO CREATE STOCKPILES OF SURPLUS MATERIALS UNLESS WRITTEN AUTHORIZATION IS RECEIVED FROM THE SUPERINTENDENT.

SEDIMENT AND EROSION

1. THE OBJECTIVES OF THE EROSION AND SEDIMENT CONTROL PROGRAM ARE:
a. ALLOW STORMWATER TO PASS THROUGH THE SITE IN A CONTROLLED MANNER AT NON-EROSIVE FLOW VELOCITIES.
b. MINIMISE SOIL EROSION FROM WATER AND WIND
c. MINIMISE ADVERSE EFFECTS OF SEDIMENT RUNOFF.
d. MINIMISE OR PREVENT ENVIRONMENTAL HARM ASSOCIATED WITH DISCHARGE FROM THE CONSTRUCTED SITE.
e. ENSURE THAT THE VALUE AND USE OF RESIDENTIAL AND INDUSTRIAL PROPERTIES ADJACENT TO THE DEVELOPMENT ARE NOT DIMINISHED AS A RESULT OF THE MIGRATION OF SEDIMENT FROM THE DEVELOPMENT.
2. THE EROSION AND SEDIMENT CONTROL PROGRAM SHALL COMPLY WITH THE ENVIRONMENTAL BEST ENGINEERING GUIDELINES FOR QUEENSLAND CONSTRUCTION SITES, THE CURRENT INSTITUTION OF ENGINEERS AUSTRALIA AND LOCAL AUTHORITY GUIDELINES. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO CONTROL EROSION AND DOWNSTREAM SEDIMENTATION DURING ALL STAGES OF CONSTRUCTIONS INCLUDING THE MAINTENANCE PERIOD. NOTWITHSTANDING THE FINISHED EARTHWORK DESIGN SHOWN ON THE DRAWINGS THE CONTRACTOR IS RESPONSIBLE TO IMPLEMENT ADDITIONAL SEDIMENT CONTROL MEASURES AND DEVICES USING BEST PRACTICES AS NECESSARY TO MINIMISE THE QUANTITY LEAVING THE SITE DURING CONSTRUCTION AND UPON COMPLETION OF EARTHWORKS.
3. THE CONTRACTOR IS TO FOLLOW CONSTRUCTION PHASE AS OUTLINED IN THE CONSTRUCTION SEQUENCE/SILT MANAGEMENT PROGRAM. ALL SEDIMENT CONTROL DEVICES SHALL BE MONITORED, CLEANED AND/OR REPLACED WHENEVER THE ACCUMULATED SEDIMENT REDUCES THE CAPACITY BY 50%. ALL PERIMETER BANK/SWALES SHALL HAVE UNINTERRUPTED POSITIVE GRADE TO AN OUTLET. AT ALL TIMES THE CONTRACTOR SHALL MONITOR THE PREVAILING WEATHER CONDITIONS AND PROTECT ANY DOWNSTREAM CONSTRUCTION AND GULLY INLETS. INLETS TO HAVE SILT PROTECTION IN ACCORDANCE WITH KERB INLET PROTECTION DETAIL AT LOCATIONS SHOWN OR AS INDICATED BY THE ENGINEER.
4. PRIOR TO THE COMMENCEMENT OF EARTHWORKS, THE CONTRACTOR IS TO CARRY OUT SOIL TESTING (IF REQUIRED BY SUPERINTENDENT) TO DETERMINE THE DISPERSIVE CHARACTERISTICS OF THE SOIL AND RESULTS TO BE GIVEN TO THE ENGINEERS SO THE FINALIZATION OF THE EROSION AND SEDIMENT CONTROL PLAN CAN BE COMPLETE.
5. TOPSOIL SHALL BE STRIPPED AND STOCKPILED IN LOCATIONS AGREED WITH THE SUPERINTENDENT. CLEARING OF SITE AND STOCKPILE AREAS TO BE AS DIRECTED BY THE SUPERVISING ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST AT ALL TIMES INCLUDING WEEKENDS AND PUBLIC HOLIDAYS.
6. SUITABLE ACCESS SHALL BE PROVIDED TO ALLOW MAINTENANCE OF ALL SEDIMENT CONTROL DEVICES (IT IS TO BE NOTED THAT CLEARING SHALL ONLY OCCUR IN AREAS WHERE THERE IS NO OTHER ALTERNATIVE TO GAIN ACCESS TO THE LOCATION OF THE SEDIMENT CONTROL DEVICES). APPROVAL FOR REMOVAL OF PROTECTED SIZE VEGETATION MUST BE OBTAINED PRIOR TO CLEARING.
7. ROCK BUNDS TO BE PLACED AROUND ALL HEADWALLS DURING CONSTRUCTION.
8. 0.8m TURF IS TO BE PLACED BEHIND ON ALL BATTERS WITHIN PRIVATE OPEN SPACE STEEPER THAN 1:4 UNLESS OTHERWISE NOTED. THE EXTENT OF GRASSING SHALL BE DETERMINED BY THE ENGINEER AND SHALL BE SEEDED, AS SPECIFIED, WITHIN 7 DAYS OF FINAL TRIMMING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT GRASS STRIKE RATES ARE ACHIEVED AT ON AND OFF MAINTENANCE INSPECTION IN ACCORDANCE WITH COUNCIL REQUIREMENTS.
9. TURF IS TO BE PLACED FROM BACK OF KERB TO ROAD RESERVE BOUNDARY ON ALL ROADS AFTER EARTHWORKS ARE COMPLETE.
10. GEO--FABRIC LINING OF CHANNELS AND CHECK DAMS MAY BE REQUIRED SUBJECT TO THE SITE CONDITIONS.
11. FILLING AND OR MAINTENANCE OF EXISTING AND OR SEDIMENT BASINS MAY REQUIRE FLOCCULATION.
12. BATTERS WITHIN PUBLIC OPEN SPACE TO BE VEGETATED IN ACCORDANCE WITH THE APPROVED OPEN SPACE MANAGEMENT PLAN (OSMP).
13. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CLEAN OUT GPT'S, SEDIMENT FOREBAYS AND ALL OTHER SEDIMENT CONTROL DEVICES DURING CONSTRUCTION AND PRIOR BOTH ON AND OFF MAINTENANCE INSPECTIONS WITH CoGC. THE CONTRACTOR SHALL ALLOW FOR THE COST OF THESE WORKS WITHIN THEIR SUBMITTED TENDER PRICE.

CONSTRUCTION SEQUENCE/SILT MANAGEMENT PROGRAM

1. **PRE START**
a. ERECT SITE SIGNAGE, CONSTRUCT ENTRY AND EXIT POINT AS INDICATED CONSTRUCT VEHICLE WASH--DOWN AREA AND ASSOCIATED SILT MANAGEMENT DEVICES.
b. CONSTRUCT SITE OFFICE AND STORAGE COMPOUND AREA
c. ERECT SILT FENCE AT LOW POINTS OF THE SITE AS DEMONSTRATED
d. ERECT TEMPORARY TREE PROTECTION FENCING FOR VEGETATION TO BE RETAINED IN ACCORDANCE WITH AN OPW (TREE CLEARING) APPROVAL OR IN ACCORDANCE WITH AS4970 PROTECTION OF TREES ON DEVELOPMENT SITE.
e. CONSTRUCT ROCK CHECK DAMS AND SILT FENCE DOWN STREAM OF BASIN.
f. CONSTRUCT BASIN TO FULL DEPTH.
g. CONSTRUCT BALANCE OF BASIN IN CONJUNCTION WITH CLEARING AND BULK EARTHWORKS OPERATIONS.
h. BASIN TO BE UTILISED AS A TEMPORARY SEDIMENT BASIN. DO NOT FILL IN FILTRATION MATERIAL UNTIL CONSTRUCTION OF DEVELOPMENT IS COMPLETE.
2. **CLEARING AND BULK EARTHWORKS**
THERE SHALL BE NO CLEARING OF PROTECTED SITE VEGETATION WITHOUT AN APPROVED TREE CLEARING PLAN WHICH SHALL BE IN ACCORDANCE WITH AS4970. SILT FENCE, SAND BAGS AND EARTH RILLS WITHIN ROADS TO BE ERECTED AS INDICATED OR REQUIRED DURING CLEARING & EARTHWORKS. SUPERINTENDENT TO CONFIRM THE EXTENT OF CLEARING PRIOR TO COMMENCEMENT OF WORKS.
3. **CONSTRUCTION OF SEWER/ROOFWATER/ STORMWATER/SERVICES**
EXCAVATED MATERIAL TO BE PLACED ON HIGH SIDE OF TRENCH AND TO PROTECT PIPE WORK AND DIRECT SURFACE MATERIAL AWAY FROM EXCAVATIONS. TOPSOIL AND GRASS SEED AREAS IN ALLOTMENTS IMMEDIATELY AFTER COMPLETING THE SEWER AND ROOFWATER DRAINAGE CONSTRUCTION. DEPRESS GROUND AROUND TEMPORARY FIELD INLETS TO CREATE SILT POND.
4. **CONSTRUCTION -- SEDIMENT BASINS**
SEDIMENT BASIN TO BE CONSTRUCTED TO THE EARTHWORK PROFILES SHOWN. STORMWATER OUTLET PIPES TO BE TEMPORARY BLOCKED OFF UNTIL DECOMMISSIONING OF SEDIMENT BASIN (SUBSEQUENT TO CONSTRUCTION OF ALL STAGES). PLACE SPOIL FROM SEDIMENT BASIN INTO ALLOCATED AREAS AS ENGINEERED FILL IN ACCORDANCE WITH THE STAGING ORDER. SEDIMENT BASIN SHALL ONLY BE REMOVED AFTER APPROVAL BY SUPERINTENDENT AND COUNCIL.
5. **CONSTRUCTION -- STOCKPILING**
TEMPORARY SILT FENCE TO BE ERECTED 5m FROM TOE OF BATTER ON LOW SIDE OF STOCKPILING. STOCKPILE SITE TO BE CLEARED OF ADJACENT PROPERTY BOUNDARIES SO AS NOT TO CAUSE NUISANCE TO ADJOINING PROPERTIES. NO STOCKPILES ARE TO BE LOCATED WITHIN THE DRIP ZONE OR STRUCTURAL ROOT ZONE OF ANY RETAINED VEGETATION.
6. **CONSTRUCTION -- ROADWORKS**
SILT FENCES TO ALLOTMENTS TO BE ERECTED. KERB INLET PROTECTION TO BE PROVIDED TO ALL GULLIES.
7. **CONSTRUCTION -- ALLOTMENTS**
TOPSOIL AND SEED ALLOTMENTS. SILT FENCES TO ALLOTMENTS TO BE RE--ERECTED. COVERS TO GULLY GRATES TO BE REMOVED IF THE SUPERINTENDENT INDICATE THE GRASS STRIKE IS SUFFICIENT (80% WITHIN 30 CALENDAR DAYS OF FINAL ALLOTMENT RIMMING).
8. **POST CONSTRUCTION -- ALLOTMENTS**
TOPSOIL AND GRASS SEED ALL ALLOTMENTS. COVERS TO GULLY GRATES TO BE REMOVED IF THE SUPERINTENDENT INDICATES THE GRASS STRIKE IS SUFFICIENT (80% WITHIN 30 CALENDAR DAYS OF FINAL ALLOTMENT TRIMMING).
9. **POST CONSTRUCTION -- BASIN**
BASIN TO CONTINUE ACTING AS SEDIMENT BASIN UNTIL COMPLETION OF ALL STAGES.
10. **POST CONSTRUCTION -- ROAD RESERVES**
TOPSOIL AND TURFING IS TO BE PROVIDED BEHIND KERB.
11. **MAINTENANCE (PRE TO POST CONSTRUCTION)**
THE SILT FENCES ARE TO BE INSPECTED WEEKLY. ANY REPAIRS REQUIRED ARE TO BE EFFECTED IMMEDIATELY. SILT AFTER RAIN IS TO BE CLEANED FROM STREETS AND ALLOTMENTS IMMEDIATELY AND CORRECTIVE ACTION TAKEN TO AVOID A RE--OCCURRENCE OF THE FAILURE.
12. **BASIN CONSTRUCTION**
PRIOR TO COMMENCING CONSTRUCTION OF THE DETENTION BASIN THE DIVERSION OF SURFACE WATER FROM THE PROPOSED WORK AREAS, USING MEASURES SUCH AS OPEN DRAINS/SUMPS, ARE REQUIRED TO AID IN SITE DE--WATERING. BASIN TO CONTINUE ACTING AS SEDIMENT BASIN UNTIL 85% OF CATCHMENT CONSTRUCTION IS COMPLETE. THE CLAY FILLING FOR THE BASIN WALLS SHALL BE PLACED IN HORIZONTAL LAYERS OF 200mm THICKNESS AND COMPACTED TO DENSITY RATIO WITHIN THE RANGE 98%--102% STANDARD COMPACTION (AS 1289.5.1.1). PLACEMENT MOISTURE CONTENT SHOULD BE WITHIN THE RANGE OMC --1% TO OMC --2% (WHERE OMC = OPTIMUM MOISTURE CONTENT FOR STANDARD COMPACTION). CONTRACTOR TO PROVIDE SAFETY FENCING TO BASIN DURING CONSTRUCTION AND APPROPRIATE SIGNAGE (PERMANENT OR TEMPORARY).



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FPI QUEENSLAND
PTY LTD

Project:

LOT 301 WAREHOUSE
VANTAGE YATALA

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

RPD:

Lot: 301
Plan: Lot 505 on SP316171
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
Meridian:
PSM:
RL:

ISSUED FOR APPROVAL

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Drawing Title:

GENERAL NOTES
SHEET 1 OF 2

A	01/04/25	ORIGINAL ISSUE	ML	MG
Rev	Date	Description	DRN	CHK

DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE	A1 UNREDUCED
CULVERT AND PIPE SIZES IN MILLIMETRES	A3 REDUCED

Scale:

PROJECT NORTH POINT

Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025

Drawing No:	Revision
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6349 ENG BE 002	A
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Client:



**FPI QUEENSLAND
PTY LTD**

Project:

**LOT 301 WAREHOUSE
VANTAGE YATALA**

Site Address:

**APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207**

RPD:

Lot: 301
Plan: Lot 505 on SP316171
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
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RL:

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Drawing Title:

LEGEND

Rev	Date	Description	ML	MG
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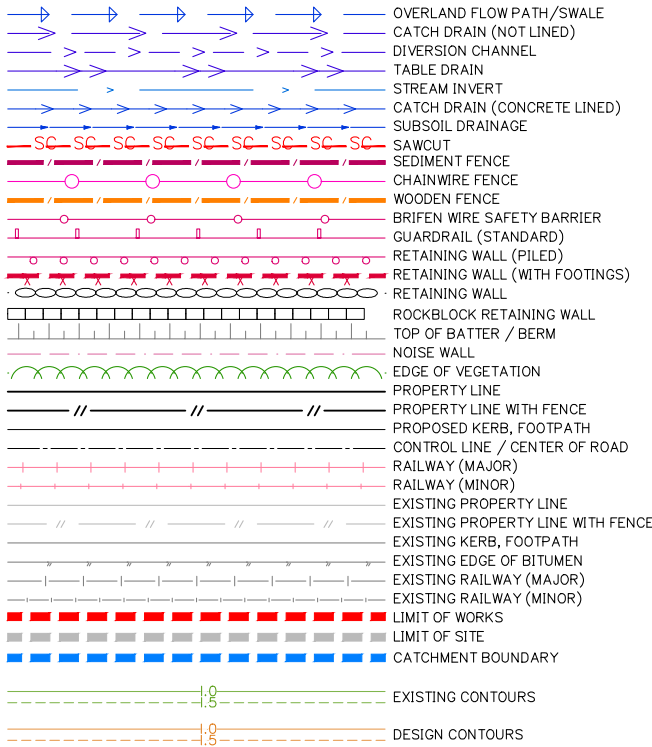
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A1 UNREDUCED
A3 REDUCED

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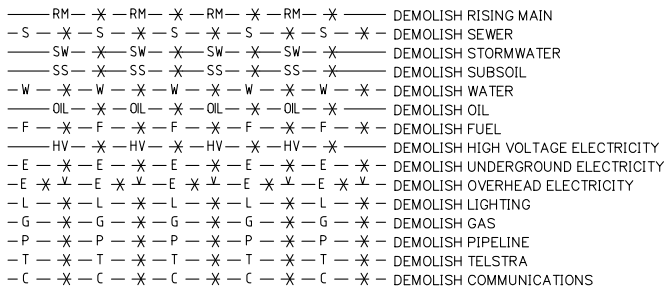
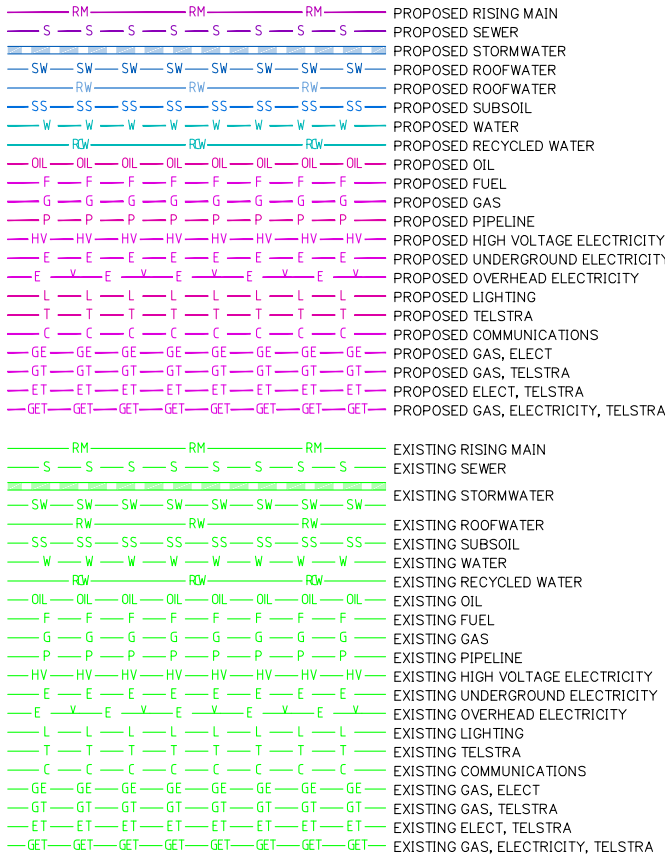
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Project No.	6349
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No:	Revision
6349 ENG BE 004	A

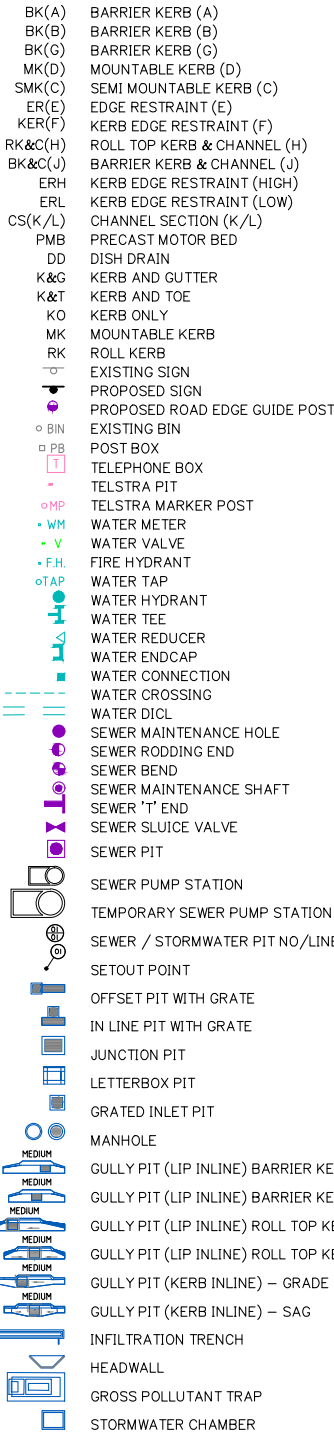
FEATURE LEGEND



SERVICES LEGEND



SYMBOLS



LEGEND



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WARNING

BEWARE OF UNDERGROUND SERVICES

THE LOCATIONS OF UNDERGROUND SERVICES HAVE BEEN INTERPOLATED FROM AERIAL PHOTOGRAMMETRIC DATA OR KNOWN POSITIONS OF VALVES, ACCESS CHAMBERS ETC. OR INFORMATION SUPPLIED BY SERVICE AUTHORITIES. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK.



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Client:  **FRASERS**
PROPERTY

**FPI QUEENSLAND
PTY LTD**

Project:

LOT 301 WAREHOUSE
VANTAGE YATALA

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

RPD:	
Lot:	301
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RL:	

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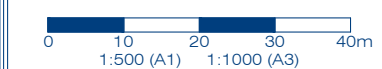
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DEMOLITION AND
PROTECTION
LAYOUT PLAN

[illegible]

A	01/04/25	ORIGINAL ISSUE	ML	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

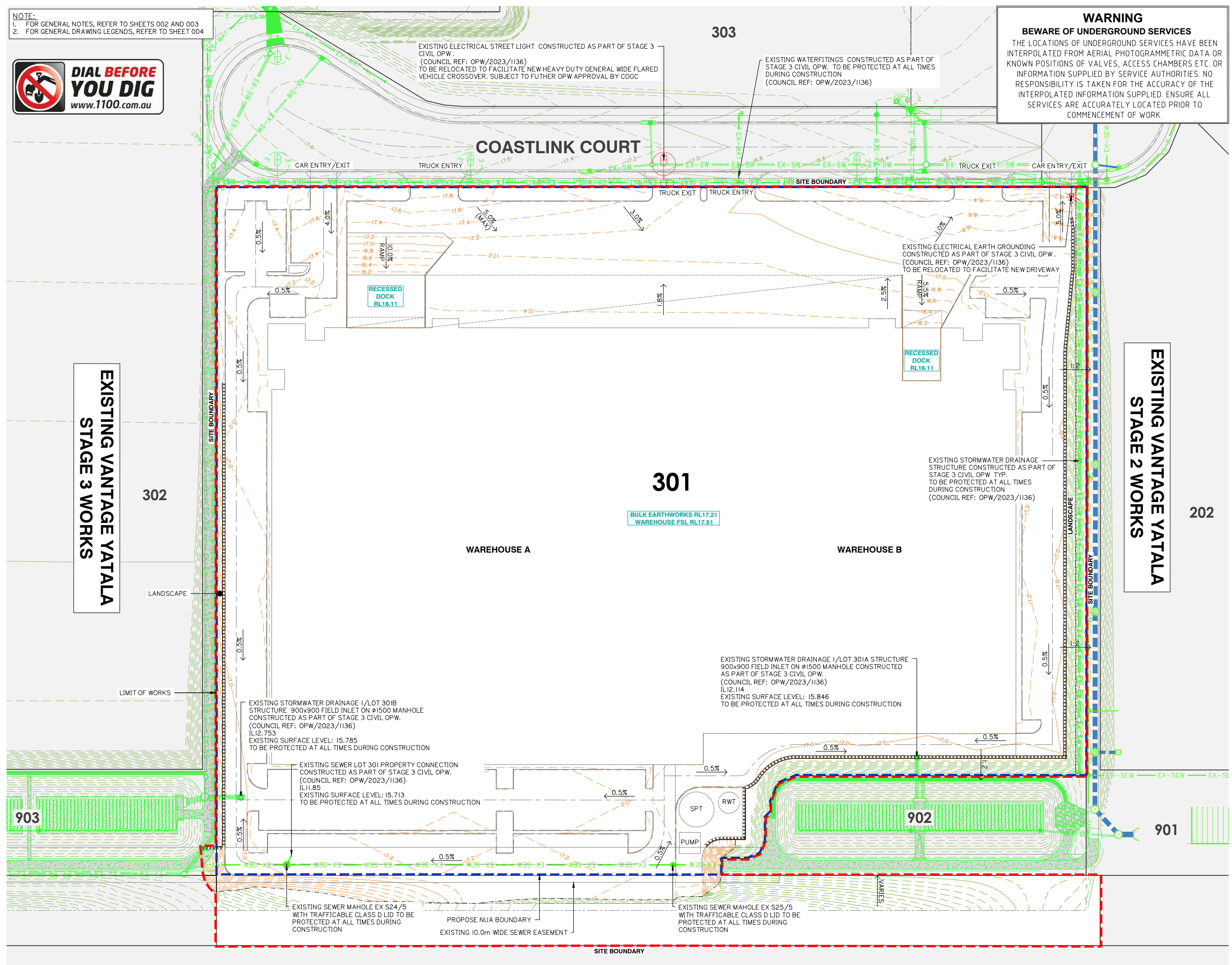
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PROJECT NORTH POINT



Project No: 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No: 6349 ENG BE 020	
Revision: A	

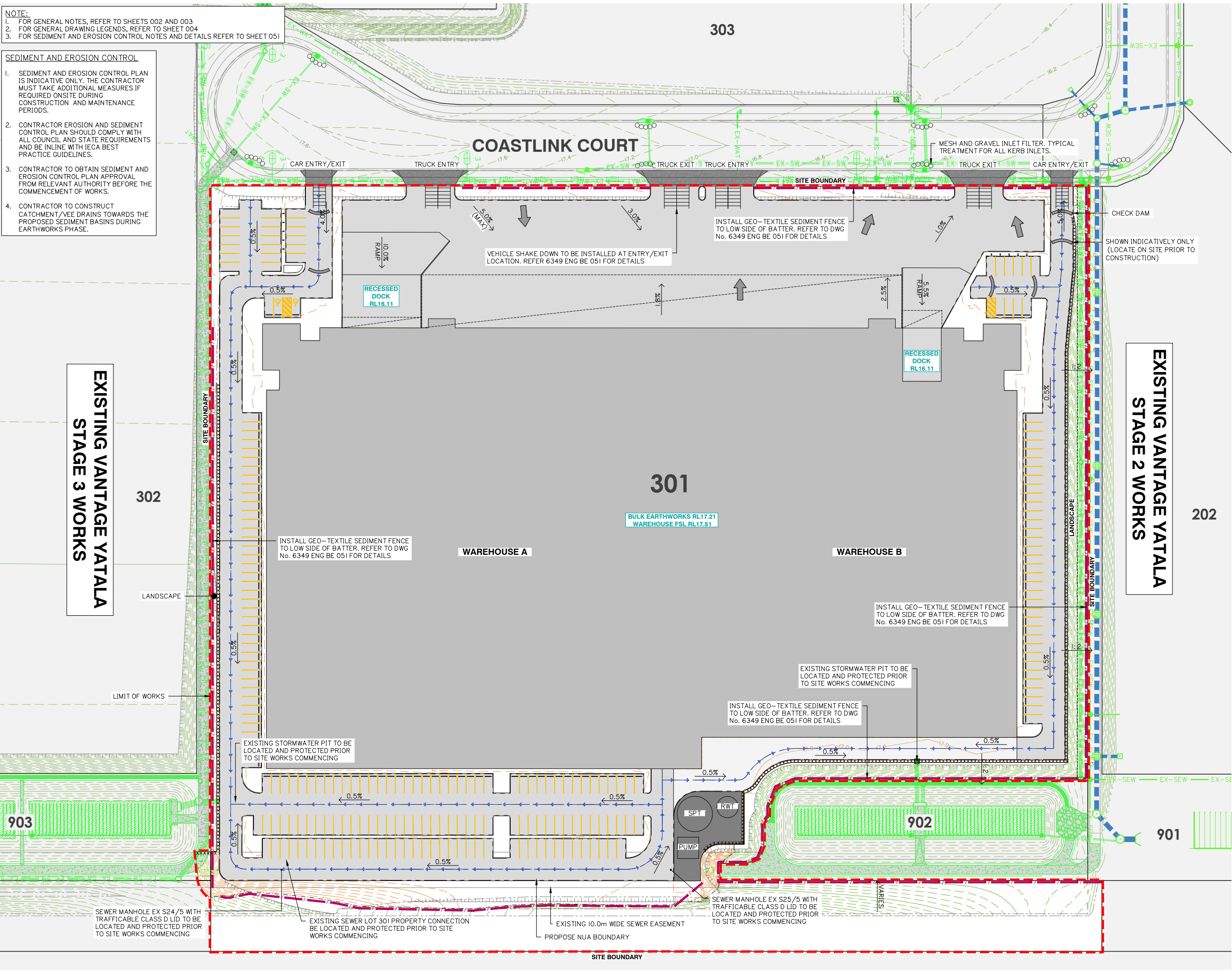


DEMOLITION AND PROTECTION LAYOUT PLAN

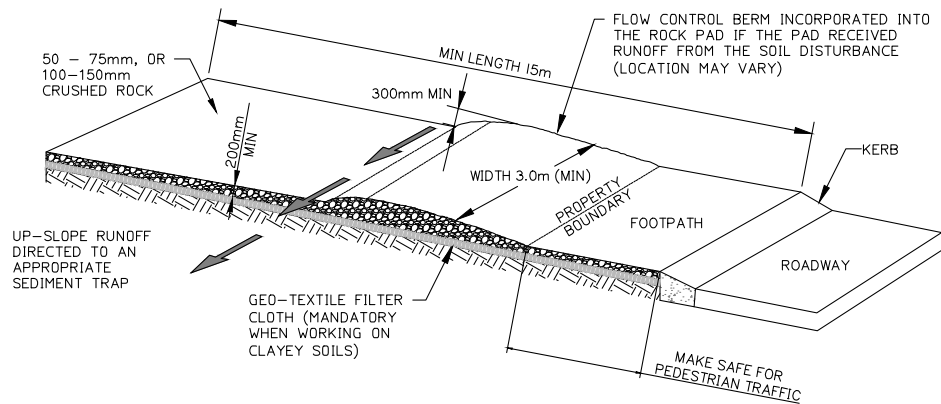
- NOTE:
1. FOR GENERAL NOTES, REFER TO SHEETS 002 AND 003
 2. FOR GENERAL DRAWING LEGENDS, REFER TO SHEET 004
 3. FOR SEDIMENT AND EROSION CONTROL NOTES AND DETAILS REFER TO SHEET 051

SEDIMENT AND EROSION CONTROL

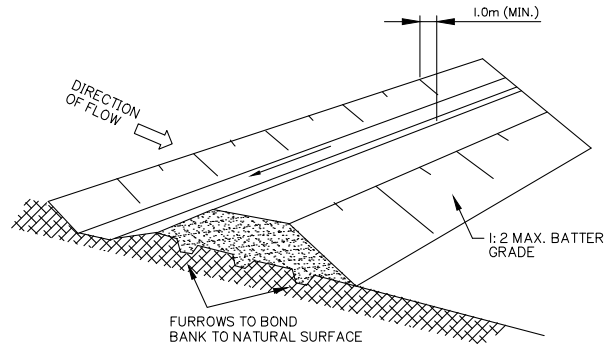
1. SEDIMENT AND EROSION CONTROL PLAN IS INDICATIVE ONLY. THE CONTRACTOR MUST TAKE ADDITIONAL MEASURES IF REQUIRED ONSITE DURING CONSTRUCTION AND MAINTENANCE PERIODS.
2. CONTRACTOR EROSION AND SEDIMENT CONTROL PLAN SHOULD COMPLY WITH ALL COUNCIL AND STATE REQUIREMENTS AND BE IN LINE WITH IECA BEST PRACTICE GUIDELINES.
3. CONTRACTOR TO OBTAIN SEDIMENT AND EROSION CONTROL PLAN APPROVAL FROM RELEVANT AUTHORITY BEFORE THE COMMENCEMENT OF WORKS.
4. CONTRACTOR TO CONSTRUCT CATCHMENT / VEE DRAINS TOWARDS THE PROPOSED SEDIMENT BASINS DURING EARTHWORKS PHASE.



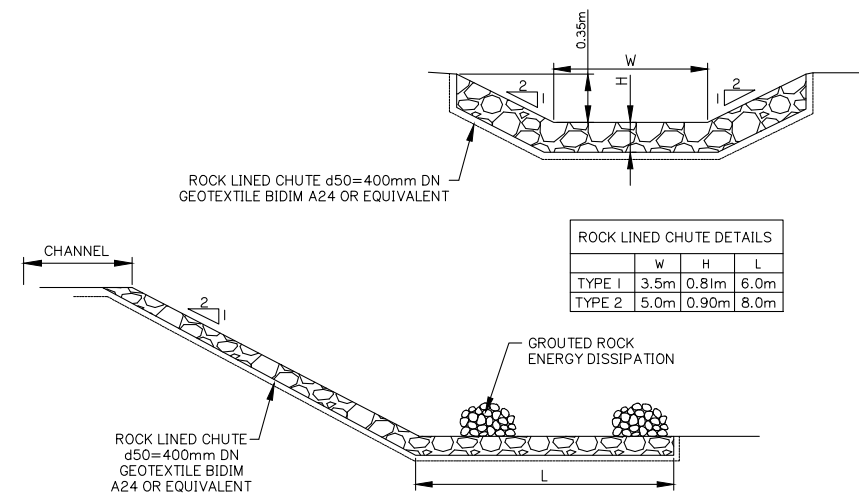
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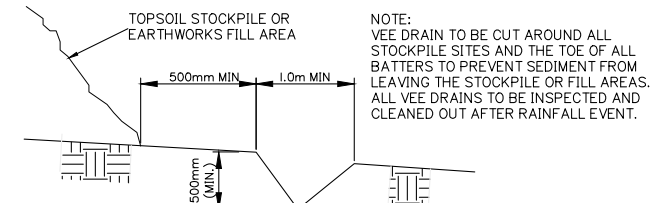
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NOT TO SCALE



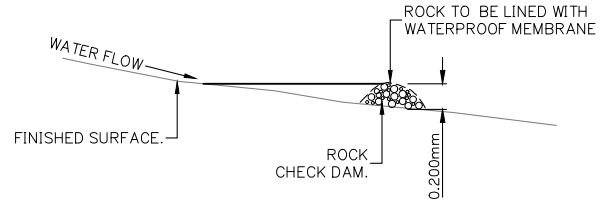
DIVERSION DRAIN
NOT TO SCALE



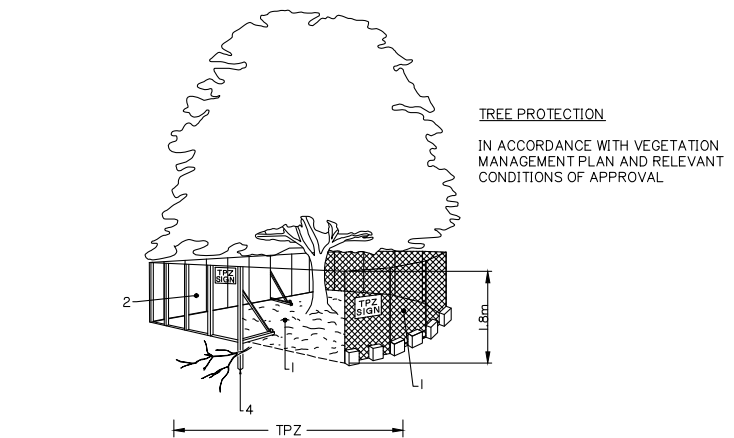
ROCK LINED CHUTE
NOT TO SCALE



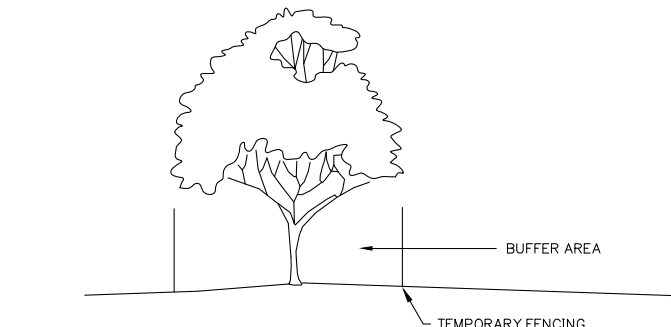
TYPICAL SECTION VEE DRAIN
NOT TO SCALE



CUT OFF DRAIN END DETAIL
N.T.S.



TREE PROTECTION
IN ACCORDANCE WITH VEGETATION
MANAGEMENT PLAN AND RELEVANT
CONDITIONS OF APPROVAL



FENCING AS PER AS:4970

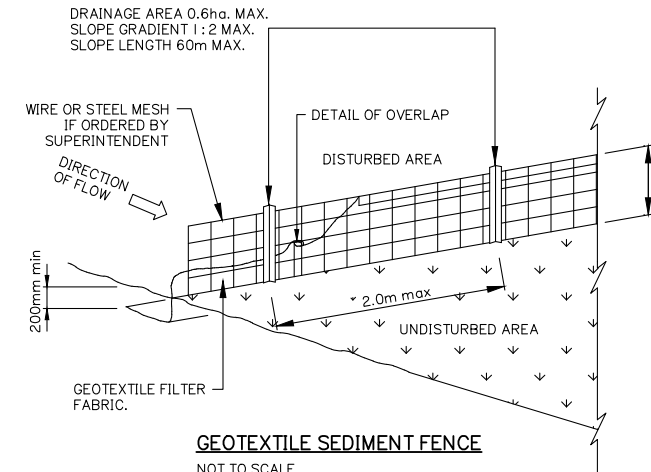
1. CHAIN WIRE MESH PANELS WITH SHADE CLOTH (IF REQUIRED) ATTACHED, HELD IN PLACE WITH CONCRETE FEET.
2. ALTERNATIVE PLYWOOD OR WOODEN PALING FENCE PANELS. THIS FENCING MATERIAL ALSO PREVENTS BUILDING MATERIALS OR SOIL ENTERING THE TPZ.
3. MULCH INSTALLATION ACROSS SURFACE OF TPZ (AT THE DISCRETION OF THE PROJECT ARBORIST.) NO EXCAVATION, CONSTRUCTION ACTIVITY, GRADE CHANGES, SURFACE TREATMENT OR STORAGE OF MATERIALS OF ANY KIND IS PERMITTED WITHIN THE TPZ.
4. BRACING IS PERMITTED WITHIN THE TPZ. INSTALLATION OF SUPPORTS SHOULD AVOID DAMAGING ROOTS.
5. THE CONSTRUCTION CONTRACTOR IS NOT TO UNDERTAKE ANY PRUNING OF TREES. TREE MANAGEMENT IS TO BE UNDERTAKEN BY A SUITABLY QUALIFIED ARBORIST.
6. NO STOCKPILE/S ARE PERMITTED WITHIN THE ZONE OF ANY RETAINED VEGETATION WITHOUT SUPERVISION AND AUTHORIZATION OF THE SUPERVISING ARBORIST.
7. NO CLEARING OF PROTECTED SIZE VEGETATION IS TO OCCUR WITHOUT APPROVAL FROM LOGAN CITY COUNCIL.

DETERMINING THE TPZ

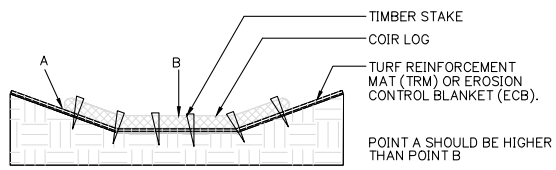
THE RADIUS OF THE TPZ IS CALCULATED FOR EACH TREE BY MULTIPLYING ITS DBH X 12 = TRUNK DIAMETER MEASURED AT 1.4M ABOVE GROUND. RADIUS IS MEASURED FROM THE CENTRE OF THE STEM AT GROUND LEVEL.

A TPZ SHOULD NOT BE LESS THAN 2M NOR GREATER THAN 15M (EXCEPT WHERE CROWN PROTECTION IS REQUIRED). THE TPZ OF PALMS, OTHER MONOCOTS, CYCADS AND TREE FERNS SHOULD NOT BE LESS THAN 1M OUTSIDE THE CROWN PROJECTION.

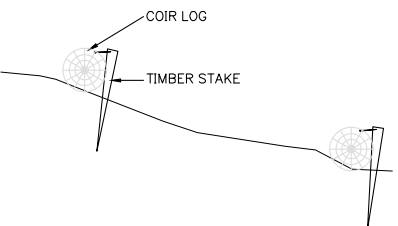
PROTECTIVE FENCING
NOT TO SCALE



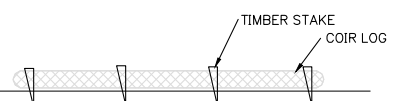
GEOTEXTILE SEDIMENT FENCE
NOT TO SCALE



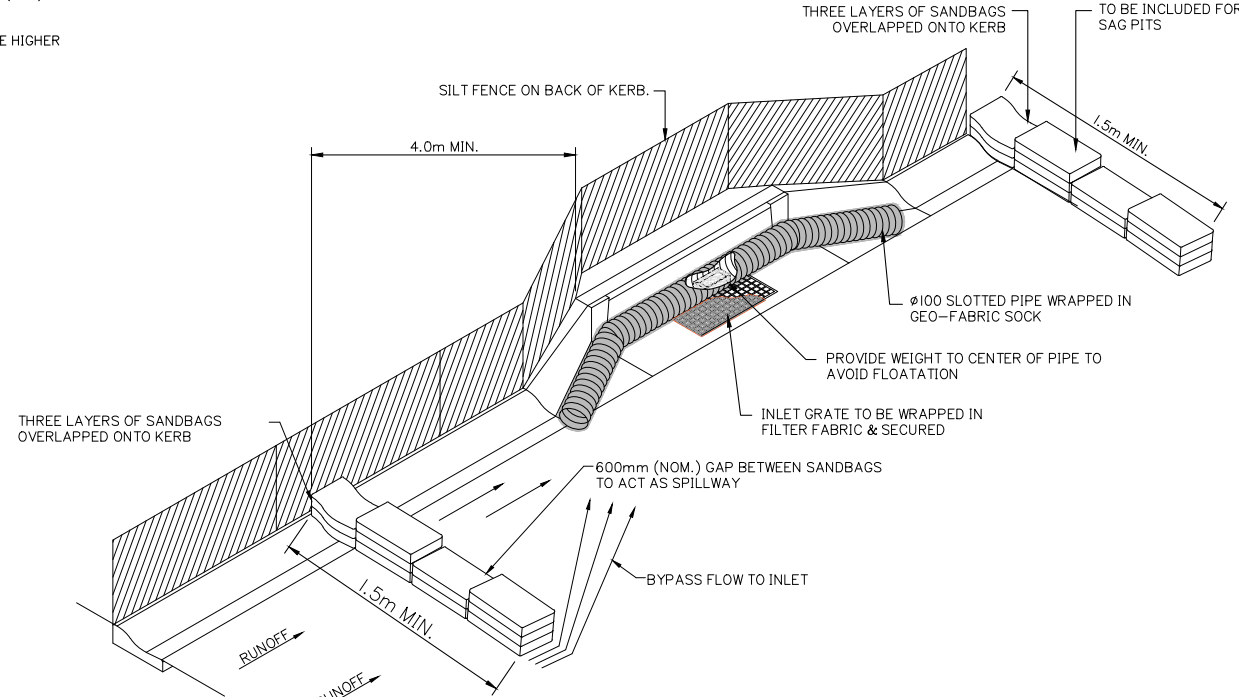
PROPER PLACEMENT OF COIR LOG IN DRAINAGE PATH
NOT TO SCALE



COIR LOG AND TIMBER STAKES STABILISING SLOPE
NOT TO SCALE



PROPER PLACEMENT OF COIR LOG IN SLOPE
NOT TO SCALE



GULLY PIT SEDIMENT BARRIER
SCALE N.T.S.

SEDIMENT AND EROSION CONTROL NOTES AND DETAILS

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Drawing Title:
SEDIMENT AND EROSION
CONTROL NOTES
AND DETAILS

Rev	Date	Description	ML	MG
A	01/04/25	ORIGINAL ISSUE	ML	MG

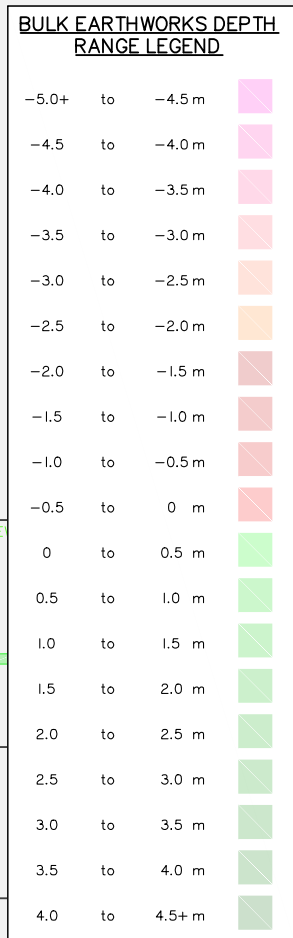
DIMENSIONS IN METRES EXCEPT WHERE
SHOWN OTHERWISE
CULVERT AND PIPE SIZES IN MILLIMETRES

Scale: A1 UNREDUCED
A3 REDUCED

PROJECT NORTH POINT

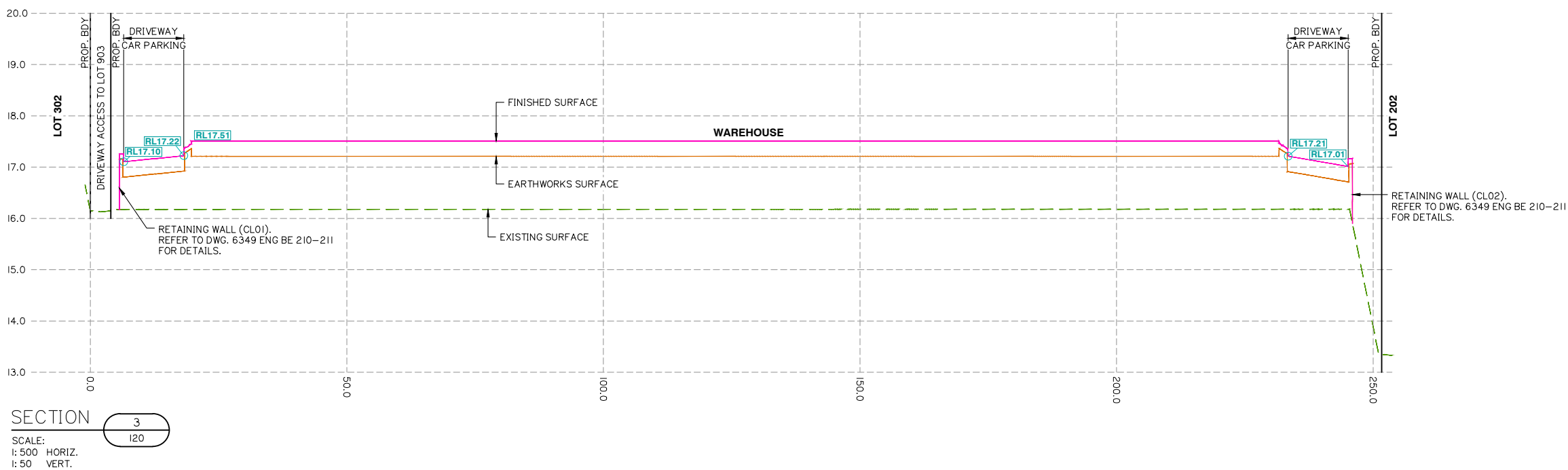
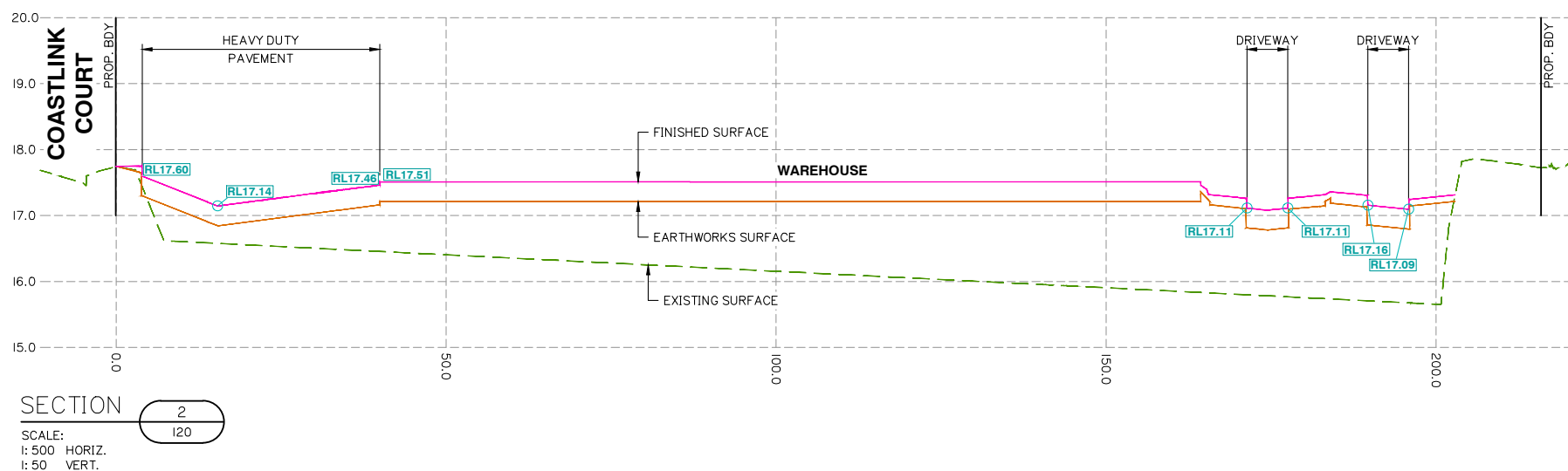
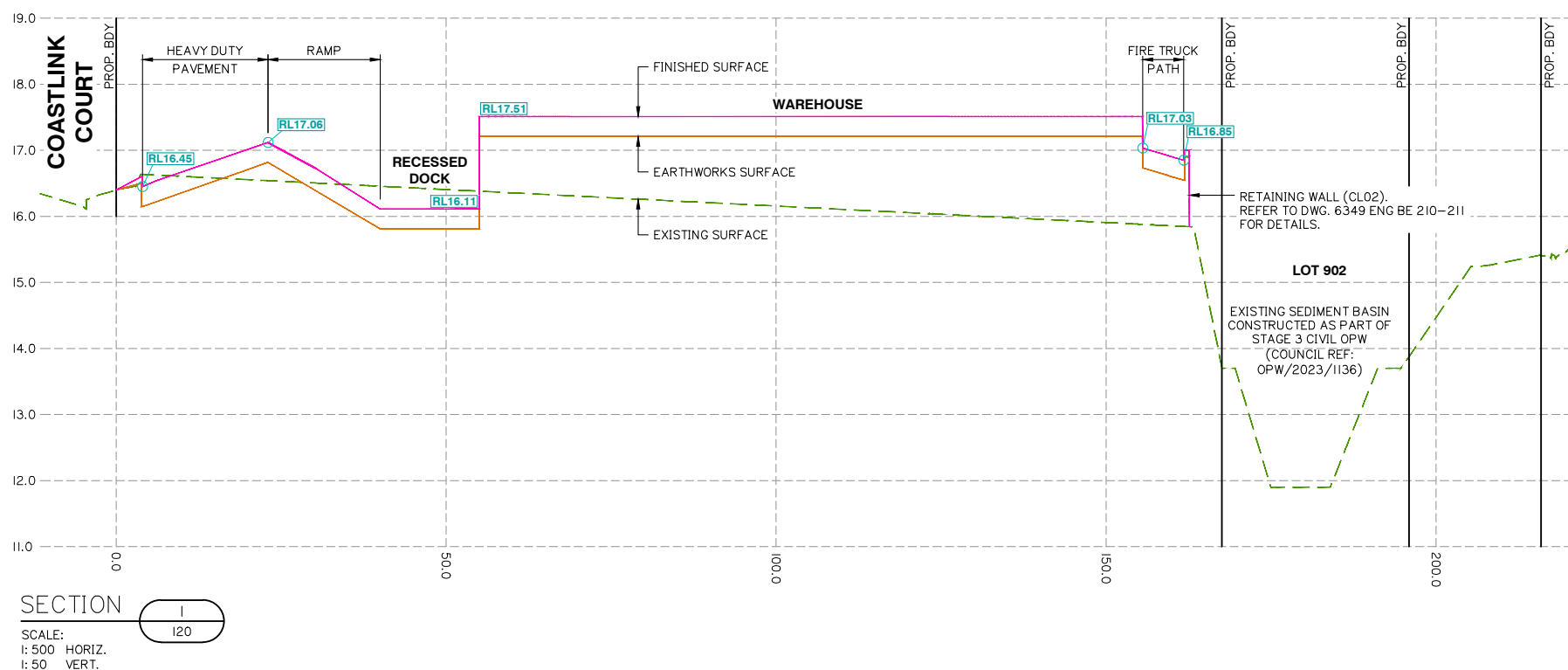
Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No: 6349 ENG BE 051	Revision A

EXISTING VANTAGE YATALA STAGE 2 WORKS



[illegible]

Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No: 6349 ENG BE 120	
Revision: A	



FINISHED SURFACE LEVEL CROSS SECTIONS

Client:



FPI QUEENSLAND
PTY LTD

Project:

LOT 301 WAREHOUSE
VANTAGE YATALA

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

RPD:

Lot:	301
Plan:	Lot 505 on SP316171
Local Authority:	CITY OF GOLD COAST
Level Datum:	AHD
Meridian:	
PSM:	
RL:	

ISSUED FOR APPROVAL

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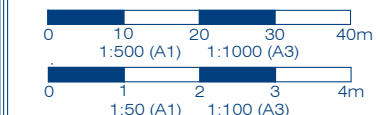
Drawing Title:

FINISHED SURFACE LEVEL CROSS SECTIONS

[illegible]

A	01/04/25	ORIGINAL ISSUE	ML	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

Scale:



PROJECT NORTH POINT

Project No. 6349

Designed: JH

Drafted: ML

Approved:

MG

RPEQ

16939

Signed:

Michael J. ...

Date:

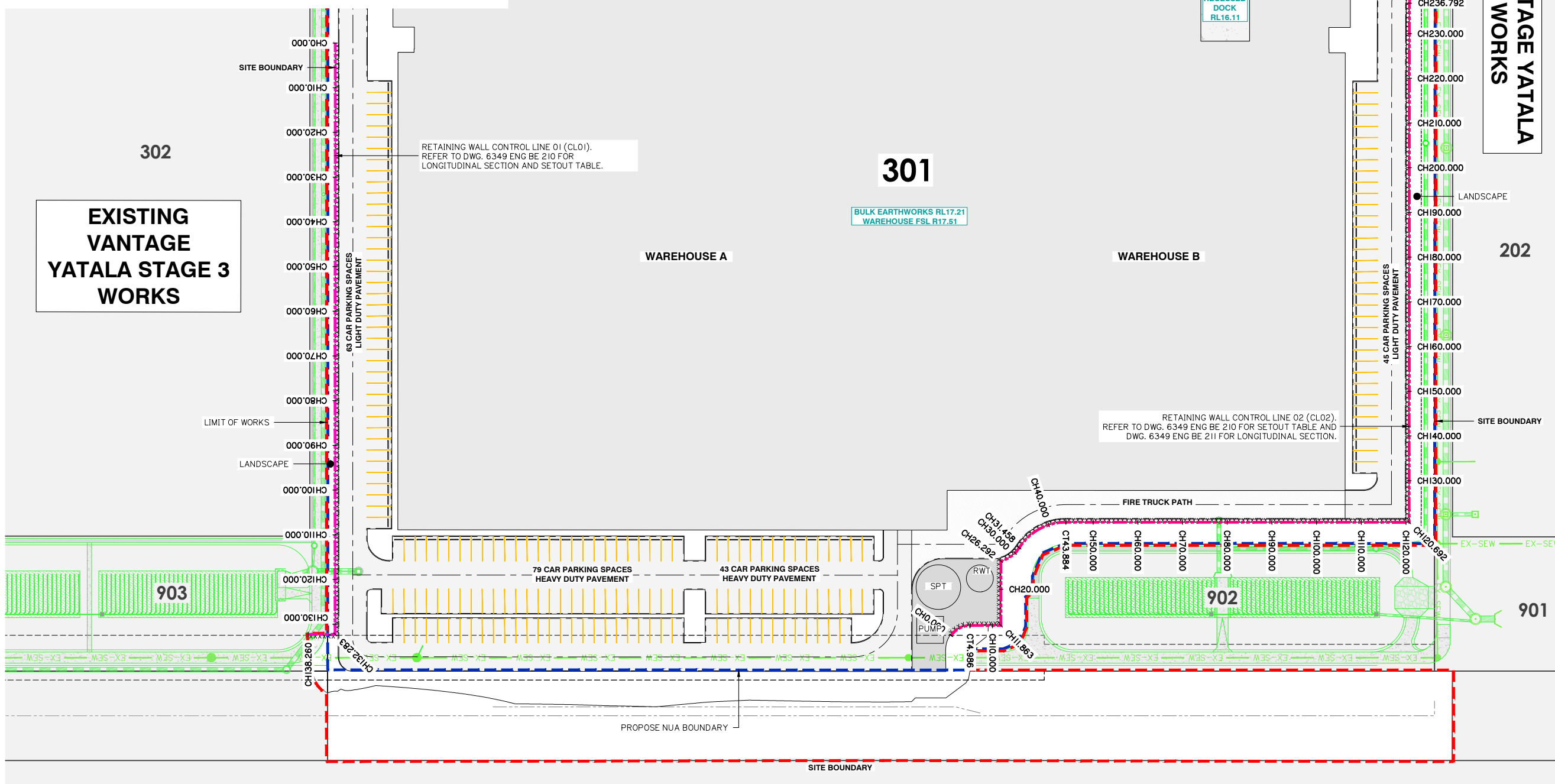
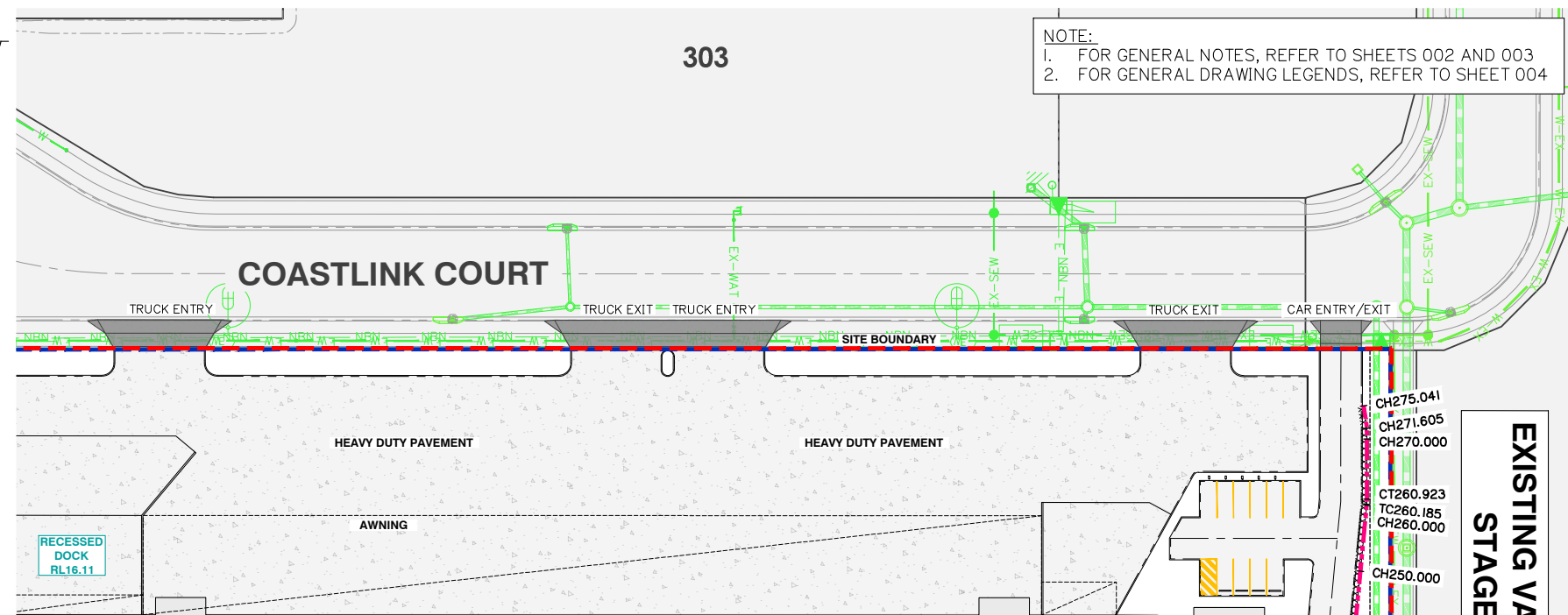
01/04/2025

Drawing No:

6349 ENG BE 150

Revision

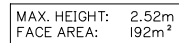
A



PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2880.951	6270.025	17.275	99°14'18.07"
	10.000	2890.821	6268.420	17.007	99°14'18.07"
	20.000	2900.691	6266.815	16.740	99°14'18.07"
	30.000	2910.562	6265.209	16.473	99°14'18.07"
IP 2	39.803	2920.237	6263.635	16.212	
	40.000	2920.432	6263.604	16.207	99°13'27.57"
	50.000	2930.303	6262.001	16.127	99°13'27.57"
	60.000	2940.173	6260.398	16.077	99°13'27.57"
	70.000	2950.044	6258.795	15.778	99°13'27.57"
	80.000	2959.915	6257.192	15.468	99°13'27.57"
	90.000	2969.785	6255.589	15.158	99°13'27.57"
	100.000	2979.656	6253.986	14.847	99°13'27.57"
	110.000	2989.527	6252.383	14.519	99°13'27.57"
	120.000	2999.398	6250.780	14.502	99°13'27.57"
	130.000	3009.268	6249.177	14.503	99°13'27.57"
IP 3	137.578	3016.748	6247.962	14.618	
IP 4	137.694	3016.863	6247.945	14.625	
IP 5	137.950	3017.118	6247.920	14.644	
IP 6	138.207	3017.374	6247.912	14.671	
	140.000	3019.167	6247.970	14.834	88°10'01.28"
IP 7	144.833	3023.997	6248.124	14.868	88°10'01.28"

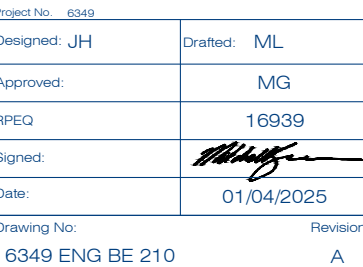
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	3047.196	6373.708	17.459	286°12'50.96"			
IP 2	6.988	3040.486	6375.660	15.683				
	10.000	3040.969	6378.632	15.678	9°14'36.30"			
IP 3	14.017	3041.615	6382.597	15.676				
TC	19.000	3036.688	6383.348	15.714	278°40'18.24"			
	20.000	3035.720	6383.591	15.728	289°28'46.46"			
IP 4	23.188	3031.399	6384.155	15.747		R = 5.299	8.374	90°32'49.87"
CT	27.375	3032.256	6389.436	15.764	9°13'08.11"			
	30.000	3032.677	6392.027	15.760	9°13'08.11"			
IP 5	34.252	3033.358	6396.224	15.763				
	40.000	3027.685	6397.148	15.679	279°4'36.30"			
IP 6	48.455	3019.340	6398.506	15.799				
TC	48.456	3019.340	6398.507	15.799	354°40'13.49"			
	50.000	3019.025	6400.015	15.802	341°43'24.36"			
IP 7	51.006	3019.092	6401.171	15.805		R = -6.835	5.101	42°45'41.22"
CT	53.557	3017.100	6402.958	15.814	311°54'32.27"			
TC	53.676	3017.012	6403.038	15.815	311°54'32.27"			
IP 8	59.852	3011.989	6407.546	15.835		R = 12.350	12.353	57°18'42.77"
	60.000	3013.566	6408.259	15.836	341°15'01.22"			
CT	66.029	3013.070	6414.208	15.843	9°13'15.04"			
	70.000	3013.707	6418.127	15.844	9°13'15.04"			
	80.000	3015.309	6427.998	15.844	9°13'15.04"			
	90.000	3016.912	6437.869	15.844	9°13'15.04"			
	100.000	3018.514	6447.740	15.844	9°13'15.04"			
	110.000	3020.116	6457.611	15.844	9°13'15.04"			
	120.000	3021.719	6467.481	15.844	9°13'15.04"			

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
	130.000	3023.321	6477.352	15.844	9°13'15.04"			
	140.000	3024.924	6487.223	15.844	9°13'15.04"			
IP 9	142.837	3025.378	6490.024	15.569				
	150.000	3018.308	6491.172	15.605	279°13'45.15"			
	160.000	3008.438	6492.776	15.654	279°13'45.15"			
	170.000	2998.567	6494.380	15.703	279°13'45.15"			
	180.000	2988.697	6495.984	15.753	279°13'45.15"			
	190.000	2978.826	6497.588	15.802	279°13'45.15"			
	200.000	2968.956	6499.192	15.851	279°13'45.15"			
	210.000	2959.085	6500.795	15.900	279°13'45.15"			
	220.000	2949.214	6502.399	15.950	279°13'45.15"			
	230.000	2939.344	6504.003	15.999	279°13'45.15"			
	240.000	2929.473	6505.607	16.048	279°13'45.15"			
	250.000	2919.603	6507.211	16.097	279°13'45.15"			
IP 10	258.937	2910.781	6508.644	16.148				
	260.000	2909.753	6508.912	16.153	284°36'30.98"			
	270.000	2900.076	6511.434	16.203	284°36'30.98"			
	280.000	2890.399	6513.957	16.253	284°36'30.98"			
IP 11	282.330	2888.145	6514.544	16.264				
IP 12	282.487	2887.993	6514.582	16.266				
IP 13	282.711	2887.774	6514.631	16.271				
IP 14	282.935	2887.554	6514.674	16.279				
IP 15	283.068	2887.423	6514.697	16.285				
	290.000	2880.581	6515.807	16.579	279°13'16.74"			
IP 16	293.750	2876.879	6516.408	16.598				
IP 17	297.186	2873.443	6516.460	16.615	270°51'19.55"			



CONTROL LINE CHAINAGES	TOE OF WALL DESIGN LEVELS	EXPOSED FACE OF RETAINING WALL	TOP OF WALL DESIGN LEVELS
0.000	17.267	0.008	17.275
10.000	17.111	0.214	17.325
20.000	16.956	0.404	17.360
30.000	16.800	0.510	17.310
36.800	16.694	0.581	17.276
38.000	16.664	0.605	17.270
40.000	16.604	0.655	17.260
50.000	16.304	0.913	17.217
60.000	16.004	1.252	17.256
70.000	15.704	1.502	17.206
80.000	15.404	1.752	17.156
90.000	15.104	2.002	17.106
100.000	14.804	2.252	17.056
104.200	14.678	2.357	17.035
105.800	14.628	2.399	17.027
109.868	14.492	2.515	17.007
110.000	14.490	2.516	17.006
110.877	14.477	2.525	17.002
120.000	14.486	2.488	16.974
130.000	14.496	2.528	17.024
132.283	14.498	0.001	14.499
133.943	13.950	2.226	16.176
138.260	13.950		

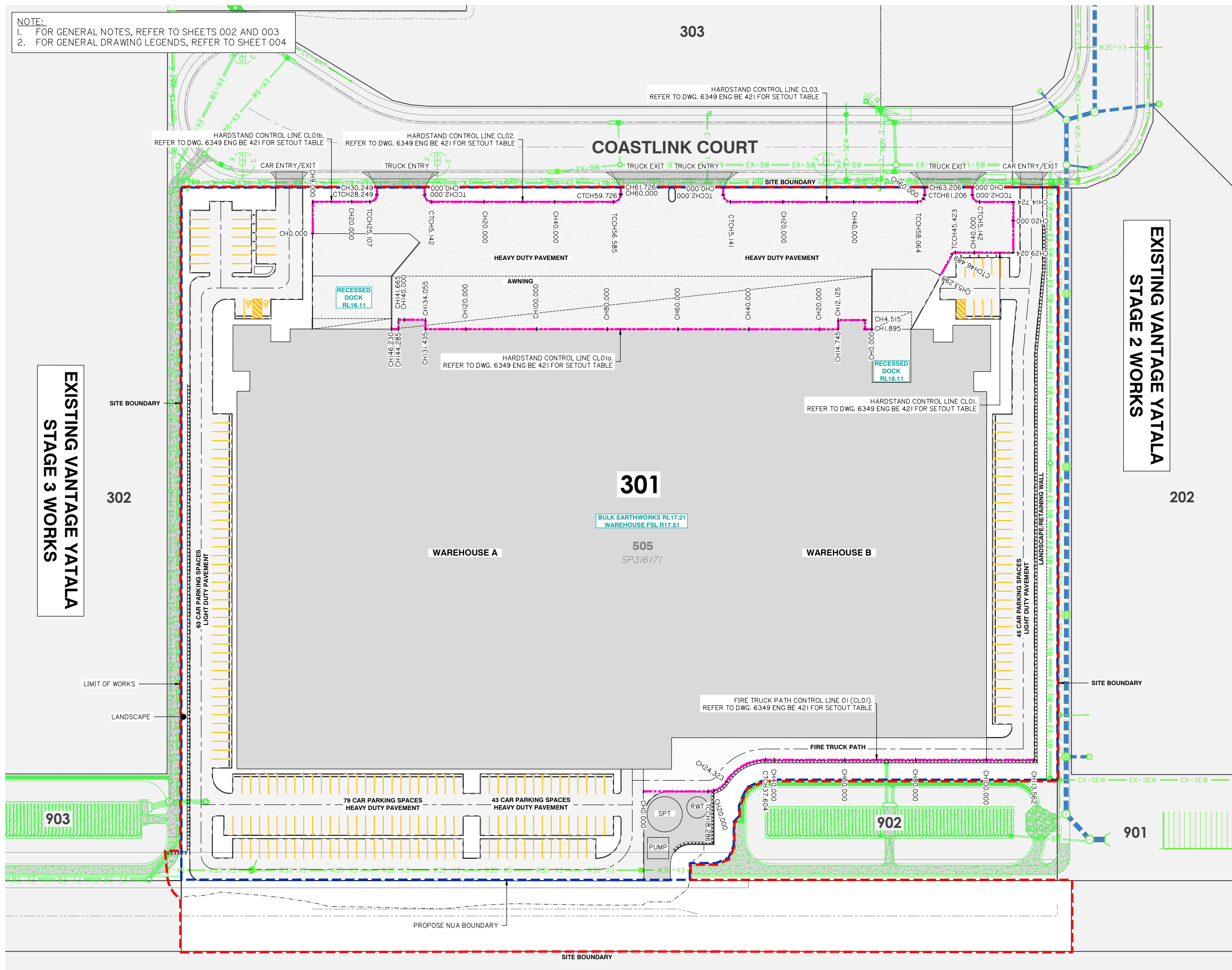
AI SCALE: HOR 1:250
VERT 1:50





NOTE:

1. FOR GENERAL NOTES, REFER TO SHEETS 002 AND 003
2. FOR GENERAL DRAWING LEGENDS, REFER TO SHEET 004



FIRE TRUCK PATH & HEAVY DUTY PAVEMENT CL LAYOUT PLAN

Client:  **FRASERS**
PROPERTY

FPI QUEENSLAND
PTY LTD

Project:

LOT 301 WAREHOUSE
VANTAGE YATALA

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

RPD:	
Lot:	301
Plan:	Lot 505 on SP316171
Local Authority:	CITY OF GOLD COAST
Level Datum: AHD	
Meridian:	
PSM:	
RL:	

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Drawing Title:

FIRE TRUCK PATH &
HEAVY DUTY PAVEMENT
CL LAYOUT PLAN

[illegible]

A	01/04/25	ORIGINAL ISSUE	ML	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

Scale:

0 10 20 30 40m
1:500 (A1) 1:1000 (A3)

PROJECT NORTH POINT



Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No: 6349 ENG BE 420	
Revision: A	



FPI QUEENSLAND
PTY LTD

LOT 301 WAREHOUSE
VANTAGE YATALA

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

Lot: 301
Plan: Lot 505 on SP316171
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
Meridian:
PSM:
RL:

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FIRE TRUCK PATH & HEAVY DUTY PAVEMENT CL SETOUT TABLES

A1 UNREDUCED
A3 REDUCED

Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
PEQ	16939
Designed:	
Date:	01/04/2025
Drawing No:	Revision
6349 ENG BE 421	A

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	2861.926	6497.933	16.210	99°13'15.04"			
TC	2.000	2863.900	6497.613	16.310	99°13'15.04"			
IP 2	3.571	2865.874	6497.292	16.357		R = -2.000	3.142	90°00'00.00"
CT	5.142	2866.194	6499.266	16.404	9°13'15.04"			
IP 3	14.724	2867.730	6508.725	16.692				
	20.000	2872.938	6507.880	16.797	99°13'15.04"			
IP 4	29.024	2881.845	6506.434	16.978				
	40.000	2880.086	6495.600	17.088	189°13'15.04"			
TC	45.423	2879.218	6490.247	17.142	189°13'15.04"			
IP 5	45.956	2879.123	6489.664	17.147		R = -1.000	1.067	61°07'30.67"
CT	46.489	2879.588	6489.300	17.152	128°05'44.37"			
IP 6	53.298	2884.946	6485.099	17.221	128°05'44.37"			

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2896.843	6463.469	17.460	189°13'11.69"
IP 2	1.895	2896.540	6461.599	17.460	
IP 3	4.515	2893.954	6462.019	17.395	
IP 4	12.125	2892.734	6454.507	17.400	
IP 5	14.745	2895.320	6454.087	17.460	
	20.000	2894.478	6448.900	17.460	189°13'15.00"
	40.000	2891.273	6429.159	17.460	189°13'15.00"
	60.000	2888.069	6409.417	17.460	189°13'15.00"
	80.000	2884.864	6389.675	17.460	189°13'15.00"
	100.000	2881.659	6369.934	17.460	189°13'15.00"
	120.000	2878.454	6350.192	17.460	189°13'15.00"
IP 6	131.435	2876.622	6338.905	17.460	
IP 7	134.055	2874.036	6339.325	17.427	
	140.000	2873.083	6333.457	17.430	189°13'14.96"
IP 8	141.665	2872.816	6331.813	17.431	
IP 9	144.285	2875.402	6331.393	17.460	
IP 10	146.230	2875.091	6329.474		189°13'15.23"

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	2844.877	6311.786	17.309	279°13'15.04"			
IP 2	9.000	2835.993	6313.229	17.579				
	20.000	2837.756	6324.087	17.692	9°13'15.04"			
TC	25.107	2838.575	6329.128	17.744	9°13'15.04"			
IP 3	26.678	2838.895	6331.102	17.802		R = -2.000	3.142	90°00'00.00"
CT	28.249	2836.921	6331.423	17.859	279°13'15.04"			
IP 4	30.249	2834.947	6331.743	17.959	279°13'15.04"			

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	2837.110	6345.069	17.915	99°13'15.04"			
TC	2.000	2839.084	6344.748	17.816	99°13'15.04"			
IP 2	3.571	2841.058	6344.428	17.751		R = -2.000	3.142	90°00'00.00"
CT	5.142	2841.379	6346.402	17.686	9°13'15.04"			
	20.000	2843.760	6361.068	17.591	9°13'15.04"			
	40.000	2846.964	6380.810	17.464	9°13'15.04"			
TC	56.585	2849.622	6397.180	17.358	9°13'15.04"			
IP 3	58.155	2849.942	6399.154	17.348		R = -2.000	3.142	90°00'00.00"
CT	59.726	2847.968	6399.475	17.338	279°13'15.04"			
	60.000	2847.698	6399.519	17.337	279°13'15.04"			
IP 4	61.726	2845.994	6399.795	17.326	279°13'15.04"			

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	2850.641	6428.420	17.000	99°13'16.06"			
TC	2.000	2852.615	6428.100	16.980	99°13'16.06"			
IP 2	3.570	2854.589	6427.779	16.964		R = -2.000	3.142	90°00'00.00"
CT	5.141	2854.909	6429.753	16.948	9°13'16.06"			
	20.000	2857.291	6444.420	16.798	9°13'16.06"			
	40.000	2860.495	6464.162	16.596	9°13'16.06"			
TC	58.064	2863.390	6481.992	16.414	9°13'16.06"			
IP 3	59.635	2863.711	6483.967	16.398		R = -2.000	3.142	90°00'01.02"
	60.000	2862.799	6483.757	16.394	313°45'41.73"			
CT	61.206	2861.736	6484.287	16.382	279°13'15.04"			
IP 4	63.206	2859.762	6484.608	16.362	279°13'15.04"			

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	3015.513	6378.854	17.115	9°13'15.04"			
TC	18.286	3018.443	6396.904	17.024	9°13'15.04"			
	20.000	3018.474	6398.612	17.015	352°51'01.08"			
IP 2	21.304	3018.972	6400.163	17.009		R = -6.000	6.037	57°38'52.72"
CC	24.323	3016.502	6402.354	16.994	311°34'22.32"			
IP 3	30.963	3011.067	6407.174	16.960		R = 13.200	13.281	57°38'52.72"
CT	37.604	3012.231	6414.344	16.927	9°13'15.04"			
	40.000	3012.615	6416.709	16.915	9°13'15.04"			
	60.000	3015.820	6436.451	16.905	9°13'15.04"			
	80.000	3019.025	6456.192	16.876	9°13'15.04"			
	100.000	3022.230	6475.934	16.898	9°13'15.04"			
IP 4	113.562	3024.403	6489.321	16.989	9°13'15.04"			

FIRE TRUCK PATH & HEAVY DUTY PAVEMENT CL SETOUT TABLES

[illegible]

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

ISSUED FOR APPROVAL

Drawing Title:

CAR PARK
CONTROL LINE
LAYOUT PLAN

Scale:

0 10 20 30 40m
1:500 (A1) 1:1000 (A3)



Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No: Revision	
6349 ENG BE 422 A	

NOTE:
1. FOR GENERAL NOTES, REFER TO SHEETS 002 AND 003
2. FOR GENERAL DRAWING LEGENDS, REFER TO SHEET 004

The site plan shows Warehouse A and Warehouse B, both with a height of 505 SP316171. Warehouse A has a recessed dock with RL16.11 and a control line CL02. Warehouse B has a recessed dock with RL16.11 and a control line CL01. The plan also shows various parking areas, including 63 car parking spaces, 79 car parking spaces, and 43 car parking spaces. The site is bounded by Coastlink Court to the north and the site boundary to the east and south. The plan includes dimensions, elevations, and labels for existing and proposed features.

RECESSED DOCK CL01 SETOUT TABLE

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2884.946	6485.099	17.220	128°05'44.37"
	5.000	2888.881	6482.014	16.901	128°05'44.37"
	10.000	2892.816	6478.929	16.581	128°05'44.37"
	15.000	2896.751	6475.844	16.262	128°05'44.37"
IP 2	17.380	2898.624	6474.376	16.110	
	20.000	2901.210	6473.956	16.110	99°13'22.62"
	25.000	2906.145	6473.154	16.110	99°13'22.62"
	30.000	2911.081	6472.353	16.110	99°13'22.62"
IP 3	32.381	2913.431	6471.971	16.110	
	35.000	2913.011	6469.386	16.110	189°13'15.04"
	40.000	2912.210	6464.451	16.110	189°13'15.04"
	43.281	2911.684	6461.212	16.110	
IP 4	45.000	2909.988	6461.488	16.110	279°13'15.04"
	50.000	2905.053	6462.289	16.110	279°13'15.04"
	55.000	2900.117	6463.090	16.110	279°13'15.04"
	60.000	2895.182	6463.891	16.203	279°13'15.04"
	65.000	2890.246	6464.692	16.473	279°13'15.04"
	70.000	2885.311	6465.494	16.743	279°13'15.04"
	75.000	2880.376	6466.295	17.013	279°13'15.04"
	75.281	2880.098	6466.340	17.028	279°13'15.04"
IP 5					

RECESSED DOCK CL02 SETOUT TABLE

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2852.098	6341.203	17.149	139°13'14.17"
	5.000	2855.364	6337.417	16.734	139°13'14.17"
	10.000	2858.630	6333.631	16.319	139°13'14.17"
	12.514	2860.271	6331.727	16.110	
IP 2	15.000	2862.726	6331.329	16.110	99°13'15.04"
	20.000	2867.661	6330.528	16.110	99°13'15.04"
	25.000	2872.597	6329.727	16.110	99°13'15.04"
	27.513	2875.077	6329.324	16.110	
IP 3	30.000	2874.678	6326.869	16.110	189°13'15.23"
	35.000	2873.877	6321.933	16.110	189°13'15.23"
	40.000	2873.076	6316.998	16.110	189°13'15.23"
	45.000	2872.274	6312.062	16.110	189°13'15.23"
IP 4	49.663	2871.527	6307.460	16.110	
	50.000	2871.194	6307.514	16.110	279°13'15.04"
	55.000	2866.259	6308.315	16.110	279°13'15.04"
	60.000	2861.323	6309.117	16.110	279°13'15.04"
	65.000	2856.388	6309.918	16.144	279°13'15.04"
	70.000	2851.453	6310.719	16.644	279°13'15.04"
	75.000	2846.517	6311.520	17.144	279°13'15.04"
	76.662	2844.877	6311.786	17.310	279°13'15.04"
IP 5					



Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

ISSUED FOR APPROVAL

Drawing Title:

RECESSED DOCK
CONTROL LINE
LAYOUT PLAN

[illegible]

Scale:



0 10 20 30 40m
1:500 (A1) 1:1000 (A3)



Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No: 6349 ENG BE 424	
Revision A	

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.00	2884.946	6485.099	17.220	128°05'44.37"
	5.000	2888.881	6482.014	16.901	128°05'44.37"
	10.000	2892.816	6478.929	16.581	128°05'44.37"
	15.000	2896.751	6475.844	16.262	128°05'44.37"
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	25.000	2906.145	6473.154	16.110	99°13'22.62"
	30.000	2911.081	6472.353	16.110	99°13'22.62"
	32.381	2913.431	6471.971	16.110	
	35.000	2913.011	6469.386	16.110	189°13'15.04"
	40.000	2912.210	6464.451	16.110	189°13'15.04"
	43.281	2911.684	6461.212	16.110	
	45.000	2909.988	6461.488	16.110	279°13'15.04"
	50.000	2905.053	6462.289	16.110	279°13'15.04"
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IP 5	75.281	2880.098	6466.340	17.028	279°13'15.04"

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2852.098	6341.203	17.149	139°13'14.17"
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	10.000	2858.630	6333.631	16.319	139°13'14.17"
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	65.000	2856.388	6309.918	16.144	279°13'15.04"
	70.000	2851.453	6310.719	16.644	279°13'15.04"
IP 5	75.000	2846.517	6311.520	17.144	279°13'15.04"
	76.662	2844.877	6311.786	17.310	279°13'15.04"



APPENDIX F

ENGINEERING SERVICES REPORT



VantageYatala



1985

gasman
development
perspectives

planning
environment
landscape
engineering
survey



ENGINEERING SERVICES REPORT

DEVELOPMENT APPLICATION FOR
MATERIAL CHANGE OF USE -
WAREHOUSE AND AN ANCILLARY
OFFICE

ADDRESS

Approved Lot 301, Coastlink Court, Stapylton
QLD 4207

REAL PROPERTY DESCRIPTION

Part of Lot 505 on SP316171

PREPARED FOR

FPI Queensland Pty Ltd

March 2025



gassman
development
perspectives

project coordination
urban + regional planning
landscape + urban design
engineering services
environmental management
visualisation + spatial services
surveying services
advisory services

“IMPORTANT NOTE”

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We have prepared this report for the sole purposes of FPI Queensland Pty Ltd (“Client”) for the specific purpose of an Engineering Services Report (“Purpose”). This report is strictly limited to the Purpose and the facts and matters stated in it and does not apply directly or indirectly and will not be used for any other application, purpose, use or matter.

In preparing this report we have made certain assumptions. We have assumed that all information and documents provided to us by the Client or as a result of a specific request or enquiry were complete, accurate and up-to-date. Where we have obtained information from a government register or database, we have assumed that the information is accurate. Where an assumption has been made, we have not made any independent investigations with respect to the matters the subject of that assumption. We are not aware of any reason why any of the assumptions are incorrect.

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- b) Gassman Development Perspectives Pty Ltd will not be liable to a Third Party for any loss, damage, liability or claim arising out of or incidental to a Third-Party publishing, using or relying on the facts, content, opinions or subject matter contained in this report.

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In this note, a reference to loss and damage includes past and prospective economic loss, loss of profits, damage to property, injury to any person (including death) costs and expenses incurred in taking measures to prevent, mitigate or rectify any harm, loss of opportunity, legal costs, compensation, interest and any other direct, indirect, consequential or financial or other loss.

GDP DOCUMENT CONTROL

Originating Office:	Gold Coast	Job Number:	6349
Physical Address:	76 Business Street Yatala. Q. 4207	Project Manager:	Mitchell Gassman
Postal Address:	PO Box 392 Beenleigh. Q. 4207	Document Title:	Engineering Services Report
Phone:	+61 7 3807 3333	Author:	Thais Prata
Fax:	+61 7 3287 5461	Client:	FPI Queensland Pty Ltd
Email:	mail@gassman.com.au	Client Contact:	James Jarimba
Web:	www.gassman.com.au	Client Reference:	N/A

Revision / Checking History

No.	Author	Reviewer
DRAFT	Thais Prata	Mitchell Gassman
1	Thais Prata	Mitchell Gassman

Approval for Issue

Rev. No.	Name	Position	Signature	Date
1.	Mitchell Gassman	Civil Project Engineer RPEQ 16939		28 th March 2025

Final Distribution

FPI Queensland Pty Ltd (Client)	1 electronic copy
Council of the City of Gold Coast (Assessment Manager)	1 electronic copy
GDP File	1 electronic copy

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1.0 INTRODUCTION

Gassman Development Perspectives (GDP) has been engaged by FPI Queensland Pty Ltd (Client) to prepare an Engineering Services Report over approved Lot 301 Coastlink Court, Stapylton (Currently part of Lot 505 on SP316171) requesting a development permit for the following development aspects:

- Material Change of Use for Warehouse with ancillary office; and
- Operational Work for Change to Ground Level.

The proposal seeks to establish a Speculative Warehouse facility and an ancillary office, for approved Lot 301, which is located within Stage 3 of the Vantage Industrial Estate (Council Ref: COM/2023/82). Refer to **Appendix A** for the proposed Site Plan.

An extract of the proposed development is shown within **Figure 1.1** below. The purpose of this report is to supply information relating specifically to civil engineering infrastructure, services and issues over the subject site and how the proposed warehouse can be managed through either the use of or via minor augmentation to the approved infrastructure currently under construction within Vantage Stage 3.

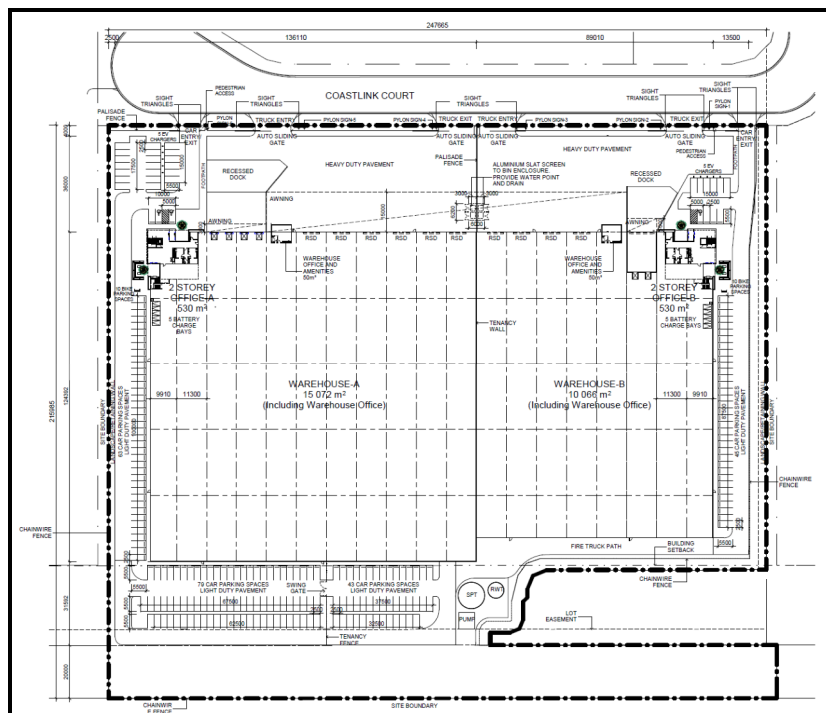


Figure 1.1: Proposed Plan of Development, Source: FPI Site Plan

2.0 SITE DESCRIPTION

2.1 SITE LOCATION

The subject site is located within the City of Gold Coast Council's (Council) local government boundaries, in Council's "Future Medium Impact Industry" zone precinct. The subject site is bounded by existing industrial lots to the north and south, Council's existing landfill site to the east and the future extension of Industrial Collector Street, Coastlink Court to the west (refer to **Figure 2.1**).

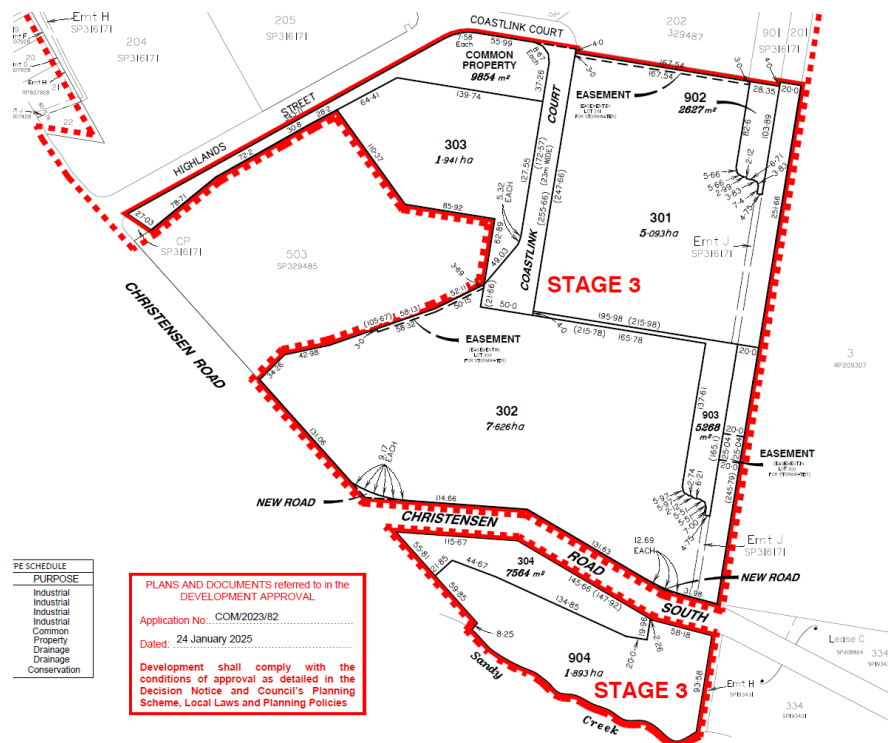


Figure 2.1: Approved Lot Layout, Source: COM/2023/82 QLD Globe (GDP File, 2025)

2.2 LAND ENCUMBRANCES

There are no existing encumbrances over the subject site.

2.3 EXISTING LAND USES

The subject land is currently vacant, cleared, and with bulk earthworks and civil construction underway to prepare the subject site to accommodate future uses and developments.

2.4 TOPOGRAPHY

The overall development site is currently undergoing significant earthworks and civil works as part of delivery of Vantage Yatala Stage 3 which will result in the delivery of approved Lot 301 to a generally flat (1V:200H grade) and serviced industrial lot which grades to the eastern boundary interfacing with the Vantage regional stormwater basin and Council's Landfill site.

2.5 EXISTING VEGETATION

The subject site is clear of vegetation.

2.6 CONTAMINATED LAND

The subject site is not known to be contaminated.

3.0 EARTHWORKS

Due to the existing topography of the development site major bulk earthworks are currently being undertaken as part of Stage 3 of the development to provide generally flat pads suitable for the intended industrial use based on the ROL-approved lot layout (Council Ref: COM/2023/82).

A further detailed bulk earthworks strategy has been developed for the specific approved Lot 301 layout by Gassman Development Perspectives in order to establish suitable grades for access, hardstand and carparking are achieved along with suitable collection and outfall of stormwater drainage in line with the development's overarching SWMP. A copy of the detailed bulk earthworks strategy and site grading is contained within **Appendix C** of this report.

4.0 ROADWORKS AND ACCESS

Stage 3 of Vantage Yatala which contains approved Lot 301 gains access via two (2) locations being the existing approved road network State-controlled Stapylton Jacobs Well Road via a signalised intersection along with a secondary connection to the local road network (Christensen Road) through recently constructed stage 2A of the development. Due to the subject site's proximity to Exit 38 of the M1 Motorway the conceptual design of the Christensen Road external intersection has included access provisions for A-Double vehicular movements into the development.

In accordance with the superseded planning scheme approval in place over the development site, the public road network fronting approved Lot 301 is being constructed in accordance with the typical cross section shown on Council standard drawing 05-02-004 for an Industrial Collector Street (refer **Figure 4.1** below). The development's road geometry is designed and constructed to accommodate A-Double vehicular movements.

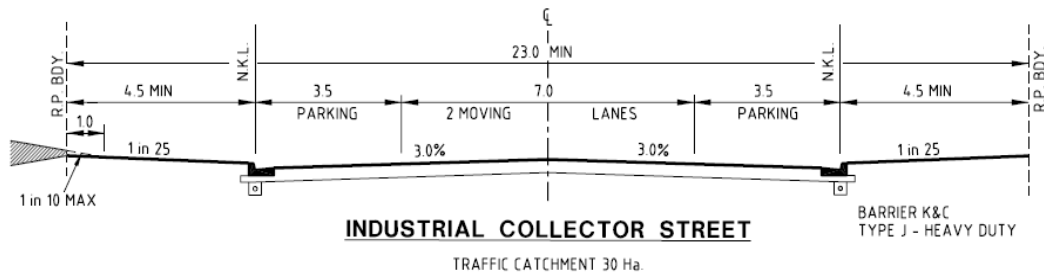


Figure 4.1: Proposed Internal Roads Cross Section, Source: CoGC Std Dwg 05-02-004

Approved Lot 303 and its proposed warehouse facility has a single frontage to the approved extension of Coastlink Court as demonstrated within the proposed site plan contained within **Appendix A**. All proposed vehicular crossovers are located in compliant locations and sized to suit the industrial nature in which they will be used. The proposed finished surface levels for the warehouse shown in **Appendix B** ensure compliant grades are achieved throughout the proposed warehouse carparks and surrounding hard stand areas as per AS2890.2 Off-street commercial vehicle facilities.

5.0 INFRASTRUCTURE SERVICES

5.1 SEWERAGE

Approved Lot 301 will be provided with an industrial standard 150mm diameter property connection available to utilise in connecting to CoGC's gravity sewer infrastructure network, as demonstrated in **Figure 5.1** below. Operational Works approved under OPW/2023/1136 are currently being constructed on site which will deliver this infrastructure ahead of the commencement of use over approved Lot 301.

The location of the existing sewer network connection relative to the proposed site layout is shown in the Civil Servicing Strategy Plan contained within **Appendix B**.

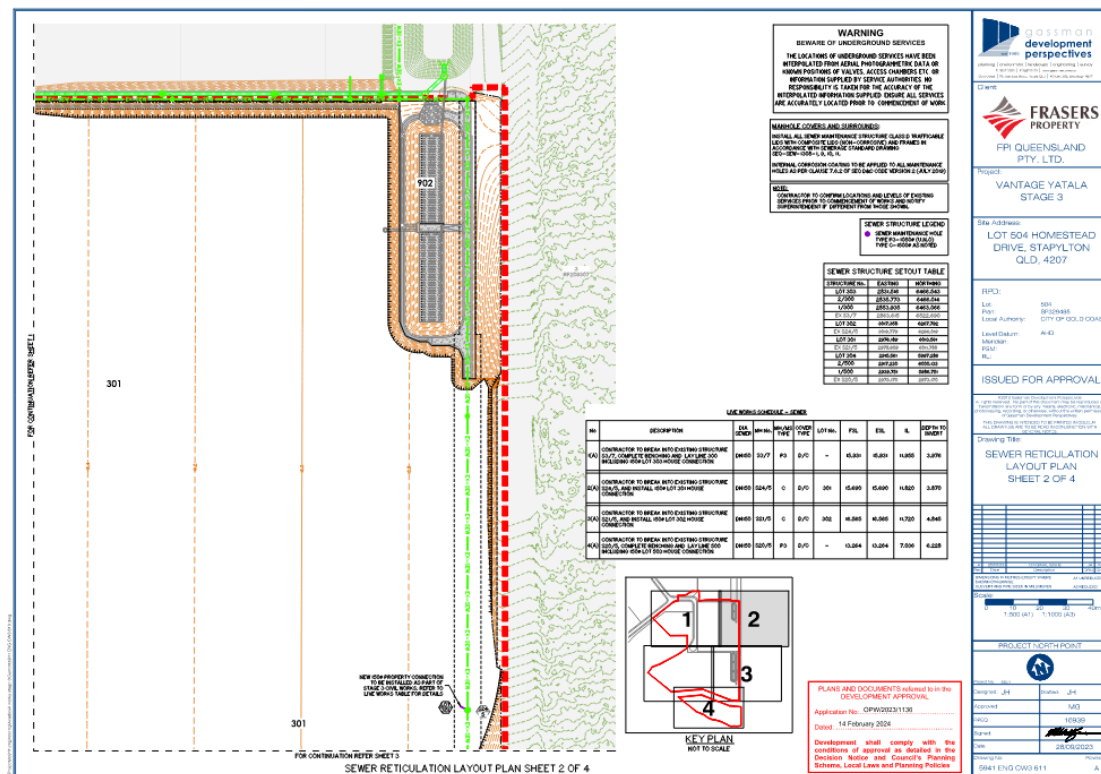


Figure 5.1: Sewer stamp-approved plan from Decision Notice OPW/2023/1136

5.2 WATER SUPPLY

Approved Lot 301 will be provided with an industrial standard 150mm potable water main property connection off the 150mm diameter reticulation main running the entire length of subject lot's frontage to Coastlink Court as demonstrated in **Figure 5.1** below. Operational Works approved under OPW/2023/1136 are currently being constructed on site which will deliver this infrastructure ahead of the commencement of use over approved Lot 301.

Suitable spatial provisions for the location of the above ground water meters and their associated access easement requirements needed to service the subject lot from a potable and fire main perspective. The proposed connection location is noted within the Engineering Servicing Strategy Plan contained within **Appendix B**.

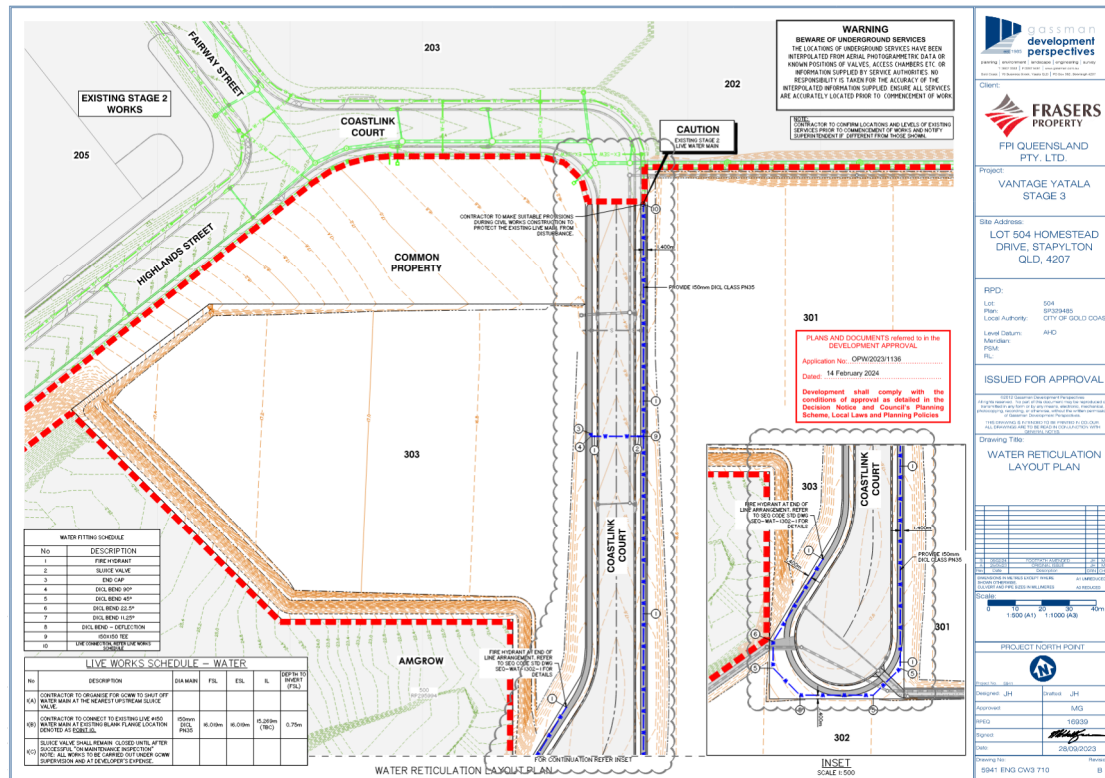


Figure 5.2: Water stamp-approved plan from Decision Notice OPW/2023/1136

5.3 ELECTRICITY AND TELECOMMUNICATIONS

Stage 3 of the Vantage Yatala industrial development will have underground reticulated electrical and telecommunications (NBN) networks approved and constructed by the relevant service authorities including electrical and communications reticulation to approved Lot 301's road verge frontage.

The adequacy of this infrastructure in its current form along with the necessity for any augmentation or upgrades to cater for the proposed use will be confirmed through the detailed design process by the appointed electrical consultant.

6.0 SITE BASED STORMWATER MANAGEMENT

A stormwater drainage network will be constructed within the approved Lot 301 extent to ensure the proposed warehouse facility and associated hardstand areas discharge to the OPW-approved (Council-ref: OPW/2023/1136) Legal Points of Discharge (LPoD) on Coastlink Court. A preliminary layout of this internal network and how it connects to the existing Vantage Yatala stormwater drainage network is shown on the Civil Servicing Strategy Plan contained within **Appendix B**.

6.1 STORMWATER QUANTITY

A Site Based Stormwater Management Plan (SWMP) has been prepared by Gassman Development Perspectives (Version 1, dated 14th April 2023) and approved by Council as part of the Reconfiguration of Lot approval covering approved Lot 301 within the development (Council Ref: COM/2023/82). This report demonstrates that attenuation measures are able to be incorporated into the proposed development at a regional level to ensure there is no adverse impacts to downstream properties, waterways or infrastructure occur as a result of an increase in peak stormwater flow rates discharging from the subject site upon development. The development form proposed under this application is consistent with the site coverage assumptions made within the estate-based, approved SWMP.

This is achieved through the detailed design and implementation of appropriately sized detention basin for Stage 3 that comply with City of Gold Coast Council's Land Development Guidelines along with the Queensland Urban Drainage Manual (QUDM). It is noted that there is no increase in the overall size or catchment composition contributing to the catchment for the Stage 3 infrastructure which would trigger the need to augment the regional stormwater quantity measures in place for the development.

6.2 STORMWATER QUALITY

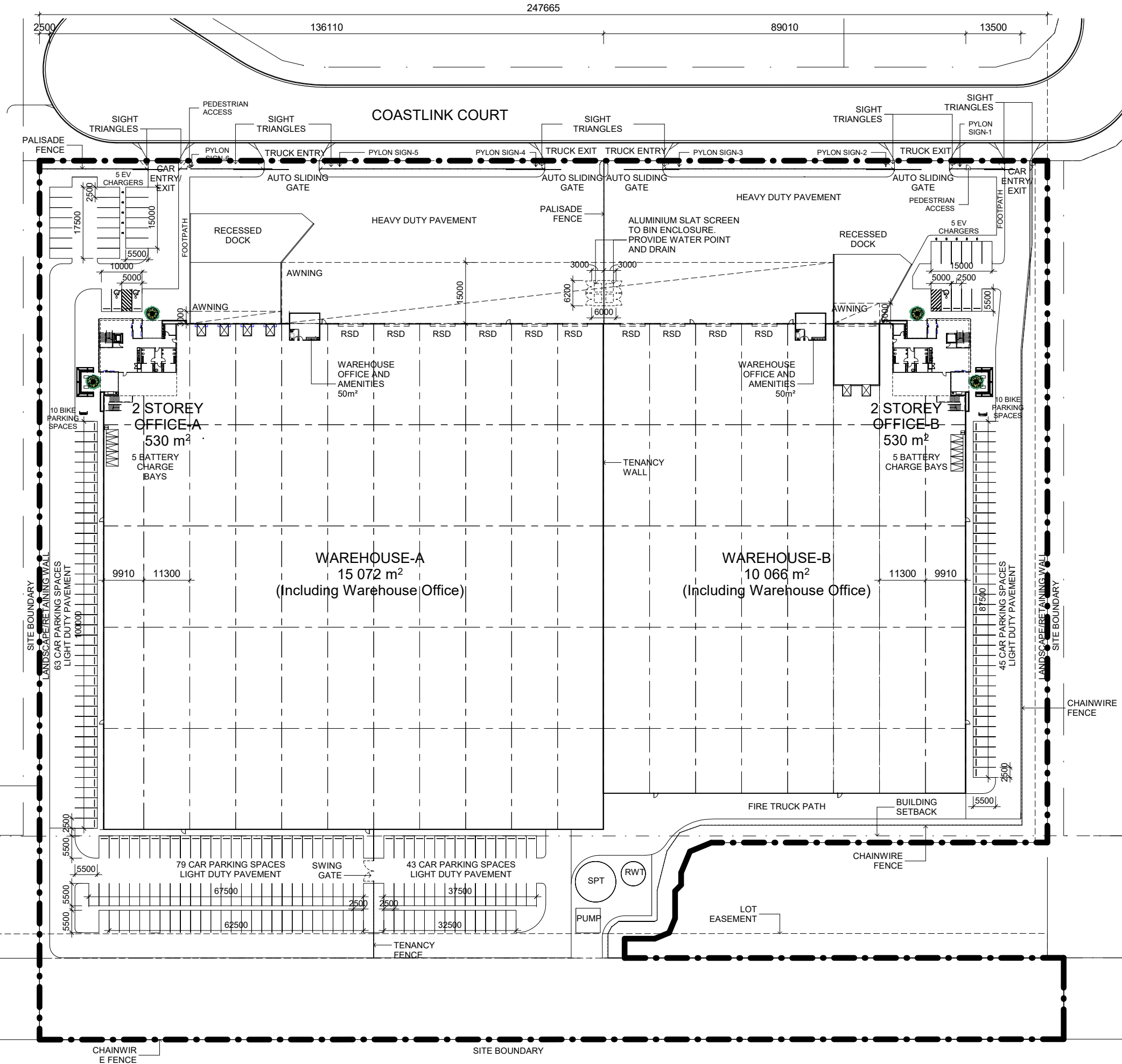
A suitable stormwater treatment drain was implemented as part of the construction of Vantage Stage 1. A Site Based Stormwater Management Plan (SWMP) has been prepared by Gassman Development Perspectives (Version 1, dated 14th April 2023) and approved by Council as part of the Reconfiguration of Lot approval covering approved Lot 303 within the development (Council Ref: COM/2023/82) outlining how all necessary steps to ensure that the quality of stormwater discharging from the subject site meets the necessary standards to comply with City of Gold Coast Council's Water Sensitive Urban Design (WSUD) requirements, Queensland Urban Drainage Manual (QUDM) and the performance objectives of the Queensland State Planning Policy (SPP). This SWMP demonstrates stormwater quality measures for the development are to be implemented at a regional level. The development form proposed under this application is consistent with the assumptions made within the estate-based, approved SWMP.

7.0 CONCLUSION

Gassman Development Perspectives have prepared this Engineering Services Report to support an application for a Development Permit for a Material Change of Use with an Ancillary Office) over approved Lot 301 within Balance Lot 505 on SP316171.

The above reporting demonstrates that proposed warehouse development can be undertaken through the construction of Civil Engineering infrastructure and services that meet the requirements of City of Gold Coast City Council's Land Development Guidelines and associated Australian Standards.

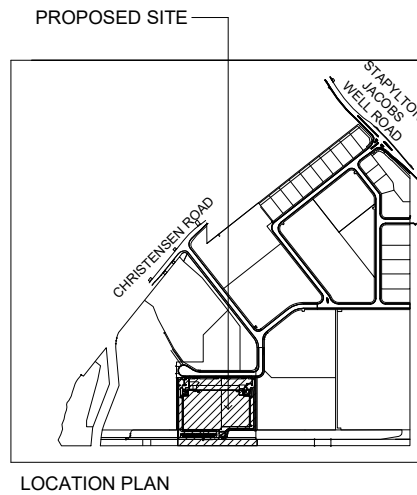
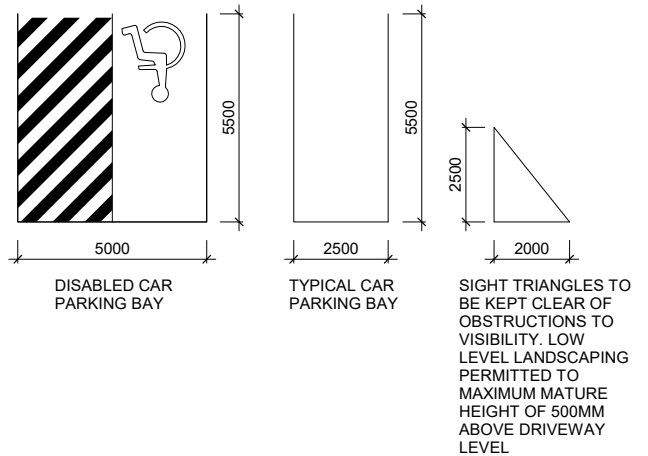
Appendix A – Lot 301 Site Plan - Proposed Industrial Development



REV	DESCRIPTION	DATE
A	ISSUE FOR DA	14.03.25

DEVELOPMENT SUMMARY

SITE AREA	50 931 m ²
WAREHOUSE A + B	25 138 m ²
2 STOREY OFFICE A + B	1060 m ²
TOTAL BUILDING AREA	26,198 m ²
AWNING	2158 m ²
HEAVY DUTY PAVEMENT	6715 m ²
LIGHT DUTY PAVEMENT	7545 m ²
CAR PARKING PROVIDED	230
EFFICIENCY	51.4%
SITE COVERAGE (GROUND FLOOR BUILDING + AWNING/SITE AREA)	54.4%



DEVELOPMENT APPROVAL



FRASERS PROPERTY INDUSTRIAL
LEVEL 8, 97 BOUNDARY STREET,
WEST END, QLD 4101
P +61 7 3249 7400

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LOT-301 PROPOSED INDUSTRIAL DEVELOPMENT
"VANTAGE YATALA" COASTLINK COURT,
STAPYLTON, QUEENSLAND

SITE PLAN

JOB Q23-002A-DA-002	DATE 14.03.25
SCALE 1:500 @ A1	DRN. REV. KL A

Appendix B – Lot 301 Civil Servicing Strategy Plan

Appendix C – Lot 301 Detailed Earthworks Strategy Plan

OPERATIONAL WORKS APPLICATION FOR CHANGE TO GROUND LEVEL LOT 301 WAREHOUSE

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6349 ENG BE 200	A	RETAINING WALL CONTROL LINE LAYOUT PLAN
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6349 ENG BE 420	A	FIRE TRUCK PATH & HEAVY DUTY PAVEMENT CL LAYOUT PLAN
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6349 ENG BE 422	A	CAR PARK CONTROL LINE LAYOUT PLAN
6349 ENG BE 423	A	CAR PARK CONTROL LINE SETOUT TABLES
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LOCALITY PLAN
SCALE 1:5000

CLIENT



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VantageYatala

ISSUED FOR APPROVAL

DWG NO.6349 ENG BE 001 - A

APRIL 2025

SITE ADDRESS

APPROVED LOT 301, VANTAGE INDUSTRIAL ESTATE,
STAPYLTON QLD 4207
(LOT 505 ON SP316171)

GENERAL NOTES

1. **CONTRACT DOCUMENTATION**
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE CONTRACT SPECIFICATION AND CoGC STANDARD DRAWINGS AND SPECIFICATIONS.
2. **DATUM**
LEVELS SHOWN ON THE PLANS ARE A.H.D.
3. **SURVEY SETOUT**
THE SURVEY SET OUT INFORMATION TO ALLOW THE CONTRACTOR TO ACCURATELY SET OUT THE WORKS HAS BEEN ESTABLISHED ON SITE BY THE PRINCIPAL'S SURVEYOR. THE CONTRACTOR IS NOT TO SCALE FROM THESE PLANS AS A MEANS OF OBTAINING SETOUT INFORMATION.
4. **EXISTING SURVEY CONTROL STATIONS**
IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT EXISTING SURVEY CONTROL STATIONS ARE NOT DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES. SHOULD THE CONTRACTOR IDENTIFY ANY CONFLICT BETWEEN EXISTING SURVEY CONTROL AND THE REQUIRED CONSTRUCTION ACTIVITIES THE SUPERINTENDENT IS TO BE NOTIFIED IMMEDIATELY.
5. **EXISTING SERVICES**
THE LOCATION OF EXISTING SERVICES WHERE SHOWN ON THE PLANS ARE INDICATIVE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE RELEVANT SERVICE AUTHORITIES TO ASCERTAIN THE EXACT LOCATION OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF WORKS AND TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO THE EXISTING SERVICES.
6. **SITE ACCESS**
THE CONTRACTOR SHALL ONLY GAIN ACCESS TO THE SITE VIA ACCESS LOCATIONS APPROVED BY THE SUPERINTENDENT. FREEDOM OF ACCESS TO OTHER WORK AREAS ON THE SITE SHALL BE MAINTAINED AT ALL TIMES.
7. **PROVISION FOR TRAFFIC**
PROVISION FOR TRAFFIC ON LOCAL ROADS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND CoGC COUNCIL REQUIREMENTS.
8. **WORK EXTENT**
THE CONTRACTOR IS TO RESTRICT ACTIVITIES TO THOSE AREAS DESIGNATED AS WORKS AREAS UNDER THE CONTRACT. AT NO TIME IS THE CONTRACTOR TO ENTER ADJOINING PROPERTIES OR CONTRACT AREAS WITHOUT THE WRITTEN AUTHORISATION OF THE SUPERINTENDENT.
9. **TESTING**
ALL TESTING IS TO BE CARRIED OUT BY AN APPROVED N.A.T.A TESTING AUTHORITY IN ACCORDANCE WITH THE PROJECT SPECIFICATION AND REQUIREMENTS OF CoGC COUNCIL.
10. **"AS CONSTRUCTED" SURVEY**
"AS CONSTRUCTED" SURVEY SHALL BE CARRIED OUT BY THE PRINCIPAL'S SURVEYOR AS WORK PROCEEDS. THE CONTRACTOR IS TO PROVIDE ADEQUATE NOTICE TO THE PRINCIPAL'S SURVEYOR ON WHEN THIS IS REQUIRED TO ENSURE COMPLIANCE WITH THE REQUIREMENTS OF CoGC COUNCIL.
11. **MAINTENANCE OF SITE CONDITION**
AT THE COMPLETION OF WORKS THE SITE IS TO BE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT AND CoGC.
12. **ROCK**
THE CONTRACTOR IS TO INCLUDE ROCK EXCAVATION AS PART OF THEIR EARTHWORKS RATES UNLESS SCHEDULED OTHERWISE WITHIN THE CONTRACT DOCUMENT.

8. **DAMS AND PONDS**
WHERE POSSIBLE, WATER FROM DAMS AND PONDS SHALL BE MAINTAINED AND UTILISED FOR CONSTRUCTION PURPOSES AND DUST SUPPRESSION. DAMS AND PONDS NOT TO BE RETAINED SHALL BE DEWATERED, CLEARED OF ANY FOREIGN MATTER AND ORGANIC MATERIAL WITH THIS MATERIAL TO BE REMOVED OFF SITE.
9. **RETAINING STRUCTURES**
THE DESIGN AND STRUCTURAL CERTIFICATION OF RETAINING STRUCTURES SHALL BE UNDERTAKEN BY THE CONTRACTOR'S STRUCTURAL ENGINEER (RPEQ) IN CONSULTATION WITH THE PROJECT'S CIVIL ENGINEER AND LANDSCAPE CONSULTANT. THE CONTRACTOR IS RESPONSIBLE FOR THE SUBMISSION AND APPROVAL COORDINATION OF THE ASSOCIATED DRAWINGS AND CERTIFICATION TO GoGC. A COPY OF THIS SUBMISSION IS TO BE PROVIDED TO THE SUPERINTENDENT.
10. **TOPSOIL REPLACEMENT**
ALL BATTERS AND ALLOTMENT CUT & FILL AREAS SHALL BE TOP SOILED FROM ONSITE STOCKPILES. IF DIRECTED BY THE SUPERINTENDENT THE TOPSOIL SHALL BE SCREENED PRIOR TO PLACING. THE CONTRACTOR SHALL ALLOW IN THEIR RATE FOR SCREENING AND THE DISPOSAL OF REJECT MATERIAL TO TIP OFFSITE INCLUDING ALL FEES. THE CONTRACTOR MUST ENSURE THAT THE STRIPPING SHALL BE UNDERTAKEN IN SUCH A MANNER AS TO AVOID CONTAMINATION BY OVER CUTTING. IF TOPSOIL IS CONTAMINATED BY OVER CUTTING AND DETERMINED NOT SUITABLE FOR REUSE BY THE SUPERINTENDENT, THE CONTRACTOR SHALL BEAR THE COST OF REMOVAL FROM SITE OF ALL CONTAMINATED TOPSOIL AND THE COST TO SUPPLY AND IMPORT SUITABLE TOPSOIL FOR RE--SPREADING.
11. **GRASSING / SEEDING**
ALL CUT & FILL AREAS AND DISTURBED AREAS SHALL BE GRASSED OR SEEDED TO THE SATISFACTION OF THE SUPERINTENDENT.
12. **STOCKPILES**
ALL MATERIAL/SPOIL ARISING FROM WORKS ON SITE SHALL BE COMPACTED TO AN APPROPRIATE STANDARD WITHIN THE FILL AREAS OF FUTURE STAGES AS NOMINATED BY THE SUPERINTENDENT. THE CONTRACTOR IS NOT TO CREATE STOCKPILES OF SURPLUS MATERIALS UNLESS WRITTEN AUTHORIZATION IS RECEIVED FROM THE SUPERINTENDENT.

SEDIMENT AND EROSION

1. THE OBJECTIVES OF THE EROSION AND SEDIMENT CONTROL PROGRAM ARE:
a. ALLOW STORMWATER TO PASS THROUGH THE SITE IN A CONTROLLED MANNER AT NON-EROSIVE FLOW VELOCITIES.
b. MINIMISE SOIL EROSION FROM WATER AND WIND
c. MINIMISE ADVERSE EFFECTS OF SEDIMENT RUNOFF.
d. MINIMISE OR PREVENT ENVIRONMENTAL HARM ASSOCIATED WITH DISCHARGE FROM THE CONSTRUCTED SITE.
e. ENSURE THAT THE VALUE AND USE OF RESIDENTIAL AND INDUSTRIAL PROPERTIES ADJACENT TO THE DEVELOPMENT ARE NOT DIMINISHED AS A RESULT OF THE MIGRATION OF SEDIMENT FROM THE DEVELOPMENT.
2. THE EROSION AND SEDIMENT CONTROL PROGRAM SHALL COMPLY WITH THE ENVIRONMENTAL BEST ENGINEERING GUIDELINES FOR QUEENSLAND CONSTRUCTION SITES, THE CURRENT INSTITUTION OF ENGINEERS AUSTRALIA AND LOCAL AUTHORITY GUIDELINES. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO CONTROL EROSION AND DOWNSTREAM SEDIMENTATION DURING ALL STAGES OF CONSTRUCTIONS INCLUDING THE MAINTENANCE PERIOD. NOTWITHSTANDING THE FINISHED EARTHWORK DESIGN SHOWN ON THE DRAWINGS THE CONTRACTOR IS RESPONSIBLE TO IMPLEMENT ADDITIONAL SEDIMENT CONTROL MEASURES AND DEVICES USING BEST PRACTICES AS NECESSARY TO MINIMISE THE QUANTITY LEAVING THE SITE DURING CONSTRUCTION AND UPON COMPLETION OF EARTHWORKS.
3. THE CONTRACTOR IS TO FOLLOW CONSTRUCTION PHASE AS OUTLINED IN THE CONSTRUCTION SEQUENCE/SILT MANAGEMENT PROGRAM. ALL SEDIMENT CONTROL DEVICES SHALL BE MONITORED, CLEANED AND/OR REPLACED WHENEVER THE ACCUMULATED SEDIMENT REDUCES THE CAPACITY BY 50%. ALL PERIMETER BANK/SWALES SHALL HAVE UNINTERRUPTED POSITIVE GRADE TO AN OUTLET. AT ALL TIMES THE CONTRACTOR SHALL MONITOR THE PREVAILING WEATHER CONDITIONS AND PROTECT ANY DOWNSTREAM CONSTRUCTION AND GULLY INLETS. INLETS TO HAVE SILT PROTECTION IN ACCORDANCE WITH KERB INLET PROTECTION DETAIL AT LOCATIONS SHOWN OR AS INDICATED BY THE ENGINEER.
4. PRIOR TO THE COMMENCEMENT OF EARTHWORKS, THE CONTRACTOR IS TO CARRY OUT SOIL TESTING (IF REQUIRED BY SUPERINTENDENT) TO DETERMINE THE DISPERSIVE CHARACTERISTICS OF THE SOIL AND RESULTS TO BE GIVEN TO THE ENGINEERS SO THE FINALIZATION OF THE EROSION AND SEDIMENT CONTROL PLAN CAN BE COMPLETE.
5. TOPSOIL SHALL BE STRIPPED AND STOCKPILED IN LOCATIONS AGREED WITH THE SUPERINTENDENT. CLEARING OF SITE AND STOCKPILE AREAS TO BE AS DIRECTED BY THE SUPERVISING ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING DUST AT ALL TIMES INCLUDING WEEKENDS AND PUBLIC HOLIDAYS.
6. SUITABLE ACCESS SHALL BE PROVIDED TO ALLOW MAINTENANCE OF ALL SEDIMENT CONTROL DEVICES (IT IS TO BE NOTED THAT CLEARING SHALL ONLY OCCUR IN AREAS WHERE THERE IS NO OTHER ALTERNATIVE TO GAIN ACCESS TO THE LOCATION OF THE SEDIMENT CONTROL DEVICES). APPROVAL FOR REMOVAL OF PROTECTED SIZE VEGETATION MUST BE OBTAINED PRIOR TO CLEARING.
7. ROCK BUNDS TO BE PLACED AROUND ALL HEADWALLS DURING CONSTRUCTION.
8. 0.8m TURF IS TO BE PLACED BEHIND ON ALL BATTERS WITHIN PRIVATE OPEN SPACE STEEPER THAN 1:4 UNLESS OTHERWISE NOTED. THE EXTENT OF GRASSING SHALL BE DETERMINED BY THE ENGINEER AND SHALL BE SEEDED, AS SPECIFIED, WITHIN 7 DAYS OF FINAL TRIMMING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT GRASS STRIKE RATES ARE ACHIEVED AT ON AND OFF MAINTENANCE INSPECTION IN ACCORDANCE WITH COUNCIL REQUIREMENTS.
9. TURF IS TO BE PLACED FROM BACK OF KERB TO ROAD RESERVE BOUNDARY ON ALL ROADS AFTER EARTHWORKS ARE COMPLETE.
10. GEO--FABRIC LINING OF CHANNELS AND CHECK DAMS MAY BE REQUIRED SUBJECT TO THE SITE CONDITIONS.
11. FILLING AND OR MAINTENANCE OF EXISTING AND OR SEDIMENT BASINS MAY REQUIRE FLOCCULATION.
12. BATTERS WITHIN PUBLIC OPEN SPACE TO BE VEGETATED IN ACCORDANCE WITH THE APPROVED OPEN SPACE MANAGEMENT PLAN (OSMP).
13. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CLEAN OUT GPT'S, SEDIMENT FOREBAYS AND ALL OTHER SEDIMENT CONTROL DEVICES DURING CONSTRUCTION AND PRIOR BOTH ON AND OFF MAINTENANCE INSPECTIONS WITH CoGC. THE CONTRACTOR SHALL ALLOW FOR THE COST OF THESE WORKS WITHIN THEIR SUBMITTED TENDER PRICE.

CONSTRUCTION SEQUENCE/SILT MANAGEMENT PROGRAM

1. **PRE START**
a. ERECT SITE SIGNAGE, CONSTRUCT ENTRY AND EXIT POINT AS INDICATED CONSTRUCT VEHICLE WASH--DOWN AREA AND ASSOCIATED SILT MANAGEMENT DEVICES.
b. CONSTRUCT SITE OFFICE AND STORAGE COMPOUND AREA
c. ERECT SILT FENCE AT LOW POINTS OF THE SITE AS DEMONSTRATED
d. ERECT TEMPORARY TREE PROTECTION FENCING FOR VEGETATION TO BE RETAINED IN ACCORDANCE WITH AN OPW (TREE CLEARING) APPROVAL OR IN ACCORDANCE WITH AS4970 PROTECTION OF TREES ON DEVELOPMENT SITE.
e. CONSTRUCT ROCK CHECK DAMS AND SILT FENCE DOWN STREAM OF BASIN.
f. CONSTRUCT BASIN TO FULL DEPTH.
g. CONSTRUCT BALANCE OF BASIN IN CONJUNCTION WITH CLEARING AND BULK EARTHWORKS OPERATIONS.
h. BASIN TO BE UTILISED AS A TEMPORARY SEDIMENT BASIN. DO NOT FILL IN FILTRATION MATERIAL UNTIL CONSTRUCTION OF DEVELOPMENT IS COMPLETE.
2. **CLEARING AND BULK EARTHWORKS**
THERE SHALL BE NO CLEARING OF PROTECTED SITE VEGETATION WITHOUT AN APPROVED TREE CLEARING PLAN WHICH SHALL BE IN ACCORDANCE WITH AS4970. SILT FENCE, SAND BAGS AND EARTH RILLS WITHIN ROADS TO BE ERECTED AS INDICATED OR REQUIRED DURING CLEARING & EARTHWORKS. SUPERINTENDENT TO CONFIRM THE EXTENT OF CLEARING PRIOR TO COMMENCEMENT OF WORKS.
3. **CONSTRUCTION OF SEWER/ROOFWATER/ STORMWATER/SERVICES**
EXCAVATED MATERIAL TO BE PLACED ON HIGH SIDE OF TRENCH AND TO PROTECT PIPE WORK AND DIRECT SURFACE MATERIAL AWAY FROM EXCAVATIONS. TOPSOIL AND GRASS SEED AREAS IN ALLOTMENTS IMMEDIATELY AFTER COMPLETING THE SEWER AND ROOFWATER DRAINAGE CONSTRUCTION. DEPRESS GROUND AROUND TEMPORARY FIELD INLETS TO CREATE SILT POND.
4. **CONSTRUCTION -- SEDIMENT BASINS**
SEDIMENT BASIN TO BE CONSTRUCTED TO THE EARTHWORK PROFILES SHOWN. STORMWATER OUTLET PIPES TO BE TEMPORARY BLOCKED OFF UNTIL DECOMMISSIONING OF SEDIMENT BASIN (SUBSEQUENT TO CONSTRUCTION OF ALL STAGES). PLACE SPOIL FROM SEDIMENT BASIN INTO ALLOCATED AREAS AS ENGINEERED FILL IN ACCORDANCE WITH THE STAGING ORDER. SEDIMENT BASIN SHALL ONLY BE REMOVED AFTER APPROVAL BY SUPERINTENDENT AND COUNCIL.
5. **CONSTRUCTION -- STOCKPILING**
TEMPORARY SILT FENCE TO BE ERECTED 5m FROM TOE OF BATTER ON LOW SIDE OF STOCKPILING. STOCKPILE SITE TO BE CLEARED OF ADJACENT PROPERTY BOUNDARIES SO AS NOT TO CAUSE NUISANCE TO ADJOINING PROPERTIES. NO STOCKPILES ARE TO BE LOCATED WITHIN THE DRIP ZONE OR STRUCTURAL ROOT ZONE OF ANY RETAINED VEGETATION.
6. **CONSTRUCTION -- ROADWORKS**
SILT FENCES TO ALLOTMENTS TO BE ERECTED. KERB INLET PROTECTION TO BE PROVIDED TO ALL GULLIES.
7. **CONSTRUCTION -- ALLOTMENTS**
TOPSOIL AND SEED ALLOTMENTS. SILT FENCES TO ALLOTMENTS TO BE RE--ERECTED. COVERS TO GULLY GRATES TO BE REMOVED IF THE SUPERINTENDENT INDICATE THE GRASS STRIKE IS SUFFICIENT (80% WITHIN 30 CALENDAR DAYS OF FINAL ALLOTMENT RIMMING).
8. **POST CONSTRUCTION -- ALLOTMENTS**
TOPSOIL AND GRASS SEED ALL ALLOTMENTS. COVERS TO GULLY GRATES TO BE REMOVED IF THE SUPERINTENDENT INDICATES THE GRASS STRIKE IS SUFFICIENT (80% WITHIN 30 CALENDAR DAYS OF FINAL ALLOTMENT TRIMMING).
9. **POST CONSTRUCTION -- BASIN**
BASIN TO CONTINUE ACTING AS SEDIMENT BASIN UNTIL COMPLETION OF ALL STAGES.
10. **POST CONSTRUCTION -- ROAD RESERVES**
TOPSOIL AND TURFING IS TO BE PROVIDED BEHIND KERB.
11. **MAINTENANCE (PRE TO POST CONSTRUCTION)**
THE SILT FENCES ARE TO BE INSPECTED WEEKLY. ANY REPAIRS REQUIRED ARE TO BE EFFECTED IMMEDIATELY. SILT AFTER RAIN IS TO BE CLEANED FROM STREETS AND ALLOTMENTS IMMEDIATELY AND CORRECTIVE ACTION TAKEN TO AVOID A RE--OCCURRENCE OF THE FAILURE.
12. **BASIN CONSTRUCTION**
PRIOR TO COMMENCING CONSTRUCTION OF THE DETENTION BASIN THE DIVERSION OF SURFACE WATER FROM THE PROPOSED WORK AREAS, USING MEASURES SUCH AS OPEN DRAINS/SUMPS, ARE REQUIRED TO AID IN SITE DE--WATERING. BASIN TO CONTINUE ACTING AS SEDIMENT BASIN UNTIL 85% OF CATCHMENT CONSTRUCTION IS COMPLETE. THE CLAY FILLING FOR THE BASIN WALLS SHALL BE PLACED IN HORIZONTAL LAYERS OF 200mm THICKNESS AND COMPACTED TO DENSITY RATIO WITHIN THE RANGE 98%--102% STANDARD COMPACTION (AS 1289.5.1.1). PLACEMENT MOISTURE CONTENT SHOULD BE WITHIN THE RANGE OMC --1% TO OMC --2% (WHERE OMC = OPTIMUM MOISTURE CONTENT FOR STANDARD COMPACTION). CONTRACTOR TO PROVIDE SAFETY FENCING TO BASIN DURING CONSTRUCTION AND APPROPRIATE SIGNAGE (PERMANENT OR TEMPORARY).



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Gold Coast | 76 Business Street, Yatala QLD | PO Box 392, Beenleigh 4207



FPI QUEENSLAND
PTY LTD

Project:

LOT 301 WAREHOUSE
VANTAGE YATALA

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

RPD:

Lot: 301
Plan: Lot 505 on SP316171
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
Meridian:
PSM:
RL:

ISSUED FOR APPROVAL

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THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH GENERAL NOTES.

Drawing Title:

GENERAL NOTES
SHEET 1 OF 2

A	01/04/25	ORIGINAL ISSUE	ML	MG
Rev	Date	Description	DRN	CHK

DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE
CULVERT AND PIPE SIZES IN MILLIMETRES
A1 UNREDUCED
A3 REDUCED

Scale:

PROJECT NORTH POINT

Project No.	6349
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025

Drawing No:	Revision
6349 ENG BE 002	A

	OVERLAND FLOW PATH/SWALE
	CATCH DRAIN (NOT LINED)
	DIVERSION CHANNEL
	TABLE DRAIN
	STREAM INVERT
	CATCH DRAIN (CONCRETE LINED)
	SUBSOIL DRAINAGE
	SAWCUT
	SEDIMENT FENCE
	CHAINWIRE FENCE
	WOODEN FENCE
	BRIFEN WIRE SAFETY BARRIER
	GUARDRAIL (STANDARD)
	RETAINING WALL (PILED)
	RETAINING WALL (WITH FOOTINGS)
	RETAINING WALL
	ROCKBLOCK RETAINING WALL
	TOP OF BATTER / BERM
	NOISE WALL
	EDGE OF VEGETATION
	PROPERTY LINE
	PROPERTY LINE WITH FENCE
	PROPOSED KERB, FOOTPATH
	CONTROL LINE / CENTER OF ROAD
	RAILWAY (MAJOR)
	RAILWAY (MINOR)
	EXISTING PROPERTY LINE
	EXISTING PROPERTY LINE WITH FENCE
	EXISTING KERB, FOOTPATH
	EXISTING EDGE OF BITUMEN
	EXISTING RAILWAY (MAJOR)
	EXISTING RAILWAY (MINOR)
	LIMIT OF WORKS
	LIMIT OF SITE
	CATCHMENT BOUNDARY
	EXISTING CONTOURS
	DESIGN CONTOURS

RM	RM	RM	PROPOSED RISING MAIN
S	S	S	PROPOSED SEWER
SW	SW	SW	PROPOSED STORMWATER
SW	SW	SW	PROPOSED ROOFWATER
SS	SS	SS	PROPOSED ROOFWATER
SS	SS	SS	PROPOSED SUBSOIL
W	W	W	PROPOSED WATER
W	W	W	PROPOSED RECYCLED WATER
OIL	OIL	OIL	PROPOSED OIL
F	F	F	PROPOSED FUEL
G	G	G	PROPOSED GAS
P	P	P	PROPOSED PIPELINE
HV	HV	HV	PROPOSED HIGH VOLTAGE ELECTRICITY
E	E	E	PROPOSED UNDERGROUND ELECTRICITY
E	E	E	PROPOSED OVERHEAD ELECTRICITY
L	L	L	PROPOSED LIGHTING
T	T	T	PROPOSED TELSTRA
C	C	C	PROPOSED COMMUNICATIONS
GE	GE	GE	PROPOSED GAS, ELECT
GT	GT	GT	PROPOSED GAS, TELSTRA
ET	ET	ET	PROPOSED ELECT, TELSTRA
GET	GET	GET	PROPOSED GAS, ELECTRICITY, TELSTRA
RM	RM	RM	EXISTING RISING MAIN
S	S	S	EXISTING SEWER
SW	SW	SW	EXISTING STORMWATER
SW	SW	SW	EXISTING ROOFWATER
SS	SS	SS	EXISTING SUBSOIL
W	W	W	EXISTING WATER
W	W	W	EXISTING RECYCLED WATER
OIL	OIL	OIL	EXISTING OIL
F	F	F	EXISTING FUEL
G	G	G	EXISTING GAS
P	P	P	EXISTING PIPELINE
HV	HV	HV	EXISTING HIGH VOLTAGE ELECTRICITY
E	E	E	EXISTING UNDERGROUND ELECTRICITY
E	E	E	EXISTING OVERHEAD ELECTRICITY
L	L	L	EXISTING LIGHTING
T	T	T	EXISTING TELSTRA
C	C	C	EXISTING COMMUNICATIONS
GE	GE	GE	EXISTING GAS, ELECT
GT	GT	GT	EXISTING GAS, TELSTRA
ET	ET	ET	EXISTING ELECT, TELSTRA
GET	GET	GET	EXISTING GAS, ELECTRICITY, TELSTRA

BK(A)	BARRIER KERB (A)
BK(B)	BARRIER KERB (B)
BK(G)	BARRIER KERB (G)
MK(D)	MOUNTABLE KERB (D)
SMK(C)	SEMI MOUNTABLE KERB (C)
ER(E)	EDGE RESTRAINT (E)
KER(F)	KERB EDGE RESTRAINT (F)
RK&C(H)	ROLL TOP KERB & CHANNEL (H)
BK&C(J)	BARRIER KERB & CHANNEL (J)
ERH	KERB EDGE RESTRAINT (HIGH)
ERL	KERB EDGE RESTRAINT (LOW)
CS(K/L)	CHANNEL SECTION (K/L)
PMB	PRECAST MOTOR BED
DD	DISH DRAIN
K&G	KERB AND GUTTER
K&T	KERB AND TOE
KO	KERB ONLY
MK	MOUNTABLE KERB
RK	ROLL KERB
	EXISTING SIGN
	PROPOSED SIGN
	PROPOSED ROAD EDGE GUIDE POST
	EXISTING BIN
	POST BOX
	TELEPHONE BOX
	TELSTRA PIT
	TELSTRA MARKER POST
	WATER METER
	WATER VALVE
	FIRE HYDRANT
	WATER TAP
	WATER HYDRANT
	WATER TEE
	WATER REDUCER
	WATER ENDCAP
	WATER CONNECTION
	WATER CROSSING
	WATER DIEL
	SEWER MAINTENANCE HOLE
	SEWER RODDING END
	SEWER BEND
	SEWER MAINTENANCE SHAFT
	SEWER 'T' END
	SEWER SLUICE VALVE
	SEWER PIT

	SEWER PUMP STATION
	TEMPORARY SEWER PUMP STATION
	SEWER / STORMWATER PIT NO/LINE
	SETOUT POINT
	OFFSET PIT WITH GRATE
	IN LINE PIT WITH GRATE
	JUNCTION PIT
	LETTERBOX PIT
	GRATED INLET PIT
	MANHOLE
	GULLY PIT (LIP INLINE) BARRIER KE
	GULLY PIT (LIP INLINE) BARRIER KE
	GULLY PIT (LIP INLINE) ROLL TOP KE
	GULLY PIT (LIP INLINE) ROLL TOP KE
	GULLY PIT (KERB INLINE) – GRADE
	GULLY PIT (KERB INLINE) – SAG
	INFILTRATION TRENCH
	HEADWALL
	GROSS POLLUTANT TRAP
	STORMWATER CHAMBER

	POWER POLE
	POWER POLE WITH LIGHT
	LIGHT POLE
	STAY POLE
	LIGHT POLE WITH EXTENSION
	ELECTRICAL INSPECTION BOX
	ELECTRICAL POLE
	ELECTRICAL TURRET
	TRAFFIC SIGNAL
	MAIN ROADS PIT
	TANGENT POINT
	KERB RETURN NO.
	PRAM RAMP
	GRAVEL ROCK CHECK DAM
	MESH & GRAVEL INLET FILTER
	STORMWATER INLET FILTER
	DIRECTION OF OVERLAND FLOW
	VEHICLE SHAKEDOWN
	GATE
	NOT IN SCOPE OF WORKS
	DEMOLITION
	PROPOSED CONCRETE FOOTPATH
	SCOUR PROTECTION
	TREES
	TADPOLE

Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No:	Revision
6349 ENG BE 004	A



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WARNING

BEWARE OF UNDERGROUND SERVICES

THE LOCATIONS OF UNDERGROUND SERVICES HAVE BEEN INTERPOLATED FROM AERIAL PHOTOGRAMMETRIC DATA OR KNOWN POSITIONS OF VALVES, ACCESS CHAMBERS ETC. OR INFORMATION SUPPLIED BY SERVICE AUTHORITIES. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE INTERPOLATED INFORMATION SUPPLIED. ENSURE ALL SERVICES ARE ACCURATELY LOCATED PRIOR TO COMMENCEMENT OF WORK.



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Client:  **FRASERS**
PROPERTY

**FPI QUEENSLAND
PTY LTD**

Project:

LOT 301 WAREHOUSE
VANTAGE YATALA

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

RPD:	
Lot:	301
Plan:	Lot 505 on SP316171
Local Authority:	CITY OF GOLD COAST
Level Datum:	AHD
Meridian:	
PSM:	
RL:	

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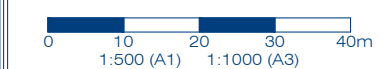
Drawing Title:

DEMOLITION AND
PROTECTION
LAYOUT PLAN

[illegible]

A	01/04/25	ORIGINAL ISSUE	ML	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

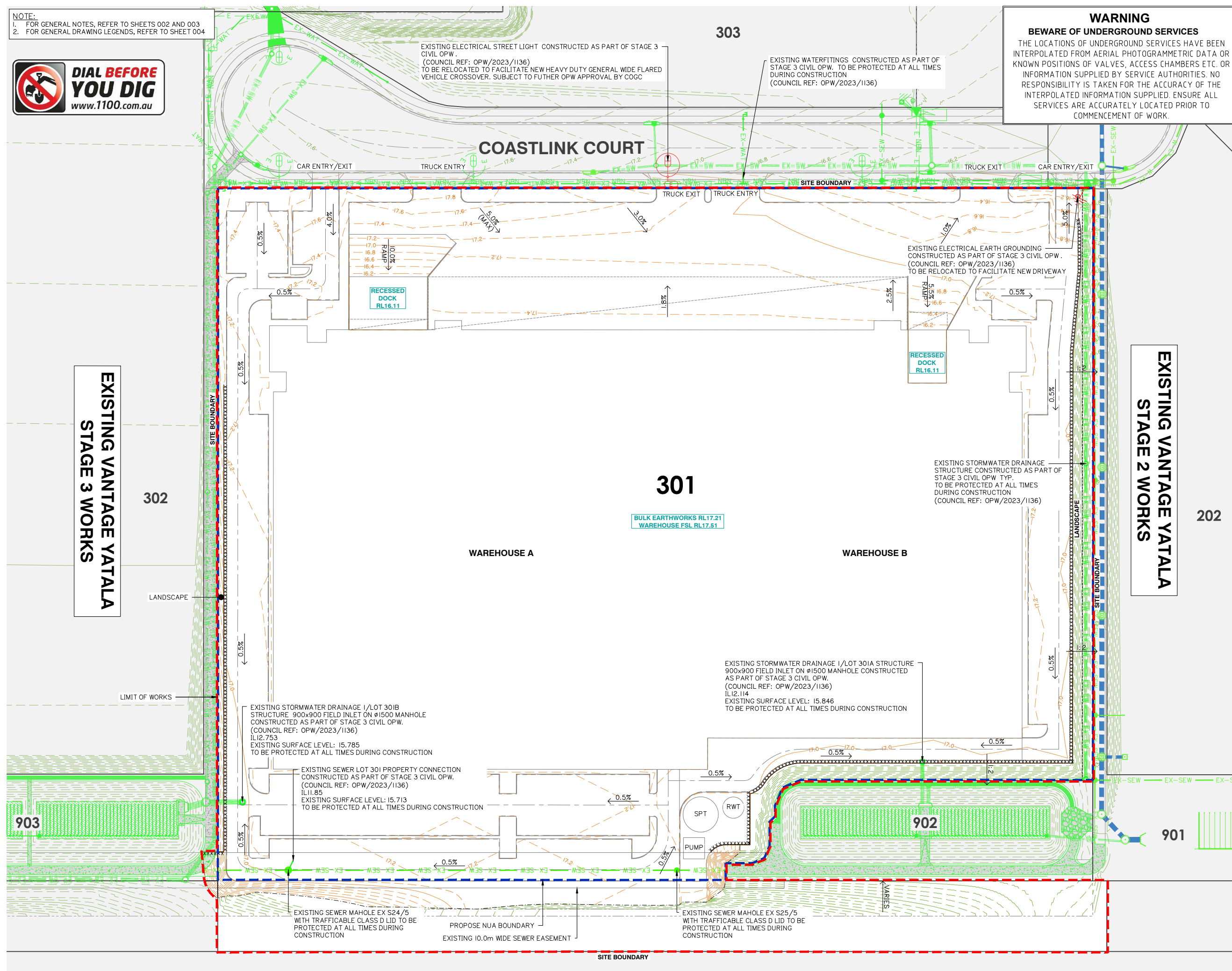
Scale:



PROJECT NORTH POINT



Project No: 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No: 6349 ENG BE 020	
Revision: A	

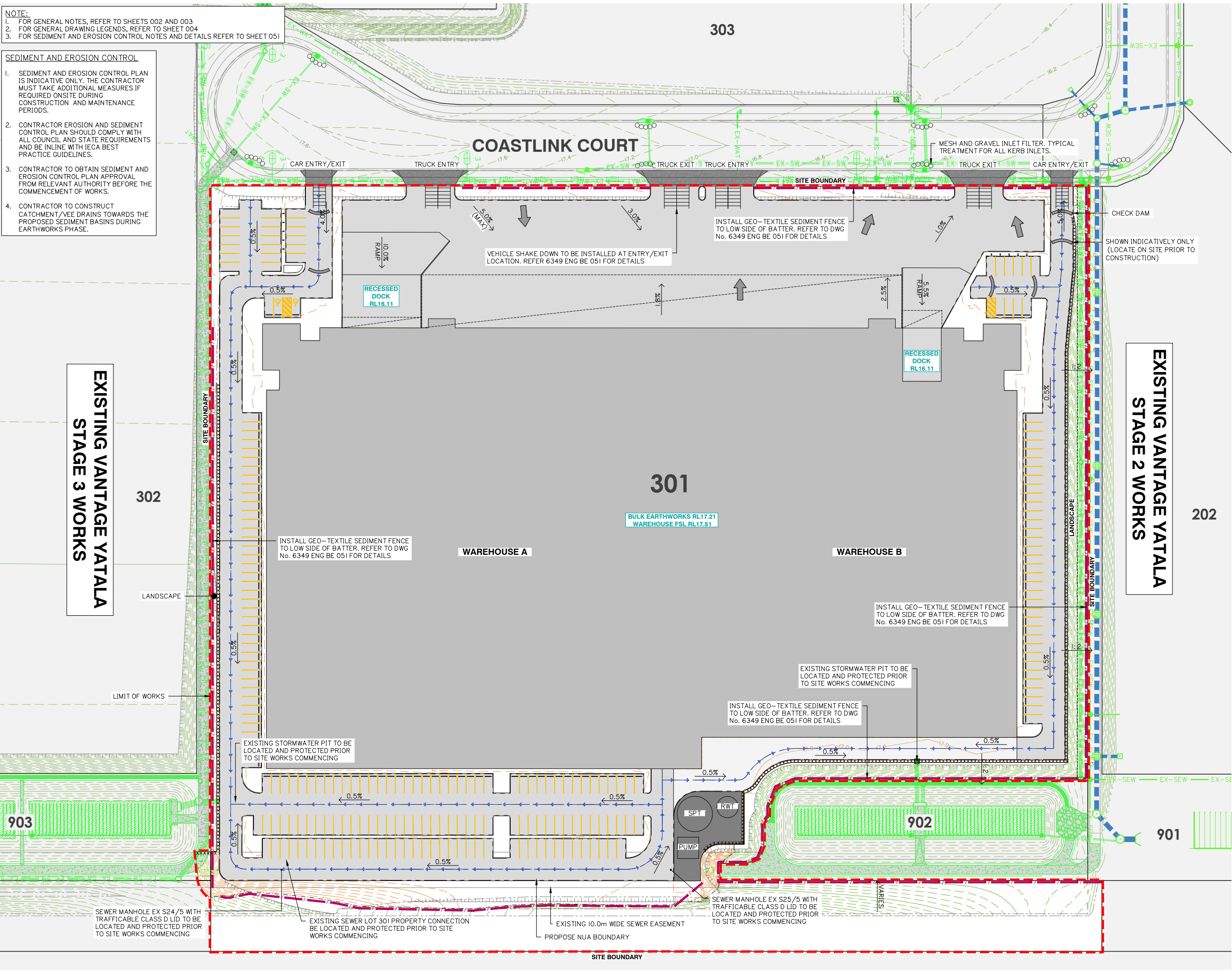


DEMOLITION AND PROTECTION LAYOUT PLAN

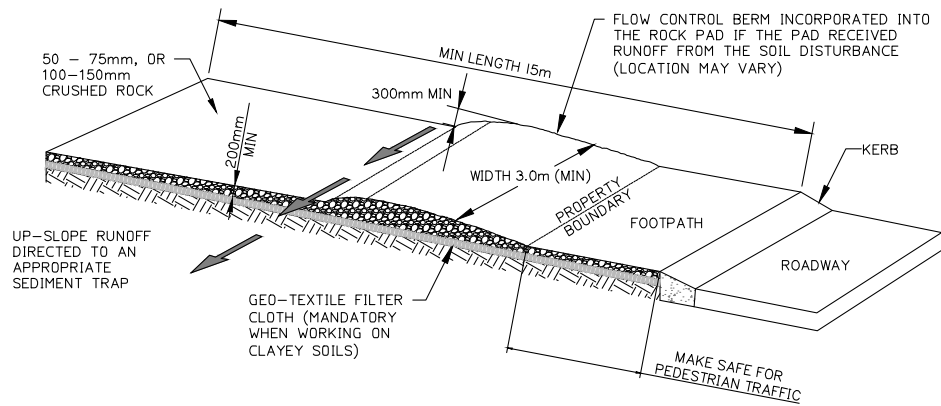
- NOTE:
- FOR GENERAL NOTES, REFER TO SHEETS 002 AND 003
 - FOR GENERAL DRAWING LEGENDS, REFER TO SHEET 004
 - FOR SEDIMENT AND EROSION CONTROL NOTES AND DETAILS REFER TO SHEET 051

SEDIMENT AND EROSION CONTROL

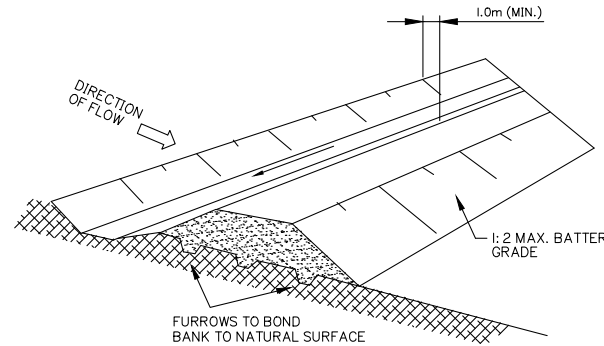
- SEDIMENT AND EROSION CONTROL PLAN IS INDICATIVE ONLY. THE CONTRACTOR MUST TAKE ADDITIONAL MEASURES IF REQUIRED ONSITE DURING CONSTRUCTION AND MAINTENANCE PERIODS.
- CONTRACTOR EROSION AND SEDIMENT CONTROL PLAN SHOULD COMPLY WITH ALL COUNCIL AND STATE REQUIREMENTS AND BE IN LINE WITH IECA BEST PRACTICE GUIDELINES.
- CONTRACTOR TO OBTAIN SEDIMENT AND EROSION CONTROL PLAN APPROVAL FROM RELEVANT AUTHORITY BEFORE THE COMMENCEMENT OF WORKS.
- CONTRACTOR TO CONSTRUCT CATCHMENT / VEE DRAINS TOWARDS THE PROPOSED SEDIMENT BASINS DURING EARTHWORKS PHASE.



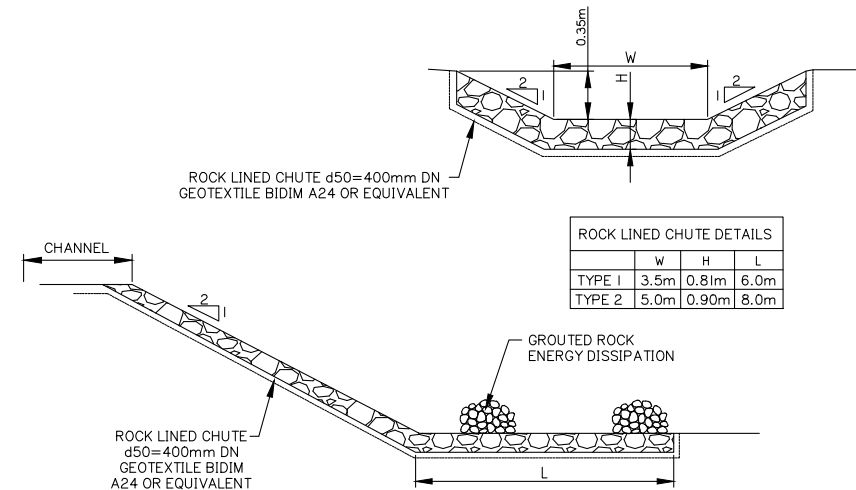
G:\Projects\6349\ENGINEERING\A\cad\BE\6349 ENG BE 051.dwg



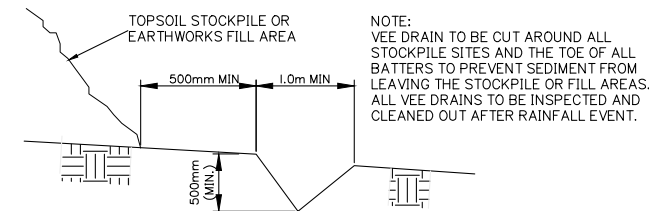
ENTRY/EXIT PAD FOR CONSTRUCTION SITE
NOT TO SCALE



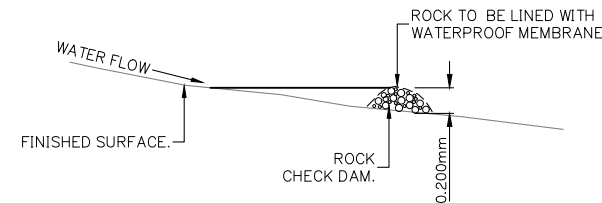
DIVERSION DRAIN
NOT TO SCALE



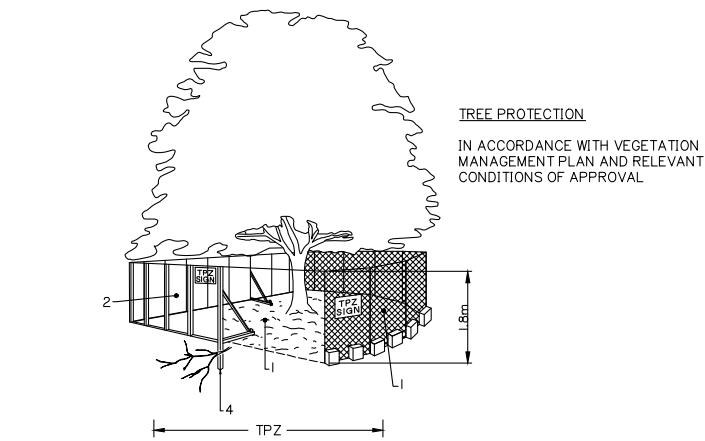
ROCK LINED CHUTE
NOT TO SCALE



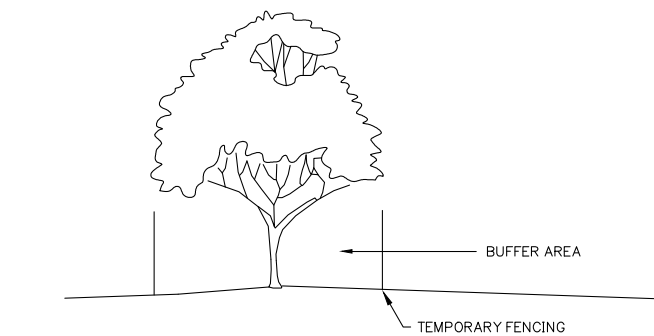
TYPICAL SECTION VEE DRAIN
NOT TO SCALE



CUT OFF DRAIN END DETAIL
N.T.S.



TREE PROTECTION
IN ACCORDANCE WITH VEGETATION
MANAGEMENT PLAN AND RELEVANT
CONDITIONS OF APPROVAL



FENCING AS PER AS:4970

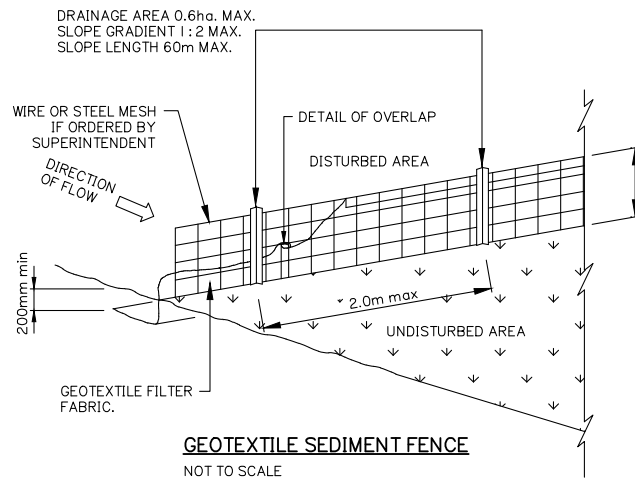
1. CHAIN WIRE MESH PANELS WITH SHADE CLOTH (IF REQUIRED) ATTACHED, HELD IN PLACE WITH CONCRETE FEET.
2. ALTERNATIVE PLYWOOD OR WOODEN PALING FENCE PANELS. THIS FENCING MATERIAL ALSO PREVENTS BUILDING MATERIALS OR SOIL ENTERING THE TPZ.
3. MULCH INSTALLATION ACROSS SURFACE OF TPZ (AT THE DISCRETION OF THE PROJECT ARBORIST.) NO EXCAVATION, CONSTRUCTION ACTIVITY, GRADE CHANGES, SURFACE TREATMENT OR STORAGE OF MATERIALS OF ANY KIND IS PERMITTED WITHIN THE TPZ.
4. BRACING IS PERMITTED WITHIN THE TPZ. INSTALLATION OF SUPPORTS SHOULD AVOID DAMAGING ROOTS.
5. THE CONSTRUCTION CONTRACTOR IS NOT TO UNDERTAKE ANY PRUNING OF TREES. TREE MANAGEMENT IS TO BE UNDERTAKEN BY A SUITABLY QUALIFIED ARBORIST.
6. NO STOCKPILE/S ARE PERMITTED WITHIN THE ZONE OF ANY RETAINED VEGETATION WITHOUT SUPERVISION AND AUTHORIZATION OF THE SUPERVISING ARBORIST.
7. NO CLEARING OF PROTECTED SIZE VEGETATION IS TO OCCUR WITHOUT APPROVAL FROM LOGAN CITY COUNCIL.

DETERMINING THE TPZ

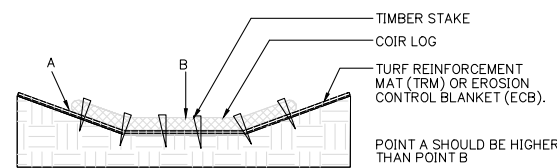
THE RADIUS OF THE TPZ IS CALCULATED FOR EACH TREE BY MULTIPLYING ITS DBH X 12 = TRUNK DIAMETER MEASURED AT 1.4M ABOVE GROUND. RADIUS IS MEASURED FROM THE CENTRE OF THE STEM AT GROUND LEVEL.

A TPZ SHOULD NOT BE LESS THAN 2M NOR GREATER THAN 15M (EXCEPT WHERE CROWN PROTECTION IS REQUIRED). THE TPZ OF PALMS, OTHER MONOCOTS, CYCADS AND TREE FERNS SHOULD NOT BE LESS THAN 1M OUTSIDE THE CROWN PROJECTION.

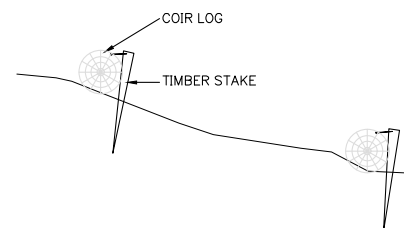
PROTECTIVE FENCING
NOT TO SCALE



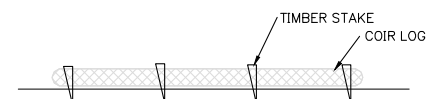
GEOTEXTILE SEDIMENT FENCE
NOT TO SCALE



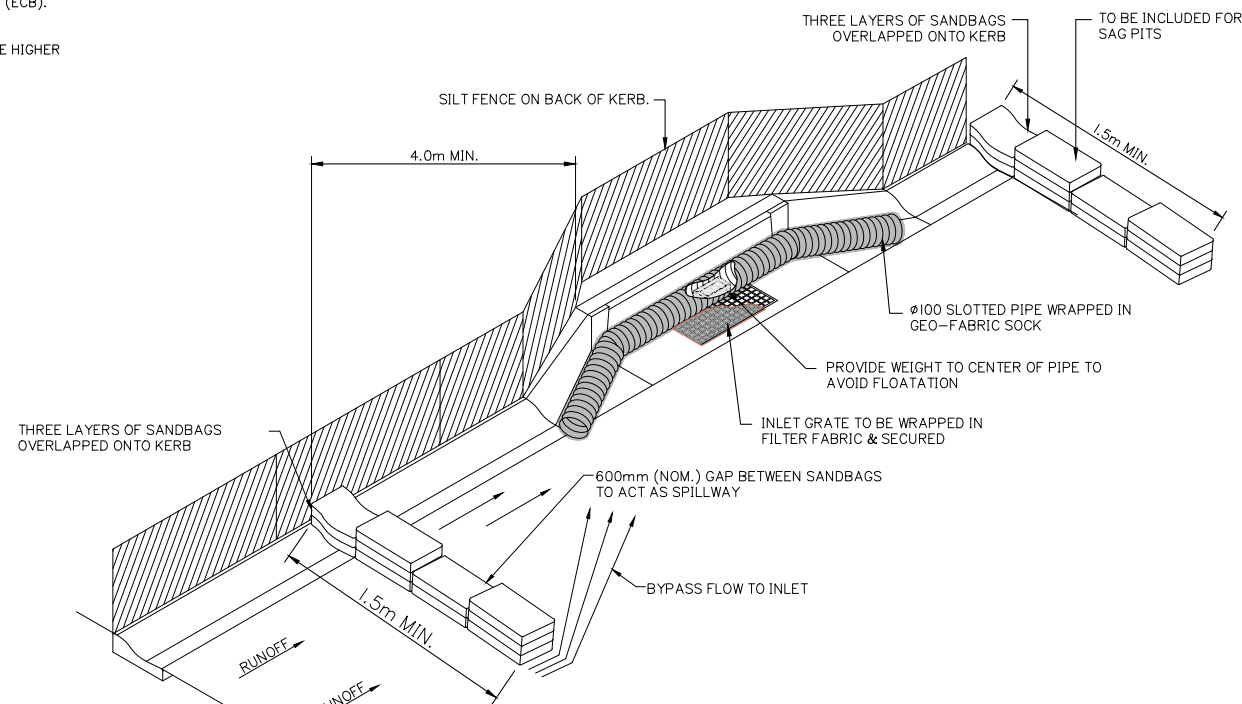
PROPER PLACEMENT OF COIR LOG IN DRAINAGE PATH
NOT TO SCALE



COIR LOG AND TIMBER STAKES STABILISING SLOPE
NOT TO SCALE



PROPER PLACEMENT OF COIR LOG IN SLOPE
NOT TO SCALE



GULLY PIT SEDIMENT BARRIER
SCALE N.T.S.

SEDIMENT AND EROSION CONTROL NOTES AND DETAILS

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Drawing Title: SEDIMENT AND EROSION CONTROL NOTES AND DETAILS

Rev	Date	Description	ML	MG
A	01/04/25	ORIGINAL ISSUE	ML	MG

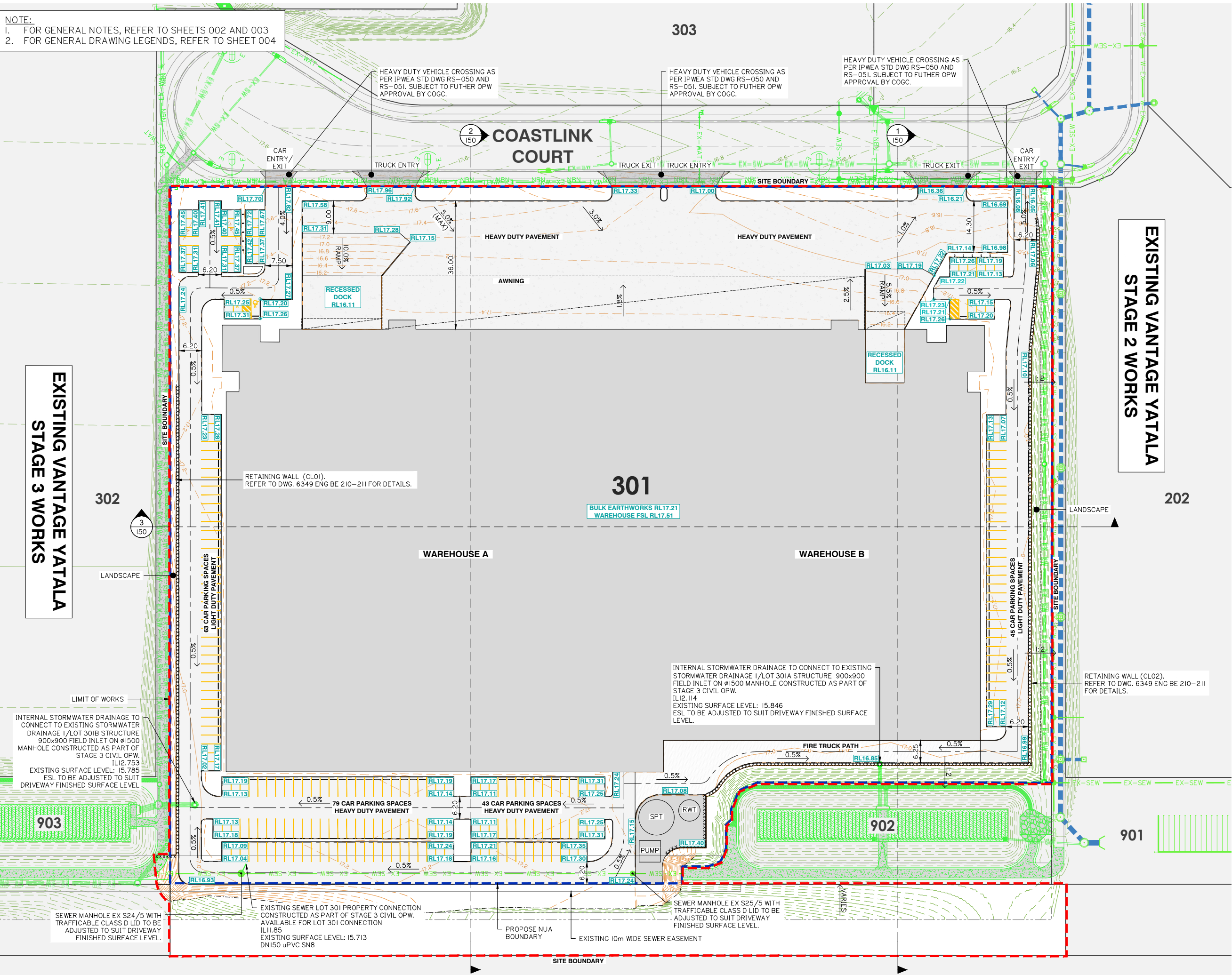
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE
CULVERT AND PIPE SIZES IN MILLIMETRES

Scale: A1 UNREDUCED
A3 REDUCED

PROJECT NORTH POINT

Project No.	6349
Designed:	JH
Drafted:	ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No:	6349 ENG BE 051
Revision	A

- NOTE:
- FOR GENERAL NOTES, REFER TO SHEETS 002 AND 003
 - FOR GENERAL DRAWING LEGENDS, REFER TO SHEET 004



FPI QUEENSLAND
PTY LTD

Project:

LOT 301 WAREHOUSE
VANTAGE YATALA

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

RPD:

Lot: 301
Plan: Lot 505 on SP316171
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
Meridian:
PSM:
RL:

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Drawing Title:

FINISHED SURFACE LEVEL
LAYOUT PLAN

Rev	Date	Description	ML	MG
A	01/04/25	ORIGINAL ISSUE		

DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE
CULVERT AND PIPE SIZES IN MILLIMETRES

A1 UNREDUCED
A3 REDUCED

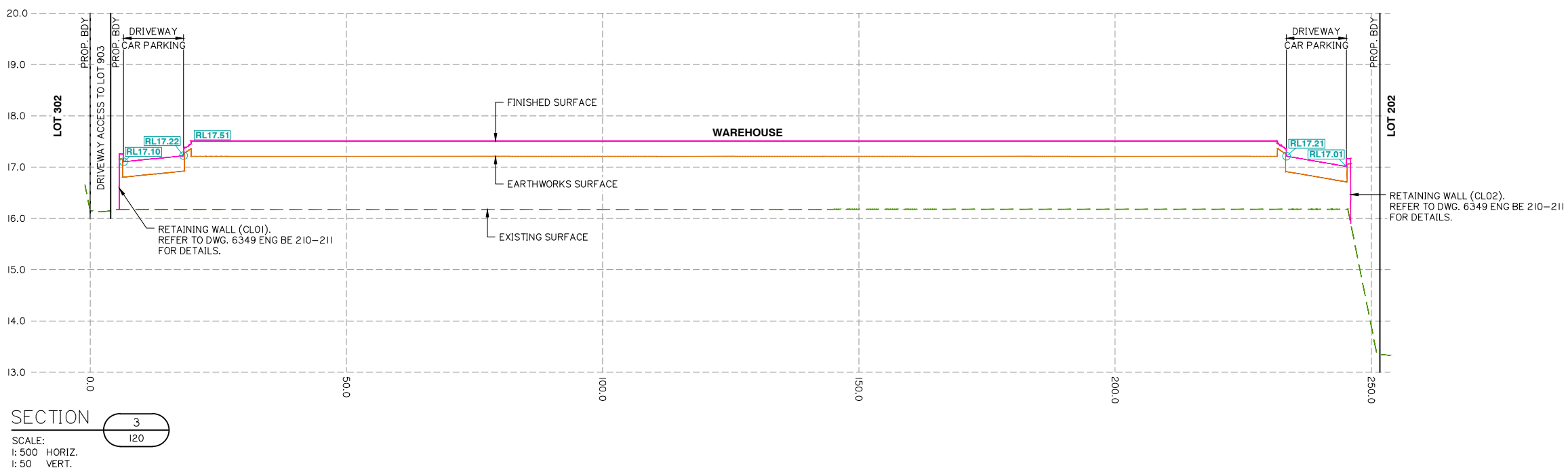
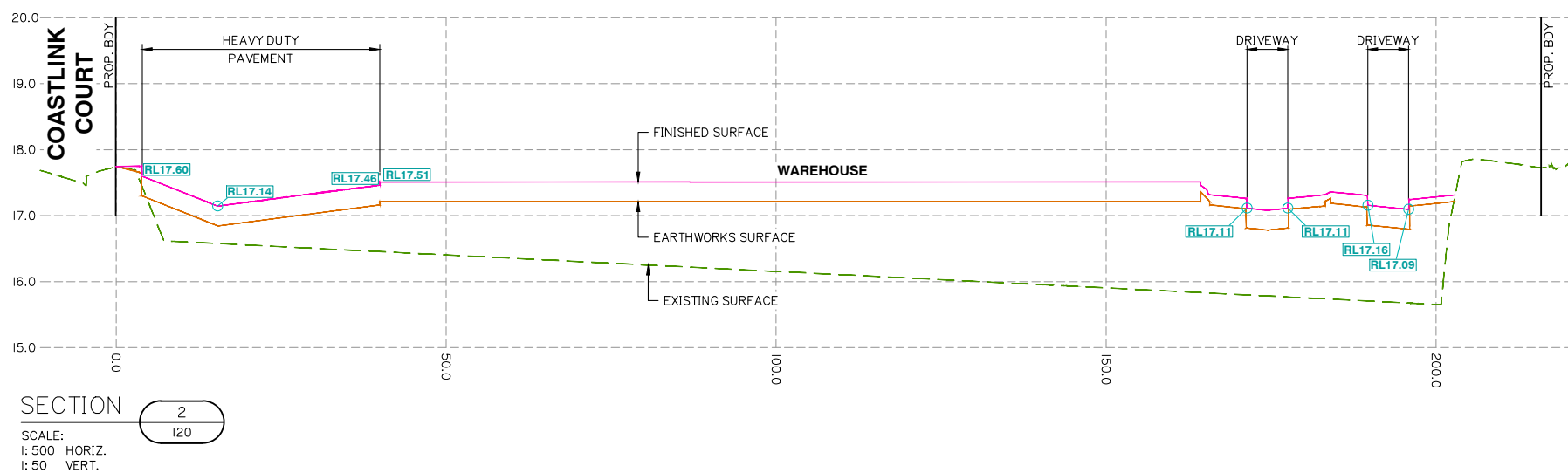
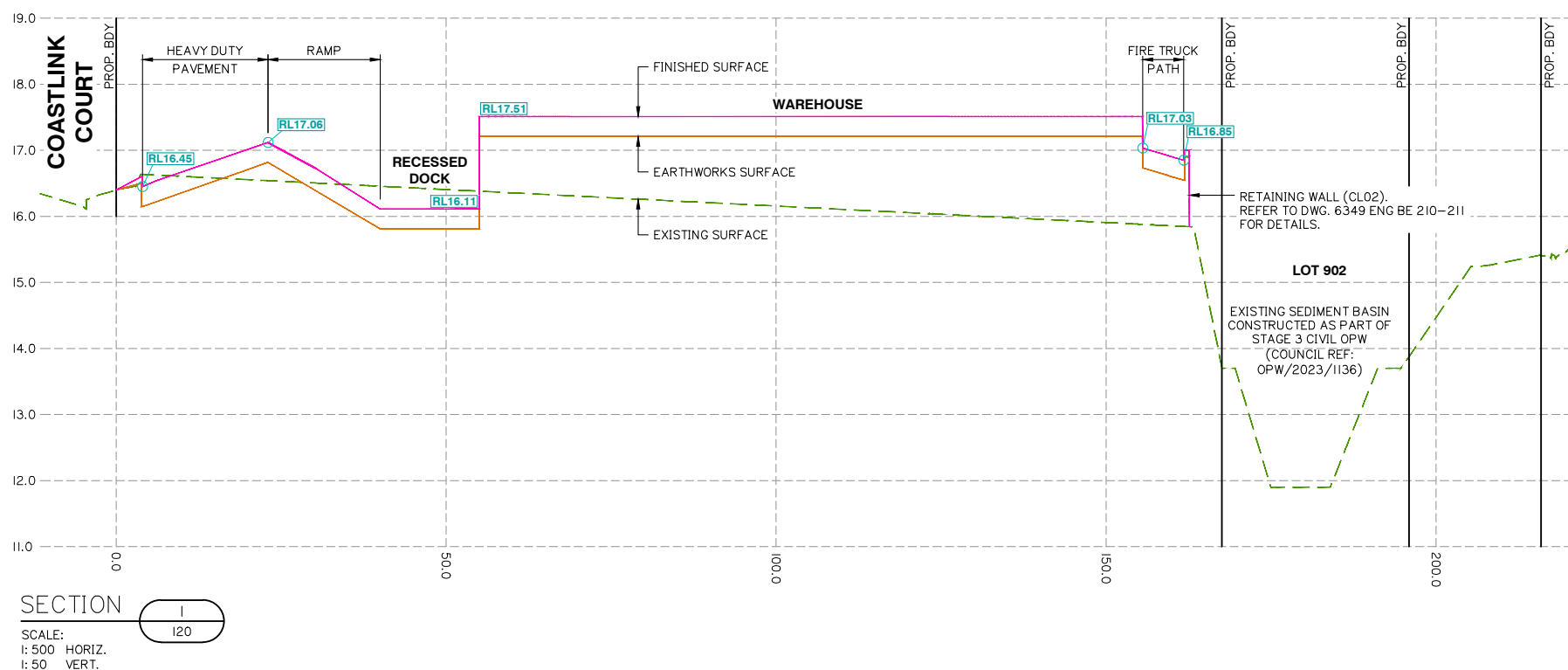
Scale:

0 10 20 30 40m
1:500 (A1) 1:1000 (A3)

PROJECT NORTH POINT



Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No. 6349 ENG BE 120	Revision A



FINISHED SURFACE LEVEL CROSS SECTIONS

Client:



FPI QUEENSLAND
PTY LTD

Project:

LOT 301 WAREHOUSE
VANTAGE YATALA

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

RPD:

Lot:	301
Plan:	Lot 505 on SP316171
Local Authority:	CITY OF GOLD COAST
Level Datum:	AHD
Meridian:	
PSM:	
RL:	

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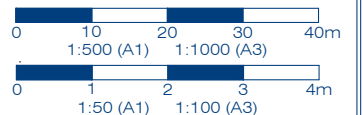
Drawing Title:

FINISHED SURFACE LEVEL CROSS SECTIONS

[illegible]

A	01/04/25	ORIGINAL ISSUE	ML	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

Scale:



PROJECT NORTH POINT

Project No. 6349

Designed: JH

Drafted: ML

Approved:

MG

RPEQ

16939

Signed:

W. H. H. H. H.

Date:

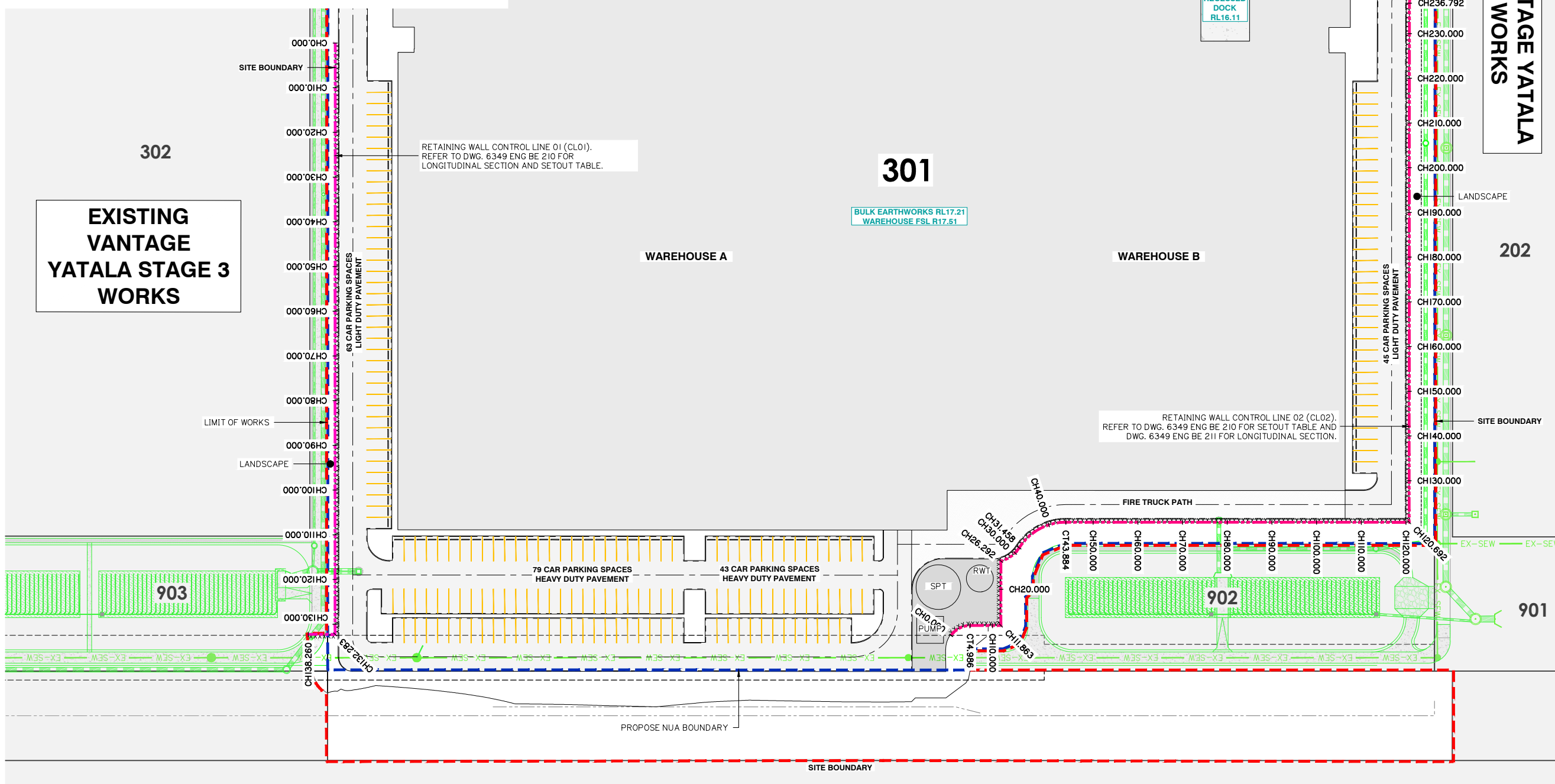
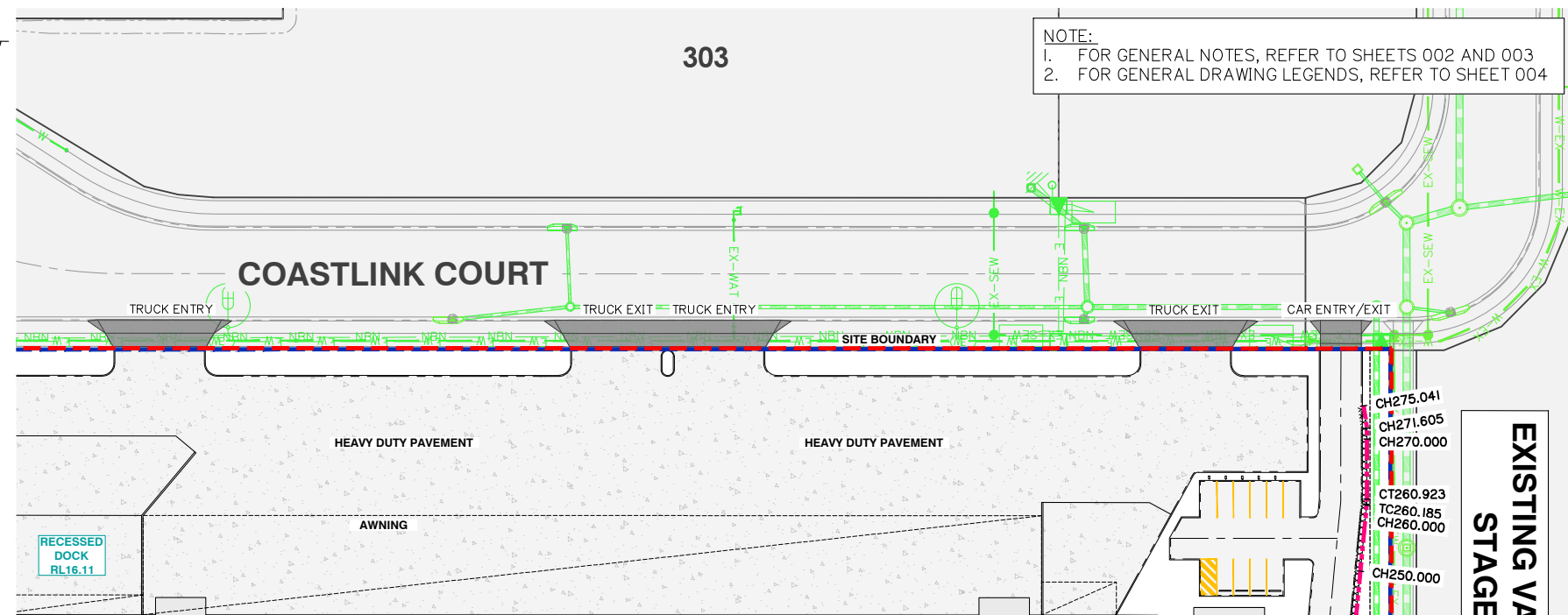
01/04/2025

Drawing No:

6349 ENG BE 150

Revision

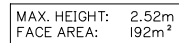
A



PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2880.951	6270.025	17.275	99°14'18.07"
	10.000	2890.821	6268.420	17.007	99°14'18.07"
	20.000	2900.691	6266.815	16.740	99°14'18.07"
	30.000	2910.562	6265.209	16.473	99°14'18.07"
IP 2	39.803	2920.237	6263.635	16.212	
	40.000	2920.432	6263.604	16.207	99°13'27.57"
	50.000	2930.303	6262.001	16.127	99°13'27.57"
	60.000	2940.173	6260.398	16.077	99°13'27.57"
	70.000	2950.044	6258.795	15.778	99°13'27.57"
	80.000	2959.915	6257.192	15.468	99°13'27.57"
	90.000	2969.785	6255.589	15.158	99°13'27.57"
	100.000	2979.656	6253.986	14.847	99°13'27.57"
	110.000	2989.527	6252.383	14.519	99°13'27.57"
	120.000	2999.398	6250.780	14.502	99°13'27.57"
	130.000	3009.268	6249.177	14.503	99°13'27.57"
IP 3	137.578	3016.748	6247.962	14.618	
IP 4	137.694	3016.863	6247.945	14.625	
IP 5	137.950	3017.118	6247.920	14.644	
IP 6	138.207	3017.374	6247.912	14.671	
	140.000	3019.167	6247.970	14.834	88°10'01.28"
IP 7	144.833	3023.997	6248.124	14.868	88°10'01.28"

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	3047.196	6373.708	17.459	286°12'50.96"			
IP 2	6.988	3040.486	6375.660	15.683				
	10.000	3040.969	6378.632	15.678	9°14'36.30"			
IP 3	14.017	3041.615	6382.597	15.676				
TC	19.000	3036.688	6383.348	15.714	278°40'18.24"			
	20.000	3035.720	6383.591	15.728	289°28'46.46"			
IP 4	23.188	3031.399	6384.155	15.747		R = 5.299	8.374	90°32'49.87"
CT	27.375	3032.256	6389.436	15.764	9°13'08.11"			
	30.000	3032.677	6392.027	15.760	9°13'08.11"			
IP 5	34.252	3033.358	6396.224	15.763				
	40.000	3027.685	6397.148	15.679	279°4'36.30"			
IP 6	48.455	3019.340	6398.506	15.799				
TC	48.456	3019.340	6398.507	15.799	354°40'13.49"			
	50.000	3019.025	6400.015	15.802	341°43'24.36"			
IP 7	51.006	3019.092	6401.171	15.805		R = -6.835	5.101	42°45'41.22"
CT	53.557	3017.100	6402.958	15.814	311°54'32.27"			
TC	53.676	3017.012	6403.038	15.815	311°54'32.27"			
IP 8	59.852	3011.989	6407.546	15.835		R = 12.350	12.353	57°18'42.77"
	60.000	3013.566	6408.259	15.836	341°15'01.22"			
CT	66.029	3013.070	6414.208	15.843	9°13'15.04"			
	70.000	3013.707	6418.127	15.844	9°13'15.04"			
	80.000	3015.309	6427.998	15.844	9°13'15.04"			
	90.000	3016.912	6437.869	15.844	9°13'15.04"			
	100.000	3018.514	6447.740	15.844	9°13'15.04"			
	110.000	3020.116	6457.611	15.844	9°13'15.04"			
	120.000	3021.719	6467.481	15.844	9°13'15.04"			

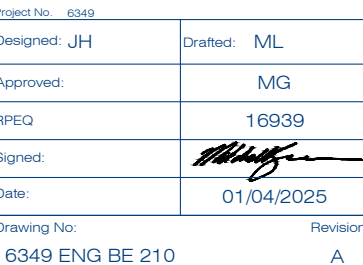
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
	130.000	3023.321	6477.352	15.844	9°13'15.04"			
	140.000	3024.924	6487.223	15.844	9°13'15.04"			
IP 9	142.837	3025.378	6490.024	15.569				
	150.000	3018.308	6491.172	15.605	279°13'45.15"			
	160.000	3008.438	6492.776	15.654	279°13'45.15"			
	170.000	2998.567	6494.380	15.703	279°13'45.15"			
	180.000	2988.697	6495.984	15.753	279°13'45.15"			
	190.000	2978.826	6497.588	15.802	279°13'45.15"			
	200.000	2968.956	6499.192	15.851	279°13'45.15"			
	210.000	2959.085	6500.795	15.900	279°13'45.15"			
	220.000	2949.214	6502.399	15.950	279°13'45.15"			
	230.000	2939.344	6504.003	15.999	279°13'45.15"			
	240.000	2929.473	6505.607	16.048	279°13'45.15"			
	250.000	2919.603	6507.211	16.097	279°13'45.15"			
IP 10	258.937	2910.781	6508.644	16.148				
	260.000	2909.753	6508.912	16.153	284°36'30.98"			
	270.000	2900.076	6511.434	16.203	284°36'30.98"			
	280.000	2890.399	6513.957	16.253	284°36'30.98"			
IP 11	282.330	2888.145	6514.544	16.264				
IP 12	282.487	2887.993	6514.582	16.266				
IP 13	282.711	2887.774	6514.631	16.271				
IP 14	282.935	2887.554	6514.674	16.279				
IP 15	283.068	2887.423	6514.697	16.285				
	290.000	2880.581	6515.807	16.579	279°13'16.74"			
IP 16	293.750	2876.879	6516.408	16.598				
IP 17	297.186	2873.443	6516.460	16.615	270°51'19.55"			

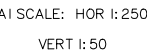


CONTROL LINE CHAINAGES	TOE OF WALL DESIGN LEVELS	EXPOSED FACE OF RETAINING WALL	TOP OF WALL DESIGN LEVELS
0.000	17.267	0.008	17.275
10.000	17.111	0.214	17.325
20.000	16.956	0.404	17.360
30.000	16.800	0.510	17.310
36.800	16.694	0.581	17.276
38.000	16.664	0.605	17.270
40.000	16.604	0.655	17.260
50.000	16.304	0.913	17.217
60.000	16.004	1.252	17.256
70.000	15.704	1.502	17.206
80.000	15.404	1.752	17.156
90.000	15.104	2.002	17.106
100.000	14.804	2.252	17.056
104.200	14.678	2.357	17.035
105.800	14.628	2.399	17.027
109.868	14.492	2.515	17.007
110.000	14.490	2.516	17.006
110.877	14.477	2.525	17.002
120.000	14.486	2.488	16.974
130.000	14.496	2.528	17.024
132.283	14.498	0.001	14.499
133.943	13.950	2.226	16.176
138.260	13.950		

AI SCALE: HOR 1:250
VERT 1:50

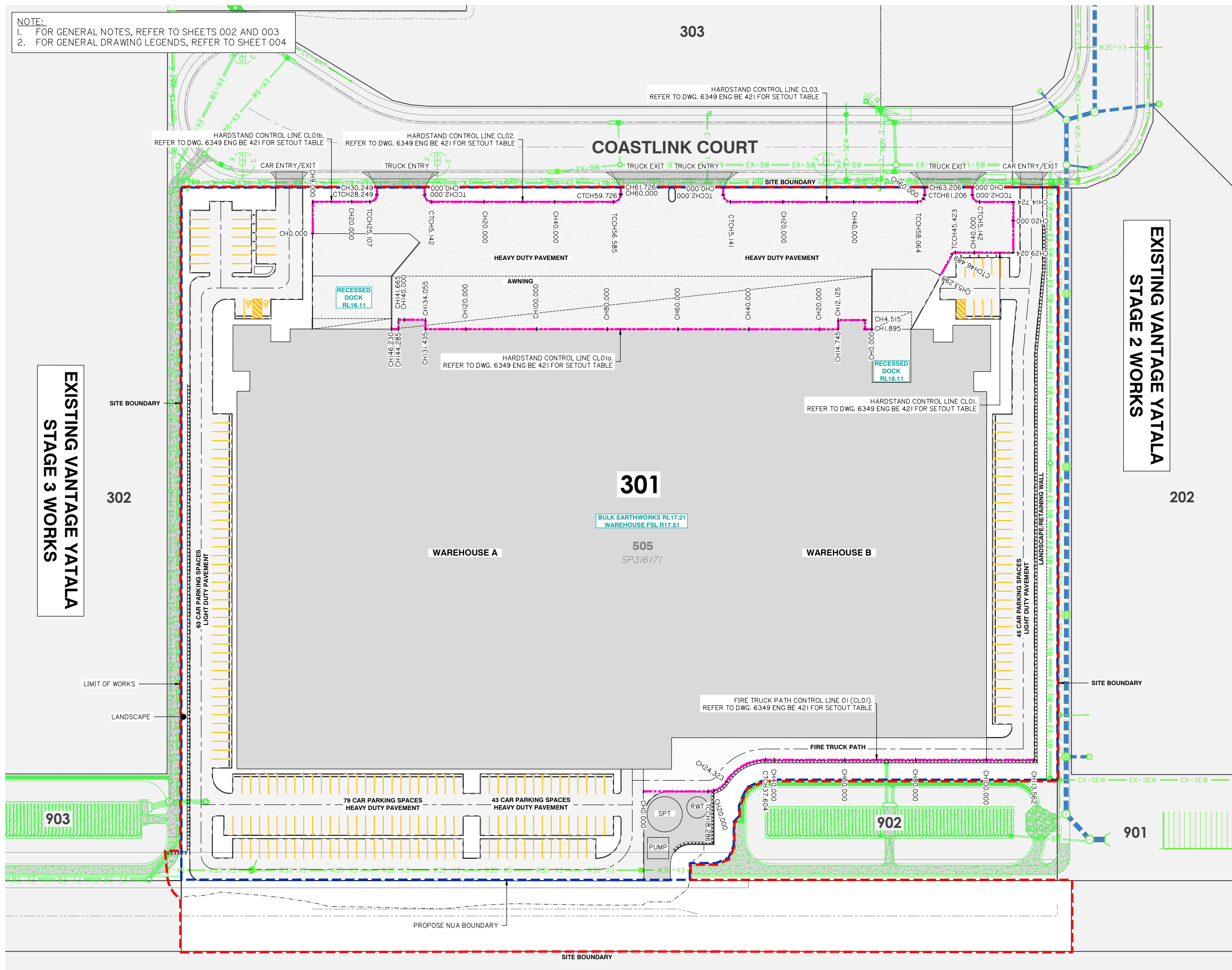
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NOTE:

1. FOR GENERAL NOTES, REFER TO SHEETS 002 AND 003
2. FOR GENERAL DRAWING LEGENDS, REFER TO SHEET 004



FIRE TRUCK PATH & HEAVY DUTY PAVEMENT CL LAYOUT PLAN

Client:  **FRASERS**
PROPERTY

FPI QUEENSLAND
PTY LTD

Project:

LOT 301 WAREHOUSE
VANTAGE YATALA

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

RPD:	
Lot:	301
Plan:	Lot 505 on SP316171
Local Authority:	CITY OF GOLD COAST
Level Datum: AHD	
Meridian:	
PSM:	
RL:	

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GENERAL NOTES.

Drawing Title:

FIRE TRUCK PATH &
HEAVY DUTY PAVEMENT
CL LAYOUT PLAN

A	01/04/25		ORIGINAL ISSUE	ML	MG
Rev	Date		Description	DRN	G/KK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE CULVERT AND PIPE SIZES IN MILLIMETRES					
				A1 UNREDUCED	
				A3 REDUCED	

Scale:



0 10 20 30 40m
1:500 (A1) 1:1000 (A3)

PROJECT NORTH POINT



Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No: 6349 ENG BE 420	
Revision: A	



FRASERS
PROPERTY

FPI QUEENSLAND
PTY LTD

LOT 301 WAREHOUSE
VANTAGE YATALA

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

Lot: 301
Plan: Lot 505 on SP316171
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
Meridian:
PSM:
RL:

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THIS DRAWING IS INTENDED TO BE PRINTED IN COLOUR.
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH
GENERAL NOTES.

FIRE TRUCK PATH & HEAVY DUTY PAVEMENT CL SETOUT TABLES

[illegible]

Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
PEQ	16939
Designed:	
Date:	01/04/2025
Drawing No:	Revision
6349 ENG BE 421	A

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	2861.926	6497.933	16.210	99°13'15.04"			
TC	2.000	2863.900	6497.613	16.310	99°13'15.04"			
IP 2	3.571	2865.874	6497.292	16.357		R = -2.000	3.142	90°00'00.00"
CT	5.142	2866.194	6499.266	16.404	9°13'15.04"			
IP 3	14.724	2867.730	6508.725	16.692				
	20.000	2872.938	6507.880	16.797	99°13'15.04"			
IP 4	29.024	2881.845	6506.434	16.978				
	40.000	2880.086	6495.600	17.088	189°13'15.04"			
TC	45.423	2879.218	6490.247	17.142	189°13'15.04"			
IP 5	45.956	2879.123	6489.664	17.147		R = -1.000	1.067	61°07'30.67"
CT	46.489	2879.588	6489.300	17.152	128°05'44.37"			
IP 6	53.298	2884.946	6485.099	17.221	128°05'44.37"			

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2896.843	6463.469	17.460	189°13'11.69"
IP 2	1.895	2896.540	6461.599	17.460	
IP 3	4.515	2893.954	6462.019	17.395	
IP 4	12.125	2892.734	6454.507	17.400	
IP 5	14.745	2895.320	6454.087	17.460	
	20.000	2894.478	6448.900	17.460	189°13'15.00"
	40.000	2891.273	6429.159	17.460	189°13'15.00"
	60.000	2888.069	6409.417	17.460	189°13'15.00"
	80.000	2884.864	6389.675	17.460	189°13'15.00"
	100.000	2881.659	6369.934	17.460	189°13'15.00"
	120.000	2878.454	6350.192	17.460	189°13'15.00"
IP 6	131.435	2876.622	6338.905	17.460	
IP 7	134.055	2874.036	6339.325	17.427	
	140.000	2873.083	6333.457	17.430	189°13'14.96"
IP 8	141.665	2872.816	6331.813	17.431	
IP 9	144.285	2875.402	6331.393	17.460	
IP 10	146.230	2875.091	6329.474		189°13'15.23"

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	2844.877	6311.786	17.309	279°13'15.04"			
IP 2	9.000	2835.993	6313.229	17.579				
	20.000	2837.756	6324.087	17.692	9°13'15.04"			
TC	25.107	2838.575	6329.128	17.744	9°13'15.04"			
IP 3	26.678	2838.895	6331.102	17.802		R = -2.000	3.142	90°00'00.00"
CT	28.249	2836.921	6331.423	17.859	279°13'15.04"			
IP 4	30.249	2834.947	6331.743	17.959	279°13'15.04"			

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	2837.110	6345.069	17.915	99°13'15.04"			
TC	2.000	2839.084	6344.748	17.816	99°13'15.04"			
IP 2	3.571	2841.058	6344.428	17.751		R = -2.000	3.142	90°00'00.00"
CT	5.142	2841.379	6346.402	17.686	9°13'15.04"			
	20.000	2843.760	6361.068	17.591	9°13'15.04"			
	40.000	2846.964	6380.810	17.464	9°13'15.04"			
TC	56.585	2849.622	6397.180	17.358	9°13'15.04"			
IP 3	58.155	2849.942	6399.154	17.348		R = -2.000	3.142	90°00'00.00"
CT	59.726	2847.968	6399.475	17.338	279°13'15.04"			
	60.000	2847.698	6399.519	17.337	279°13'15.04"			
IP 4	61.726	2845.994	6399.795	17.326	279°13'15.04"			

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	2850.641	6428.420	17.000	99°13'16.06"			
TC	2.000	2852.615	6428.100	16.980	99°13'16.06"			
IP 2	3.570	2854.589	6427.779	16.964		R = -2.000	3.142	90°00'00.00"
CT	5.141	2854.909	6429.753	16.948	9°13'16.06"			
	20.000	2857.291	6444.420	16.798	9°13'16.06"			
	40.000	2860.495	6464.162	16.596	9°13'16.06"			
TC	58.064	2863.390	6481.992	16.414	9°13'16.06"			
IP 3	59.635	2863.711	6483.967	16.398		R = -2.000	3.142	90°00'01.02"
	60.000	2862.799	6483.757	16.394	313°45'41.73"			
CT	61.206	2861.736	6484.287	16.382	279°13'15.04"			
IP 4	63.206	2859.762	6484.608	16.362	279°13'15.04"			

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	3015.513	6378.854	17.115	9°13'15.04"			
TC	18.286	3018.443	6396.904	17.024	9°13'15.04"			
	20.000	3018.474	6398.612	17.015	352°51'01.08"			
IP 2	21.304	3018.972	6400.163	17.009		R = -6.000	6.037	57°38'52.72"
CC	24.323	3016.502	6402.354	16.994	311°34'22.32"			
IP 3	30.963	3011.067	6407.174	16.960		R = 13.200	13.281	57°38'52.72"
CT	37.604	3012.231	6414.344	16.927	9°13'15.04"			
	40.000	3012.615	6416.709	16.915	9°13'15.04"			
	60.000	3015.820	6436.451	16.905	9°13'15.04"			
	80.000	3019.025	6456.192	16.876	9°13'15.04"			
	100.000	3022.230	6475.934	16.898	9°13'15.04"			
IP 4	113.562	3024.403	6489.321	16.989	9°13'15.04"			

FIRE TRUCK PATH & HEAVY DUTY PAVEMENT CL SETOUT TABLES

[illegible]

Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

ISSUED FOR APPROVAL

Drawing Title:

CAR PARK
CONTROL LINE
LAYOUT PLAN

Scale:

0 10 20 30 40m
1:500 (A1) 1:1000 (A3)



Project No. 6349	
Designed: JH	Drafted: ML
Approved:	MG
RPEQ	16939
Signed:	
Date:	01/04/2025
Drawing No: Revision	
6349 ENG BE 422 A	

NOTE:
1. FOR GENERAL NOTES, REFER TO SHEETS 002 AND 003
2. FOR GENERAL DRAWING LEGENDS, REFER TO SHEET 004

The site plan shows Warehouse A and Warehouse B, both with heavy duty pavement and awnings. Warehouse A is labeled '505 SP316171'. Warehouse B is labeled '505 SP316171'. The plan includes various parking areas: 63 car parking spaces (light duty pavement), 79 car parking spaces (heavy duty pavement), and 43 car parking spaces (heavy duty pavement). The plan also shows existing and proposed features, including a limit of works, landscape, and site boundary. The plan is divided into three stages of work: Stage 3 works (existing vantage yatala), Stage 2 works (existing vantage yatala), and Stage 1 works (existing vantage yatala). The plan includes dimensions, elevations, and labels for existing and proposed features.

RECESSED DOCK CLO1 SETOUT TABLE

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2884.946	6485.099	17.220	128°05'44.37"
	5.000	2888.881	6482.014	16.901	128°05'44.37"
	10.000	2892.816	6478.929	16.581	128°05'44.37"
	15.000	2896.751	6475.844	16.262	128°05'44.37"
IP 2	17.380	2898.624	6474.376	16.110	
	20.000	2901.210	6473.956	16.110	99°13'22.62"
	25.000	2906.145	6473.154	16.110	99°13'22.62"
	30.000	2911.081	6472.353	16.110	99°13'22.62"
IP 3	32.381	2913.431	6471.971	16.110	
	35.000	2913.011	6469.386	16.110	189°13'15.04"
	40.000	2912.210	6464.451	16.110	189°13'15.04"
	43.281	2911.684	6461.212	16.110	
IP 4	45.000	2909.988	6461.488	16.110	279°13'15.04"
	50.000	2905.053	6462.289	16.110	279°13'15.04"
	55.000	2900.117	6463.090	16.110	279°13'15.04"
	60.000	2895.182	6463.891	16.203	279°13'15.04"
	65.000	2890.246	6464.692	16.473	279°13'15.04"
	70.000	2885.311	6465.494	16.743	279°13'15.04"
	75.000	2880.376	6466.295	17.013	279°13'15.04"
	75.281	2880.098	6466.340	17.028	279°13'15.04"
IP 5					

RECESSED DOCK CLO2 SETOUT TABLE

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2852.098	6341.203	17.149	139°13'14.17"
	5.000	2855.364	6337.417	16.734	139°13'14.17"
	10.000	2858.630	6333.631	16.319	139°13'14.17"
	12.514	2860.271	6331.727	16.110	
IP 2	15.000	2862.726	6331.329	16.110	99°13'15.04"
	20.000	2867.661	6330.528	16.110	99°13'15.04"
	25.000	2872.597	6329.727	16.110	99°13'15.04"
	27.513	2875.077	6329.324	16.110	
IP 3	30.000	2874.678	6326.869	16.110	189°13'15.23"
	35.000	2873.877	6321.933	16.110	189°13'15.23"
	40.000	2873.076	6316.998	16.110	189°13'15.23"
	45.000	2872.274	6312.062	16.110	189°13'15.23"
IP 4	49.663	2871.527	6307.460	16.110	
	50.000	2871.194	6307.514	16.110	279°13'15.04"
	55.000	2866.259	6308.315	16.110	279°13'15.04"
	60.000	2861.323	6309.117	16.110	279°13'15.04"
	65.000	2856.388	6309.918	16.144	279°13'15.04"
	70.000	2851.453	6310.719	16.644	279°13'15.04"
	75.000	2846.517	6311.520	17.144	279°13'15.04"
	76.662	2844.877	6311.786	17.310	279°13'15.04"
IP 5					



Site Address:

APPROVED LOT 301
VANTAGE YATALA
STAPYLTON QLD 4207

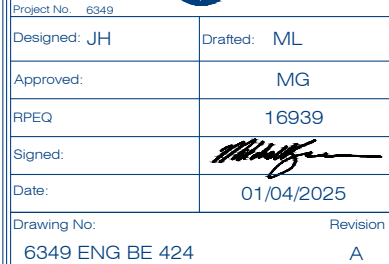
ISSUED FOR APPROVAL

Drawing Title:

RECESSED DOCK
CONTROL LINE
LAYOUT PLAN

A	01/04/25	ORIGINAL ISSUE	ML	MG
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

PROJECT NORTH POINT



PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.00	2884.946	6485.099	17.220	128°05'44.37"
	5.00	2888.881	6482.014	16.901	128°05'44.37"
	10.00	2892.816	6478.929	16.581	128°05'44.37"
IP 2	15.00	2896.751	6475.844	16.262	128°05'44.37"
	17.380	2898.624	6474.376	16.110	
	20.000	2901.210	6473.956	16.110	99°13'22.62"
	25.000	2906.145	6473.154	16.110	99°13'22.62"
IP 3	30.000	2911.081	6472.353	16.110	99°13'22.62"
	32.381	2913.431	6471.971	16.110	
	35.000	2913.011	6469.386	16.110	189°13'15.04"
IP 4	40.000	2912.210	6464.451	16.110	189°13'15.04"
	43.281	2911.684	6461.212	16.110	
	45.000	2909.988	6461.488	16.110	279°13'15.04"
	50.000	2905.053	6462.289	16.110	279°13'15.04"
	55.000	2900.117	6463.090	16.110	279°13'15.04"
	60.000	2895.182	6463.891	16.203	279°13'15.04"
	65.000	2890.246	6464.692	16.473	279°13'15.04"
	70.000	2885.311	6465.494	16.743	279°13'15.04"
IP 5	75.000	2880.376	6466.295	17.013	279°13'15.04"
	75.281	2880.098	6466.340	17.028	279°13'15.04"

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2852.098	6341.203	17.149	139°13'14.17"
	5.000	2855.364	6337.417	16.734	139°13'14.17"
	10.000	2858.630	6333.631	16.319	139°13'14.17"
IP 2	12.514	2860.271	6331.727	16.110	
	15.000	2862.726	6331.329	16.110	99°13'15.04"
	20.000	2867.661	6330.528	16.110	99°13'15.04"
	25.000	2872.597	6329.727	16.110	99°13'15.04"
IP 3	27.513	2875.077	6329.324	16.110	
	30.000	2874.678	6326.869	16.110	189°13'15.23"
	35.000	2873.877	6321.933	16.110	189°13'15.23"
	40.000	2873.076	6316.998	16.110	189°13'15.23"
	45.000	2872.274	6312.062	16.110	189°13'15.23"
IP 4	49.663	2871.527	6307.460	16.110	
	50.000	2871.194	6307.514	16.110	279°13'15.04"
	55.000	2866.259	6308.315	16.110	279°13'15.04"
	60.000	2861.323	6309.117	16.110	279°13'15.04"
	65.000	2856.388	6309.918	16.144	279°13'15.04"
	70.000	2851.453	6310.719	16.644	279°13'15.04"
	75.000	2846.517	6311.520	17.144	279°13'15.04"
IP 5	76.662	2844.877	6311.786	17.310	279°13'15.04"



APPENDIX G

LANDSCAPE INTENT PLAN



VantageYatala



1985

gassman
development
perspectives

planning
environment
landscape
engineering
survey

Lot 301 Coastlink Court, Staplyton

LANDSCAPE INTENT PACKAGE

FPI Queensland Pty Ltd

DEVELOPMENT PERMIT FOR MATERIAL CHANGE
OF USE – WAREHOUSE (WITH ANCILLARY OFFICE),
AND OPERATIONAL WORK FOR CHANGE TO
GROUND LEVEL

Lot 301 Coastlink Court Staplyton 4207
VANTAGE INDUSTRIAL ESTATE
STAGE 3

Lot 505 on SP316171

MARCH 2025
Issue D

Prepared By
Gassman Development Perspectives
Job No. 6349



CONTENTS

02	Site Characteristics & Development Proposal
03	Site Locality Plan
04	Landscape Strategy
05	Landscape Intent Plan
06	Materials & Softscape Guide
07	Section Elevation Drawings
08	Planting Palette
09	Planting Palette
10	Planting Palette

SITE CHARACTERISTICS

The subject site 50,930m² in size, consists of a single freehold allotment owned by Australand Industrial No. 89 Pty Limited. In terms of locational context, the subject site is located within Stage 3 of Vantage Industrial Estate at Stapylton, Gold Coast.

The subject site on Lot 301 Coastlink Court, Stapylton (Lot 505 on SP316171). The overall subject site is irregularly in shape, the site abuts new road 'Coastlink Court', as well as an area dedicated as publicly owned bio retention basin area, as well as re-vegetated private land, within the newly created Vantage Industrial Estate. The subject land is vacant and resembles a civil construction site as it has been provisionally prepared to accommodate the Vantage industrial subdivision, through the undertaking of bulk earthworks and vegetation clearing.

DEVELOPMENT PROPOSAL

The proposed development seeks to establish an dual tenancy warehouse with ancillary office space on the subject site. The development will provide a storage and logistical hub for various goods.

The proposed development will include the following development aspects:

- Material change of use – Warehouse (with ancillary office);
- Operational Work – Change to ground level.

Supporting documentation to be read in conjunction with this landscape intent package, is as follows;

- Preliminary Approval, Current Decision Notice MIN/2023/64 - Gassman Development Perspectives
- Proposal Plans - Frasers Property Australia
- Code Assessment - Gassman Development Perspectives
- Traffic Impact Assessment - Rytenskild Traffic Engineering
- Change to Ground Level and Engineering Design Plans - Gassman Development Perspectives
- Civil Services Report - Gassman Development Perspectives

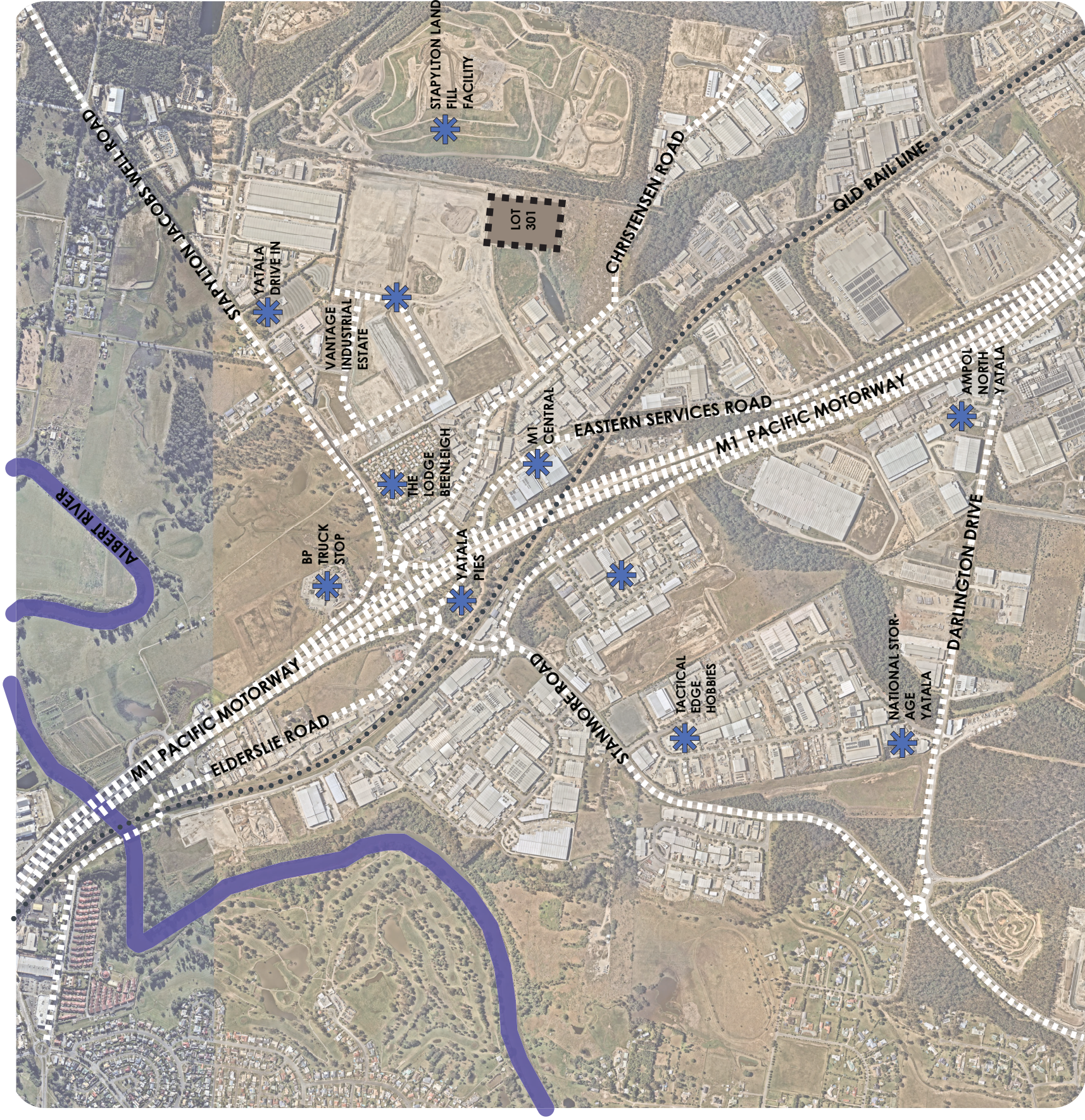


SITE LOCALITY

In terms of locational context, the subject site is located within Stage 3 of Vantage Industrial Estate at Stapylton, Gold Coast. Lot 301 is located along Coastlink Court.

The site is situated;

- 0.5 kilometers from the Pacific Motorway, Yatala north interchange,
- 5.5 kilometers from the Beenleigh CBD
- 5 kilometres from Beenleigh Transit Centre
- 36.5 kilometers from Southport CBD
- 38.2 kilometres from Brisbane CBD



gassman
development
perspectives

76 Business Street Yatala Q. 4207
t: (07) 38073333
f: (07) 32875461
e: mail@gassman.com.au

SITE LOCALITY PLAN



Date: 27.03.25
Project no: 6349
Rev: D Dwn: JLS

03

LANDSCAPE STRATEGY

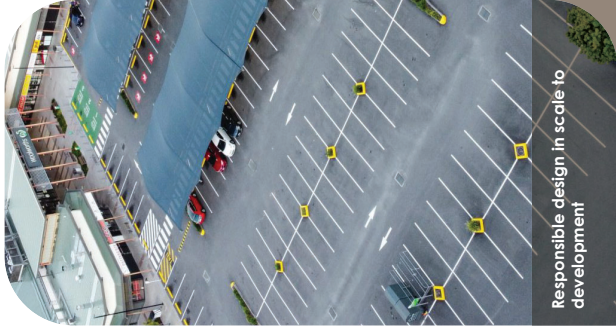
The landscape design intent for lot 301 Coastlink Court is to establish a dual tenancy industrial warehouse with ancillary office spaces.

The design will respect the environmental aspects of responsible design, planning and construction which will respond to issues of biodiversity.

The scale and nature of landscaping materials and selected plant species will be appropriately selected to complement the size of proposed warehouse and office structure nominated for the site, whilst being sensitive to available space.

Way finding will be promoted by using nominated hardscape and planting palettes, that will be reflected through the site's entirety. Clear view lines will further promote legibility.

Planting will be selected for suitability and tolerance to the varying site conditions. The planting scheme used is predominantly native species which has been nominated to soften the built form, compliment the surrounding natural ecosystems, minimize water usage and limit maintenance.



Responsible design in scale to development

To facilitate the development of functional, well-serviced, amenable, and attractive warehouse. To create a sense of spaciousness defined by wide roads and buildings, and a flow of landscape between.



Integrated design

To promote a development that integrates with the surrounding environment through the use of compatible landscaping, materials, colours and building forms.



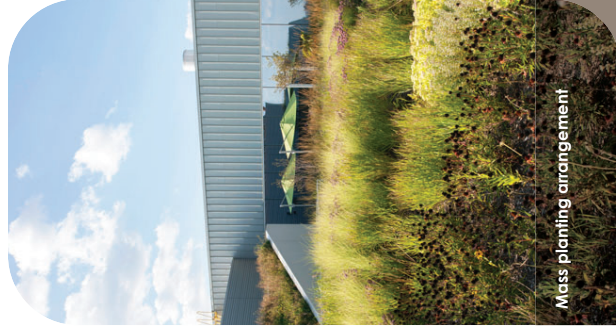
CEPTED principles

To reduce the potential for conflict between vehicle and pedestrian traffic there will be an appropriate level of separation and/or way finding throughout the site.



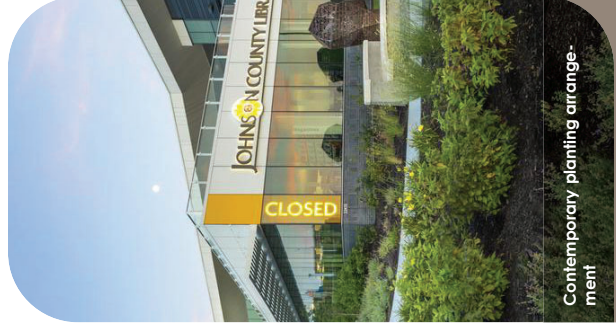
Way finding

Way finding will be promoted by using nominated hardscape, furnishing and planting and palettes, that will be reflected through the site's entirety. Clear view lines will further promote legibility.



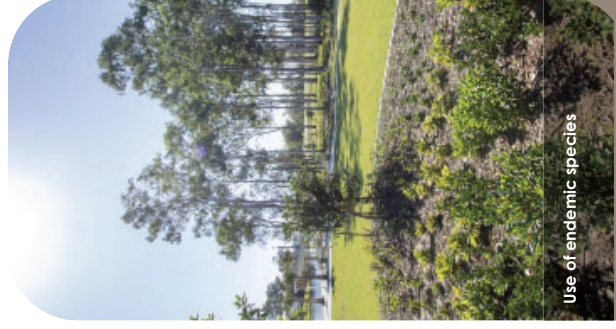
Mass planting arrangement

The planting arrangement has been designed in a contemporary arrangement with mass planting of individual species. The arrangement will be laid in a three tier arrangement of trees, shrubs and groundcovers with accent feature planting as well as cascading species to fall over retaining wall structures.



Contemporary planting arrangement

A contemporary planting arrangement consisting of groupings of endemic species will be used to screen and frame the built form, whilst highlighting entry areas, providing shade to car parking and pedestrian paths.

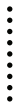


Use of endemic species

The proposed planting arrangement will consist of mainly Australian native species suitable for growth within South-east Queensland. The nature of such plants are more drought tolerant and most suitable for the site.

LANDSCAPE INTENT PLAN

LEGEND

-  Site Boundary
-  Proposed Fencing 1
1.8m black palisade fencing
-  Proposed Fencing 2
1.8 chain wire fencing
-  Proposed Fencing 3
Bushland timber bollards type 1, as per COM 2023/42 and OPW/2023/1493.
-  Existing Fencing
Chain link wire fencing as per OPW/2023/1493.
-  Proposed Pylon Signage

 Site Triangles
Planting within this zone to remain low growing (max 500mm in height). Groundcover species nominated, refer to planting palette on page 8 for further detail.



Streetscape
Using approved streetscape under OPW/2023/1493 and COM/2023/82. Should damage occur to turf, pavement, or street trees due to construction of this proposed development replacement will be required.



Proposed Feature Tree Species
1000L *Triplaris lucida*



Proposed Tree Species
Refer to planting palette on page 9 for further detail.



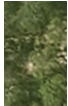
Proposed Shrub Species
Refer to planting palette on pages 8 and 9 for further detail.



Proposed Groundcover Species
Refer to planting palette on page 8 for further detail.



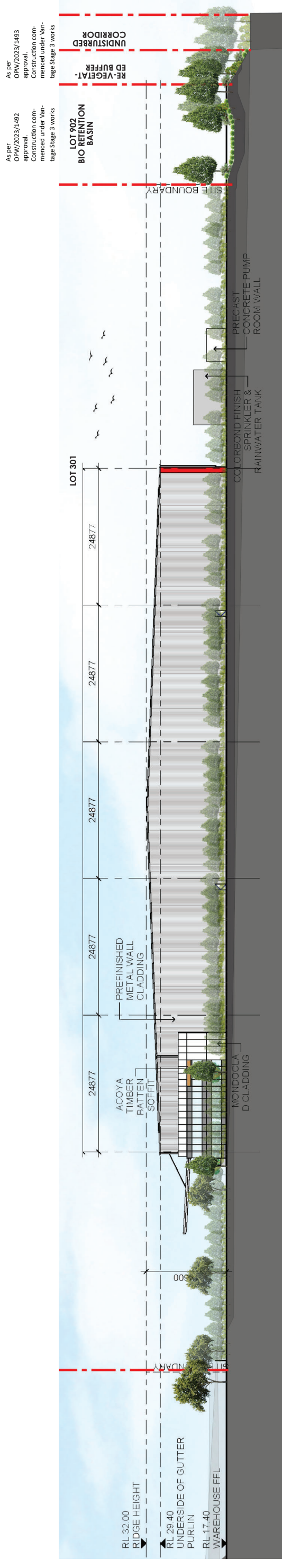
Proposed Green Wall
Rehabilitation Planting
To be constructed and planted as per OPW/2023/1493 approval. (Construction commenced under Vantage Stage 3 works)



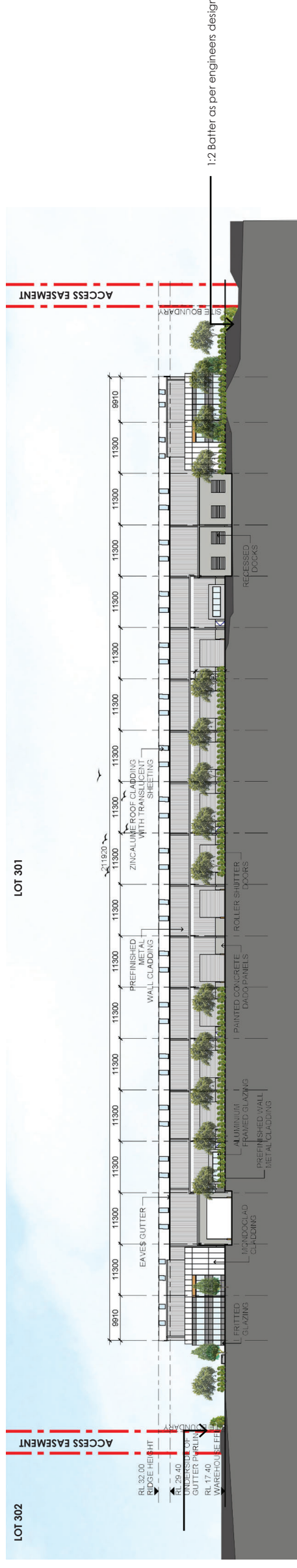
Undisturbed Vegetated Buffer
To have in situ planting applied as per OPW/2023/1493 approval. (Construction commenced under Vantage Stage 3 works)



SECTION ELEVATION DRAWINGS



ELEVATION A



ELEVATION B

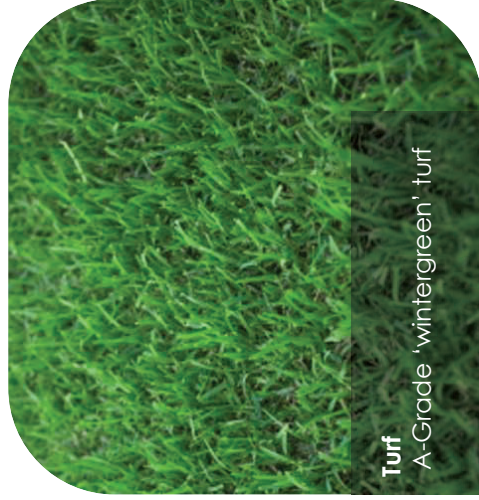
MATERIALS AND SOFTSCAPE GUIDE



Organic Mulch
To comply with AS4454-2012



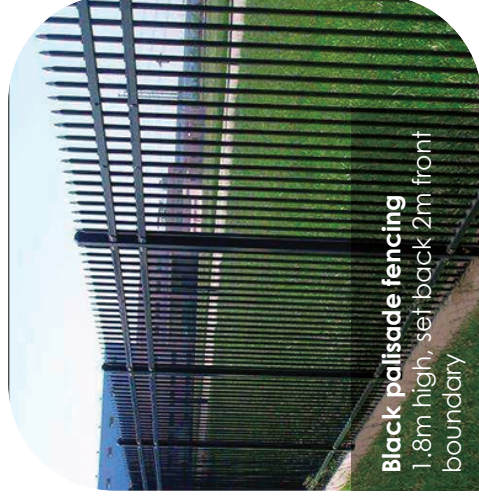
Feature Mulch
75 - 125mm basalt spalls
(grey)



Turf
A-Grade 'wintergreen' turf



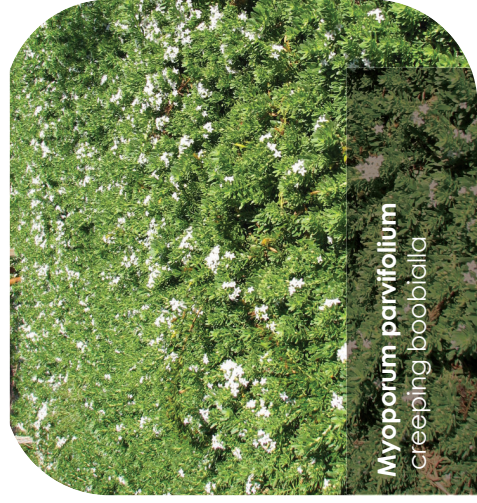
Irrigation
Back to base irrigation system with drippers



Black palisade fencing
1.8m high, set back 2m from boundary

PLANTING PALETTE

GROUND COVER, TUFTING GRASS AND CLIMBING SPECIES



SHRUB SPECIES

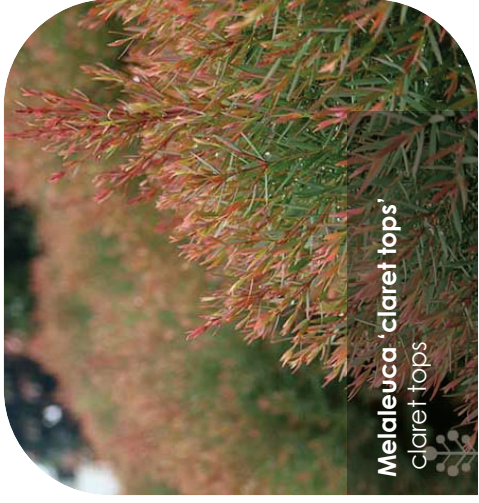


PLANTING PALETTE

SHRUB SPECIES



Acmena smithii
lily pilly



Melaleuca 'claret tops'
claret tops



Philodendron 'rojo congo'
rojo congo



Philodendron xanadu
xanadu



Crinum pedunculatum
swamp lily

SCREENING SHRUB SPECIES



Callistemon endevour
bottle brush



Grevillea moonlight
moonlight grevillea



Grevillea rosmarinifolia
rosmarinifolia



Michelia figo
port wine magnolia



Photinia 'red robin'
red robin

TREE SPECIES



Brachychiton acerifolius
illawarra flame tree



Waterhousta floribunda
weeping lilly pilly



Cupaniopsis anacardioides
tuckeroo



Delonix regia
poinciana



Corymbia citriodora
lemon scented gum



gassman
development
perspectives

76 Business Street, North Q. 4207
t: (07) 38073333
f: (07) 32875461
e: mail@gassman.com.au

PLANTING PALETTE

Date: 27.03.25
Project no: 6349
Rev: D Dwn: JLS

PLANTING PALETTE

TREE SPECIES



Elaeocarpus eumundii
eumundii quondong



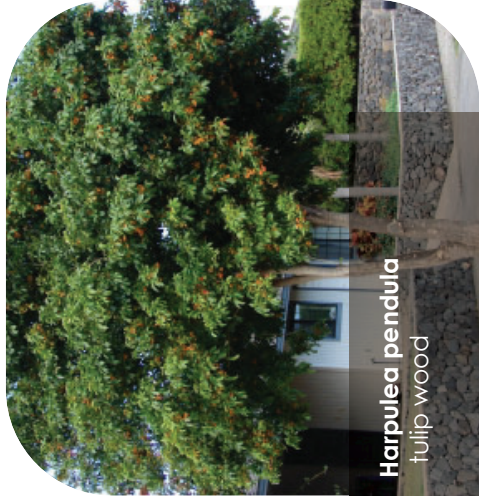
Elaeocarpus reticulatus
quondong



Eucalyptus tereticornis
forest red gum



Flindersia australis
crows ash



Harpulea pendula
tulip wood



APPENDIX H

TRAFFIC IMPACT ASSESSMENT



VantageYatala



1985

gasman
development
perspectives

planning
environment
landscape
engineering
survey



TRANSPORT IMPACT ASSESSMENT
PROPOSED WAREHOUSE DEVELOPMENT
LOT 301 VANTAGE INDUSTRIAL ESTATE, YATALA

Prepared for
FPI QUEENSLAND PTY LTD

18 MARCH 2025

DOCUMENT REGISTER

RTE Reference 25026

Document History

Version	Version date	Details	Reviewed and Authorised	
			Name / Position	Signature
1	18 March 2025	DA ISSUE	Luke Rytenskild Director RPEQ 6293	

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COMPANY INFORMATION

CRG Traffic Pty Ltd as trustee for the Rytenskild CRG Trust trading as Rytenskild Traffic Group
ABN 24 401 134 418
ACN 151 846 847
Director: Luke Rytenskild RPEQ 6293

GOLD COAST
Unit 2,
24 Surfers Avenue
Mermaid Beach QLD 4218

BRISBANE
Level 5
320 Adelaide Street
Brisbane QLD 4000

SYDNEY
Level 26
44 Market Street
Sydney NSW 2000

Phone: 1300 220020
Facsimile: 1300 087177
Email: info@rytenskildtraffic.com
Web: www.rytenskildtraffic.com

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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by FPI Queensland Pty Ltd to prepare a Transport Impact Assessment of its proposed warehouse development at Yatala.

This report forms part of a Development Application to be lodged with the City of Gold Coast. The following issues have been addressed during the study:

- Site access arrangements;
- Car parking supply and design;
- Provision for pedestrians and cyclists;
- Provision for heavy vehicles.

A response to the Car Parking, Access, and Transport Integration Constraint Code (2003) is included as Appendix A.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located within the approved Stage 3 site of the Vantage Industrial Estate. The site is identified as Lot 301 and has a site area of 50,931m².

The site is located within the Low and Medium Impact Industry zone.

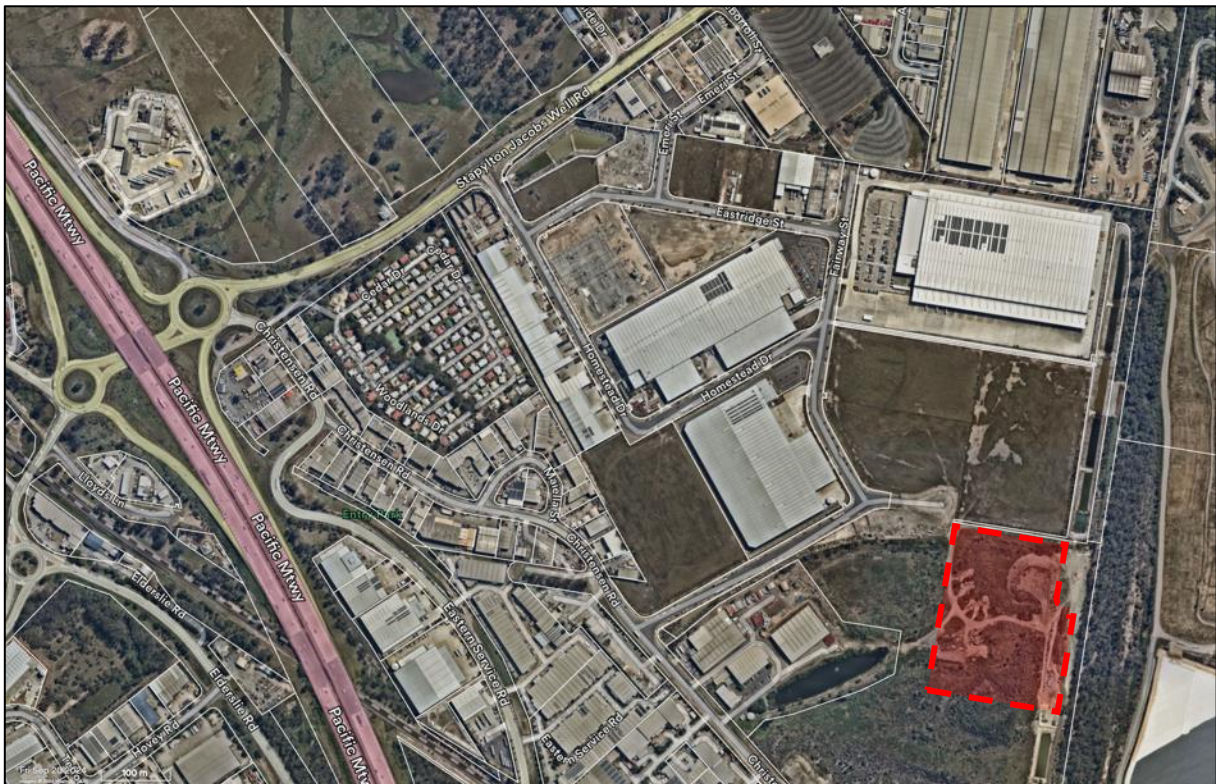


FIGURE 2.1 – LOCATION OF SUBJECT SITE

3.0 DEVELOPMENT PROPOSAL

The proposed plan of development is for construction of a dual tenancy warehouse and ancillary office for storage and logistics operations with associated signage, landscaping and car parking. The proposal will have a Gross Floor Area (GFA) of 23,409m².

A total of 230 car parking spaces are proposed to be provided.

It is proposed that each tenancy will have three separate crossovers, comprising separate truck entry and exit crossovers, and an additional crossover for light vehicle access to the car park.

The proposed site plan is shown in Figure 3.1.

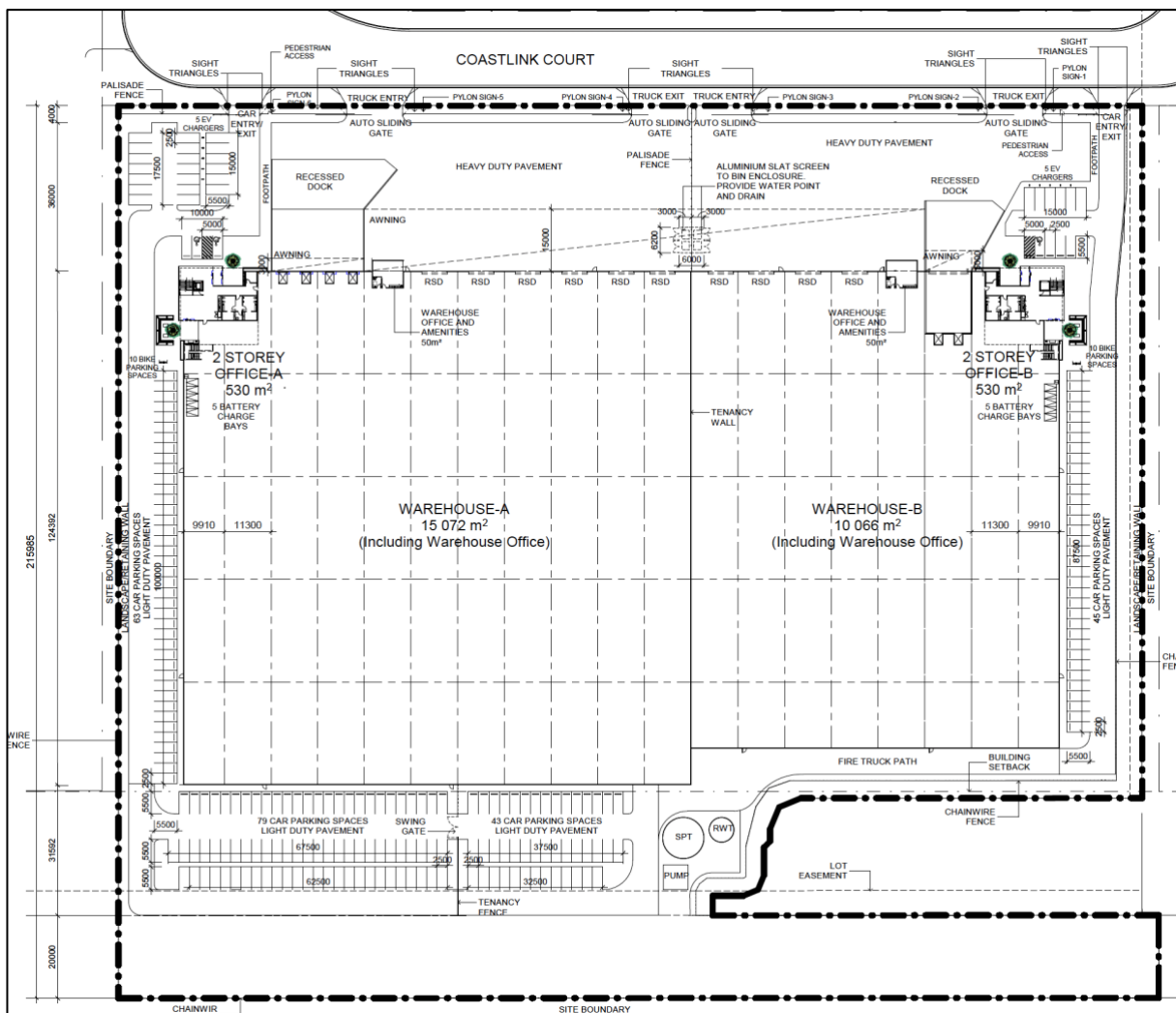


FIGURE 3.1 – PROPOSED SITE PLAN

4.0 CAR PARKING

4.1 Car Parking Supply

In accordance with the *M38 Industrial Place Code – AS8.1.2*, the following rates are applicable to the proposed use:

Warehouse:

- 2 spaces per tenancy or lot plus
- 1 space per 50m² of GFA up to and including 500m², and
- 1 space per 100m² of GFA over 500m²

Application of the above rates to the proposal (23,409m²) results in the following requirements:

- 4 spaces +
- 10 spaces for the first 500m²
- 230 spaces for the balance of 25,698m²
- Total – 244 spaces

Application of the above rate to the proposal yields a minimum requirement of 244 car parking spaces. The proposal provides 230 spaces and therefore is short of the Acceptable Outcome.

The proposed provision of 230 car parking spaces will comfortably accommodate the expected staffing levels, and results in a car parking supply rate of 0.98 spaces per 100m² GFA. This approach is consistent with recent approvals, such as DEV2023/1466 (North Maclean, EDQ), where a warehouse (distribution centre) with a GFA of 40,939m² was approved with a total of 140 car parking spaces. This equates to a rate of 0.34 spaces per 100m² GFA. Additionally, for application MCUI/24/2022/A (Berrinba, Logan City), a warehouse with a GFA of 21,055m² was approved with 100 car parking spaces, resulting in a rate of 0.47 spaces per 100m² GFA.

Recent approvals within Vantage Estate align with established car parking provision trends in the area. Lot 120 (COM/2024/39) was recently approved for a 4,775m² development with 25 car parking spaces, equating to a rate of 0.52 spaces per 100m² GFA. Likewise, Lot 122 (COM/2023/162) was approved for a 10,465m² development with 57 car parking spaces, resulting in a rate of 0.54 spaces per 100m² GFA.

As shown as Figures 4.1 – 4.3, a review of Nearmap imagery indicates that similar developments in the Yatala area generate a very low parking demand. The results of the review are summarised in Table 4.1, with the car parking relationships detailed in Table 4.2.

As shown in Table 4.2, the surveyed sites indicate low car parking utilisation, with car parking rates as low as 0.17 spaces per 100m² GFA. These sites consist of large warehouse developments with relatively low staff requirements. It is expected that the subject development will operate in a similar manner, as it will primarily function as a warehouse.

Table 4.1 – Aerial Imagery Survey Results

Location	Number of Car Parking Spaces Occupied		
	Tuesday 11 th April 23	Wednesday 2 nd Nov 22	Tuesday 16 th August 22
Bluestone Place, Yatala	20 spaces	28 spaces	31 spaces
Arthur Dixon Crt, Yatala	14 spaces	22 spaces	23 spaces
Thomas Hanlon Crt, Yatala	9 spaces	7 spaces	8 spaces

Table 4.2 – Average Car Parking Rates

Location	Approx. Area	Avg. Spaces Occupied	Car Parking Rate
Bluestone Place, Yatala	9,000m ²	15 spaces	0.17 spaces per 100m ²
Arthur Dixon Crt, Yatala	8,500m ²	19 spaces	0.23 spaces per 100m ²
Thomas Hanlon Crt, Yatala	2,500m ²	21 spaces	0.84 spaces per 100m ²

Given the above data, the provided car parking rate of 0.98 spaces per 100m² is considered to be satisfactory, and should adequately meet future car parking demands. The provision of 230 car parking spaces is expected to adequately service the development without resulting in significant overflow into the public street system.



FIGURE 4.1 – CAR PARKING DEMANDS AT 1 BLUESTONE PLACE, YATALA (GFA APPROX: 9,000M²)

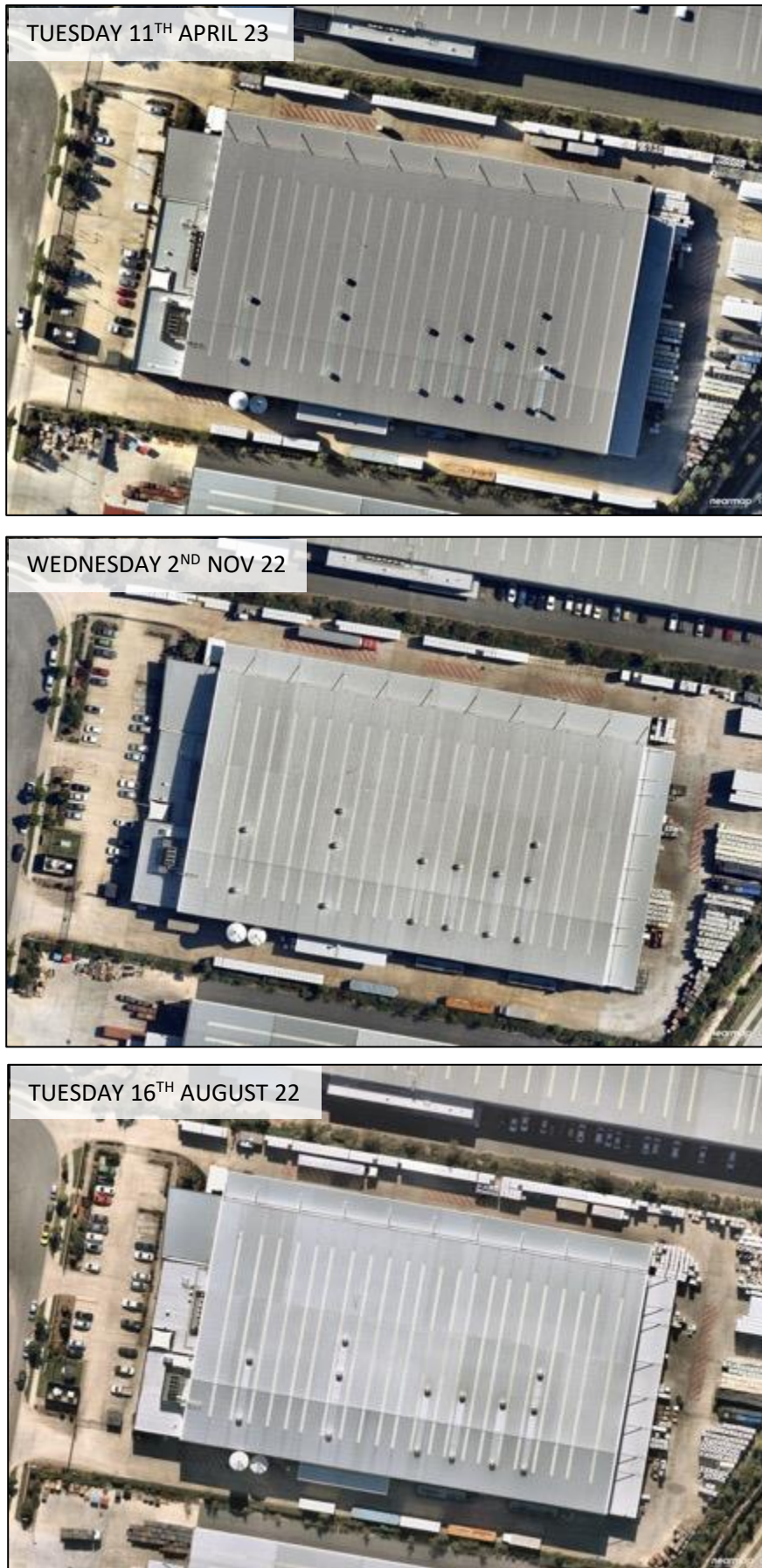


FIGURE 4.2 – CAR PARKING DEMANDS AT 23 ARTHUR DIXON COURT, YATALA (GFA APPROX: 8,000M²)



FIGURE 4.3 – CAR PARKING DEMANDS AT 14 THOMAS HANLON COURT, YATALA (GFA APPROX: 2,500M²)

4.2 Car Parking Design

The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements specified in the Transport Code and AS2890.1: 2004.

The proposed car parking layout has the following dimensions:

Table 4.2 – Car Parking Design Characteristics

Design Aspect	Minimum AS2890.1 Standard	Proposed	Compliance
Parking space length: - General - PWD Bay	5.4 metres 5.4 metres	5.4 metres 5.4 metres	Compliant Compliant
Parking space width: - General - PWD Bay	2.5 metres 2.4 metres, plus 2.4m wide shared zone	2.5 metres 2.5 metres, plus 2.5m wide shared zone	Compliant Compliant
Aisle Width: - Parking aisle - Circulation aisle	5.8 metres 5.8 metres	Min. 6.2 metres Min 6.2 metres	Compliant Compliant
Maximum Gradient - Parking Bay - Parking Aisle - PWD Bay	1:20 (5.0%) 1:16 (6.25%) 1:40 (2.5%)	<1:20 (5.0%) <1:20 (5.0%) <1:40 (2.5%)	Compliant
Maximum Change in Grade	1:8 (12.5%) summit 1:6.67 (15.0%) sag	<1:8 (12.5%) summit <1:8 (12.5%) sag	Compliant
Height Clearance - General Min. - Absolute Min.	2.2 metres N/A	N/A	N/A
Parking Aisle Extension	1 metre beyond last bay	N/A	N/A

Dimensioned plans of the typical parking configuration at various modules throughout the site are shown in Figures 4.4 – 4.11.

A swept path analysis has been prepared for the proposed parking arrangements in accordance with AS2890.1:2004, adopting B85 and B99 design vehicles. As shown in Figures 4.12 – 4.16, such can satisfactorily negotiate the proposed arrangements and enter and exit the site in a forward gear.

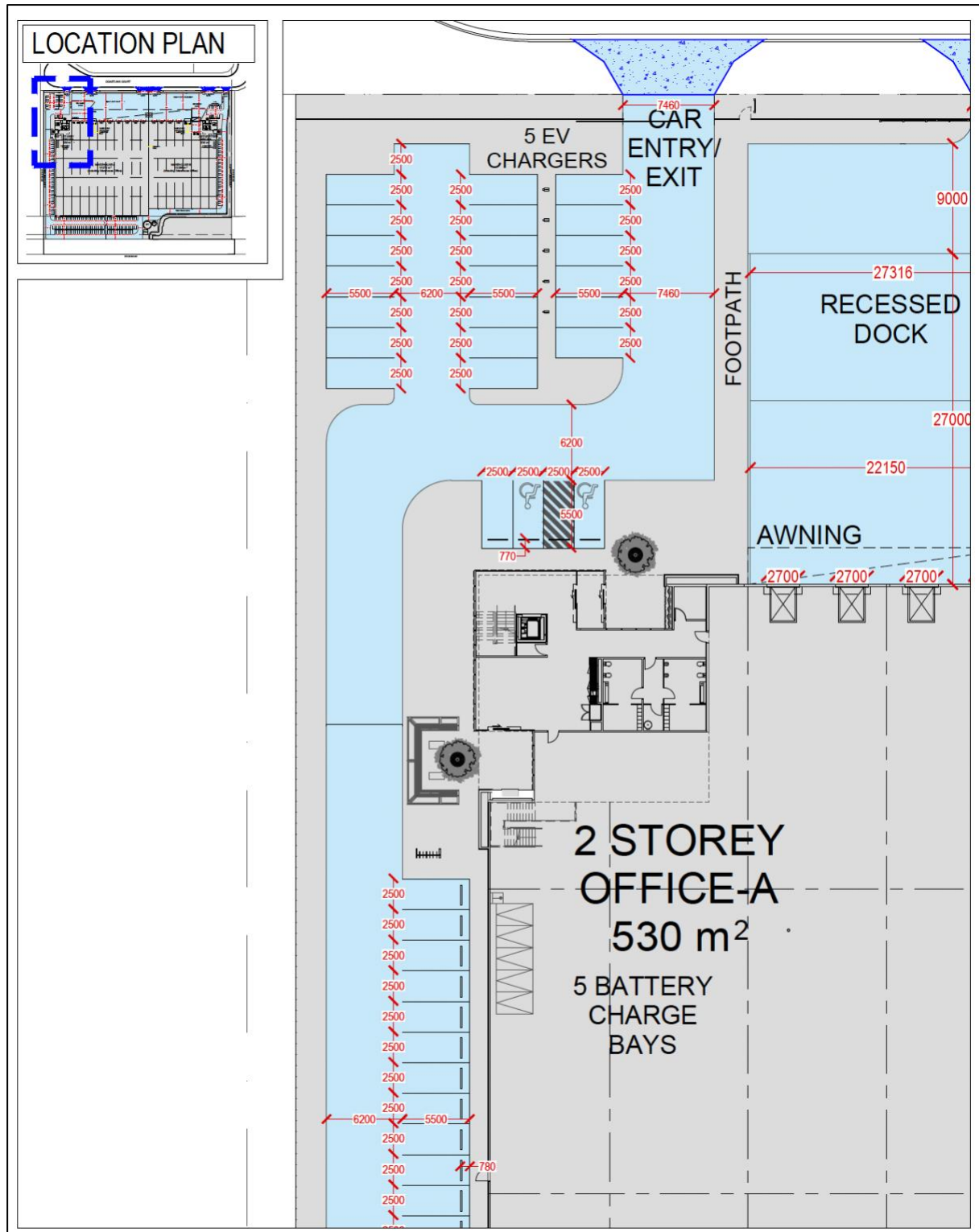


FIGURE 4.4 – PROPOSED CAR PARKING DIMENSIONS

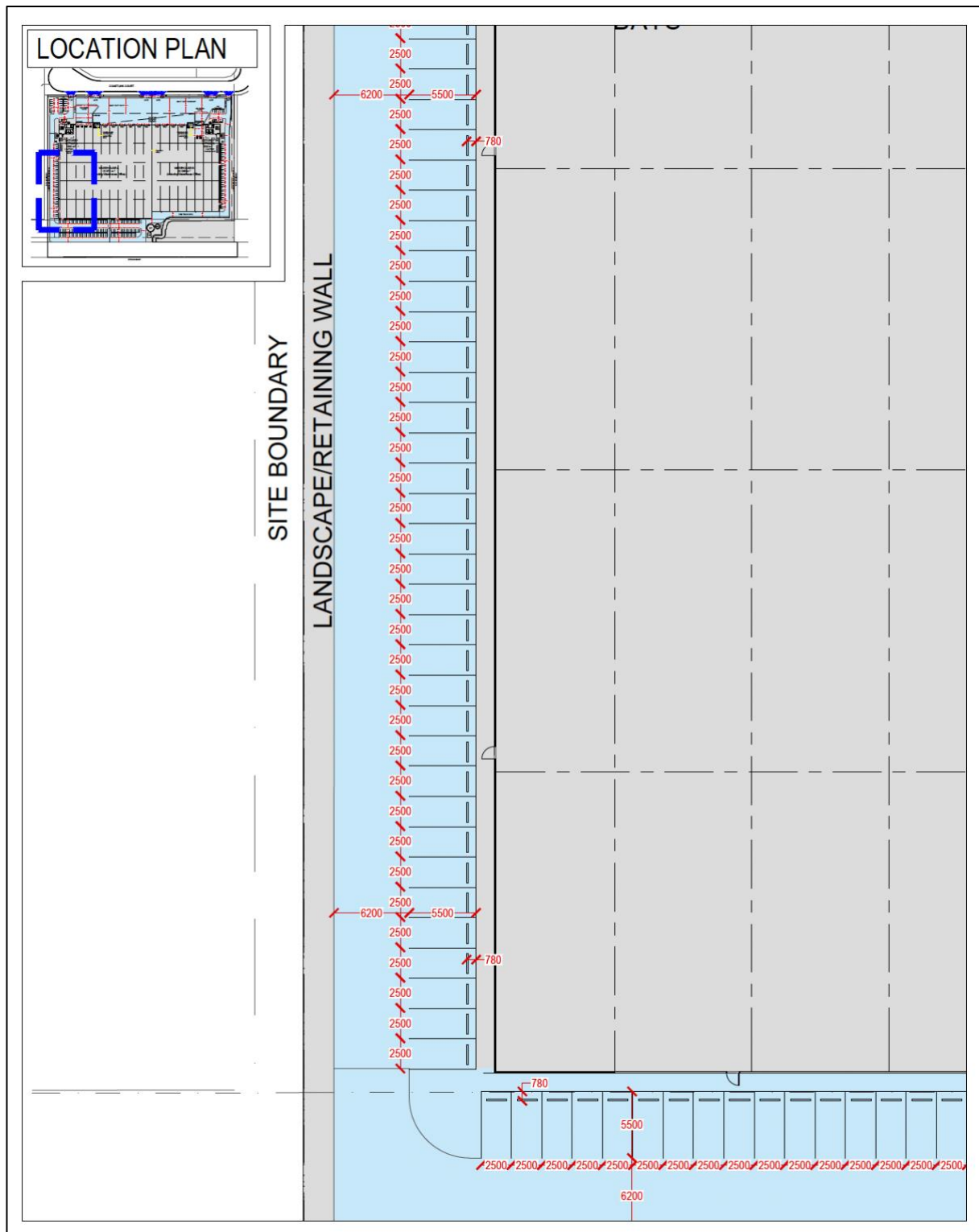


FIGURE 4.5 – PROPOSED CAR PARKING DIMENSIONS

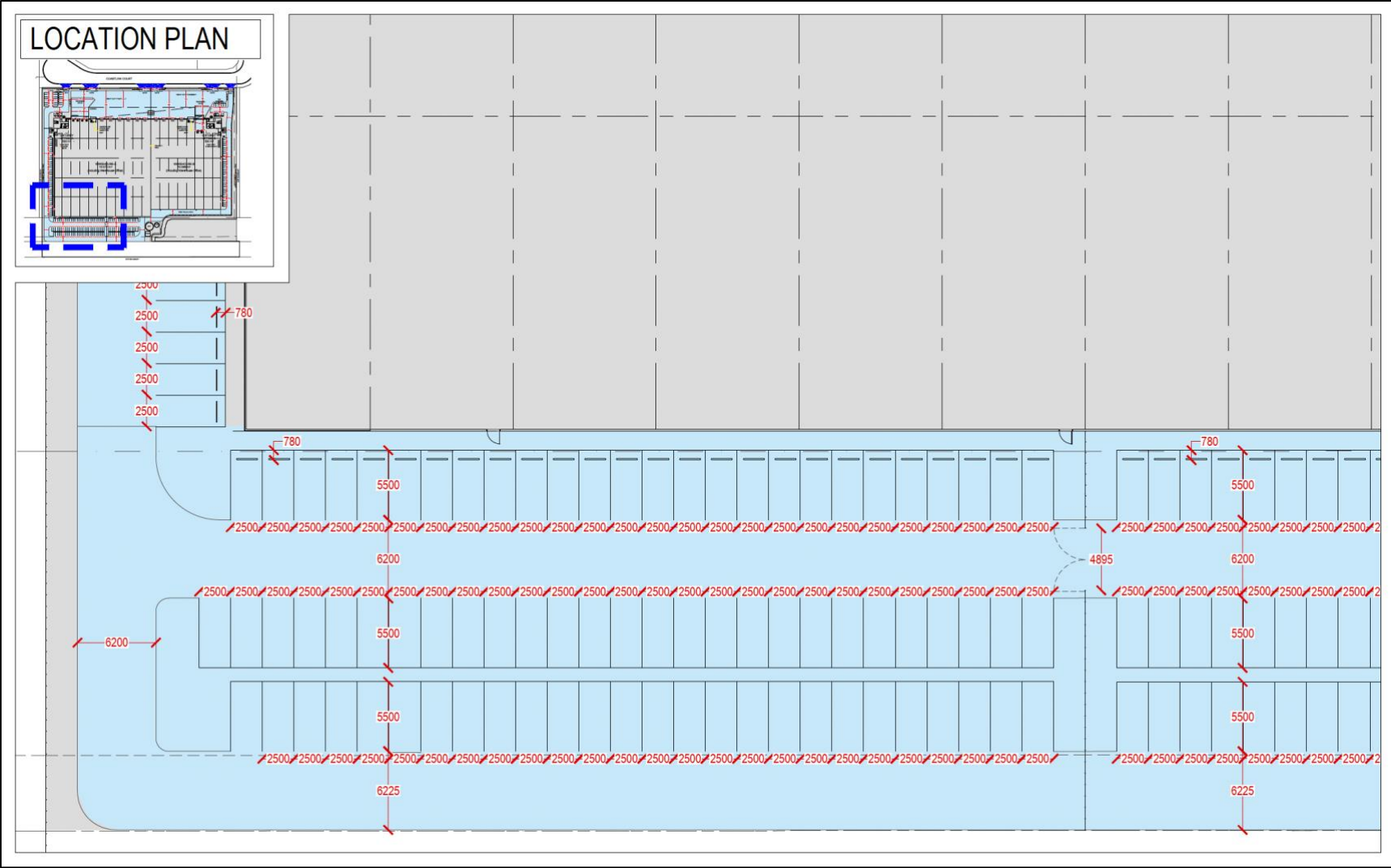


FIGURE 4.6 – PROPOSED CAR PARKING DIMENSIONS

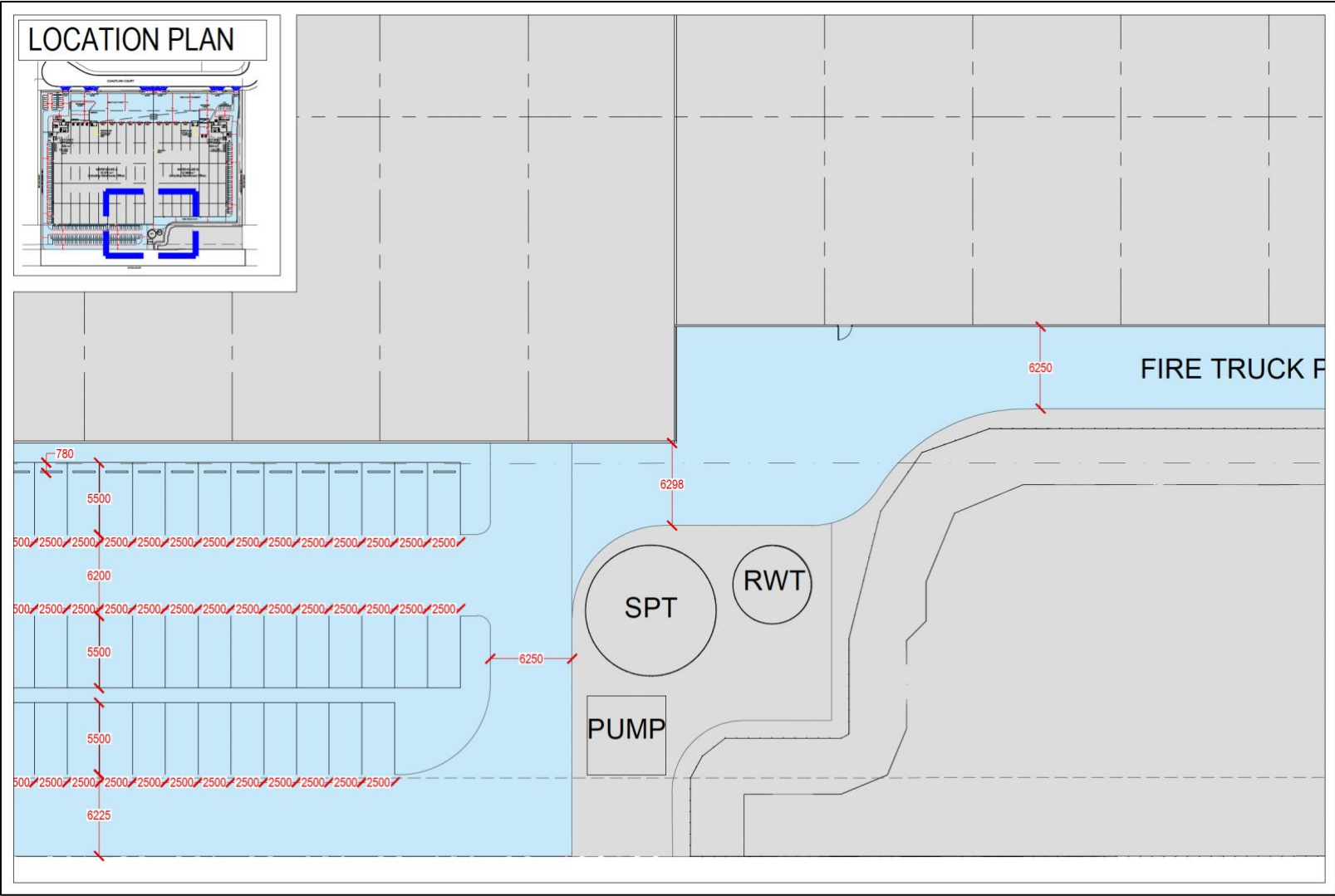


FIGURE 4.7 – PROPOSED CAR PARKING DIMENSIONS

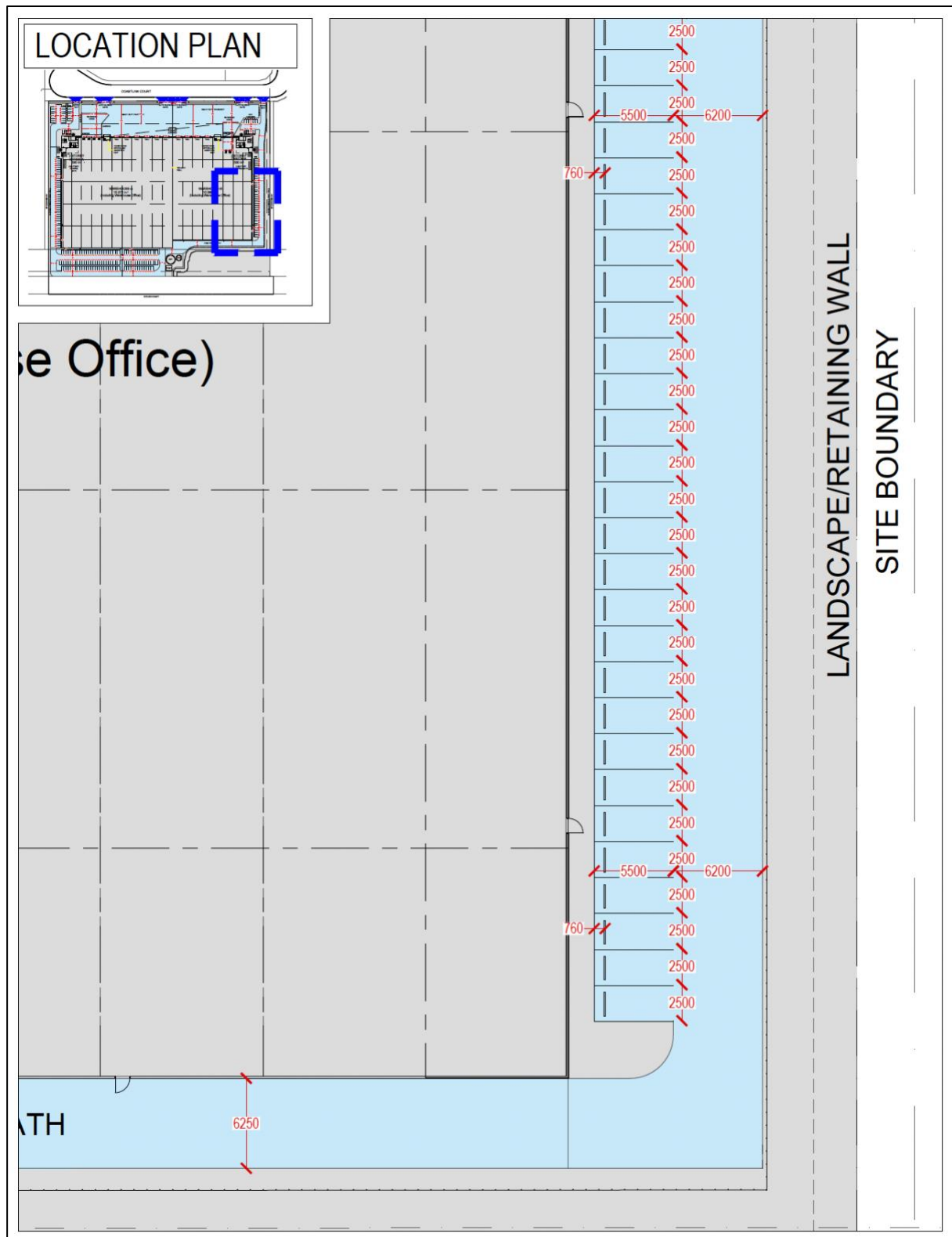


FIGURE 4.8 – PROPOSED CAR PARKING DIMENSIONS

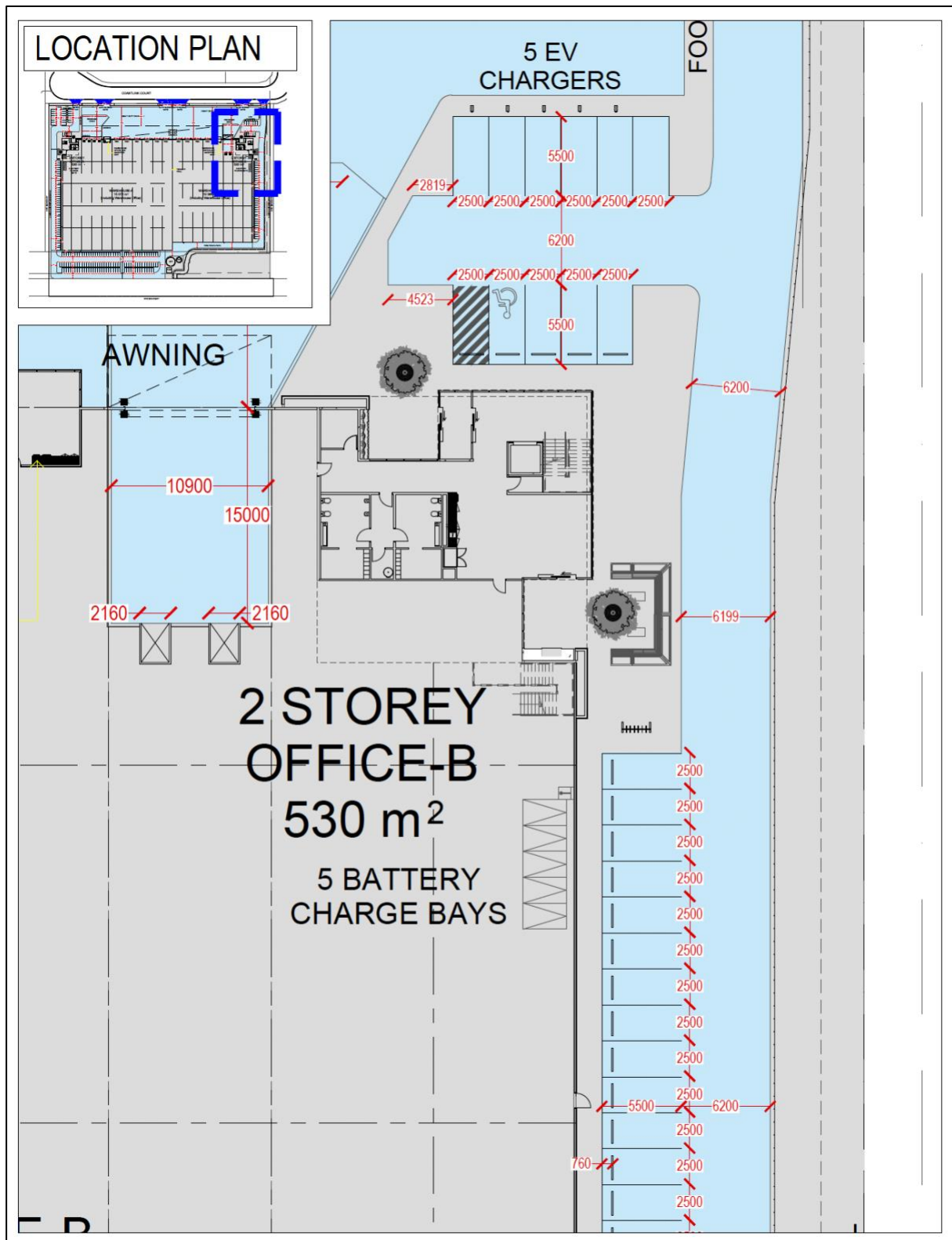


FIGURE 4.9 – PROPOSED CAR PARKING DIMENSIONS

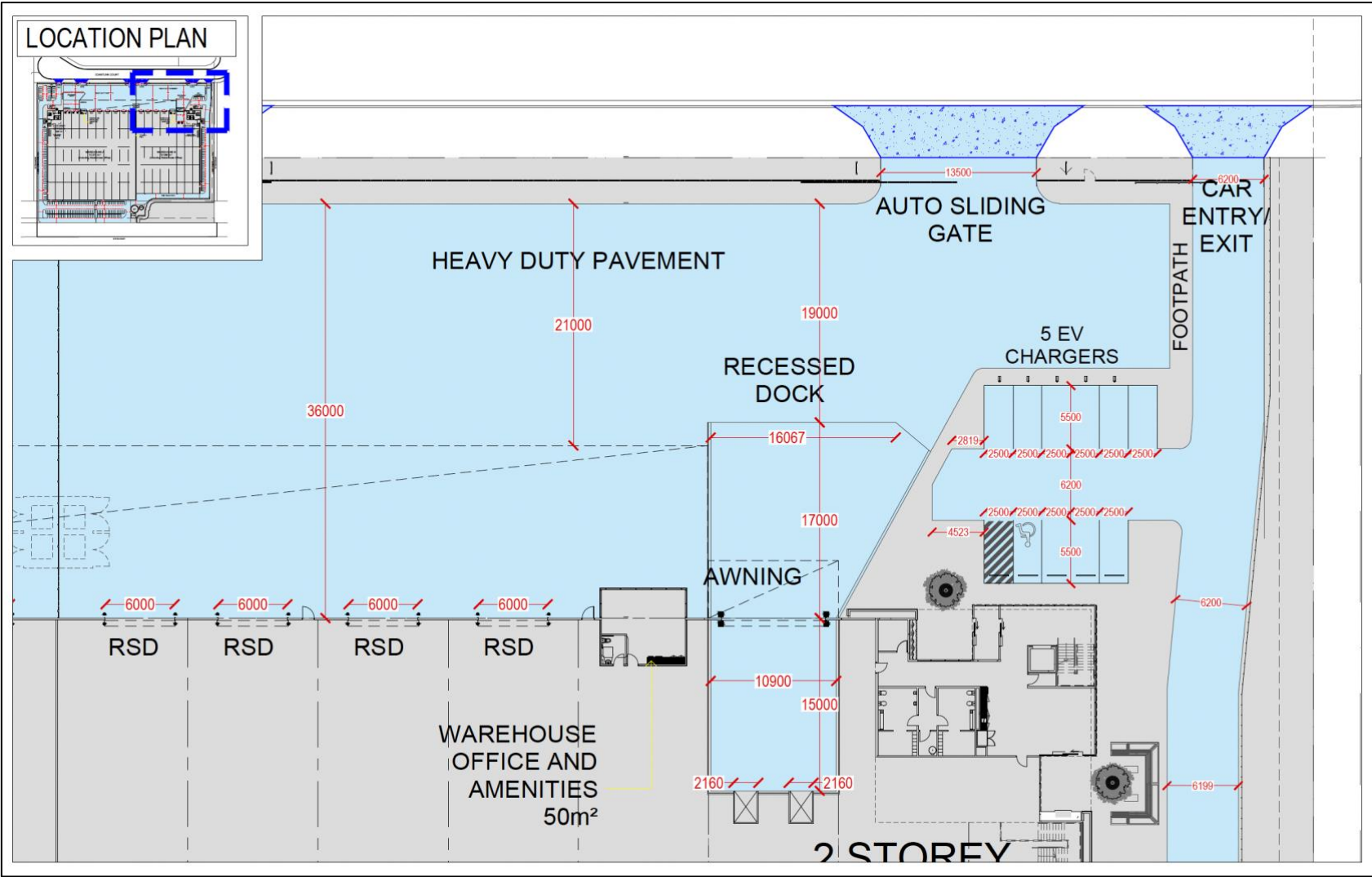


FIGURE 4.10 – PROPOSED CAR PARKING DIMENSIONS

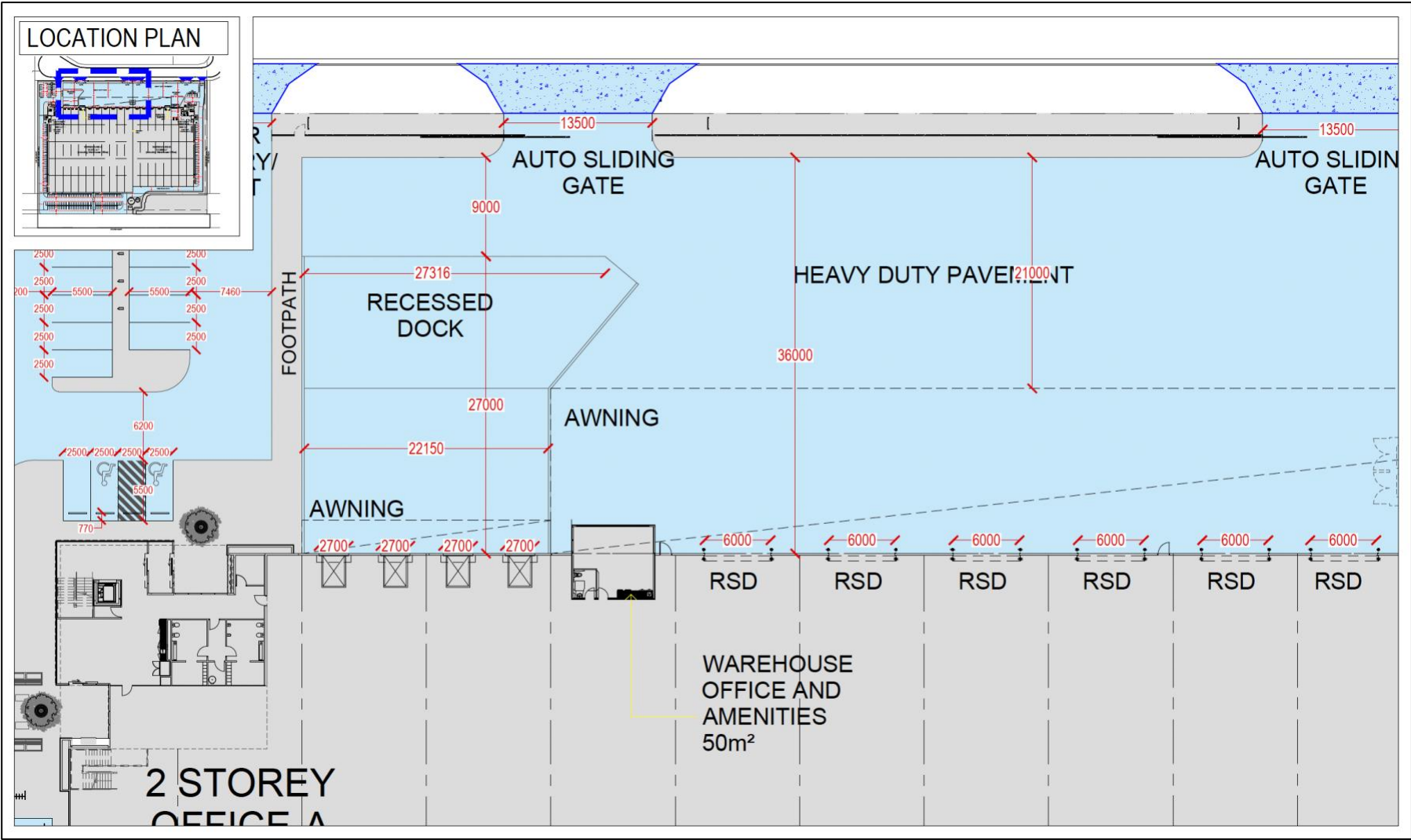


FIGURE 4.11 – PROPOSED CAR PARKING DIMENSIONS

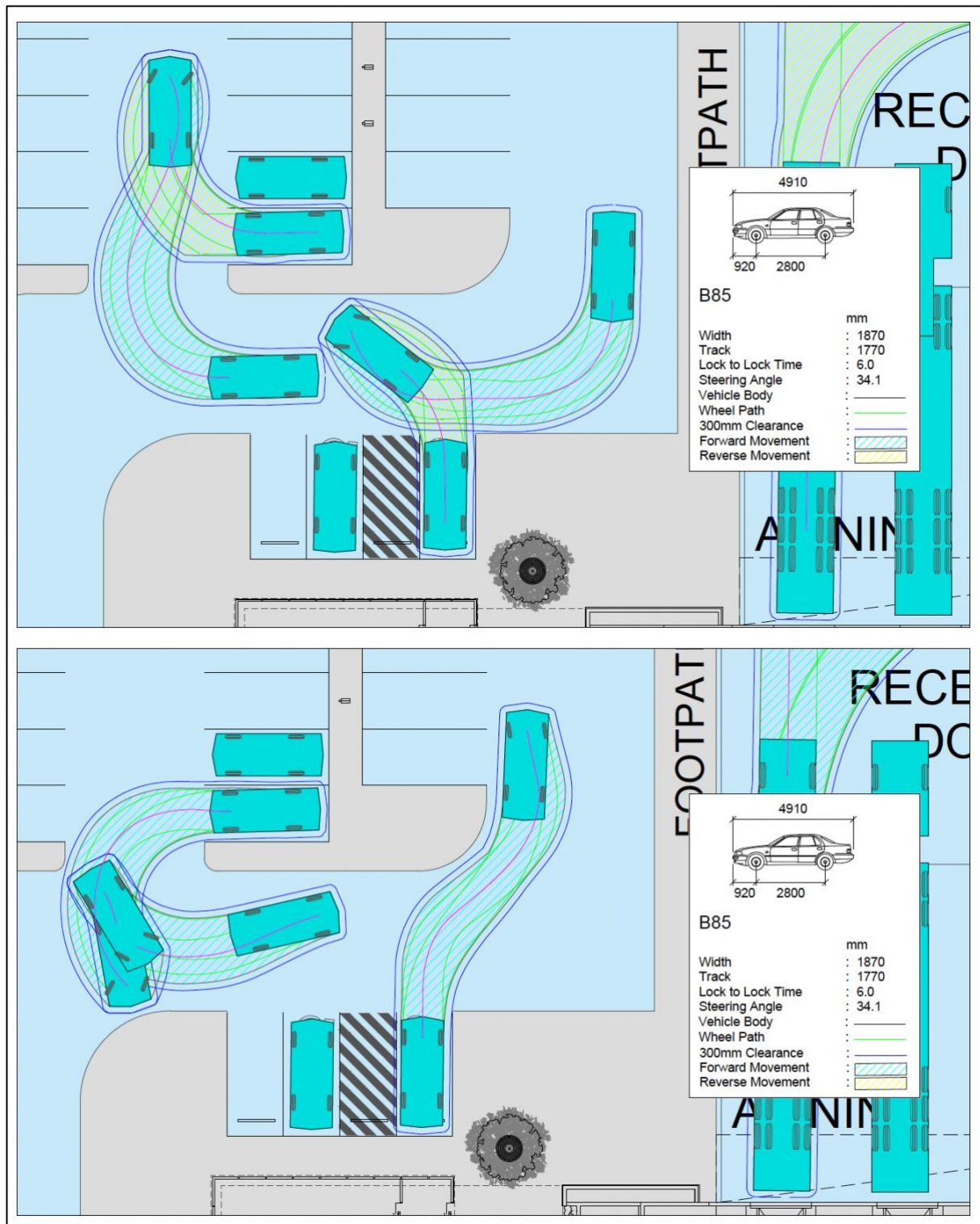


FIGURE 4.12 – 85TH PERCENTILE VEHICLE MANOEUVRING

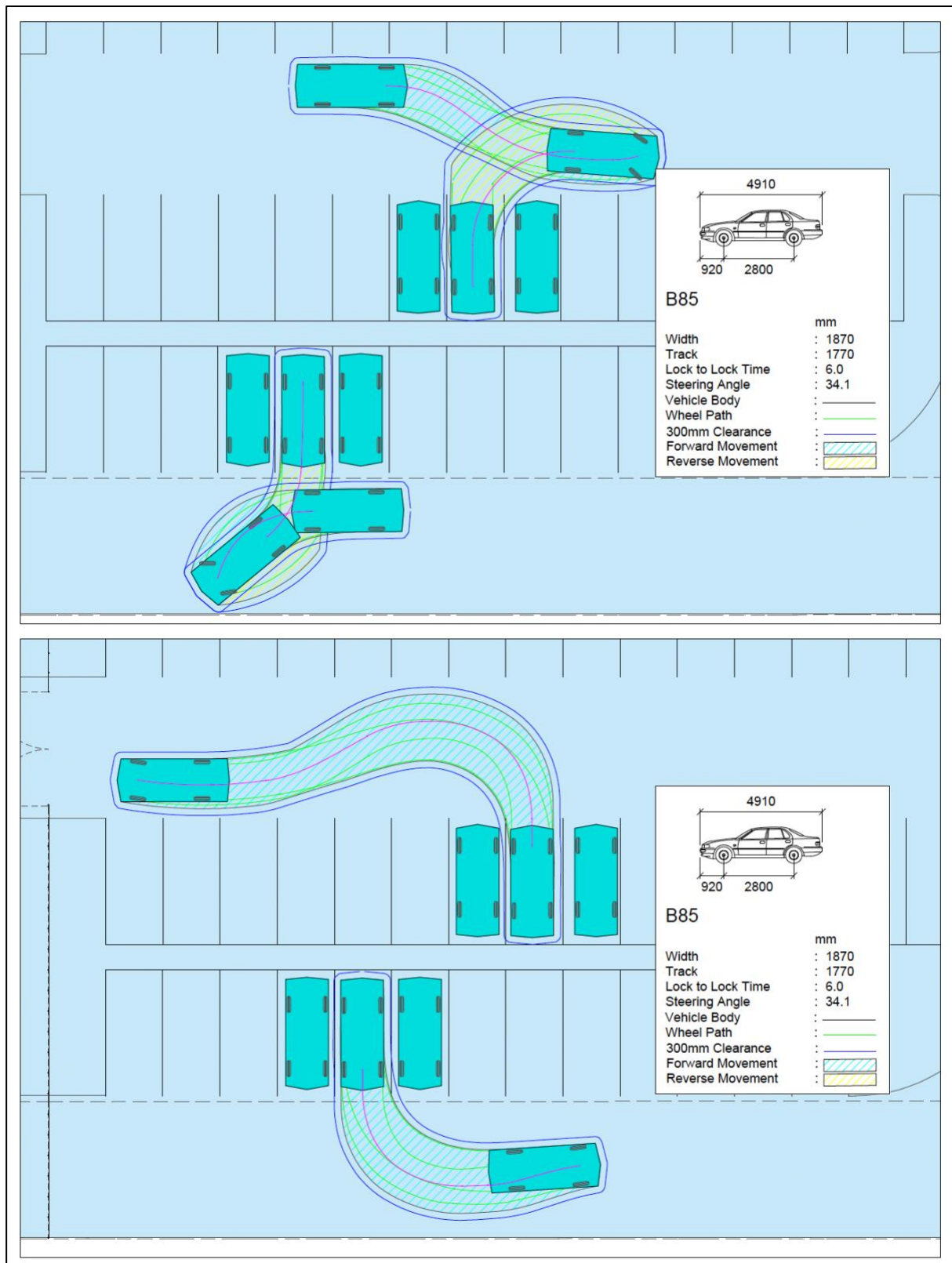


FIGURE 4.13 – 85TH PERCENTILE VEHICLE MANOEUVRING

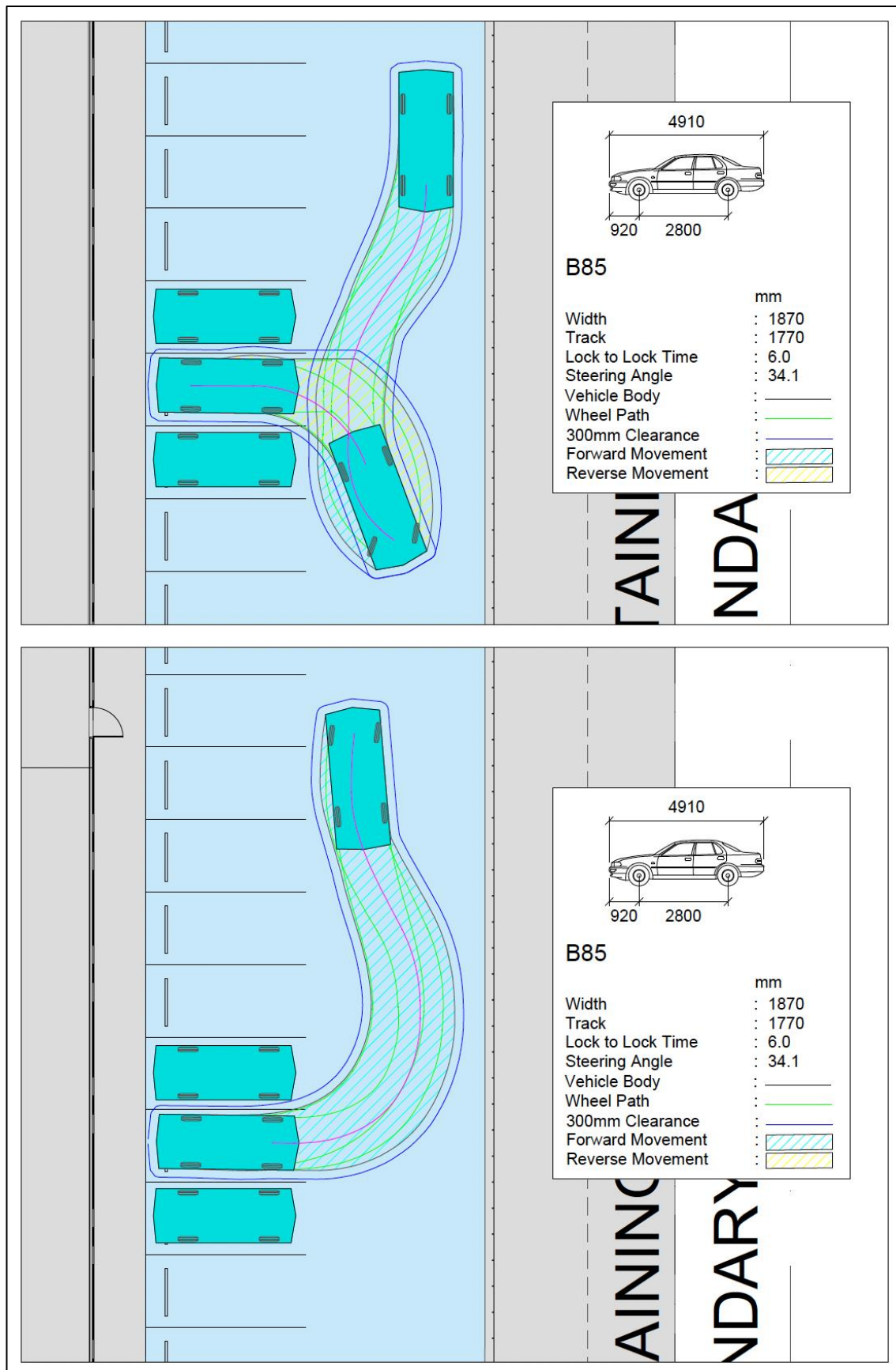


FIGURE 4.14 – 85TH PERCENTILE VEHICLE MANOEUVRING

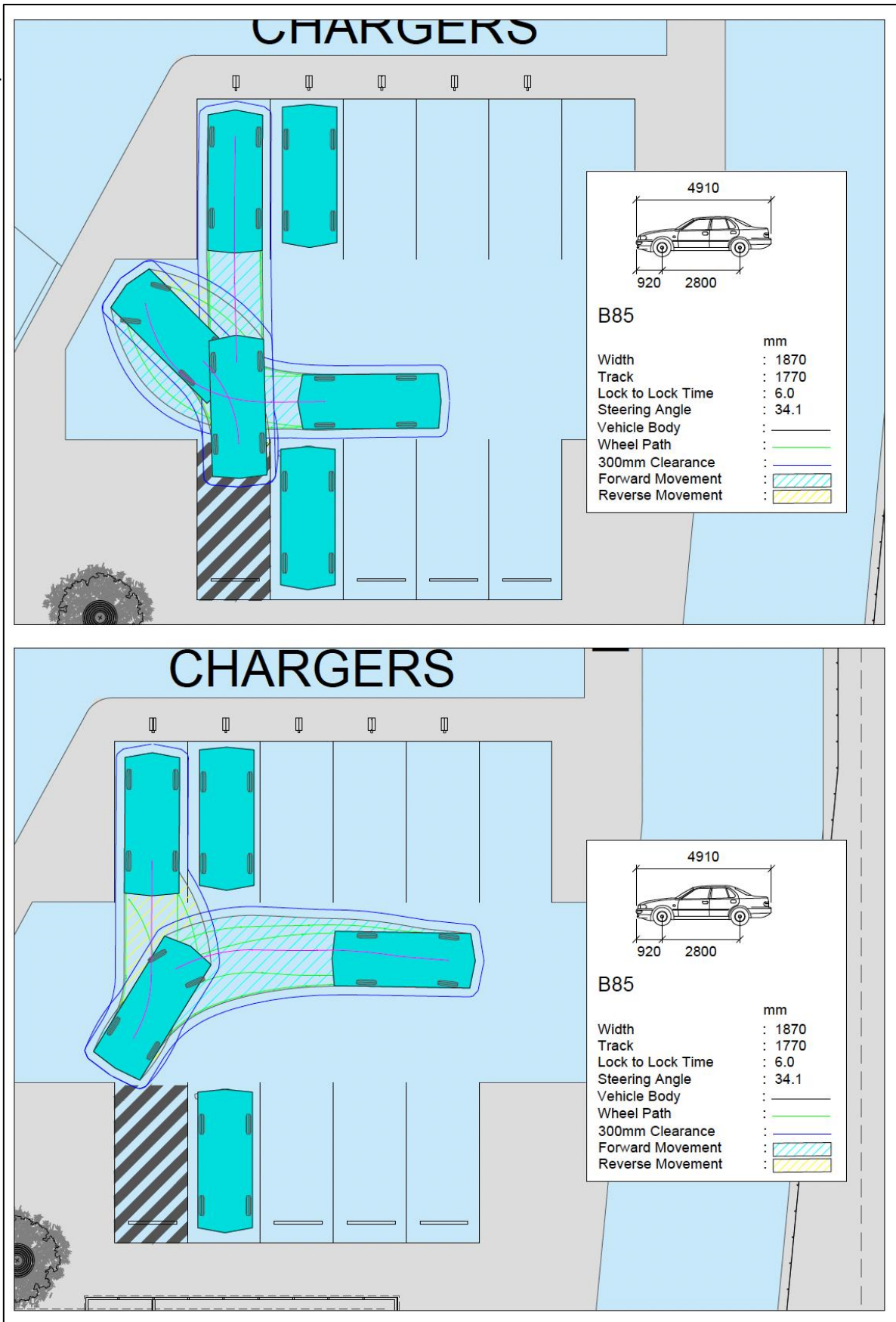


FIGURE 4.15 – 85TH PERCENTILE VEHICLE MANOEUVRING

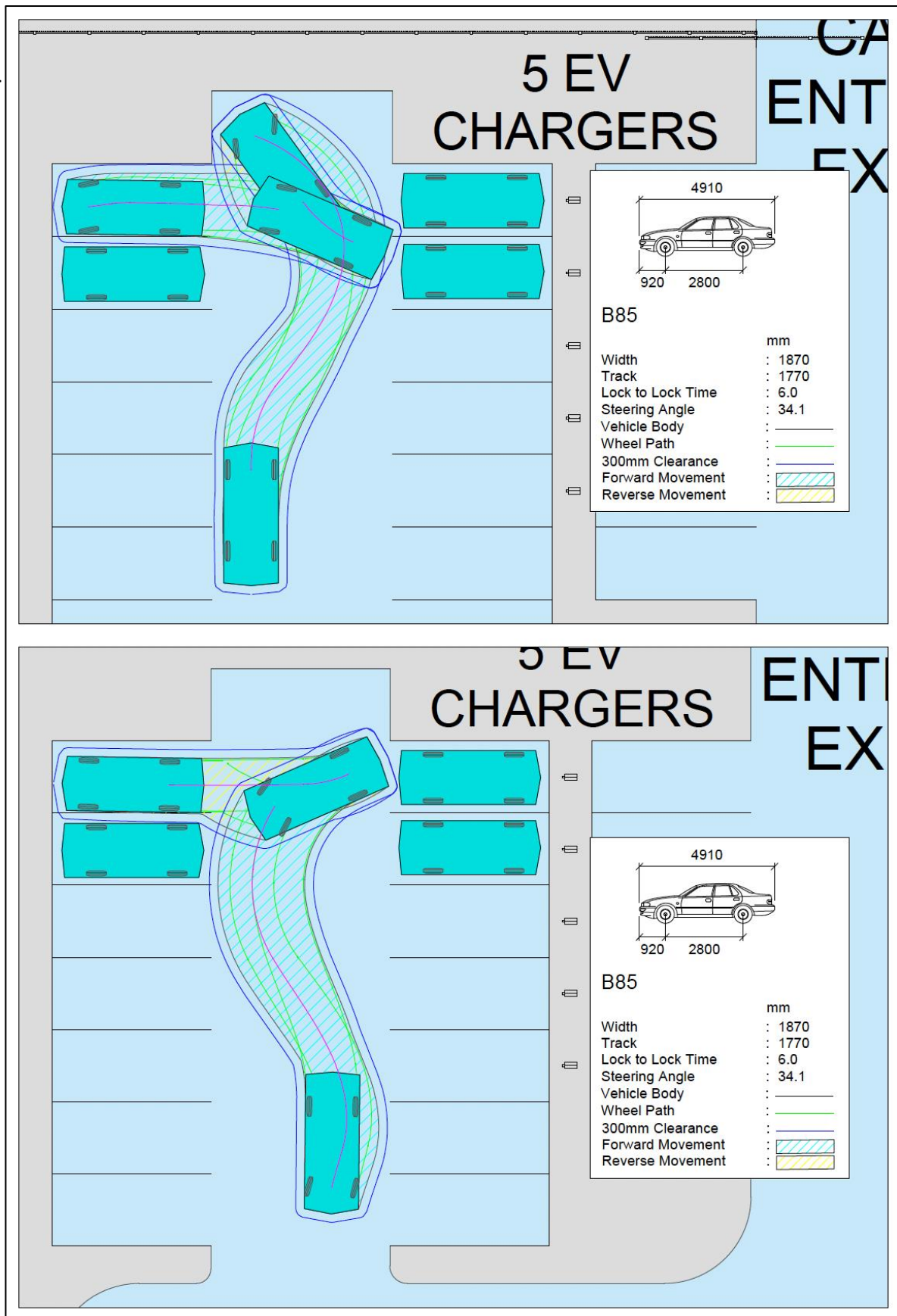


FIGURE 4.16 – 85TH PERCENTILE VEHICLE MANOEUVRING

5.0 ACCESS ARRANGEMENTS

It is proposed that each tenancy will have three separate crossovers, comprising separate truck entry and exit crossovers, and an additional crossover for light vehicle access to the car park.

As shown in Figures 5.1 – 5.3, the proposed vehicle crossovers have been designed in accordance with the IPWEA Standard Drawings RS-051 suitable for the intended design vehicle. Pedestrian sight plays have been provided on the departure side of each egress crossover in accordance with AS2890.1:2004.

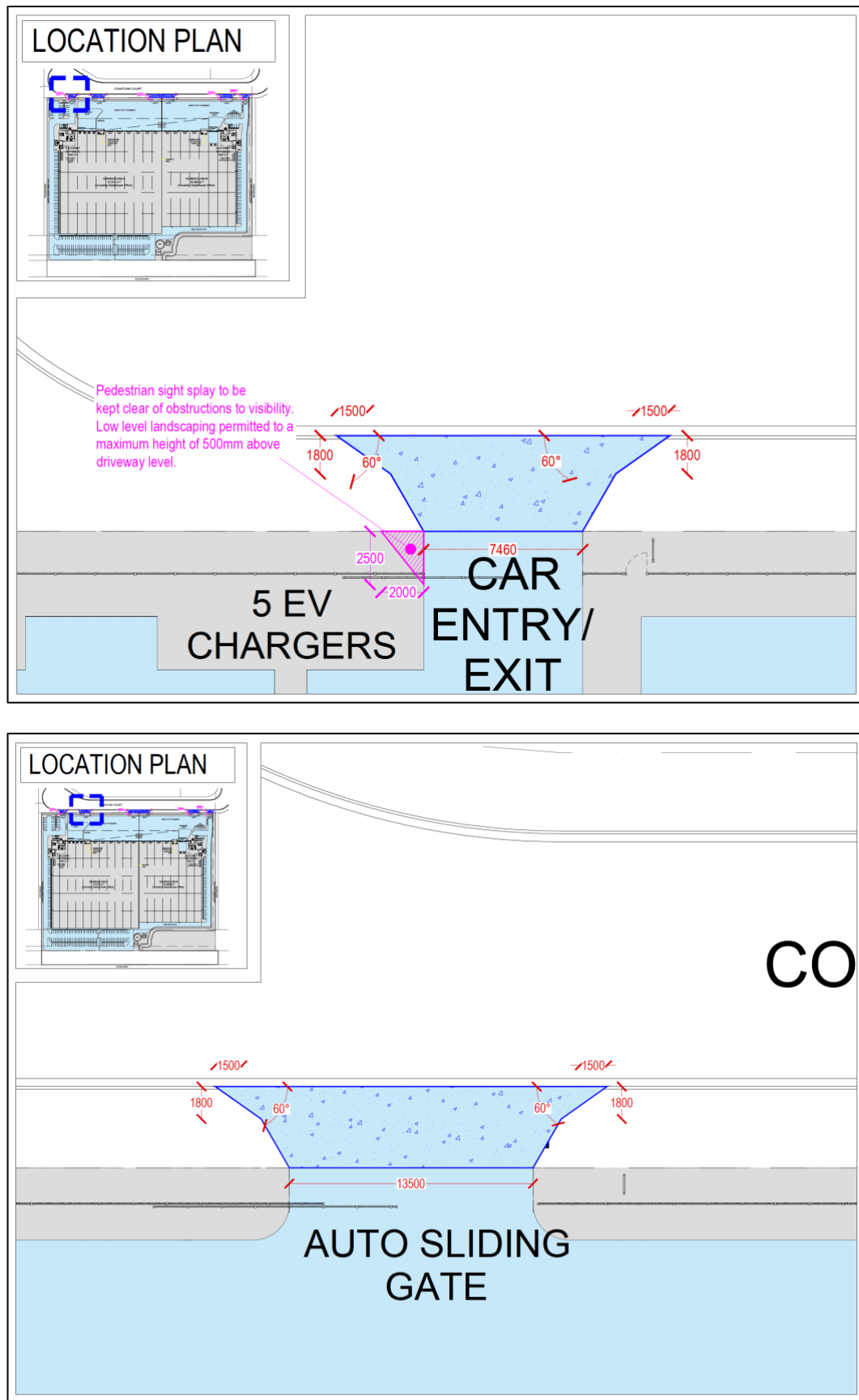


FIGURE 5.1 – ACCESS ARRANGEMENTS (WAREHOUSE A CROSSOVERS)

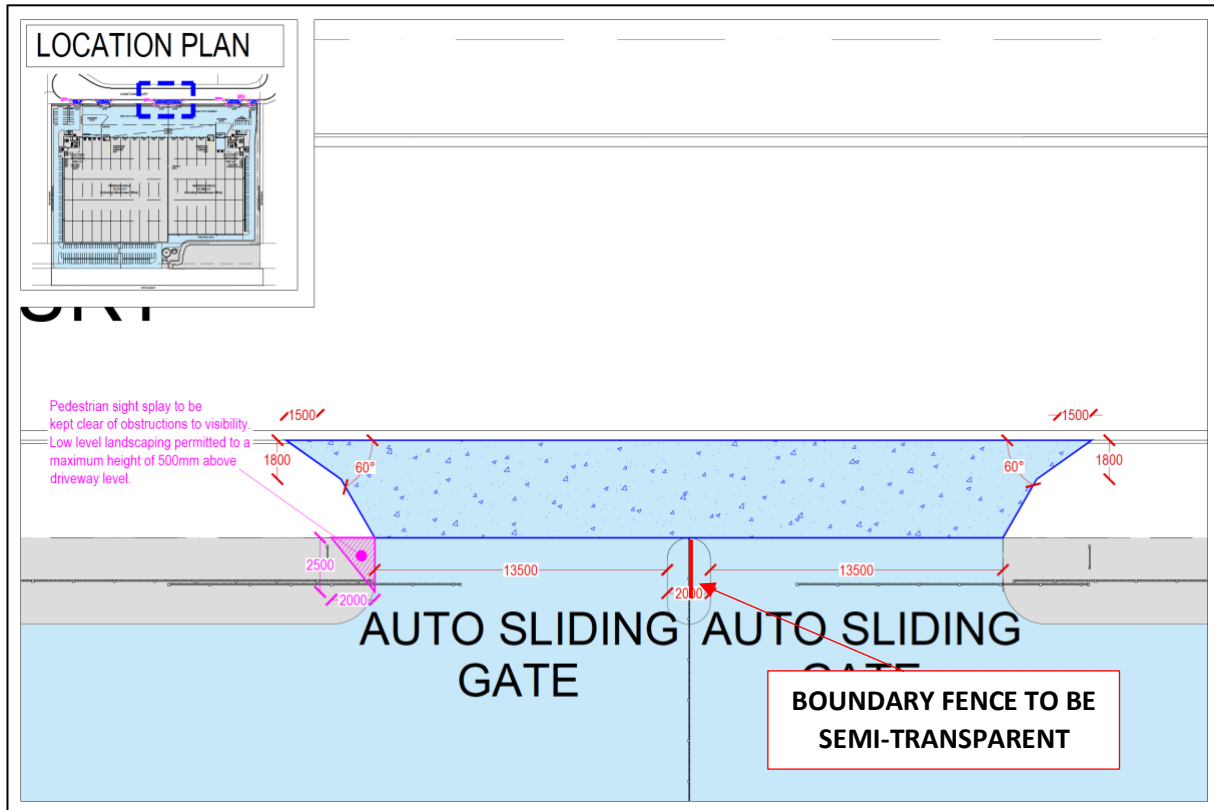


FIGURE 5.2 – ACCESS ARRANGEMENTS (CENTRAL CROSSOVER)

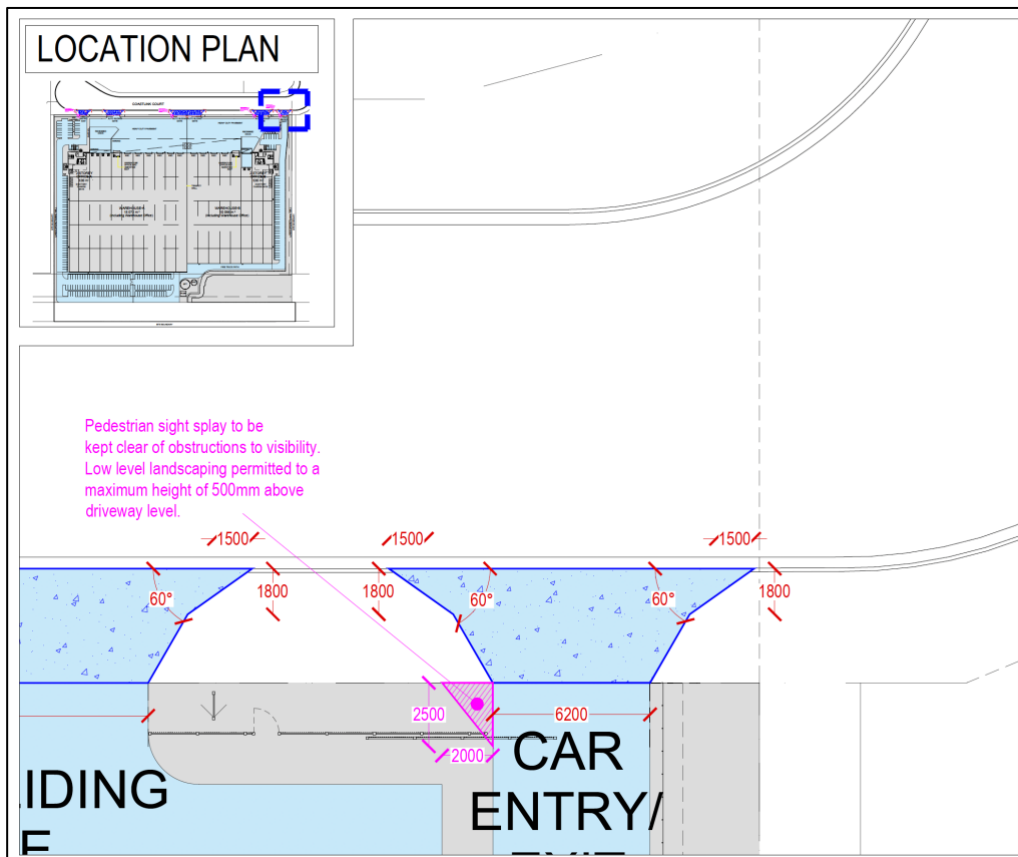
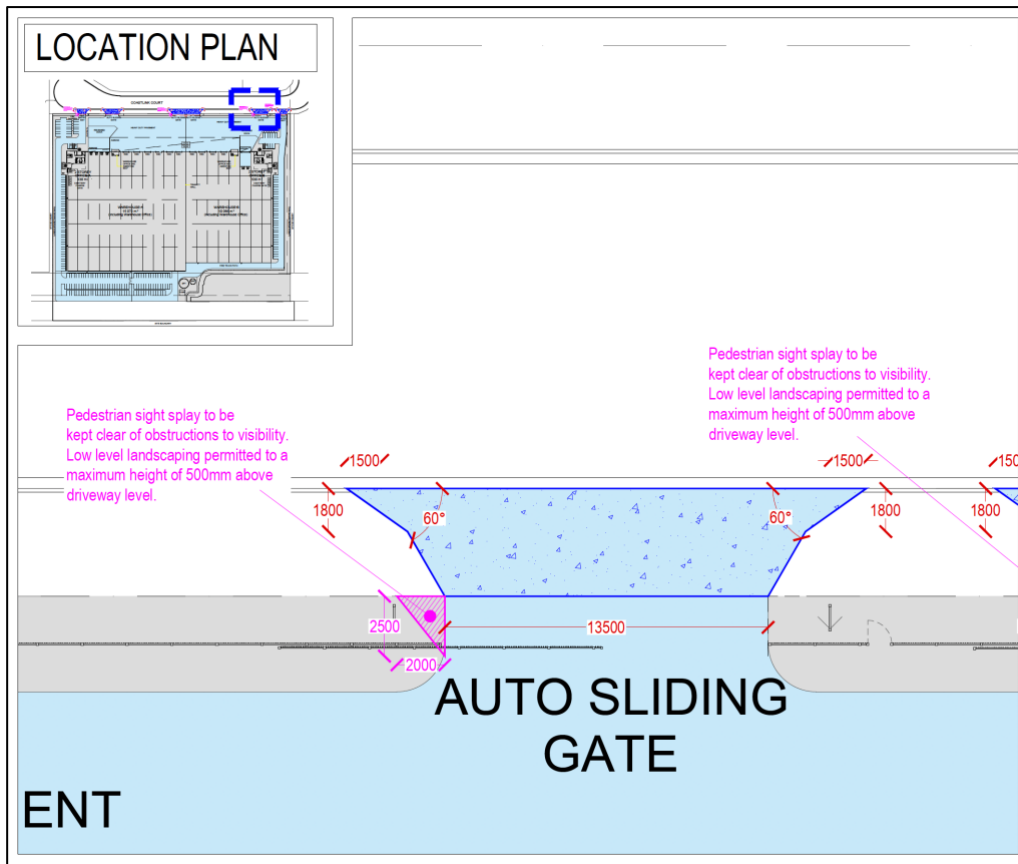


FIGURE 5.3 – ACCESS ARRANGEMENTS (WAREHOUSE B CROSSOVERS)

6.0 PROVISION FOR COMMERCIAL VEHICLES

6.1 Provision for Service Vehicles

The proposal makes provision for a front-loading Waste Collection Vehicle (WCV) to access and service the site satisfactorily. Additionally, the design ensures adequate access for fire trucks.

Swept path analysis of a Waste Collection Vehicle (WCV) and Fire Truck are shown in Figures 6.1 and 6.2.

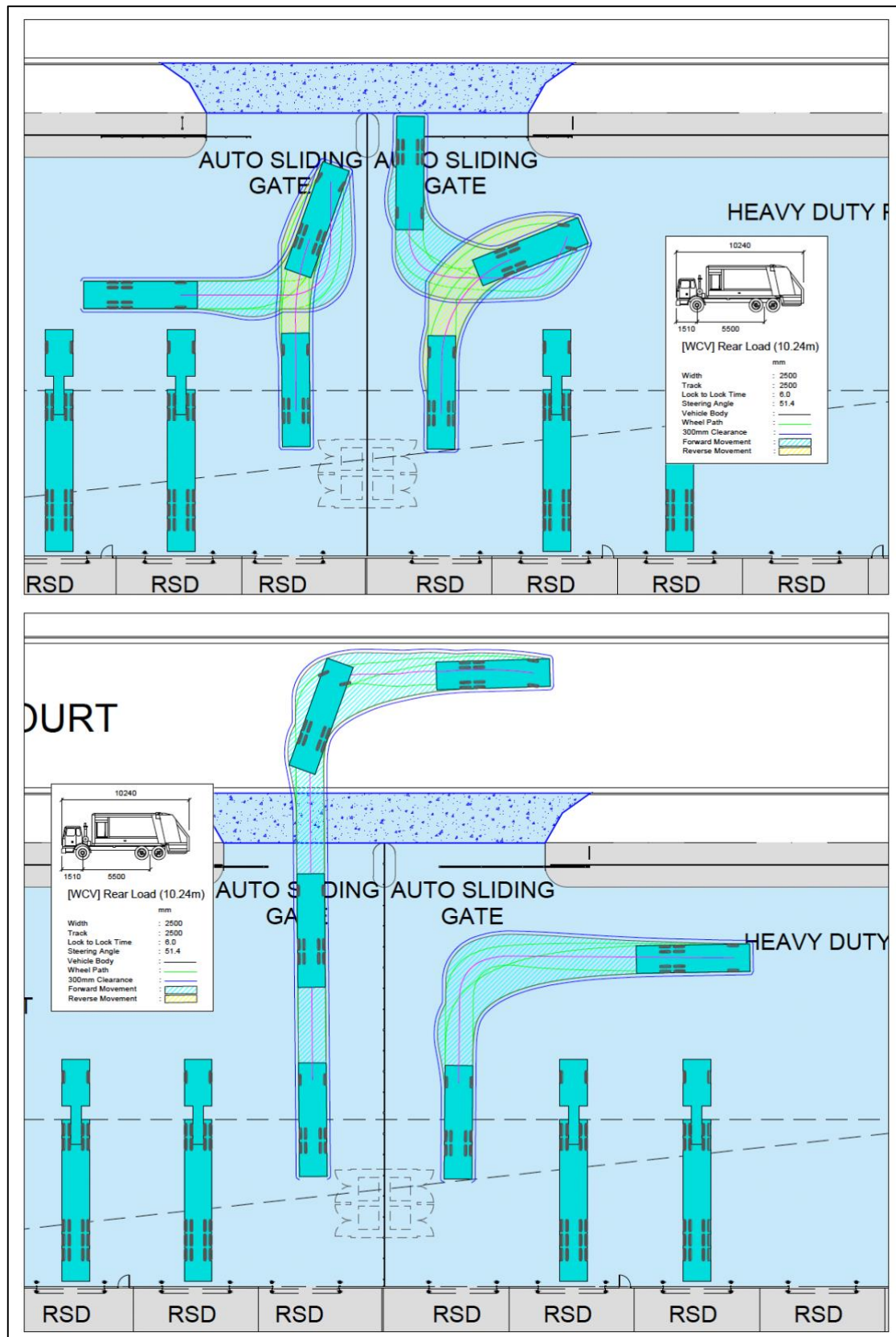
6.2 Provision for Other Heavy Vehicles

The proposed plan of development has been designed to allow vehicles up to an Articulated Vehicle (AV) to satisfactorily access and circulate through the site whilst maintaining 0.5 metres clearance to obstructions at all times.

Swept path analysis of a Heavy Rigid Vehicle (HRV) and Articulated Vehicle (AV) negotiating the proposed arrangements are shown in Figures 6.3 – 6.7.

It is noted that the easternmost loading bay for Warehouse A is suitable for service vehicles up to the size of a Heavy Rigid Vehicle (HRV) only. As shown in Figure 6.3, a HRV can satisfactorily reverse into the loading zone whilst maintaining adequate clearance.

Whilst not required under the City Plan, Figure 6.8 demonstrates that a 26 metre B-Double vehicle will be able to access and manoeuvre through the site satisfactorily.



**FIGURE 6.1 – ON-SITE SERVICE VEHICLE MANOEUVRING
 (FRONT-LOADING WASTE COLLECTION VEHICLE (WCV))**

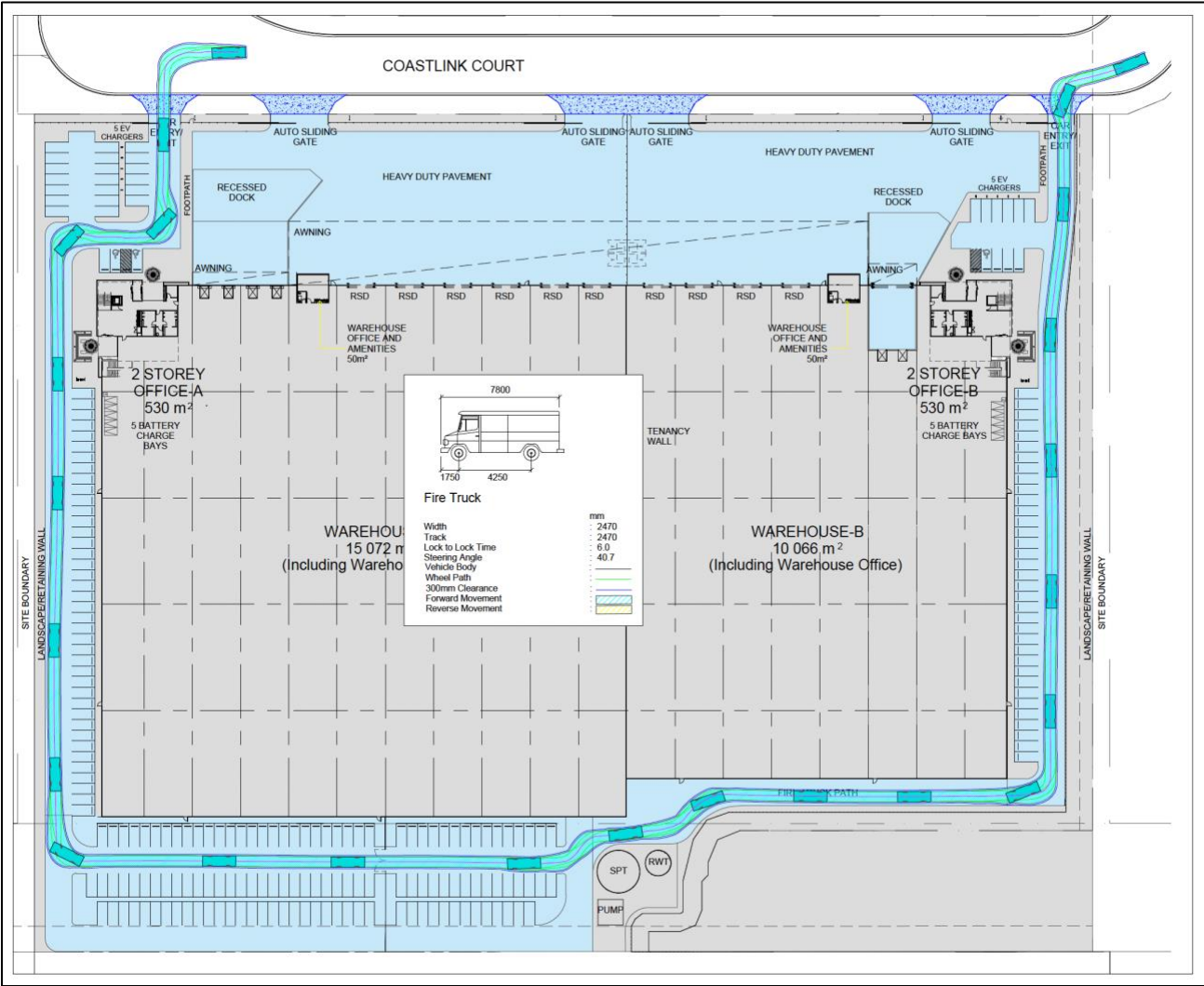


FIGURE 6.2 – ON-SITE SERVICE VEHICLE MANOEUVRING (FIRE TRUCK)

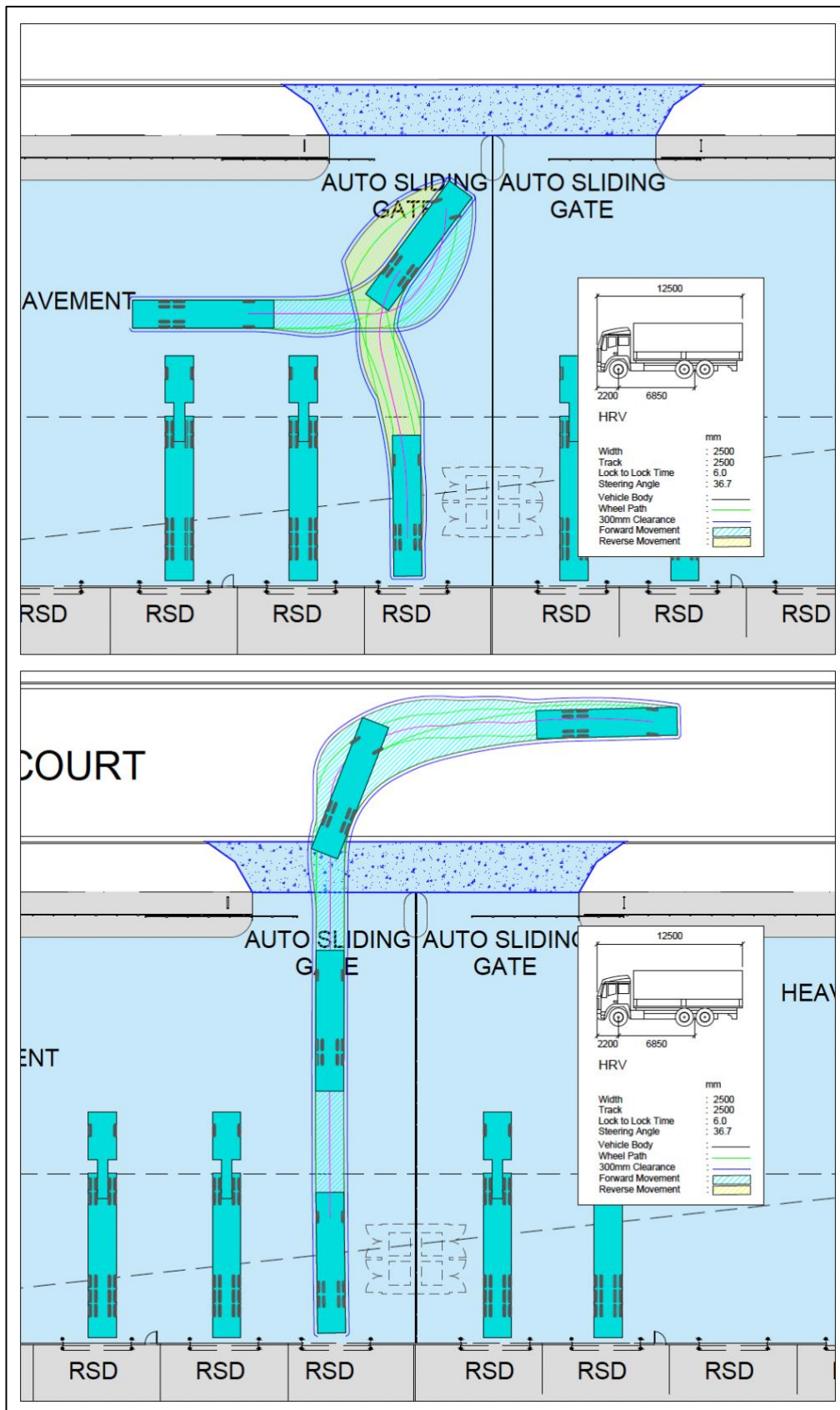


FIGURE 6.3 – ON-SITE SERVICE VEHICLE MANOEUVRING (HEAVY RIGID VEHICLE (HRV))

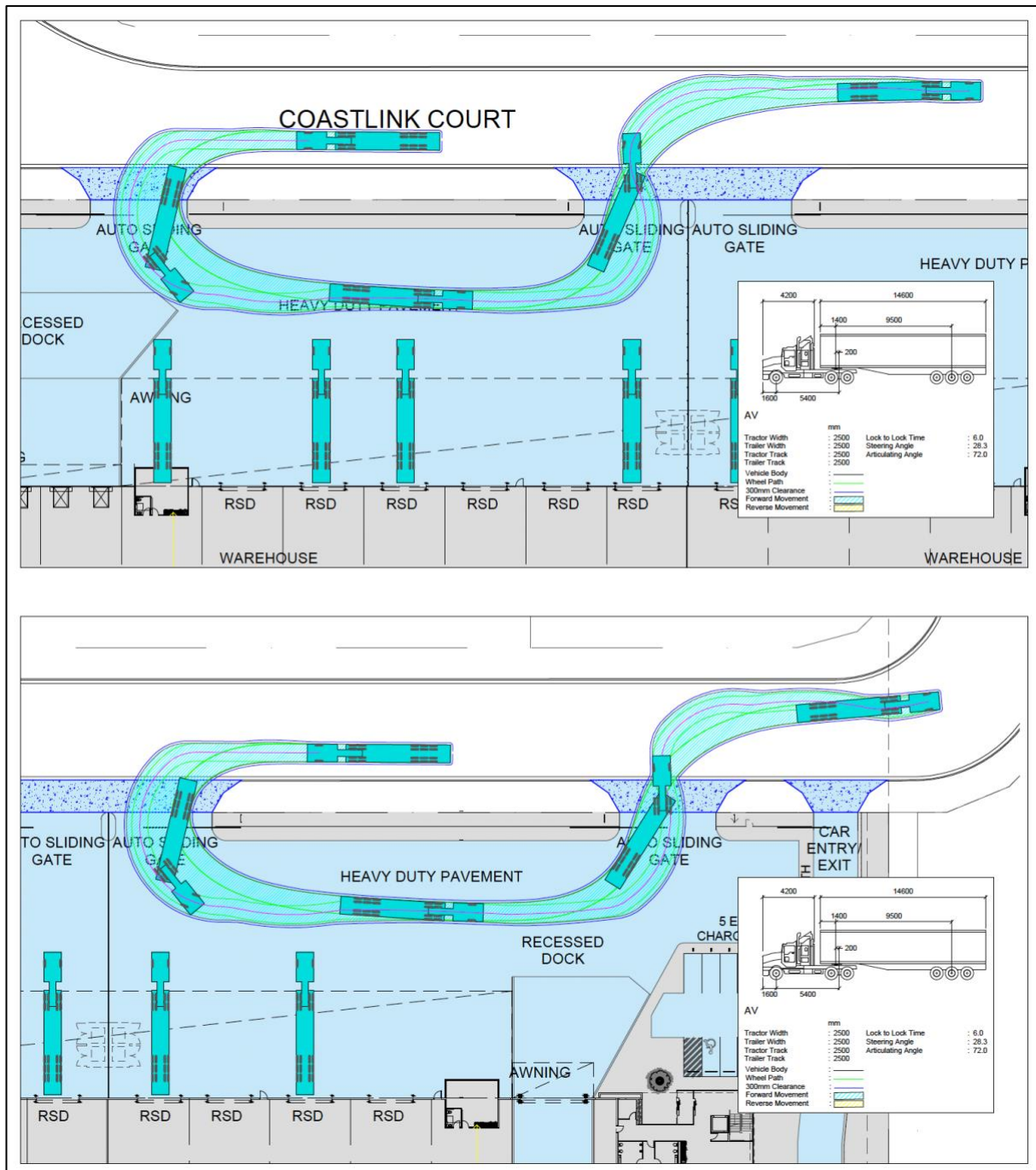


FIGURE 6.4 – ON-SITE SERVICE VEHICLE MANOEUVRING (20 METRE ARTICULATED VEHICLE (AV))

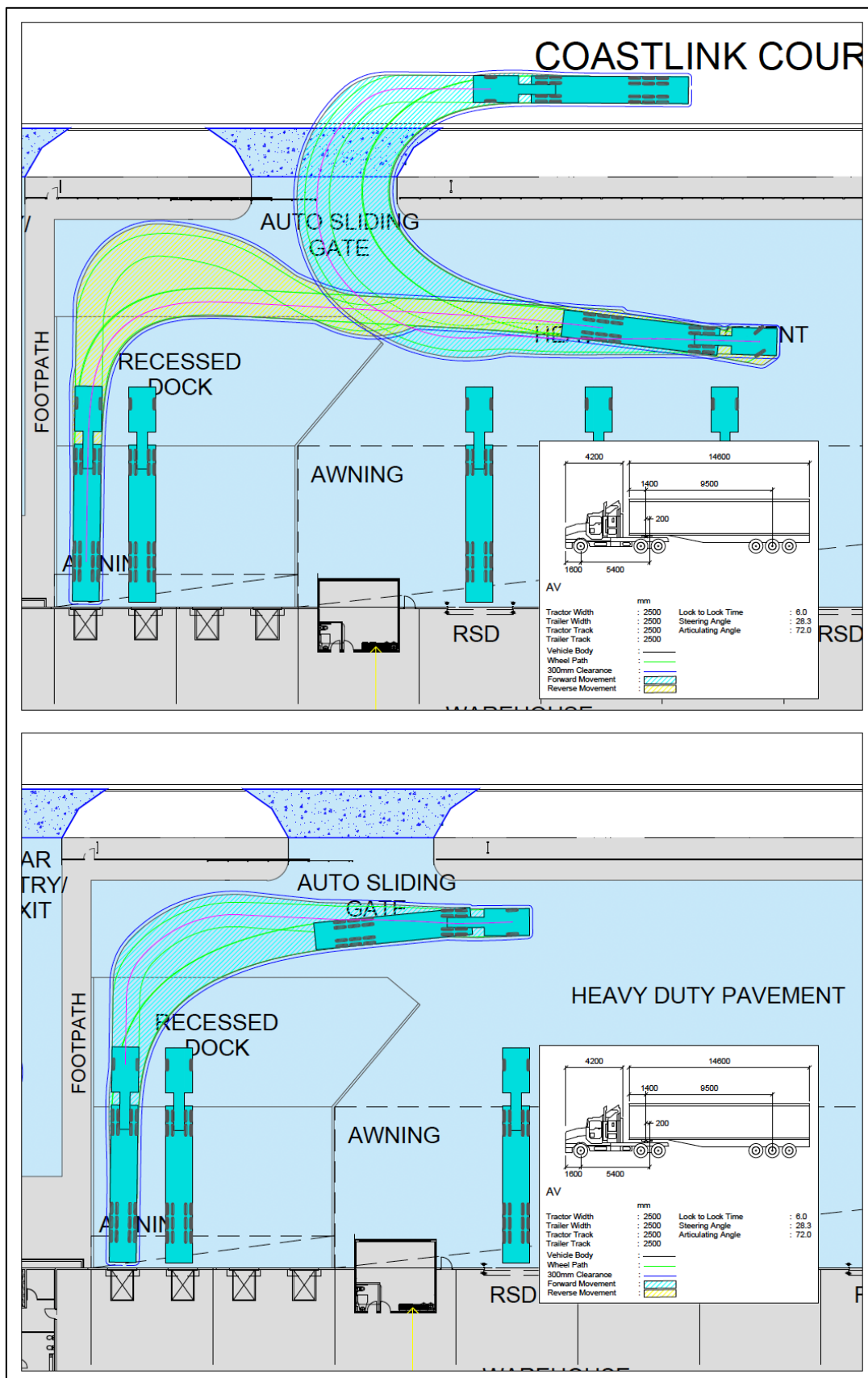


FIGURE 6.5 – ON-SITE SERVICE VEHICLE MANOEUVRING (20 METRE ARTICULATED VEHICLE (AV))

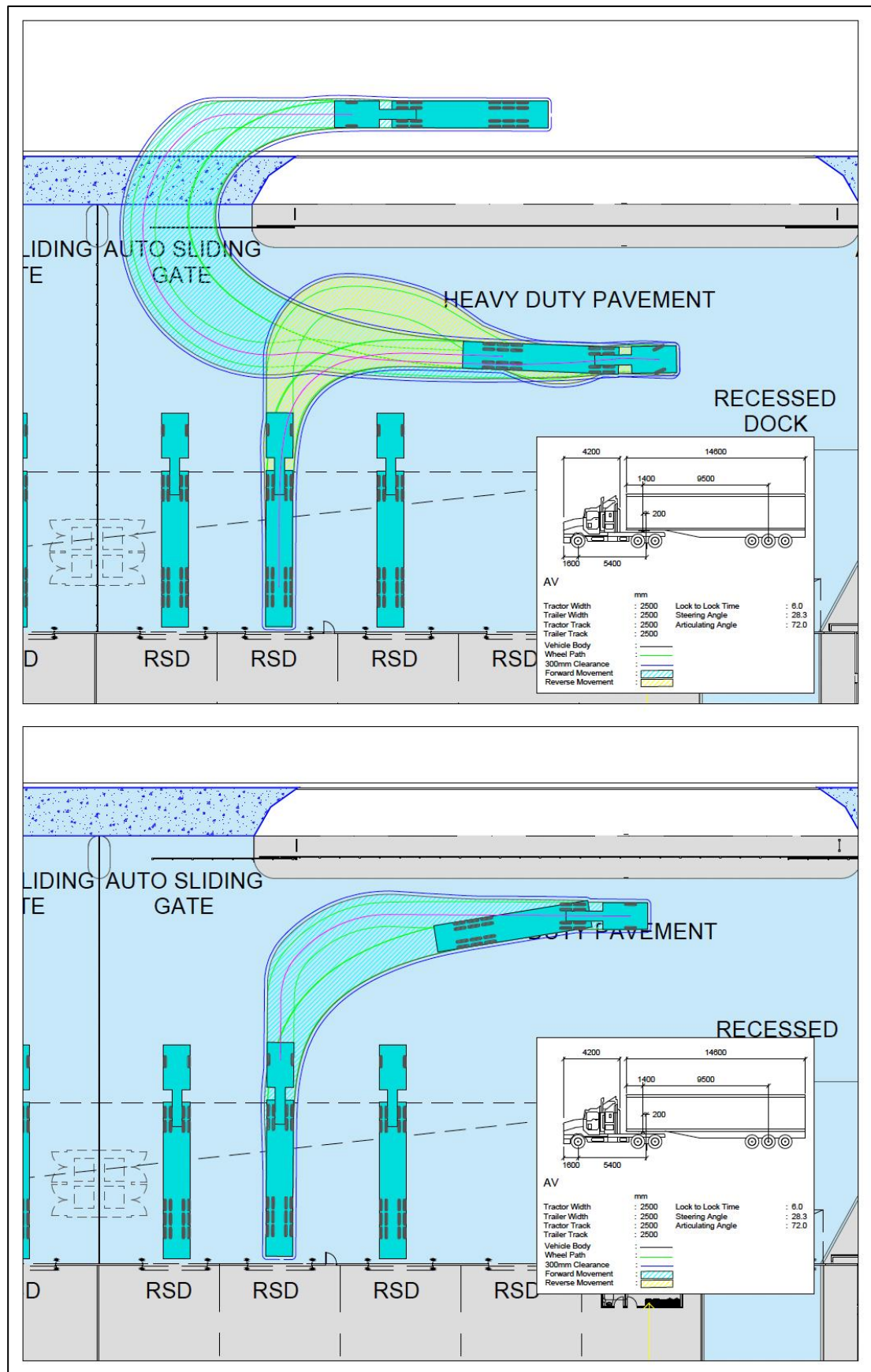


FIGURE 6.6 – ON-SITE SERVICE VEHICLE MANOEUVRING (20 METRE ARTICULATED VEHICLE (AV))



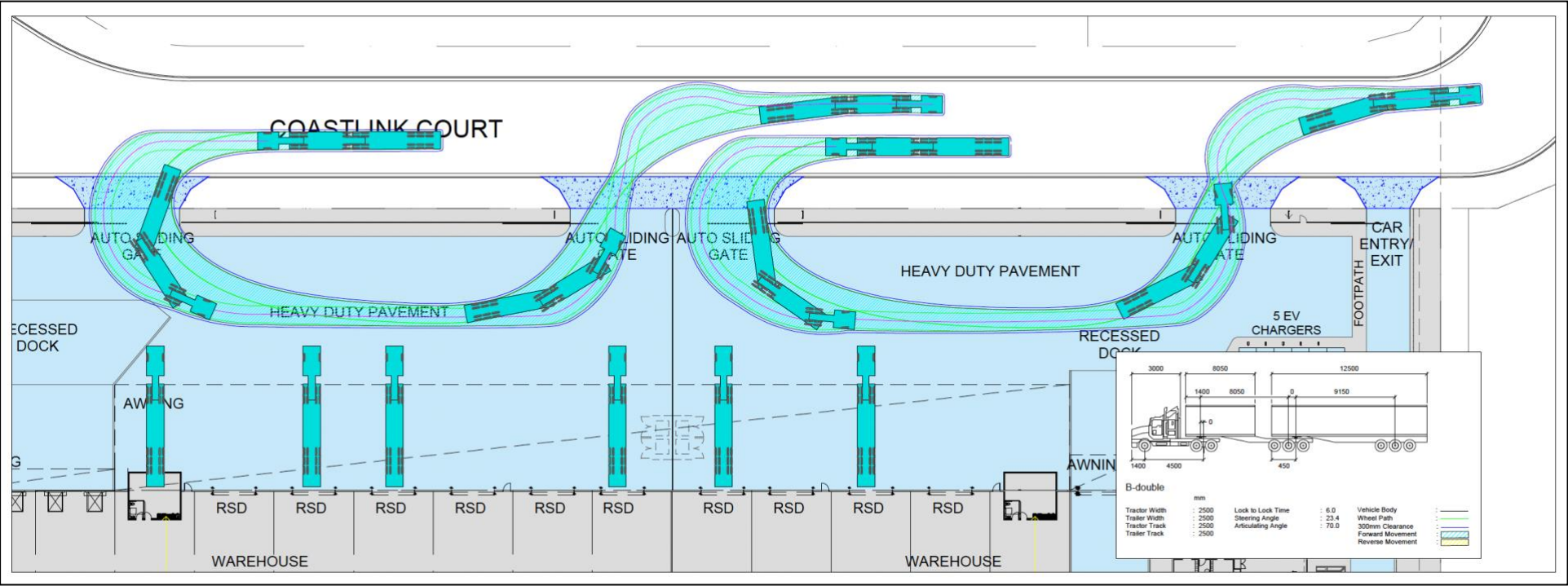


FIGURE 6.8 – ON-SITE SERVICE VEHICLE MANOEUVRING (B – DOUBLE VEHICLE)

7.0 PROVISION FOR PEDESTRIANS AND BICYCLES

In accordance with the *M38 Industrial Place Code – AS41.4*, the following rate applies to the proposed use:

Warehouse:

1 space per 800m² of GFA plus.

Based on the above, the Acceptable Outcome for car parking for the proposed development (23,409m² GFA) is 30 spaces.

Given the location of the site and type of use proposed it is considered that only a very small number of workers would travel by bicycle. Notwithstanding the above, provisions for 10 bicycle parking spaces have been provided adjacent to the office of each tenancy, resulting in a total of 20 bicycle spaces. End of trip facilities (shower and change facilities) will also be available.

The proposal provides for safe access pedestrians with a separate pathway leading from the road frontage to the building entrance, and safe movement through the car park.

8.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The proposed plan of development is for construction of a dual tenancy warehouse and ancillary office for storage and logistics operations with associated signage, landscaping and car parking. The proposal will have a Gross Floor Area (GFA) of 23,409m².
- Application of the rates prescribed in the M38 Industrial Place Code to the proposal yields a minimum requirement of 244 car parking spaces. The proposal provides 230 spaces and therefore is considerably short of the Acceptable Outcome.
- The proposed supply of 230 spaces equates to approximately 0.98 spaces per 100m² GFA. This is considered satisfactory to accommodate the operational demand of the proposed development and is typical for a warehouse use of the scale proposed.
- The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements specified in the Australian Standard publication AS2890.1:2004.
- It is proposed that each tenancy will have three separate crossovers, comprising separate truck entry and exit crossovers, and an additional crossover for light vehicle access to the car park.
- The proposed vehicle crossovers have been designed in accordance with the IPWEA Standard Drawings RS-051 suitable for the intended design vehicle.
- In accordance with the Transport code, the proposed plan of development has been designed to allow vehicles up to an Articulated Vehicle (AV) to satisfactorily access and circulate throughout the site whilst maintaining 0.5 metres to obstructions at all times.
- The proposal also allows for a 26 metre B-Double to access and circulate through the site satisfactorily.

APPENDICES

APPENDIX A – RESPONSE TO CAR PARKING, ACCESS, AND TRANSPORT INTEGRATION CONSTRAINT CODE (2003)

APPENDIX A – RESPONSE TO CAR PARKING, ACCESS, AND TRANSPORT INTEGRATION CONSTRAINT CODE (2003)

Part 7 Codes

Division 3 Constraint Codes

Chapter 4 Car Parking, Access and Transport Integration

1.0 Purpose

To ensure that transport needs, including car parking and service vehicle requirements, associated with the development of land are met by:

- supply of car and bicycle parking facilities;
- provision of loading and service facilities; and
- integration of public transport with private and public development in the City.

Key objectives include:

- a) the availability of car park opportunities that are easy to locate and use, in close proximity to all major developments and uses within the City, with on-site provision available for occupants and on-street provision and/or public car parks available for visitors;
- b) the effective use of all car park infrastructure provided in the City; and
- c) streets that are pedestrian and cyclist friendly.

2.0 Application

- 2.1 This code applies to development indicated as self, code or impact assessable in the Table of Development in the domain or Local Area Plan (LAP) within which the development is proposed.
- 2.2 This code specifically applies to development (whether on private or public land) that requires one or more of the following:
 - private or public car parking;
 - bicycle parking and associated facilities;
 - goods loading and circulation in public or private places; and
 - integration of public transport with private or public development in the City.

-
- 2.3** This code also applies to any development that is proposed for sites identified on Domain Maps or the Priority Infrastructure Plan Maps as being affected by Future Road Requirements, including areas required for future road corridor development.
- 2.4** Where a domain or LAP Place Code contains car parking requirements that differ from this code, the LAP requirements take precedence.
- 2.5** Performance Criteria PC1-PC24 apply to all code and impact assessable development referred to in this code. For development identified as self assessable, in the relevant domain or LAP, only the acceptable solutions to Performance Criteria PC1-PC16 apply.

3.0 Development Requirements

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
----------------------	----------------------	--	---

Development that is Self Assessable, Code Assessable or Impact Assessable

Protection and Preservation of Areas Required for Road Widening, the Provision of Public Transport Facilities or New Transport Corridors

PC1 Land affected by any proposed road realignment or widening must not have development constructed over that part of the land required for road realignment or road widening.	AS1 All sites that are affected by Future Road Requirement as shown on the Domain Maps, do not have buildings or structures erected forward of the indicated building setback line. This requirement does not apply to a fence with a height not exceeding 1.8 metres and a width not exceeding 0.5 metres.	NOT APPLICABLE, THE PROPOSED CHANGE DOES NOT IMPACT ON FUTURE ROAD REQUIREMENTS	
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Port Cocheres

PC2 Where provision is made for a <i>porte cochere</i> , it must be designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the <i>porte cochere</i> and associated access and manoeuvring must accommodate vehicles entirely within the site, including the queuing of vehicles.	AS2 The <i>porte cochere</i> has a minimum vertical clearance of 4.5 metres.	NOT APPLICABLE, PROPOSAL DOES NOT PROVIDE A PORTE COCHERE.	
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Design of Car Parking Areas and Car Park Spaces

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC3 All car parking spaces must be constructed and line marked to the correct size and standard.	AS3.1 All car parking spaces and facilities are constructed, sealed, line marked and maintained in accordance with the layout requirements of AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS3.2 Where the development includes a combination of low turnover and high turnover car spaces, the parking spaces and aisles are designed to the high turnover or Class 3 requirements in AS2980.1 – Parking Facilities Part 1: Off Street Car Parking.	THE PROPOSAL MEETS THE AS	
PC4 Car parking areas must be landscaped to reduce visual impact and to provide opportunities for shade.	AS4 In car parking areas exceeding 300m² in site area: a) at least 5% of the area is landscaped; b) a landscaped buffer, with a minimum height of 600mm and width of 1500mm, is provided along any public street frontage and the common boundary to the adjoining property; and c) one landscaped tree bay is to be provided for every 21 car parking spaces.	THE PROPOSAL MEETS THE AS	

Signs and Line Marking

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC5 Signs and line marking must be provided to indicate the location of the car park and the position of the access points for all car parks used by the public where: a) a car park is located at the rear of the site; b) access to the car park is not located in the main frontage road; c) there are a number of access points serving different parts of the site.	AS5.1 Signs incorporate the standard Service Sign Series 'P' sign, as detailed under Guide Signs in the Manual of Uniform Traffic Control Devices, Queensland. (This does not apply to residential developments with less than 10 units) AS5.2 Signs are used to mark car parking bays which are provided for disabled drivers, motorcycles and special zones, such as bus zones.	THE PROPOSAL MEETS THE AS	

Tandem Car Spaces

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC6 Tandem car parking must only be used in circumstances where no inconvenience arises from its use.	AS6.1 Tandem car parking spaces (ie. two car parking spaces, nose to tail) are counted as one space, except in the following cases: a) the development is for residential purposes; b) the tandem spaces are to be used by the occupants of the site, in one tenancy; c) the car park area is to be operated as a public car park with on-site management. In this case, a tandem car park may be counted as no more than 1.5 car spaces. AS6.2 The minimum length of the tandem car space is 10.4 metres. AS6.3 Tandem garages have a minimum internal length of 11 metres.	NOT APPLICABLE – NO TANDEM SPACES ARE PROPOSED.	

Access to Car Park Areas

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC7 Car parking areas must not cause vehicle queues into the frontage road system or encourage drivers to reverse into the road system.	AS7.1 For developments in excess of 100 residential units with frontage to major roads, a turn round facility with a minimum diameter of 12.0m is provided between the gate and the road. AS7.2 All car parking facilities, except those associated with detached dwellings and duplex dwellings is designed so that all vehicles enter and exist the site in a forward gear. AS7.3 Provision is made for a defined queuing area, free of any parking manoeuvres or internal intersections in accordance with the provisions of the Table to Acceptable Solution AS7.3, for developments comprising of more than two dwelling units and where a security gate is proposed.	THE PROPOSAL MEETS THE AS	

Table to Acceptable Solution AS7.3	
Car Park Capacity (Number of Spaces)	Minimum Queue Length (Vehicles) *
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 250	7
More than 250	7 plus 1% of capacity over 250 spaces

*** Note:** Each vehicle shall be taken to occupy 6.0 metres in length.

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC8 Car parking areas providing more than 20 car parking spaces must allow for the separation of vehicles and pedestrians.	AS8 Sealed pedestrian footpaths, at a gradient not exceeding 1:12, are provided from the car parking area along the shortest possible route to the point of destination.	THE PROPOSAL MEETS THE AS	
PC9 Access to car parking spaces must be provided for employees and visitors.	AS9.1 Car park areas have no gateways, doors or similar devices which restrict vehicular access by employees or visitors.	THE PROPOSAL MEETS THE AS – THE PROPOSAL PROVIDES GATES THAT SEPARATE CAR PARKING FOR EACH TENANCY.	
Driveways and Crossovers			
PC10 Driveways from car parks or developments into public roads must be minimised to reduce interference with public road traffic and pedestrians.	AS10.1 The maximum number of crossovers for residential developments is one for detached dwelling properties and two for multiple unit dwelling complexes. AS10.2 The maximum number of crossovers for non-residential developments is two crossovers per property. AS10.3 A vehicle crossover is separated from any other vehicle crossover by a minimum distance of three metres.	THE PROPOSAL MEETS THE PC – THE PROPOSAL PROVIDES SEPARATE INGRESS AND EGRESS CROSSOVERS FOR HEAVY VEHICLES. SEPERATED CROSSOVERS FOR LIGHT VEHICLE ARE ALSO PROVIDED.	

PC11 All development must make provision for safe access to roads or streets adjacent to the site. Crossovers must be constructed to a standard consistent with the vehicles using the site.	AS11.1 The geometric design of entry and exit driveways conforms with Standard Drawing No 59218 of Planning Scheme Policy 11 – Land Development Guidelines. AS11.2 Access to roads or streets adjacent to the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS11.3 Where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign-posted. AS11.4.1 Access to developments on dual carriageway roads is left in/left out. OR AS11.4.2 A new intersection is provided between the access way and the dual carriageway. AS11.5 Developments with traffic signal controlled or roundabout access to the frontage road dedicate land as public road to accommodate all intersection infrastructure, including traffic signal loops. AS11.6 The boundaries of the frontage road are modified to accommodate all intersection infrastructure within the public road. AS11.7	THE PROPOSAL MEETS THE AS	
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Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	Developments with new traffic signal controlled access, within network traffic systems, provide the necessary infrastructure to integrate the new signals.		

Internal Circulation

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC12 All developments must provide internal circulation to avoid use of the public road system for movement between different car parking and vehicle service areas in the development.	AS12.1 The internal layout of the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS12.2 Parking and circulation aisles have a maximum length of 100 metres. AS12.3 Dead end aisles do not exceed 20 metres in length. AS12.4 Aisle design does not include cross intersections. AS12.5 Car parking space/s is/are not located in areas used for manoeuvring of heavy vehicles. AS12.6 Car parks are designed so that vehicles do not reverse across pedestrian crossings. AS12.7 Speed humps are not provided in entry or exit queuing areas.	THE PROPOSAL MEETS THE AS	

Loading Bay and Set Down Area Requirements

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC13 Development must make provision for loading bays and set down areas for the: a) collection and set down of passengers; b) parking of trailers; c) service vehicle parking; and d) loading and unloading of goods.	AS13 Loading and set down areas are provided consistent with the AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.	THE PROPOSAL MEETS THE AS	
Design Service Vehicle Requirements			
PC14 Development must provide for the required 'design service vehicle' to service the development.	AS14.1 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1. AS14.2 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.2, for sites less than 4,000m² in area that require access by service vehicles. AS14.3 Provision is made for height clearance of 4.5 metres for service station canopies and access clearance height associated with the appropriate design vehicle in other applicable developments. AS14.4 A driveway which caters for heavy vehicles is designed in accordance with AS2890.2 – Off Street Parking Part 2: Commercial Vehicles and Standard Drawing No 59218 Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines.	THE PROPOSAL MEETS THE AS	

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
Aged Persons Accommodation	HRV
Animal Husbandry	AV
Aquaculture	HRV
Bulk Garden Supplies	HRV
Cafe	SRV
Cinema	SRV
Commercial Services	SRV
Community Care Centre	SRV
Community Purposes	SRV
Convenience Shop	SRV
Educational Establishment	SRV
Fast Food Premises	HRV
Freight Depot	AV
Fuel Depot	AV
Funeral Parlour	SRV
Hospital	HRV
Industry	AV
Indoor Recreation including: a) squash court or any other court game; b) meeting place, public hall, pinball parlour, amusement arcade; c) theatre, cinema; d) licensed club; e) skating rink, swimming pool; f) gymnasium; and g) public library, public lecture hall, art gallery, museum, any other indoor recreation.	SRV

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
Kennel	SRV
Manufacturers Shop	HRV
Marina	AV
Marina Shop	SRV
Market	SRV
Medical Centre	SRV
Milk Depot	AV
Mini-Storage Warehousing	HRV
Minor Tourist Facility	SRV
Motel	SRV
Motor Vehicle Repairs	HRV
Night Club	SRV
Outdoor Sport and Recreation: a) tennis court or other court game (where not ancillary to other development); b) lawn bowls; c) skating rinks, swimming pools; d) golf course.	SRV
Office	SRV
Place of Worship	SRV
Reception Room	SRV
Resort Hotel	HRV
Restaurant	SRV
Restricted Club	HRV
Retail Plant Nursery	HRV
Rural Industry	AV

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
Salvage Yard	HRV
Service Industry	SRV
Service Station	AV
Shop	SRV
Shop with GFA of less than 400m ²	SRV
Shop with GFA 400m ² – 1500m ²	HRV
Shop with GFA larger than 1500m ²	AV
Shopping Centre Development	AV
Showroom	HRV
Storage	SRV
Take-Away Food Premises	SRV
Tavern	HRV
Temporary Use	AV
Theatre	SRV
Tourist Shop	SRV
Transit Centre	HRV
Transport Terminal	AV
Vehicle Hire Premises	AV
Vehicle Sales Premises	AV
Warehouse	AV
Waterfront Industry	HRV

Note: SRV: Small Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.
 HRV: Heavy Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.
 AV: Articulated Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.

Table to Acceptable Solution AS14.2

HRV and AV Requirements

Site Area (m²)	Requirement
Less than 1000m ²	Demonstrate that the development can accommodate the particular design vehicle but a separate service bay and associated manoeuvring are not required. Where it can be demonstrated that loading and unloading can take place within the road reserve, without impacting on the safe and efficient operation of traffic and with no detrimental impact on amenity, Council or its delegate may determine that HRV and AV access is not required.
1000m ² – 2000m ²	a) service bay for HRV is required. b) restricted manoeuvring on site for HRV or AV (as required). c) full on-site manoeuvring for other classes of service vehicle is required.
2000m ² – 4000m ²	a) service bay to be provided for HRV or AV (as required). b) restricted manoeuvring on site for AV (as required). c) full on-site manoeuvring for HRV and other classes of service vehicle is required.



APPENDIX I

ACOUSTIC IMPACT ASSESSMENT



VantageYatala



1985

gassman
development
perspectives

planning
environment
landscape
engineering
survey



Proposed Warehouse Development
Lot 301 Coastlink Court
Stapylton

ACOUSTIC REPORT



Client:

Frasers Property
ATTN: James Jarimba

Reference:

2025059 R01C lot 301 Vantage Yatala Estate ENV.docx

Date Issued:

17th March 2025

Document Information

Contact Details

Acoustic Works
Unit 17/10 Benson Street
Toowong QLD 4066
(07) 3393 2222
ABN: 56 157 965 056

PO Box 4066
Toowong
QLD 4151

Greg Pearce
Email: gpearce@acousticworks.com.au

Mark Enersen
Email: menersen@acousticworks.com.au

Report Register

Date	Revision	Author	Reviewer
18/02/25	R01A	Benjamin Rushton	Greg Pearce
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1. Introduction

This report is in response to a request by Frasers Property for an environmental noise assessment of a proposed warehouse development to be located on the Vantage Yatala subdivision, located at Approved Lot 301 Coastlink Court, Stapylton. To facilitate the assessment, unattended noise monitoring was conducted in the vicinity of nearby residence to establish the criteria for onsite activities. Based on the data obtained, onsite activities were assessed to surrounding sensitive receivers with recommendations for acoustic treatments specified in this report.

2. Site Description

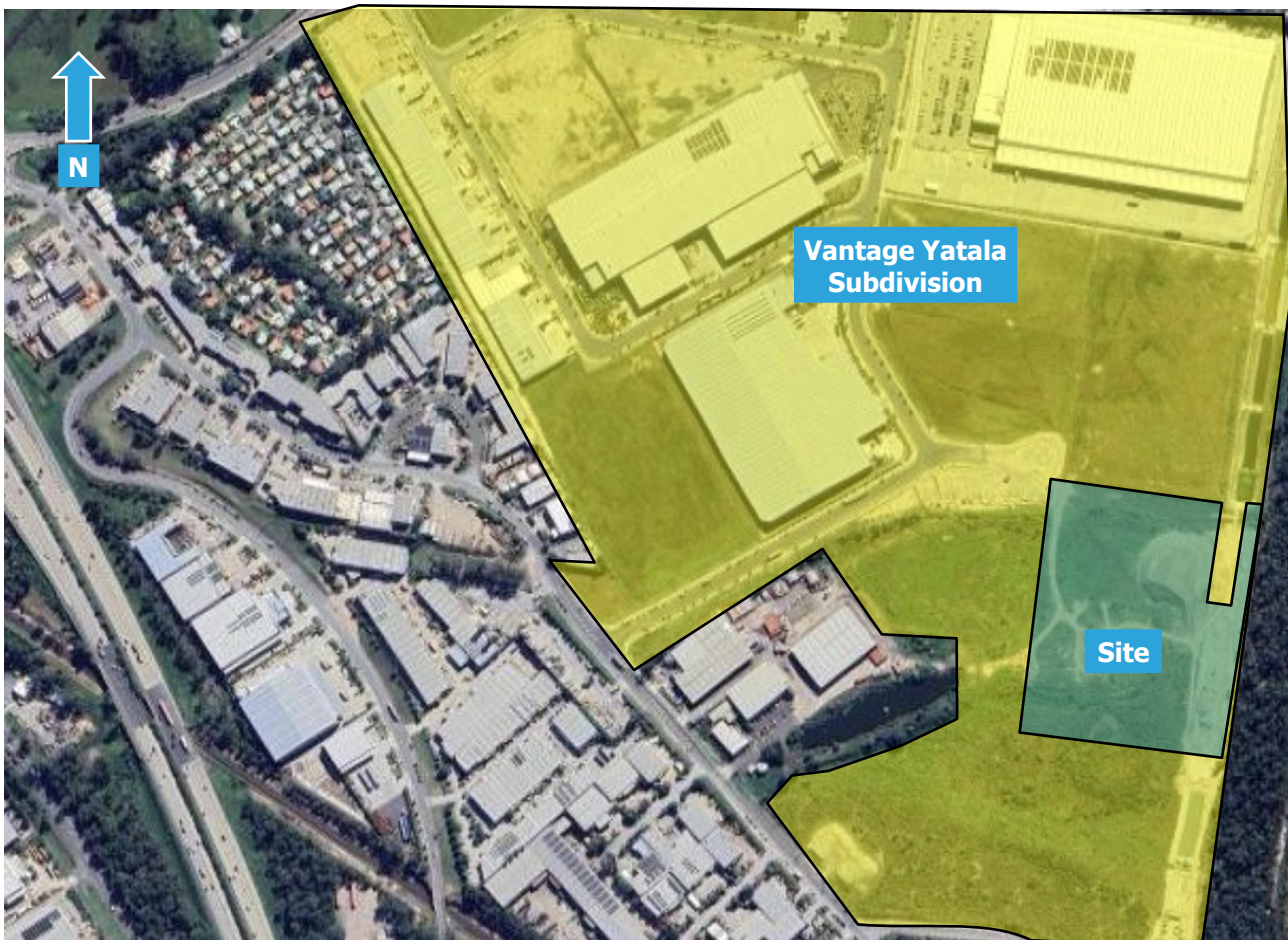
2.1 Site Location

The proposed site is described by the following:

Approved Lot 301 Coastlink Court, Stapylton
Lot 301 (part of current Lot 505 on SP316171)

Refer to Figure 1 for site location.

Figure 1: Site Location (Not to Scale)



A comprehensive site survey was conducted on the 12th February 2025 and identified the following:

- a) The site is currently vacant.
- b) The surrounding area consists primarily of industrial/commercial land uses.
- c) Single storey and highset dwellings are located to the northwest.
- d) Stapylton Jacobs Well Road separates the site from agricultural/rural residential land uses to the north.
- e) The Pacific Motorway is located approximately 700m west of the site.

2.2 Proposal

The proposal seeks Construction of a dual tenancy warehouse and ancillary office for storage and logistics operations with associated signage, landscaping and car parking. The proposal consists of the following:

- Total site area of 50,931m².
- Warehouses – Total area of 26,138m²
- 2 storey office with an area of 1060m².
- Warehouse Amenities.
- Proposed 24/7 hours of operation.
- 230 car parking spaces with site access via Coastlink Court.

Refer to the Appendix for development plans.

2.3 Acoustic Environment

The acoustic environment of the surrounding area is primarily affected by existing industrial/commercial activities in the area and road traffic noise from Stapylton Jacobs Well Road and the Pacific Motorway.

3. Equipment

The following equipment was used to record noise levels:

- Rion NL42 Environmental Noise Monitor
- Pulsar 105 Sound Calibrator

The Environmental Noise Monitor holds current NATA Laboratory Certification and was field calibrated before and after the monitoring period, with no significant drift from the reference signal recorded.

4. Receivers and Noise Monitoring

4.1 Receiver Locations

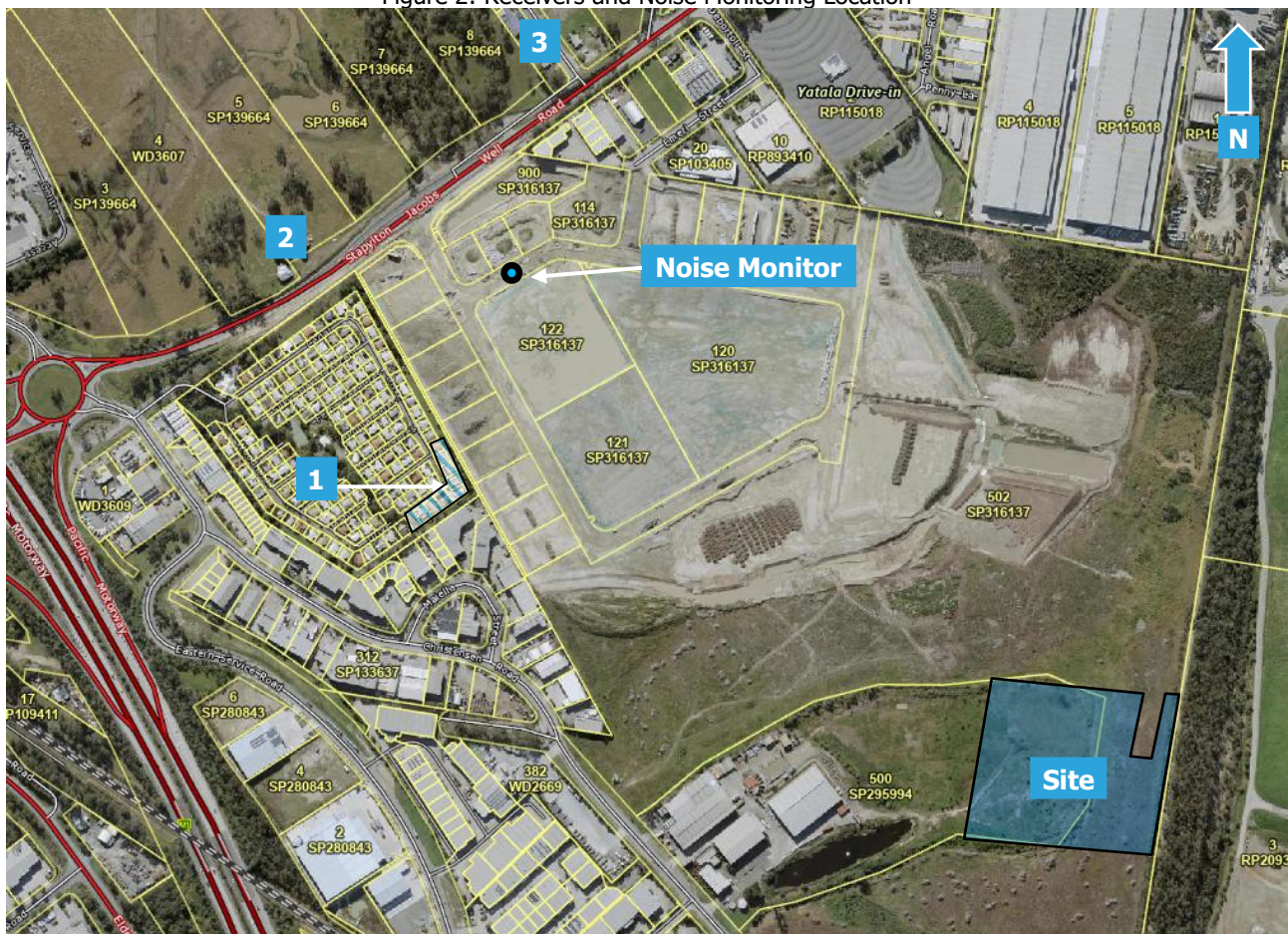
The nearest residential receiver locations were identified as follows;

1. Single storey and highset dwellings fronting Cedar Drive to the northwest.
2. Highset dwelling at 33 Stapylton Jacobs Well Road to the northwest.
3. Residential land uses at Hillside Drive to the north.

These locations were chosen as being representative of the nearest residential receivers to the proposed development.

Refer to Figure 2 for receiver locations.

Figure 2: Receivers and Noise Monitoring Location



4.2 Unattended Ambient Noise Monitoring

A Rion NL42 environmental noise monitor was placed onsite at 60 Stapylton Jacobs Well Road to measure existing ambient noise levels. The monitor was located in a free field position with the microphone approximately 1.4 metres above ground surface level. The noise monitor was set to record noise levels between the 11th and 24th of October 2019.

The environmental noise monitor was set to record noise levels in "A" Weighting, Fast response using 15-minute statistical intervals. Ambient noise monitoring was conducted generally in accordance with Australian Standard AS1055:2018 *Acoustics – Description and measurement of environmental noise*. For the unattended noise monitoring location refer to Figure 2.

5. Measured Noise Levels

The following table presents the results from the unattended noise survey. Any periods of inclement weather or extraneous noise were omitted from the measurements prior to determining the results.

5.1 Ambient Noise Levels

The measured ambient noise levels measured at the monitoring location are as follows;

Table 1: Measured ambient noise levels – all time periods

Day	Date	L90 dB(A)		
		Day	Evening	Night
Saturday	12/10/19	53	50	45
Sunday	13/10/19	48	47	46
Monday	14/10/19	50	53	48
Tuesday	15/10/19	51	56	49
Wednesday	16/10/19	52	52	52
Thursday	17/10/19	53	55	52
Friday	18/10/19	48	50	50
Saturday	19/10/19	45	53	46
Sunday	20/10/19	49	47	46
Monday	21/10/19	49	48	46
Tuesday	22/10/19	48	49	49
Wednesday	23/10/19	47	47	49
Overall value		49	51	48

Refer to the appendix for graphical representation.

6. Noise Criteria

6.1 Environmental Noise Criteria

The noise criteria as applied by City of Gold Coast are as follows;

6.1.1 Acoustic Quality Objectives

Table 2 presents the acoustic quality objectives at noise sensitive receptors as detailed in Schedule 1 of the Environmental Protection Policy (Noise) 2008.

Table 2: Acoustic Quality Objectives at Noise Sensitive Properties

Sensitive Receptor	Time of Day	Acoustic Quality Objectives, dB(A)		
		$L_{Aeq,adj,1hr}$	$L_{A10,adj,1hr}$	$L_{A1,adj,1hr}$
Dwelling (outdoors)	Day and Evening (7am – 10pm)	50	55	65
Dwelling (Indoors)	Day and Evening (7am – 10pm)	35	40	45
	Night (10pm – 7am)	30	35	40

6.1.2 Background Creep

The Background Creep criteria are as follows;

Time-varying noise:

$$L_{Aeq,adj,T} \leq \text{Ambient } L_{A90,T} + 5\text{dB(A)}$$

Steady-state noise:

$$L_{A90,T} \leq \text{Ambient } L_{A90,T}$$

The time period (T) is a time interval of at least 15 minutes, or if the noise continues for less than 15 minutes, the duration of the noise source.

Based on the results of ambient noise monitoring, the project specific background creep noise limits are shown in Table 3.

Table 3: Background creep noise limits

Time Period	Noise Level Limits SPL dBA	
	$L_{Aeq,adj,T}$	$L_{A90,T}$
Day 7am – 6pm	54	49
Evening 6pm – 10pm	56	51
Night 10pm – 7am	53	48

6.1.3 Sleep Disturbance Criteria

Criteria for sleep disturbance under the WHO Guideline is addressed is as follows:

"As a rule for planning for short-term or transient noise events, for good sleep over 8 hours the indoor sound pressure level measured as a maximum instantaneous value should not exceed approximately 45 dB(A) $L_{A,(Max)}$ more than 10 or 15 times per night'.

7. Onsite Activities

Noise associated with the development was assessed based on previous measurements of similar activities. The calculations assume that the nominated activities are located at the closest representative point within the development site to each receiver location. Any relevant shielding, building transmission loss or recommended acoustic screens are taken into account for these activities.

7.1.1 Acoustic Quality Objectives

The average maximum noise source levels and predicted levels at the receiver locations are shown in Table 4. Note: L_{A10} and L_{A1} results are not shown in cases where the total duration of the events is less than the minimum time required e.g. $L_{A10(1hr)}$ requires noise events to occur for at least 360 seconds of an hour long period. L_{Aeq} results are not shown where the calculated total is less than 0dBA.

Table 4: Acoustic quality objective noise levels, 1 hour

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7.1.2 Background Creep

Based on assessment of all time periods, the noise source levels and predicted impacts at the receiver locations are shown as follows;

Table 5: Background Creep noise levels, 15 minutes

Receiver	Receivers																						
	1. Cedar Drive (NW) 2. 33 Stapylton Jacobs Well Road (NW) 3. Hillside Drive (N)																						
		Source Leq@1m dB(A)	Correction dB(A)*	Corrected dB(A)	No. of events per 15min Day	No. of events per 15min Eve	No. of events per 15min Night	Duration per event	Distance (m)	Inc	Barrier screening dB	Building TL dB	Building Screening dB	Dist atten. @-6dB/dd	Laeq adj, T ext. dB(A) Day	Laeq adj, T ext. dB(A) Eve	Laeq adj, T ext. dB(A) Night	Laeq 15 min Compliance					
	Description																	Day	Eve	Night			
	Criteria																	54	56	53			
1	Voice conversation External Car Park	68		68	1	1	1	900	681				-6	-57	5		5	Yes	Yes	Yes			
	Car passby	71		71	10	5	2	15	653				-6	-57				Yes	Yes	Yes			
	Car start	72	2	74	10	5	2	2	677				-6	-57				Yes	Yes	Yes			
	Car door closure	71	2	73	10	5	2	2	677				-6	-57				Yes	Yes	Yes			
	Warehouse Activities	75		75	5	2	1	900	735				-6	-58	18	14	11	Yes	Yes	Yes			
	Forklift reverse	89	5	94	7	5	2	240	677				-6	-57	34	32	28	Yes	Yes	Yes			
	Forklift (external)	84		84	7	5	2	10	677				-6	-57	10	8	4	Yes	Yes	Yes			
	Forklift (internal)	84		84	7	5	2	10	737				-6	-58	9	7	3	Yes	Yes	Yes			
	Truck air brakes	100	2	102	5	3	2	2	659				-6	-57	19	17	15	Yes	Yes	Yes			
	Truck starting	90	2	92	1	1	1	900	677				-6	-57	29	29	29	Yes	Yes	Yes			
Truck manoeuvring	86		86	5	3	2	30	677				-6	-57	15	13	11	Yes	Yes	Yes				
	Total													35	34	32	Yes	Yes	Yes				
	Criteria																	54	56	53			
2	Voice conversation External Car Park	68		68	1	1	1	900	964				-6	-60	2	2	2	Yes	Yes	Yes			
	Car passby	71		71	10	5	2	15	932				-6	-59				Yes	Yes	Yes			
	Car start	72	2	74	10	5	2	2	963				-6	-60				Yes	Yes	Yes			
	Car door closure	71	2	73	10	5	2	2	963				-6	-60				Yes	Yes	Yes			
	Warehouse Activities	75		75	5	2	1	900	1022				-6	-60	16	12	9	Yes	Yes	Yes			
	Forklift reverse	89	5	94	7	5	2	240	956				-6	-60	31	30	26	Yes	Yes	Yes			
	Forklift (external)	84		84	7	5	2	10	956				-6	-60	7	6	2	Yes	Yes	Yes			
	Forklift (internal)	84		84	7	5	2	10	1023				-6	-60	7	5	1	Yes	Yes	Yes			
	Truck air brakes	100	2	102	5	3	2	2	945				-6	-60	17	15	13	Yes	Yes	Yes			
	Truck starting	90	2	92	1	1	1	900	956				-6	-60	26	26	26	Yes	Yes	Yes			
Truck manoeuvring	86		86	5	3	2	30	956				-6	-60	13	10	9	Yes	Yes	Yes				
	Total													33	32	29	Yes	Yes	Yes				
	Criteria																	54	56	53			
3	Voice conversation External Car Park	68		68	1	1	1	900	894				-6	-60	2	2	2	Yes	Yes	Yes			
	Car passby	71		71	10	5	2	15	861				-6	-59				Yes	Yes	Yes			
	Car start	72	2	74	10	5	2	2	874				-6	-59				Yes	Yes	Yes			
	Car door closure	71	2	73	10	5	2	2	874				-6	-59				Yes	Yes	Yes			
	Warehouse Activities	75		75	5	2	1	900	938				-6	-59	17	13	10	Yes	Yes	Yes			
	Forklift reverse	89	5	94	7	5	2	240	890				-6	-59	32	30	26	Yes	Yes	Yes			
	Forklift (external)	84		84	7	5	2	10	890				-6	-59	8	6	2	Yes	Yes	Yes			
	Forklift (internal)	84		84	7	5	2	10	949				-6	-60	7	6	2	Yes	Yes	Yes			
	Truck air brakes	100	2	102	5	3	2	2	863				-6	-59	18	16	14	Yes	Yes	Yes			
	Truck starting	90	2	92	1	1	1	900	890				-6	-59	27	27	27	Yes	Yes	Yes			
Truck manoeuvring	86		86	5	3	2	30	890				-6	-59	13	11	9	Yes	Yes	Yes				
	Total													33	32	30	Yes	Yes	Yes				

*Correction due to tonality and impulsiveness as per AS1055:1997.

Compliance is predicted for all onsite activities during the proposed operating hours.

7.1.3 Sleep Disturbance Criteria

The noise source levels and predicted levels of noise at the receiver locations are shown in Table 7.

Table 6: Sleep Disturbance Criteria

Receiver	Receivers												Complies Night dB(A)
	1. Cedar Drive (NW) 2. 33 Stapylton Jacobs Well Road (NW) 3. Hillside Drive (N)	Source Lmax @1m dB(A)	Correction dB(A) *	Corrected dB(A)	Distance (m)	No Barrier (height (m)	Barrier screening dB	Building TL dB	Building Screening dB	Dist atten. @-6dB/dd	Lamax adj,T ext. dB(A)	Lamax adj,T int. dB(A)	
	Description												
	Criteria												45
1	Voice conversation External Car Park	74		74	681				-6	-57	11	6	Yes
	Car passby	77		77	653				-6	-56	15	10	Yes
	Car start	77	2	79	677				-6	-57	16	11	Yes
	Car door closure	85	2	87	677				-6	-57	24	19	Yes
	Warehouse Activities	86		86	735				-6	-57	23	18	Yes
	Forklift reverse	94	5	99	677				-6	-57	36	31	Yes
	Forklift (external)	90		90	677				-6	-57	27	22	Yes
	Forklift (internal)	90		90	737				-6	-57	27	22	Yes
	Truck air brakes	105	2	107	659				-6	-56	45	40	Yes
	Truck starting	97	2	99	677				-6	-57	36	31	Yes
	Truck manouevring	90		90	677				-6	-57	27	22	Yes
	Criteria												45
2	Voice conversation External Car Park	74		74	964				-6	-60	8	3	Yes
	Car passby	77		77	932				-6	-59	12	7	Yes
	Car start	77	2	79	963				-6	-60	13	8	Yes
	Car door closure	85	2	87	963				-6	-60	21	16	Yes
	Warehouse Activities	86		86	1022				-6	-60	20	15	Yes
	Forklift reverse	94	5	99	956				-6	-60	33	28	Yes
	Forklift (external)	90		90	956				-6	-60	24	19	Yes
	Forklift (internal)	90		90	1023				-6	-60	24	19	Yes
	Truck air brakes	105	2	107	945				-6	-60	41	36	Yes
	Truck starting	97	2	99	956				-6	-60	33	28	Yes
	Truck manouevring	90		90	956				-6	-60	24	19	Yes
	Criteria												45
3	Voice conversation External Car Park	74		74	894				-6	-59	9	4	Yes
	Car passby	77		77	861				-6	-59	12	7	Yes
	Car start	77	2	79	874				-6	-59	14	9	Yes
	Car door closure	85	2	87	874				-6	-59	22	17	Yes
	Warehouse Activities	86		86	938				-6	-59	21	16	Yes
	Forklift reverse	94	5	99	890				-6	-59	34	29	Yes
	Forklift (external)	90		90	890				-6	-59	25	20	Yes
	Forklift (internal)	90		90	949				-6	-60	24	19	Yes
	Truck air brakes	105	2	107	863				-6	-59	42	37	Yes
	Truck starting	97	2	99	890				-6	-59	34	29	Yes
	Truck manouevring	90		90	890				-6	-59	25	20	Yes

*Correction due to tonality and impulsiveness as per AS1055:1997.

Compliance is predicted for all onsite activities during the proposed operating hours.

8. Recommendations

8.1 Onsite Activities

Compliance is predicted for the proposed 24/7 operation of the site without the need for further acoustic treatment.

8.1.1 Onsite Mechanical Plant

No information regarding any new mechanical services was available at the time of the assessment. We recommend that any new mechanical plant is designed to comply with the criteria stated in Section 6.1.2 with an assessment by qualified acoustic consultant to be conducted prior to installation.

9. Conclusion

An environmental noise assessment was conducted for the proposed warehouse facility at Lot 301 Coastlink Court Stapylton. On the condition the recommendations detailed in Section 8 are implemented, compliance is predicted with City of Gold Coast assessment criteria.

If you should have any queries please do not hesitate to contact us.

Report Prepared By



Benjamin Rushton

Acoustic Consultant

acousticworks)))

10.Appendices

10.1 Development Plans

LOT-301 PROPOSED INDUSTRIAL DEVELOPMENT

AT
"VANTAGE YATALA"
COASTLINK COURT, STAPYLTON, QUEENSLAND

Q23-002A-DA-001
Q23-002A-DA-002
Q23-002A-DA-003
Q23-002A-DA-110
Q23-002A-DA-111
Q23-002A-DA-200
Q23-002A-DA-500

TITLE SHEET
SITE PLAN
IMPERVIOUS PLAN
OFFICE-A PLAN
OFFICE-B PLAN
BUILDING ELEVATIONS
BUILDING FINISHES



FRASER'S PROPERTY INDUSTRIAL
LEVEL 2, 6 BOONAH STREET,
WEST END, QLD 4101
P+617 5588 7862

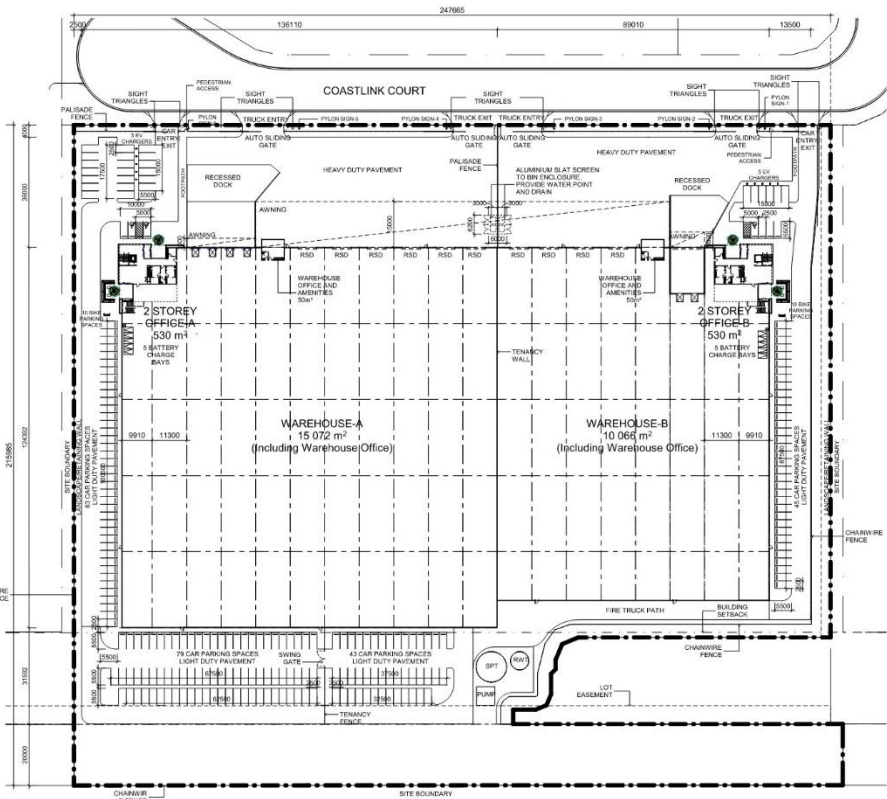
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LOT-301 PROPOSED INDUSTRIAL DEVELOPMENT
"VANTAGE YATALA" COASTLINK COURT,
STAPYLTON, QUEENSLAND

TITLE SHEET

DEVELOPMENT APPROVAL

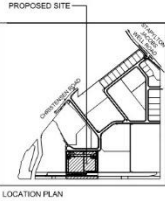
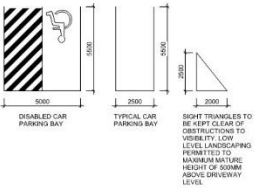
JOB Q23-002A-DA-001 DATE 14.03.25
SCALE N/A DRN KL REV A



REV	DESCRIPTION	DATE
A	ISSUE FOR DA	14.03.25

DEVELOPMENT SUMMARY

SITE AREA	50,931 m²
WAREHOUSE A + B	25,158 m²
2 STOREY OFFICE A + B	1060 m²
TOTAL BUILDING AREA	26,198 m²
AWNING	2,106 m²
HEAVY DUTY PAVEMENT	6,715 m²
LIGHT DUTY PAVEMENT	7,545 m²
CAR PARKING PROVIDED	230
EFFICIENCY	51.4%
SITE COVERAGE (GROUND FLOOR BUILDING + AWNING/SITE AREA)	54.4%



DEVELOPMENT APPROVAL



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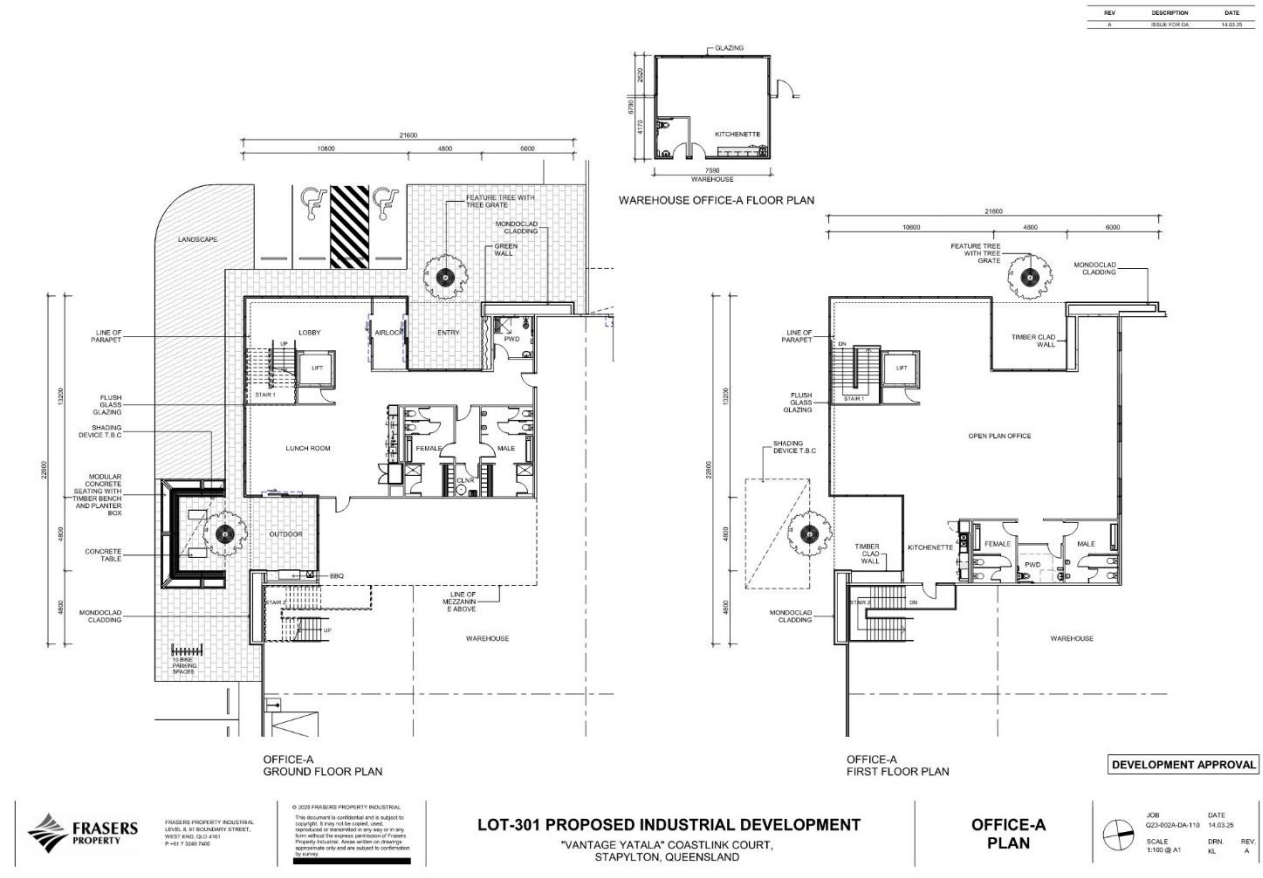
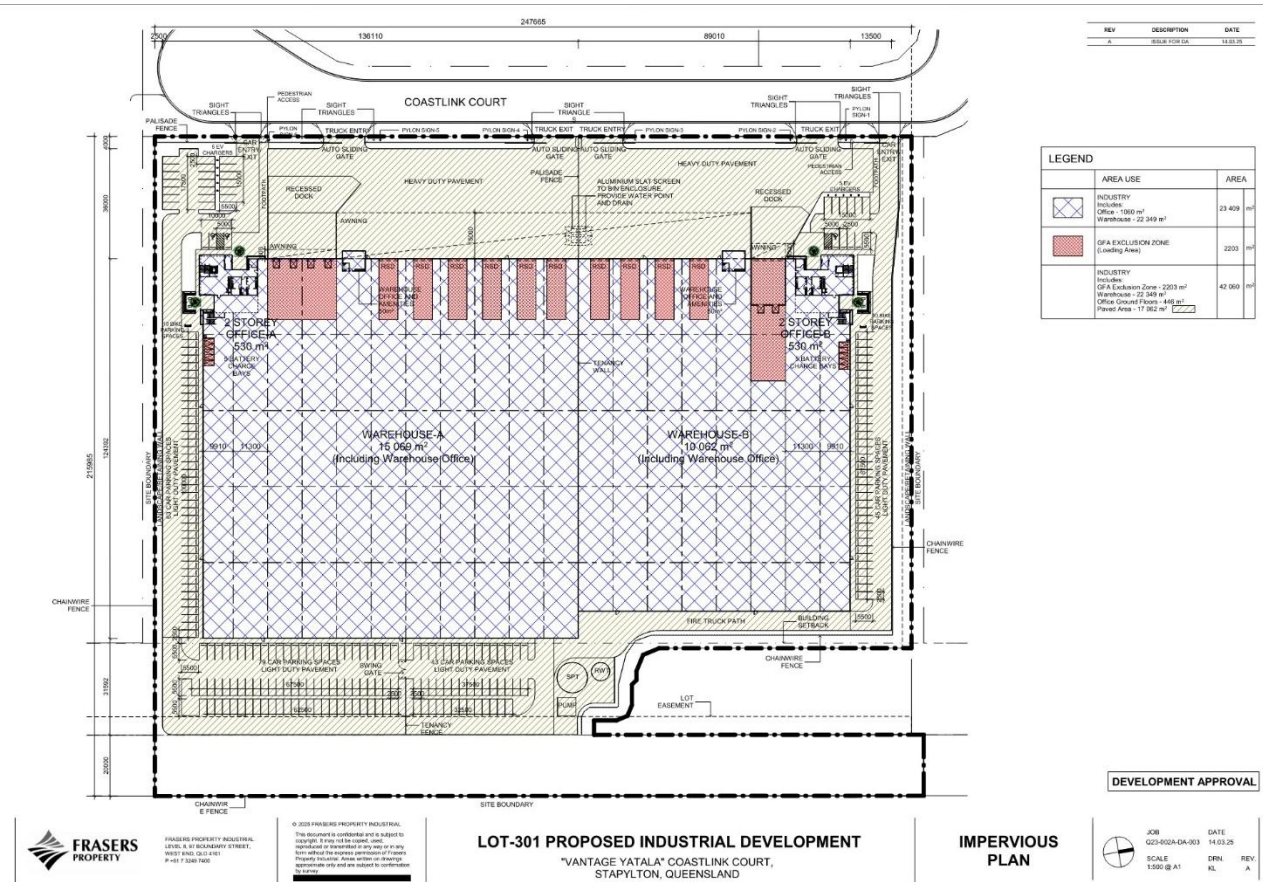
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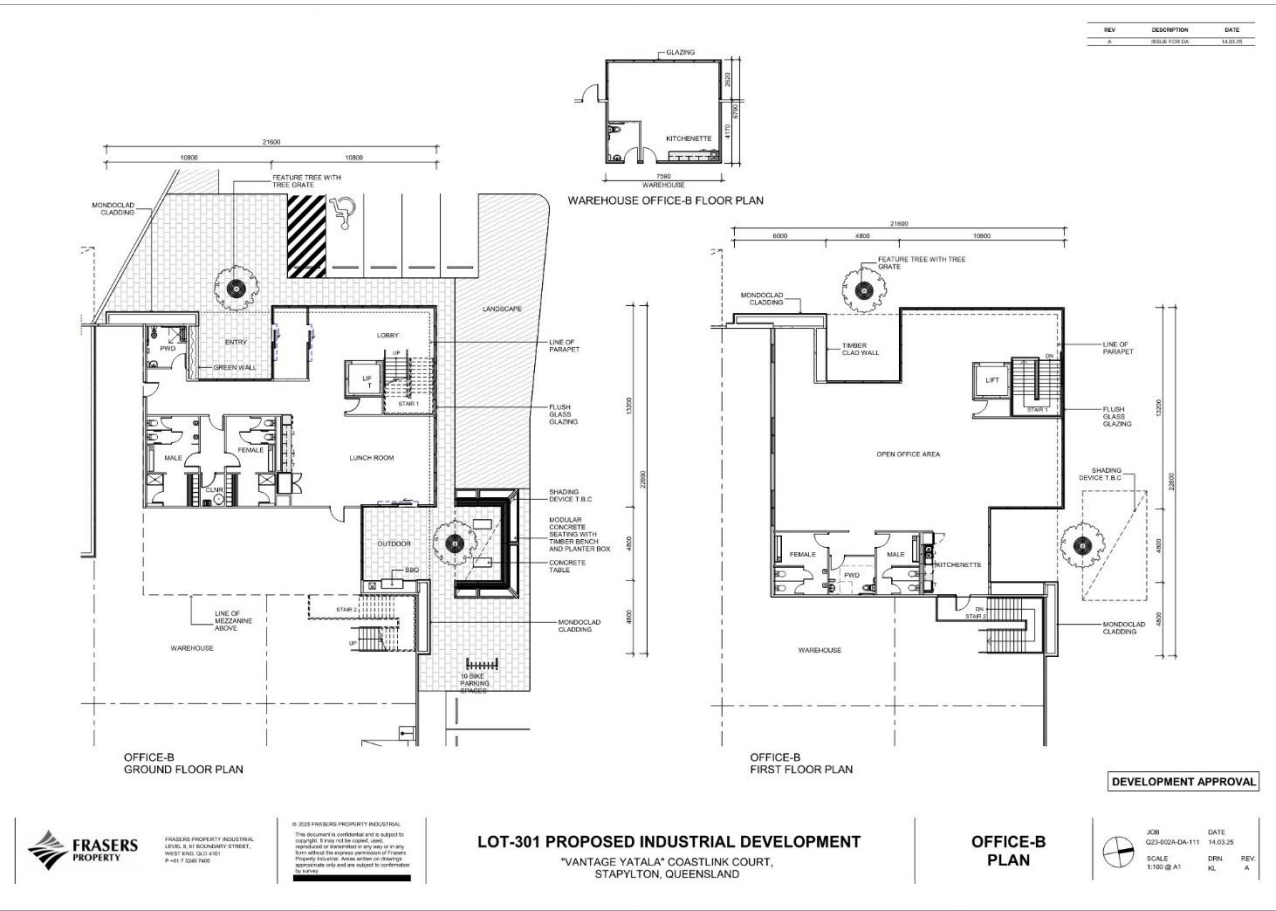
LOT-301 PROPOSED INDUSTRIAL DEVELOPMENT
"VANTAGE YATALA" COASTLINK COURT,
STAPYLTON, QUEENSLAND

SITE PLAN



JOB Q23-002A-DA-002 DATE 14.03.25
SCALE 1:500 @ A1 DRN KL REV A





REV	DESCRIPTION	DATE
A	ISSUE FOR DA	14.03.25



LEGEND	
[Color swatch]	E-01 WAREHOUSE WALL, GUTTERS, CAPPING, DOWNPIPES, SPRINKLER AND RAINWATER TANK, RAINING COLUMNS AND BRACING, COLORBOND "SHALE GREY"
[Color swatch]	E-02 ROLLER SHUTTER DOORS, COLORBOND "SHALE GREY"
[Color swatch]	E-03 COLORBOND WAREHOUSE EXTERIOR DOORS AND DOWNPIPES TO MATCH "SHALE GREY"
[Color swatch]	E-04 OFFICE WALL CLADDING, COLORBOND "SHALE GREY"
[Color swatch]	E-05 OFFICE WALL CLADDING, COLORBOND "SHALE GREY"
[Color swatch]	E-06 ACQUA TUMBER CLADDING
[Color swatch]	E-07 EXTERNAL GLAZING
[Color swatch]	E-08 WAREHOUSE AND OFFICE ROOF, ZINCALUME
[Color swatch]	E-09 UNDERROOF AREA SCREEN ON OFFICE ROOF TO MATCH COLORBOND "SHALE GREY"
[Color swatch]	E-10 WAREHOUSE WALL CLADDING, COLORBOND "SHALE GREY"

NOTE: COLOUR SWATCHES SHOWN ON THIS DRAWING ARE INDICATIVE ONLY. REFER SAMPLES FROM MANUFACTURERS FOR TRUE COLOUR REFERENCES.

DEVELOPMENT APPROVAL	
ALL LEVELS ARE INDICATIVE AND SHOULD BE READ IN CONJUNCTION WITH CIVILS ENGINEER'S DRAWINGS. ALL LEVELS ARE TO BE ± 1000 mm.	



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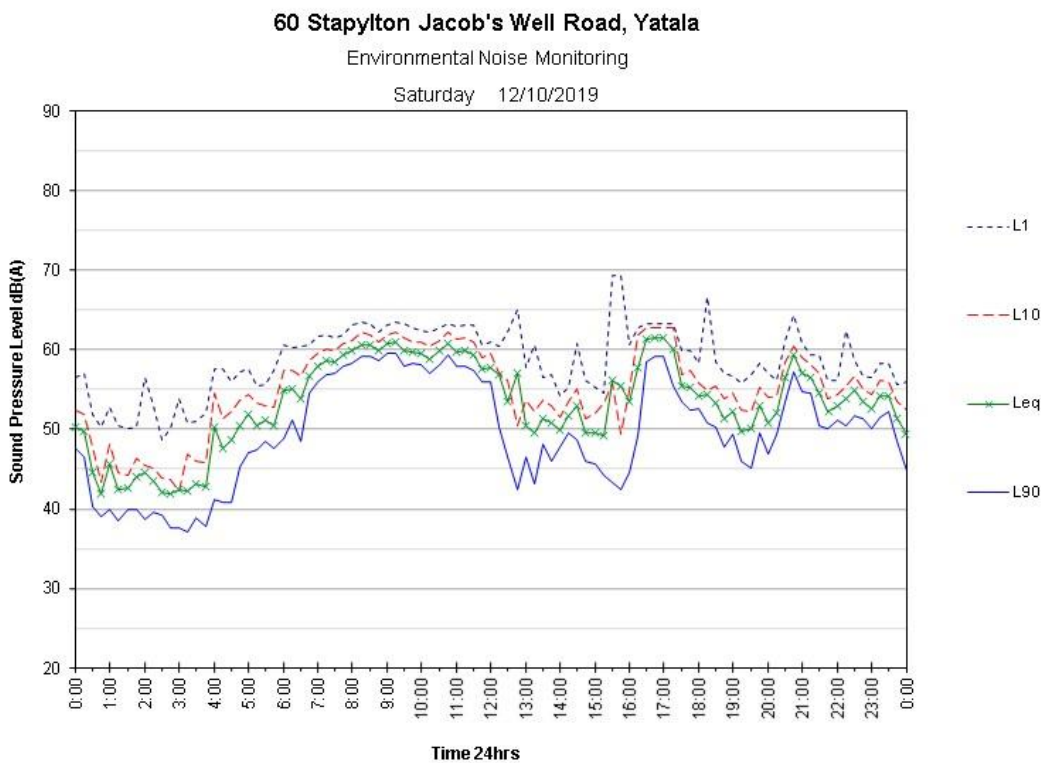
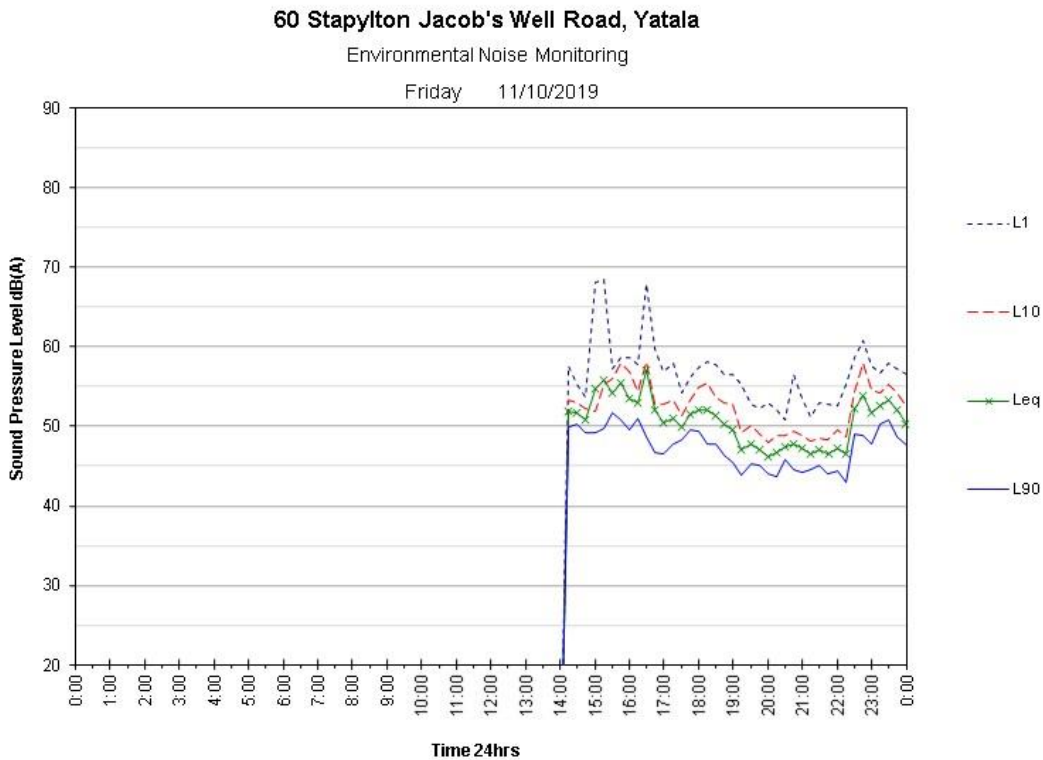
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LOT-301 PROPOSED INDUSTRIAL DEVELOPMENT
"VANTAGE YATALA" COASTLINK COURT,
STAPYLTON, QUEENSLAND

BUILDING FINISHES

JOB	DATE	
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SCALE	DRN	REV
1:400 @ A1	KL	A

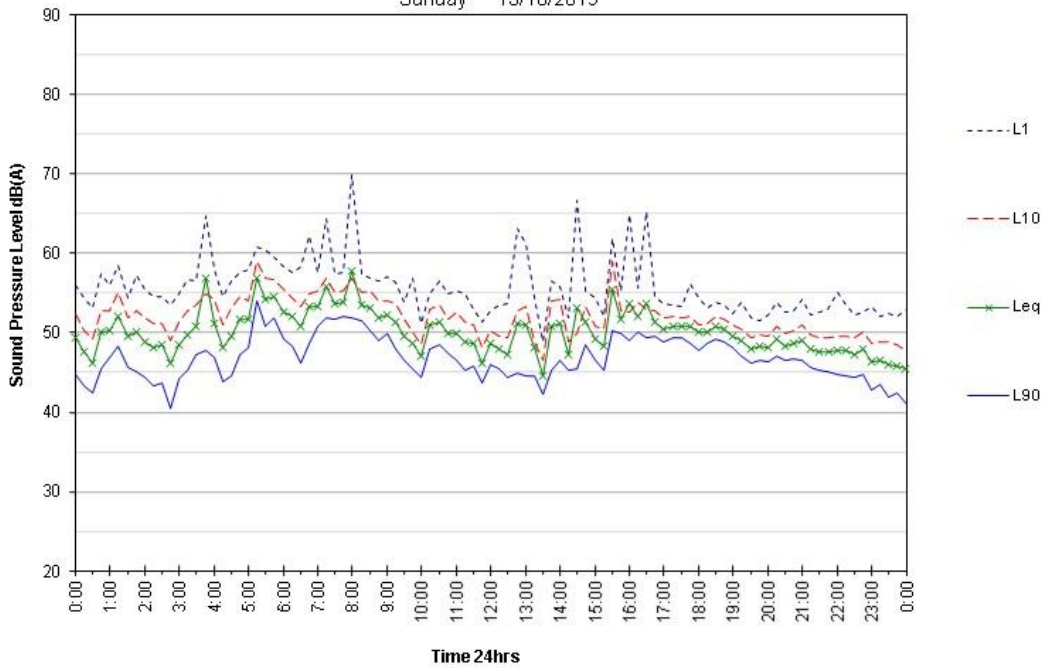
10.2 Noise Monitoring Charts



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

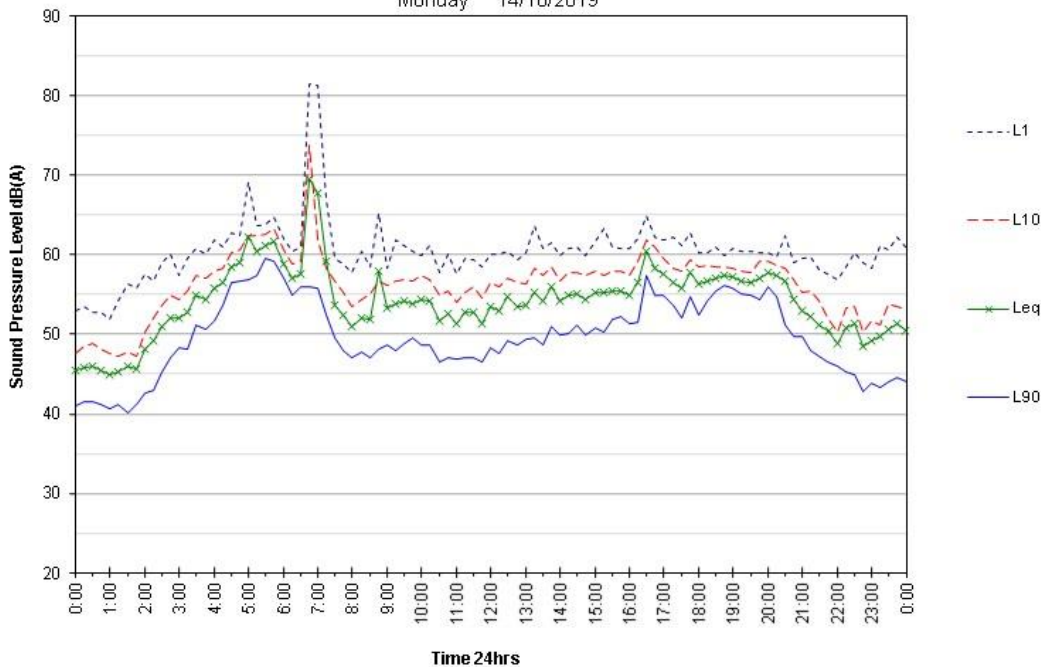
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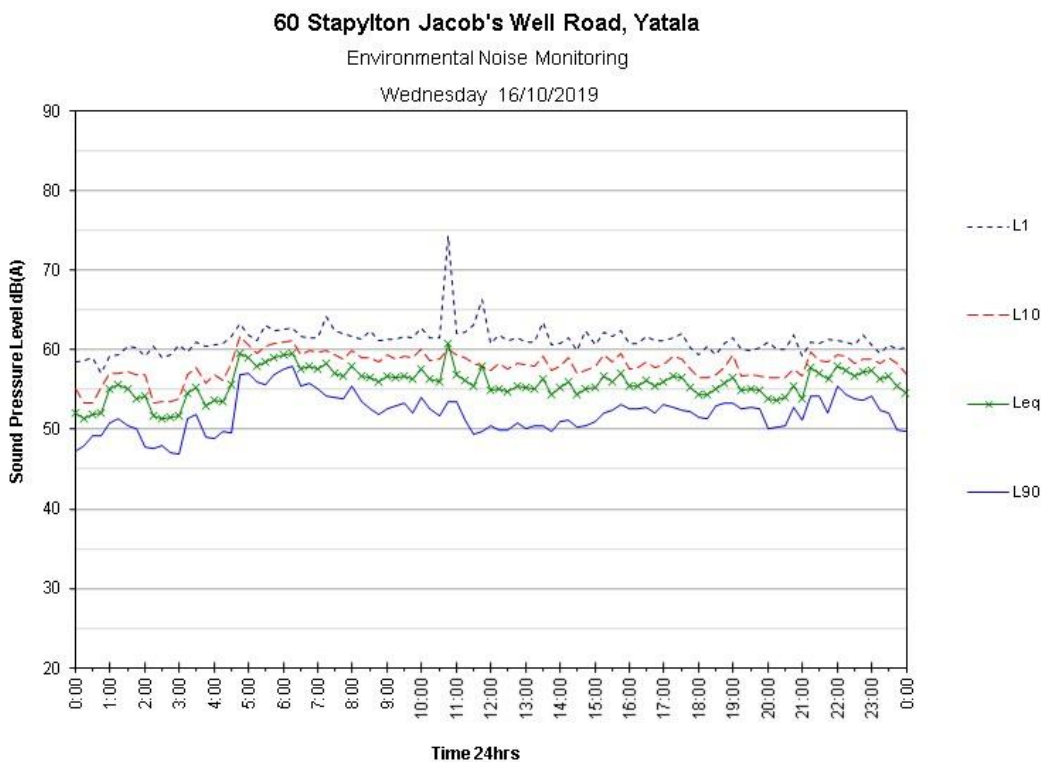
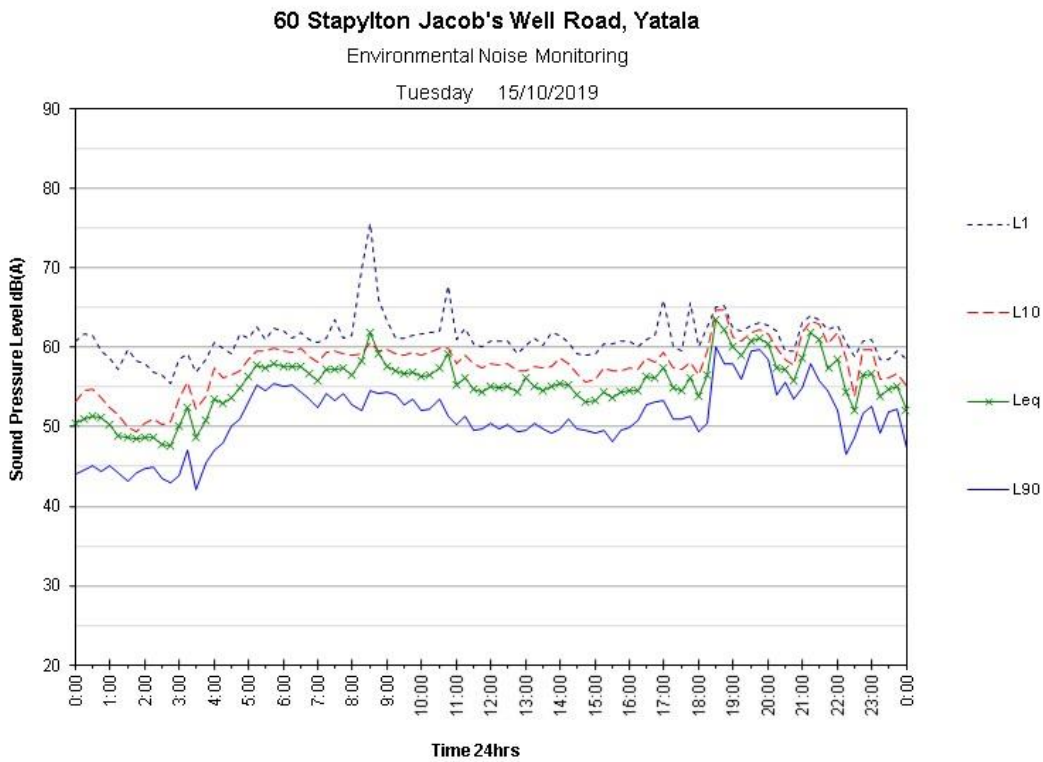


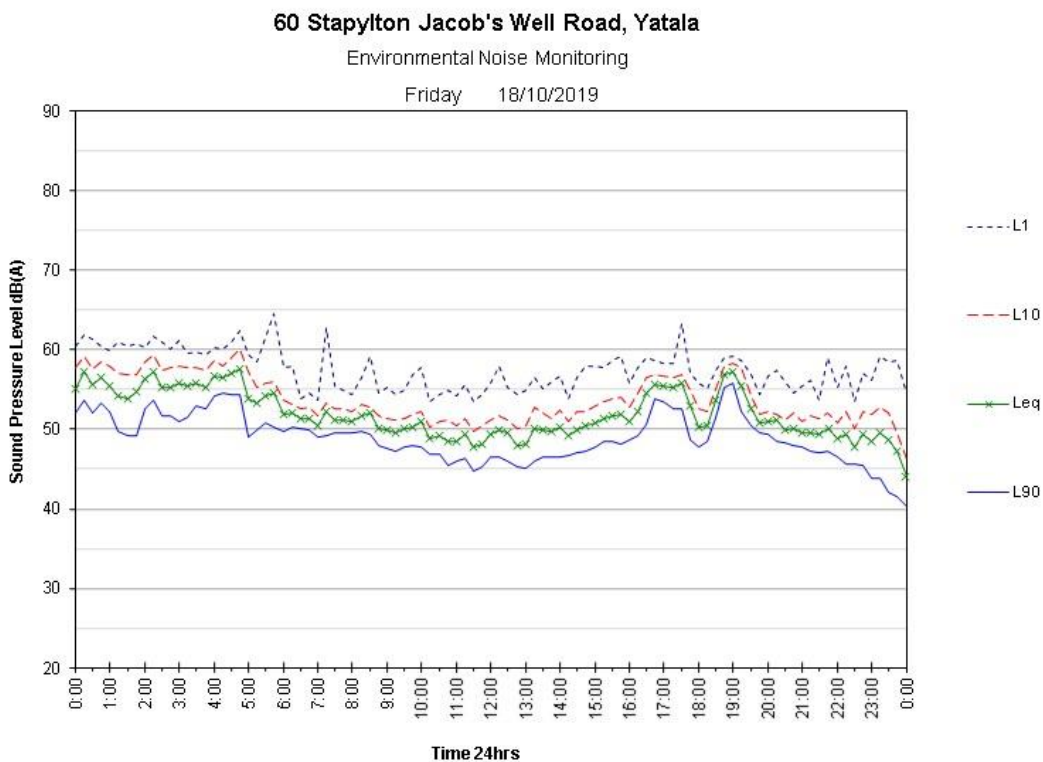
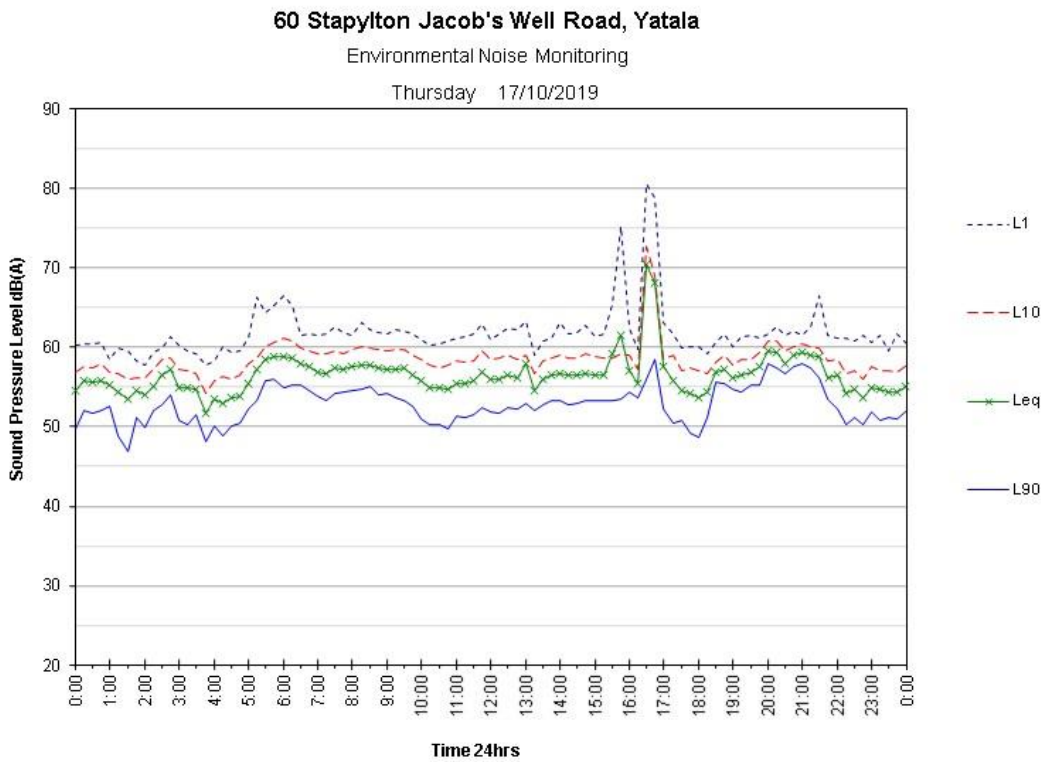
60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

Monday 14/10/2019



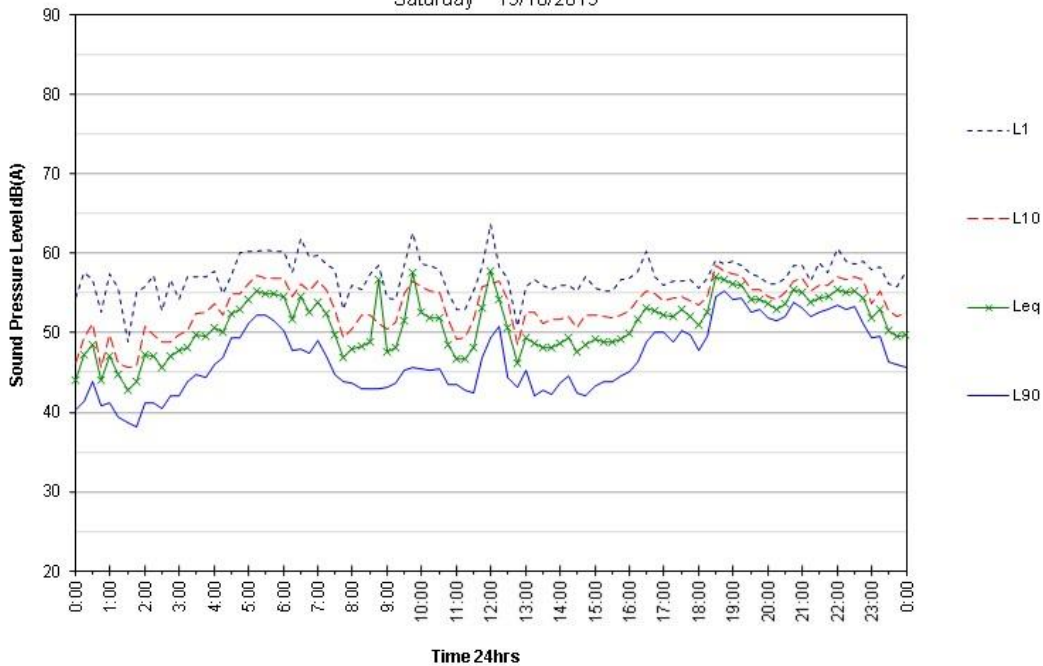




60 Stapylton Jacob's Well Road, Yatala

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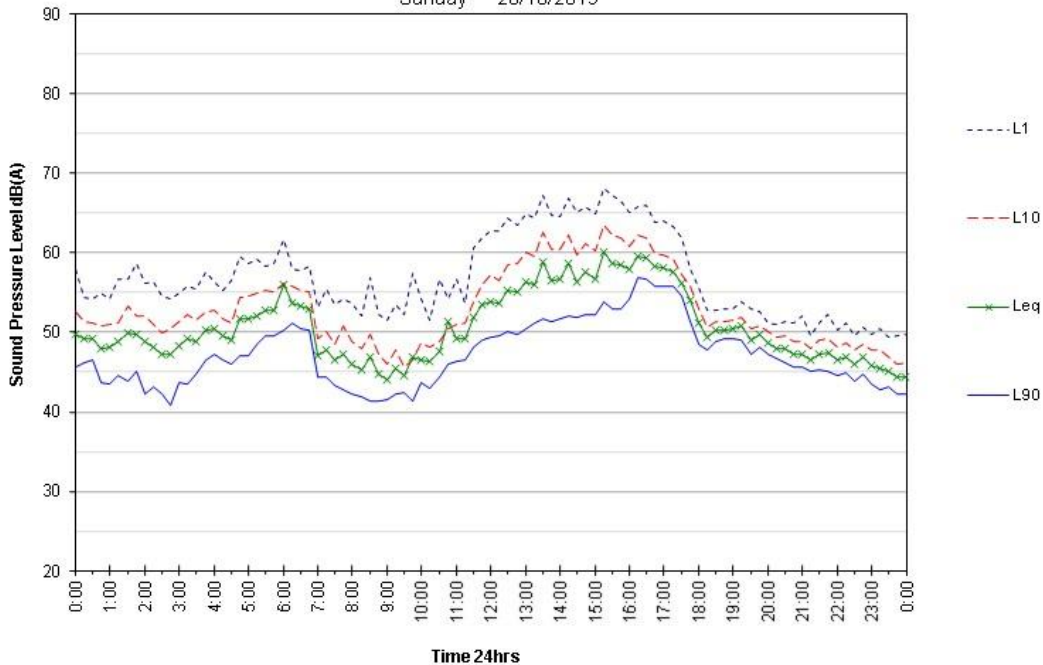
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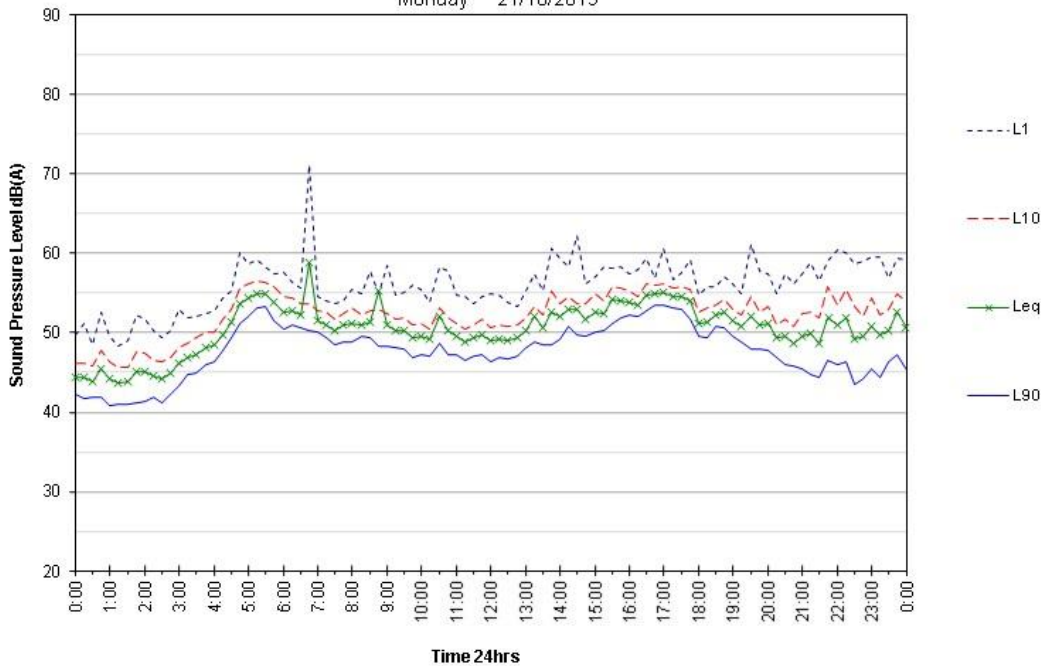
Sunday 20/10/2019



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

Monday 21/10/2019



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

Tuesday 22/10/2019

