

1 APPLICATION SUMMARY

Application information	
Address	1 Highlands Street, STAPYLTON QLD 4207
Lot and plan	BAL Lot 505 SP316171 (future lot 301)
Site area	50,930m ²
Type of development and proposed use	Combined application for a Material change of use (Warehouse) and Operational works for a change to ground level.
Categories of development and assessment	Code assessment
Properly made date	6 May 2025
Decision due date	11 August 2025
Applicant and Applicant's consultancy team	FPI Queensland Pty Ltd – Applicant Gassman Development Perspectives – Planning Consultant Acoustic Works – Acoustic Consultant Rytenskild - Traffic Consultant
Owner details	Australand Industrial No. 89 Pty Ltd
City Plan version	Not applicable
Zone / Precinct	Medium impact industry, Future medium impact industry, High impact industry.
Overlays	Not applicable
Submissions	Not applicable
Key matters raised by submitters	Not applicable
Referral agencies	Not applicable
Officer's recommendation	Preliminary approval

2 PROPOSAL

2.1 Site history

- The Vantage Industrial Estate was created subsequent to a Preliminary approval to override the Planning scheme for Industry uses (MIN/2019/762). The Preliminary approval included variations to the Gold Coast Planning Scheme 2003 version 1.2, overriding the Yatala Enterprise Area Place Code through the M38 Industrial Place Code.

- The subject site was established on 22 December 2023. Under Delegated Authority the Manager of Planning Assessment of the City Development Branch approved the issue of a Development permit for Reconfiguring a lot for the creation of four 4 community title scheme industrial lots, common property, public stormwater lot, new public road, and Development permit for Operational works - Change to ground level (COM/2023/82).

2.2 Brief description of proposed development

The purpose of this report is to assess an application for a Development for a Material change of use to establish a Warehouse and Operational works for a Change to ground level at 1 Highlands Street, Stapylton within Stage 3 of the Vantage Industrial Estate. The subject site is located within Precinct B (General impact business and industry) and Precinct C (Limited General Impact Business and Industry) of the Land use classification and staging plan (below figure).

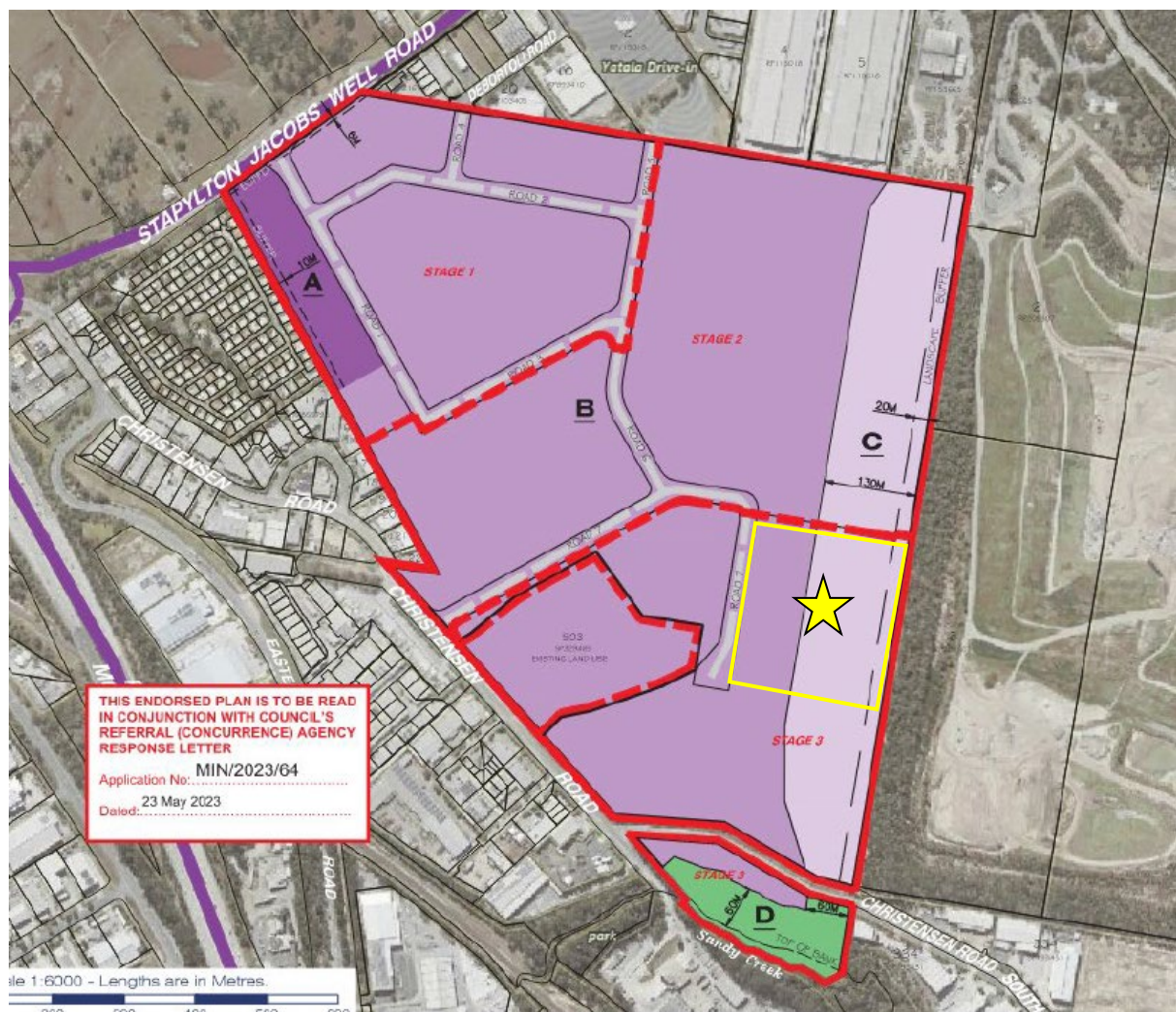


Figure 1: Land use classification plan (Source: MIN/2023/64)

The Vantage Industrial Estate was created subsequent to a Preliminary approval to override the Planning scheme for Industry uses. The Preliminary approval included variations to the Gold Coast Planning Scheme 2003 version 1.2, overriding the Yatala Enterprise Area Place Code through the M38 Industrial Place Code.

The M38 Industrial Place Code is the overarching categorising instrument for the overall Vantage Industrial Estate.

Part A – Material change of use

The proposal includes the construction of two new Warehouse tenancies and associated ancillary office spaces on a vacant lot.

The M38 Industrial Place Code section 2.1.5 identifies that land use definitions are to be found within Part 4, Division 1, Chapters 1-3 of the Gold Coast City Planning Scheme 2003, as amended. The Our Living City Gold Coast Planning Scheme 2003 Version 1.2 (Amended November 2011) defines the proposed Warehouse use as follows:

‘A building or enclosed land used to store and display goods, merchandise and materials and to sell these only by wholesale. This term does not include a Shop, Showroom, Salvage Yard or Toxic or Dangerous Goods Store.’

Table A of the Yatala Enterprise Area Local Area Plan Table of Development (As Modified) – Material Change of Use identifies Warehouse development within Precinct B (General Impact Business and Industry) as Self Assessable. As the proposed development does not comply with all of the Self Assessable benchmarks within the M38 Industrial Place Code, the development is elevated to Code Assessment.

The development key details of the proposal are outlined in the table below:

Development proposal	
Height	Warehouse: 14.6m
Site cover	54.4%
Car parking	230 spaces
Hours of operation	24 hours 7 days a week
Gross floor area	Warehouse A – 15,072m ² Ancillary office A – 530m ² Warehouse B – 10,066m ² Ancillary office B – 530m ² Development total – 26,198m²
Servicing	The development provides a loading bay for loading and unloading of an Articulated Vehicle (AV). An AV has been demonstrated to access the service bay and enter and exit the site in a forward gear.
Site access	Coastlink Court – 1 x shared heavy vehicle entry / exit, 2 x heavy vehicle entry / exit, and 2 x car entry / exit Total: 5 VXOs
Stormwater management	Connection to the larger stormwater management regime within Stage 3 of the Vantage Industrial Estate

The following drawings identifies the proposed development.

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WORKS FOR A CHANGE TO GROUND LEVEL AT 1 HIGHLANDS STREET, STAPYLTON
COM/2025/97**

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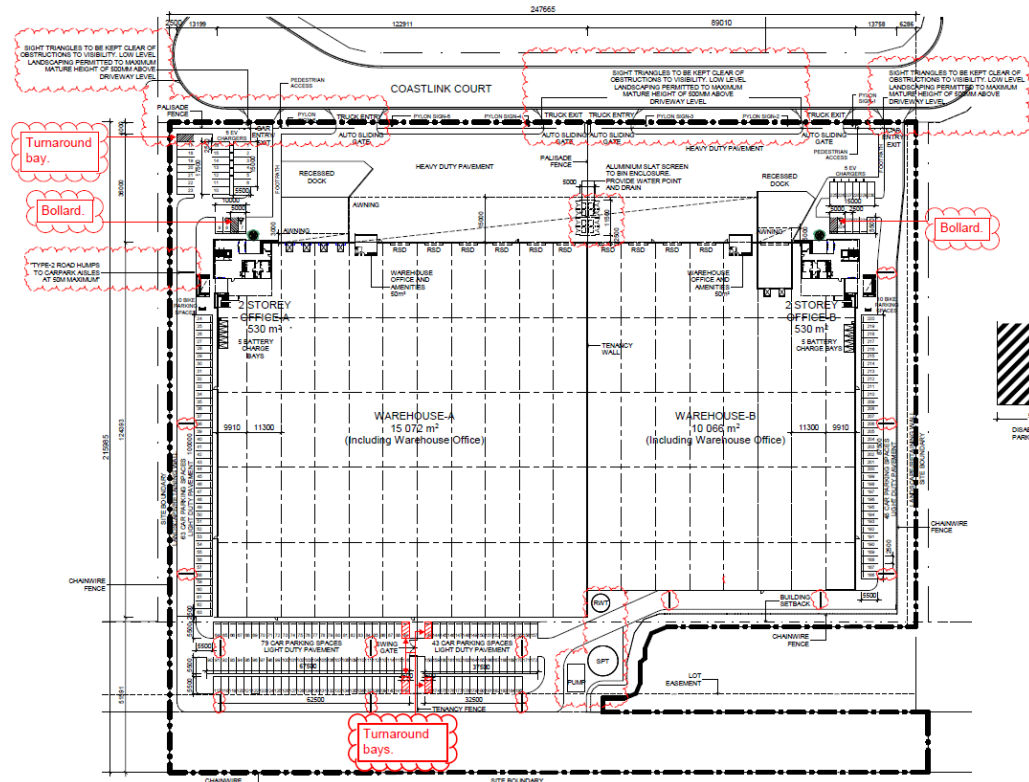


Figure 2: proposal site plan (Source: Applicant submitted material)

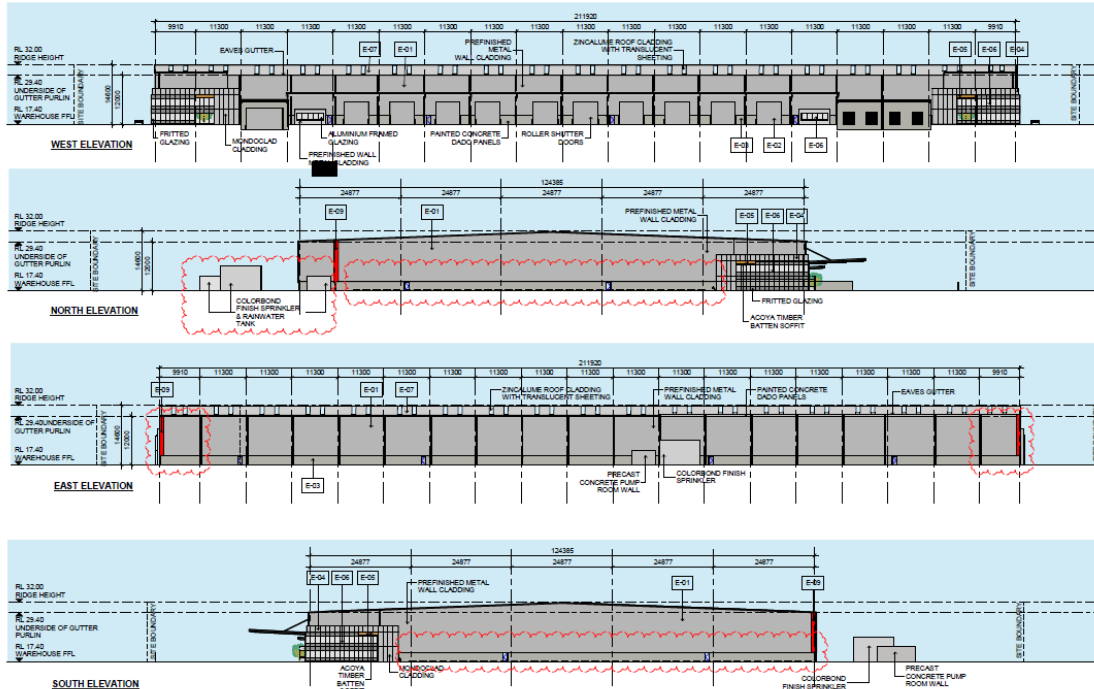


Figure 3: proposal elevations (Source: Applicant submitted material)

Part B – Operational works

The proposed development includes Operational works for a Change to ground level to prepare the building pad to facilitate the hardstand areas and the vehicle access points.

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Table B of the Yatala Enterprise Area Local Area Plan Table of Development (As Modified) – Operational Works identifies excavation or fill works that exceed a volume of 100 cubic metres of fill or excavation as Code Assessable.

Development proposal	
Cut	-689.3m ³
Fill	39,947.8m ³
Fill to import	35,258.5 m ³

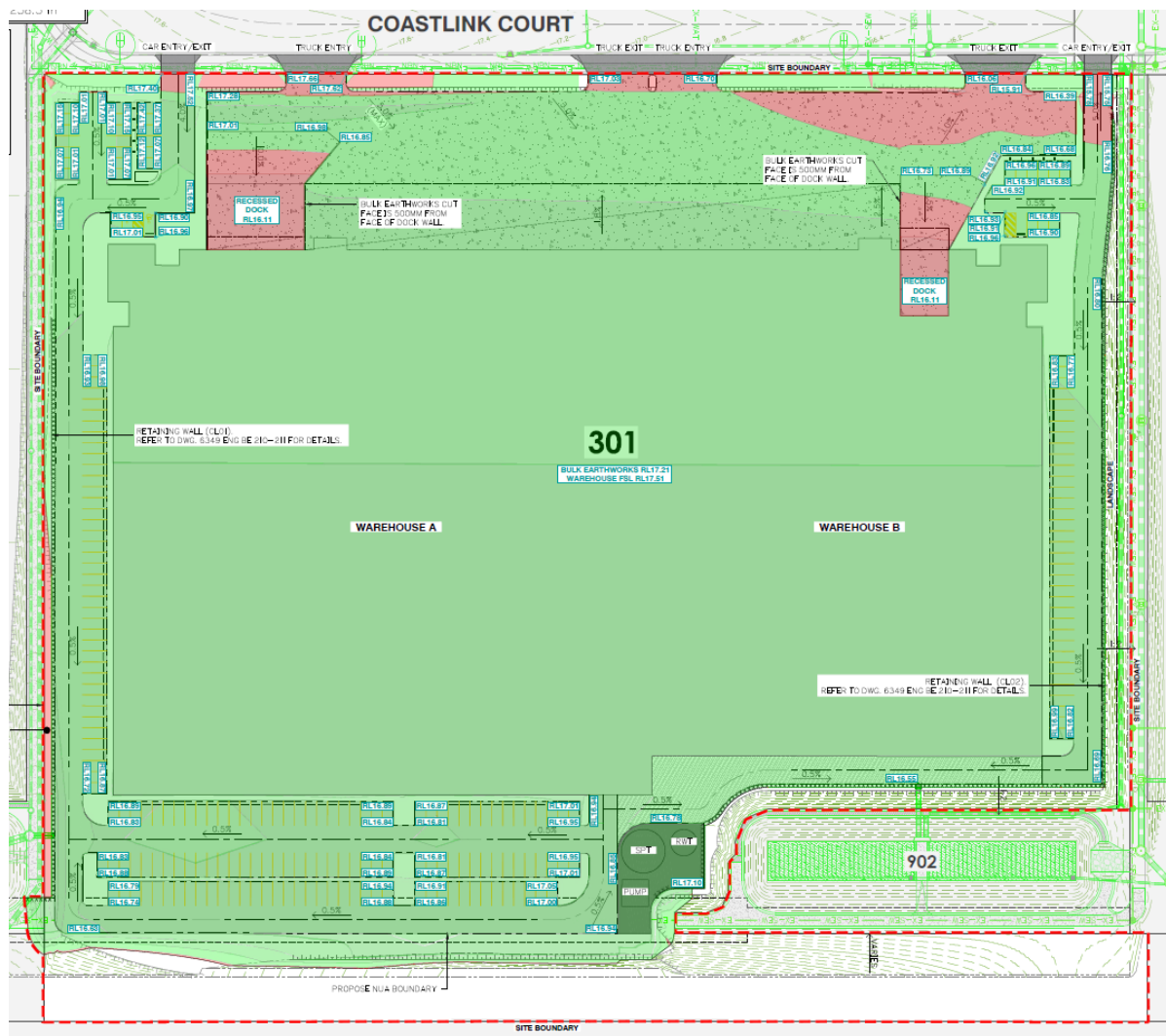


Figure 4: Bulk Earthworks Layout Plan (Source: Applicant submitted material)

3 SITE CONTEXT

3.1 Subject site and immediate context

The subject site is:

- 1 Highlands Street is a vacant lot with no established services yet to be registered;
- Part of Stage 3 of the Vantage Industrial Estate (precinct B & C);
- Subject to the M38 Industrial Estate Place Code;
- Clear of all vegetation;

- Has street frontage to Coastlink; and
- The subject site is irregular in shape.



Figure 5: Aerial image of the subject site (Source: CoGC mapping)

3.2 Local context

The subject site forms part of the suburb of Stapylton including large areas of industrial zoned land strategically located in close proximity to the Pacific Motorway. The subject land is vacant and has been cleared and is subject to bulk earthworks.

Immediately to the:

- North: The subject site adjoins Stage 2 of the Vantage Industrial Estate.
- West: The subject site directly adjoins Coastlink Court, opposite other industrial lots within the Vantage Industrial Estate.
- South: The location of the proposed development is directly north of other future industrial lots which form part of Stage 3 of the Vantage industrial estate.
- East: Stapylton Landfill and a deactivated quarry are located outside of the estate.

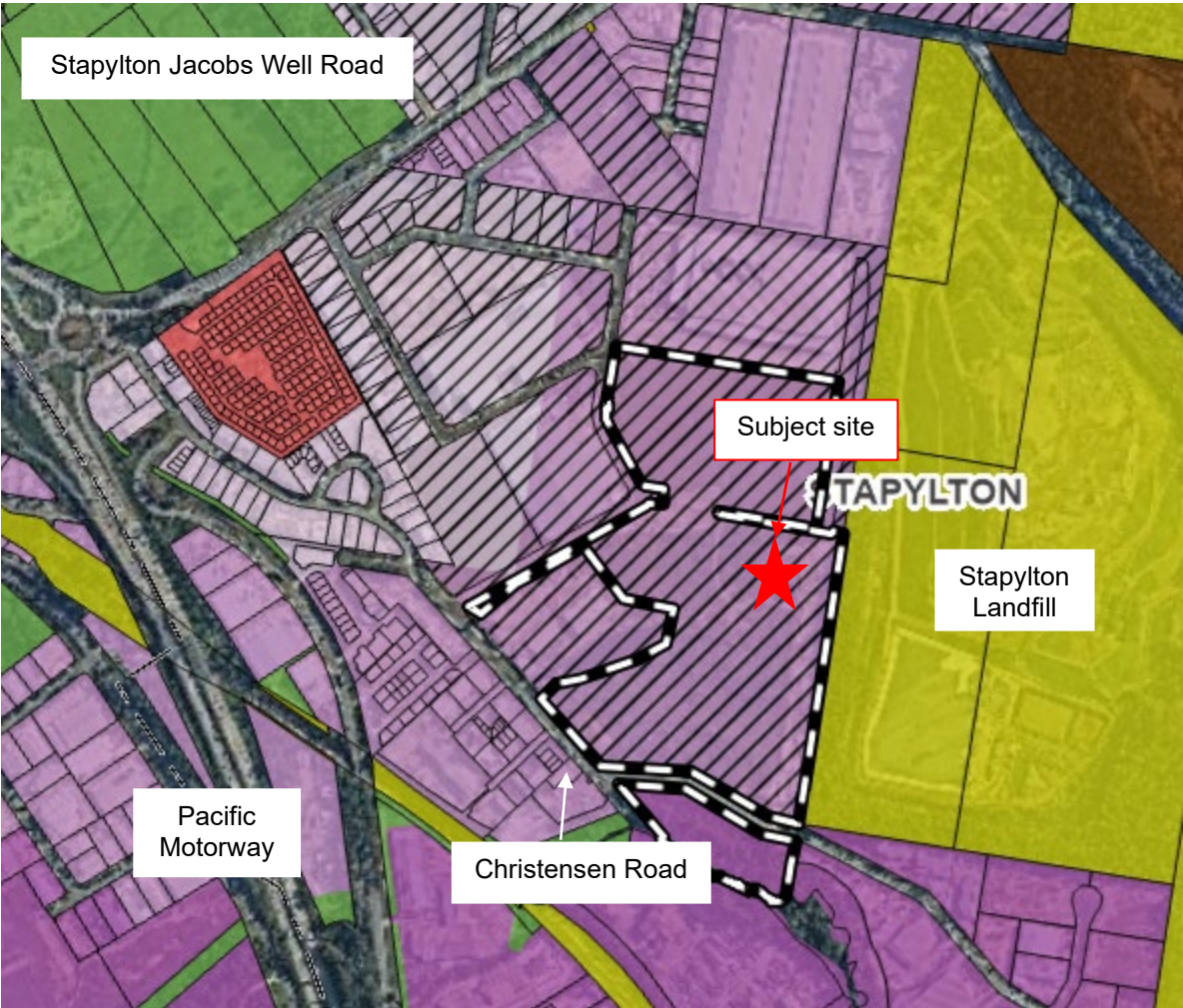


Figure 6: Aerial view of the subject site and local context (Source: CoGC)

4 PLANNING ASSESSMENT

Section 45(3) of the *Planning Act 2016* identifies:

- (3) A **code assessment** is an assessment that must be carried out only –
- (a) against the assessment benchmarks in a categorising instrument for the development; and

(b) having regard to any matters prescribed by regulation for this paragraph.

The proposed development triggers code assessment and has been assessed in accordance with Section 45(3) of the *Planning Act 2016*.

4.1 State Planning instruments

The application has been assessed against the following instruments:

Instrument	Comment
State Planning Policy	The M38 Industrial Estate Place Code appropriately reflects all aspects of the State Planning Policy apart from aspects relating to natural hazards, risk and resilience (coastal hazards).

	The proposal does not trigger assessment against any assessment benchmarks relating to natural hazards, risk and resilience (coastal hazards).
South East Queensland Regional Plan	The proposal is consistent with the goals, elements and strategies; and the Southern Sub-regional directions of the South East Queensland Regional Plan 2017 (ShapingSEQ).
Planning Regulation 2017	The proposal does not trigger assessment against any assessment benchmarks listed in a Schedule of the Planning Regulation 2017.

4.2 Local categorising instruments

The application has been assessed against the following instruments:

Local categorising instrument	Comment
Temporary Local Planning Instrument	The proposal does not trigger assessment against any temporary local planning instruments.
Variation approval	The proposal does trigger assessment against a variation approval. This is discussed in section 5.2.1 within this planning report.
City Plan	The subject site is within the City Plan area of the City of Gold Coast. However, the City Plan is not the local categorising instrument for the proposed development. <u>Local Government Infrastructure Plan</u> There is no new trunk infrastructure required as part of this development.

4.2.1 Assessment against a variation approval

The M38 Industrial Estate Place Code is a Preliminary Approval overriding the planning scheme for the subject site, approved pursuant to Section 3.1.6 of the *Integrated Planning Act 1997*.

The proposal has been lodged pursuant to The M38 Industrial Estate Place Code which is the local categorising instrument for the development.

Pursuant to the aforementioned approval, developments within the M38 Industrial Estate are to be assessed against the assessment criteria specified in the Gold Coast Planning Scheme 2003 Version 1.2 and The M38 Industrial Estate Place Code.

The following is an assessment of the application against the M38 Industrial Estate Place Code applicable codes in the table below:

Zone code	Constraint code	Development codes
M38 Industrial Estate Place Code	Car parking, access and transport integration	- Works for infrastructure code; - Landscape work

This is a 'report by exception' and only discusses issues where the development does not meet the relevant acceptable solutions or where a relevant performance criteria does not have a stated corresponding acceptable solution. This is outlined in the table below:

Code	Performance Criteria	Subject matter
M38 Industrial Estate Place Code	PC8	Vehicular parking
	PC9	Environmental management
	PC14, PC15 & PC16	Siting
	PC20	Building and layout design, safety and comfort
	PC25	Landscape design
	PC 44	Site access
	PC46 & 47	Amenity protection
Car parking, access and transport integration	PC3	Design of car parking areas and car park spaces
	PC9	Access to car parking
	PC10	Driveways and Crossovers
	PC15	Bicycle parking supply
	PC16	Provision of car parking spaces

4.2.1.1 Assessment against the M38 Industrial Estate Place Code and the Constraint Codes

Assessment has been undertaken against the applicable Performance Criteria for each subject matter as follows:

Car parking supply

The Acceptable Solution and corresponding Performance Criteria is provided below:

Performance criteria	Acceptable solution
PC8 On-site vehicle parking is provided to meet expected demand, having regard to: (a) The size of the proposed workforce; (b) The likely number of visitors to the site; (c) The likely size and number of service and transport vehicles to be on the site at any one time; (d) On-site parking and loading/unloading activities within sites; (e) The availability of conveniently located on-	AS8.1.1 The number of car parking spaces provided on-site generally meets the standards set out in the Constraint Code 4 – Car Parking, Access and Transport Integration in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007), as follows: OR AS8.1.2 The number of car parking spaces provided on-site is generally in accordance with Table to

street parking; (f) Any possible future expansion, redevelopment or change of use.	Acceptable solutions AS8.1.2, as follows: (note – AS8.1.1 and AS8.1.2 prescribe the same car parking rate for Warehouse): <u>Warehouse</u> – 2 spaces per tenancy or lot, plus one (1) space per 50m² of GFA up to 500m², plus one (1) space per 100m² of GFA over 500m² AS8.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise.
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Officer's comment

To meet Acceptable solution AS8.1.2 of the M38 Industrial Estate Place Code, car parking must be provided in accordance with the relevant parking rate listed for 'Warehouse' in Table to Acceptable Solutions AS8.1.2 of the M38IEPC. The table below summarises the proposal's minimum car parking requirements:

Land use	M38IEPC parking rate	Proposed yield	Minimum M38IEPC parking requirement	Proposed car parking
Warehouse	2 spaces per tenancy or lot, plus 1 space per 50m ² of GFA up to 500m ² , plus 1 space per 100m ² of GFA over 500m ² .	2 tenancies 23,349m ² GFA	242.49 (243) spaces	230 spaces

Per the table above, the proposal is required to provide a minimum of 243 car parking spaces. The submitted drawings show 230 car parking spaces, resulting in a shortfall of 13 car parking spaces. Compliance with AS8.1.2 is therefore not achieved. Consideration must therefore be given to Performance criteria PC8 of the M38 Industrial Estate Place Code which requires that sufficient on-site parking be provided to meet the expected demand of the development.

The proposal shortfall in car parking is minimal in the context of the size of the site and the number of parking spaces proposed (230 spaces). Officers consider that the on-site vehicle parking is provided to meet expected demand. Based on the above assessment, compliance with PC8 is achieved.

Environmental management - M38 Industrial Estate Place Code

Performance Criteria	Acceptable Solution
PC9 The environmental mitigation methods for the development as detailed within the Environmental Management Plan must take into account and seek to	AS9 For development located within Precinct C an Environmental Management Plan (EMP) has been prepared and approved by Council and the

ameliorate any negative aspects of the existing amenity of the local area having regard, but not limited to the impact of noise, hours of operation, visual amenity, odour, emissions and dust.

development complies with the requirements of the EMP. The EMP is to be prepared in accordance with the Planning Scheme Policy 10 – Guidelines for Preparing Management Plans and Plans of Development.

Officer's comment

The subject site is located within both Precinct B and Precinct C. The submitted material omits an EMP and cannot achieve compliance with Acceptable Solution AS9. Therefore assessment is required against Performance Criteria PC9.

The M38 Industrial Estate Place Code includes protective measures for development within Precinct C responsive to the established nearby heavy industrial uses to the east of the Vantage Industrial Estate. The below image illustrates the siting of the development within both Precinct B & C.

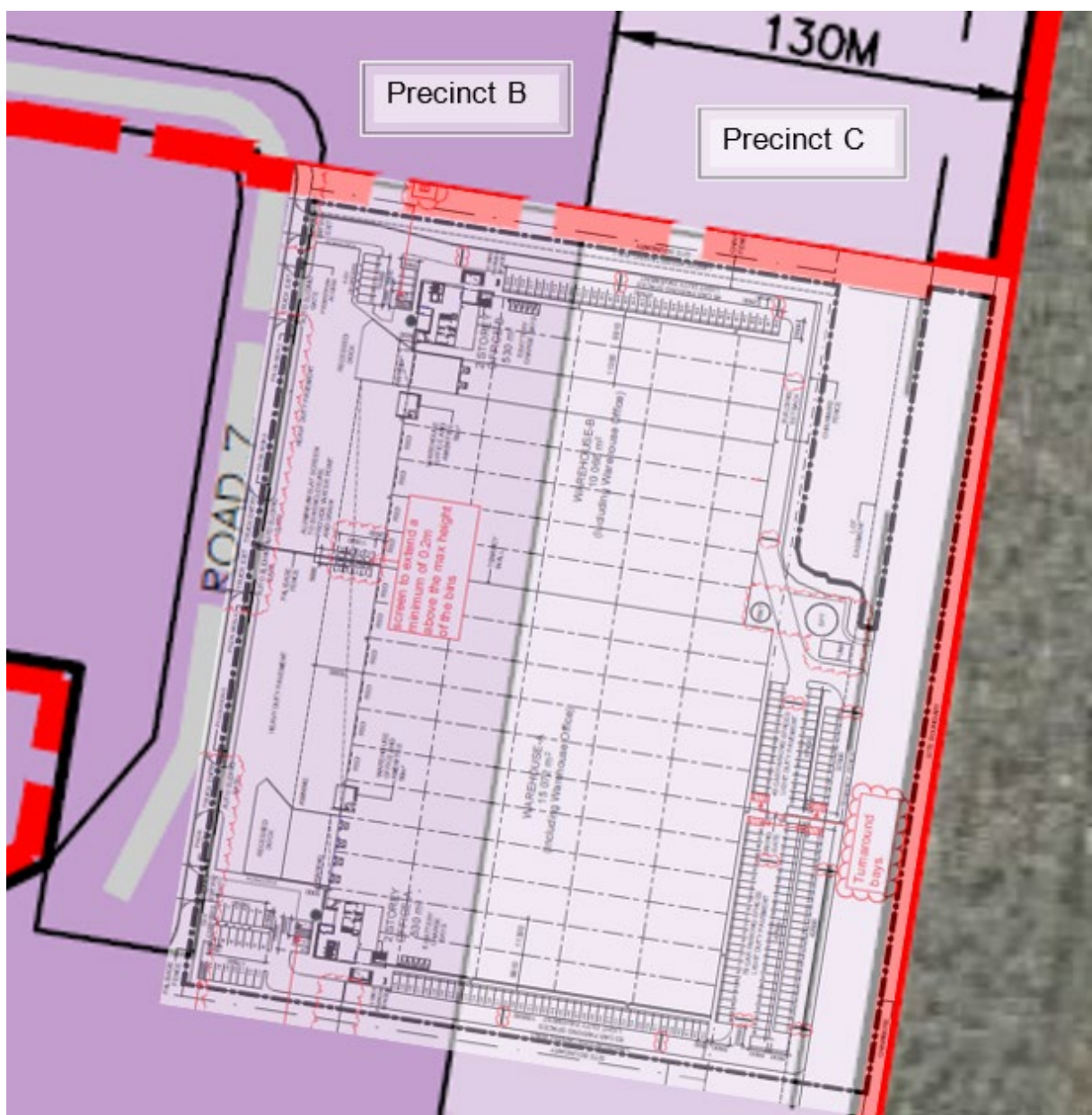


Figure 7: Development layout overlaid within the context of the precinct plan (Source: Applicant submitted material and precinct plan MIN/2019/762)

The specialist report submitted related to environmental mitigation methods is limited to the acoustic report prepared by Acoustic Works dated 17/03/2025. To ameliorate adverse noise impacts from surrounding developments, the proposal design does not include any entry ways or openings receiving towards the eastern portion of the site (below image).

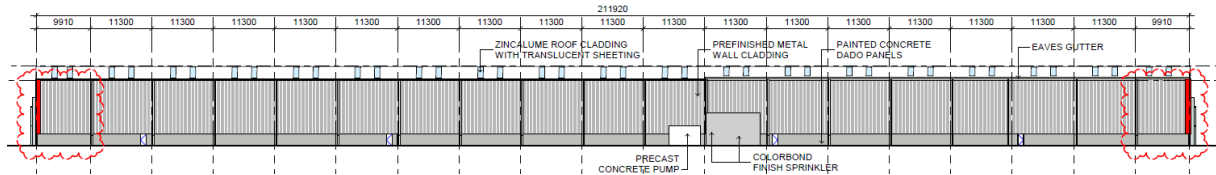


Figure 8: East facing elevation (Source: Applicant submitted material)

It is of note the development entry locations and the ancillary office elements are located wholly within Precinct B. Officers consider that the design and orientation of the Warehouse development reduces the impacts of noise, visual amenity, odour, emissions and dust which may be generated to the east from the high impact industrial activities.

Based on the above assessment, it is considered that the proposed development complies with Performance criteria PC9.

Siting - M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance Criteria	Acceptable Solution
PC14 All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis .	AS14 No acceptable solution provided.
PC15 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS15 No acceptable solution provided.
PC16 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS16 No acceptable solution provided.

Officer's comment

No Acceptable Solutions are provided under the subject matter of Siting within the M38 Industrial Estate Place Code, therefore assessment against Performance Criteria PC14, PC15 and PC16 is required.

PC14: While the majority of the site is currently vacant, the design of the lot layout supporting the proposed development is cohesive with the intent of the M38 Industrial Estate Place Code. The proposed development includes generous setbacks facilitating access around the built form and maintains an appropriate interface to future industrial uses.

The lot benefits from a single road frontage to the west of the site. As such the built form addresses the street frontage. It is considered that this configuration is suitable for industrial functionality on the site while negating any potential conflicts between adjacent industrial uses.

PC15: The proposed development clearly articulates a separation between public access and areas allocated for servicing the building. Multiple access points are proposed affording separate access to car parking areas and service vehicle entry points.

PC16: The proposed development includes substantial landscaping addressing the road frontage which is designed to soften the built form of the industrial use. Additionally, conditions are provided to ensure that any potentially visually offensive elements will be appropriately screened from the view of the street to achieve a high quality industrial appearance.

Based on the above assessment it is considered the development complies with Performance Criteria PC14, PC15 and PC16 of the M38 Industrial Estate Place Code.

Building and layout design, safety and comfort - M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance Criteria	Acceptable Solution
PC20 Building design and appearance must be conducive to the safety and comfort of all building users.	AS20.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.

Officer's comment

The proposed development includes staff/visitor car parking areas in front of the ancillary office entrance. As such the proposed development does not comply with Acceptable Solution AS20.2 and needs to be assessed against Performance Criteria PC20 of the M38 Industrial Estate Place Code.

The proposed development includes large Warehouses with an ancillary office spaces. As the office space is intended as the entrance for staff and visitors to the site, the car parking areas are located closely to the office entrance. To ensure that areas intended for the public and loading bays are kept separate, the building design and site layout is considered safe and practical while maintaining a high quality industrial design.

Based on the above assessment it is considered the development complies with Performance Criteria PC20 of the M38 Industrial Estate Place Code.

Landscape design - M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance Criteria	Acceptable Solution
PC25	AS25.3

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Landscape design is used to enhance the landscape character of the YEA.

Dwarf walls prevent vehicles breaching landscaped areas along frontages.

Officer's comment

The proposed development does not include dwarf walls bordering the landscaped areas along the frontages and cannot comply with Acceptable Solution AS25.3 and will be assessed against Performance Criteria PC25.

The proposed landscape design provides generous landscaping along all areas presenting to the street, adjacent parking areas, and focal planting around building entrances. Although dwarf walls are not provided along frontages, dense landscaping and frontage fencing is considered to prevent vehicles from breaching the site. The landscape design is considered to enhance the landscape character of the YEA.

Based on the above assessment it is considered the development complies with Performance Criteria PC25 of the M38 Industrial Estate Place Code.

Site Access - M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance Criteria	Acceptable Solution
PC44 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.	AS44 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.

Officer's comment

Pavement treatments are not proposed to differentiate the site entry points so full compliance with Acceptable Solution AS44 cannot be achieved. As such, assessment is provided against Performance Criteria PC44.

The provision of landscape treatment of access points visually distinguishes the entry locations while maintaining appropriate site lines/distances.

Based on the above assessment it is considered the development complies with Performance Criteria PC44 of the M38 Industrial Estate Place Code.

Amenity protection - M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance Criteria	Acceptable Solution
PC46 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a. noise; b. hours of operation;	AS46 No acceptable solution provided.

c. traffic; d. lighting; e. signage; f. visual amenity; g. privacy; h. odour and emissions.	
PC47 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of: a. noise; b. hours of operation; c. traffic; d. lighting; e. signage; f. visual amenity; g. privacy; h. odour and emissions; i. dust; and j. vibration.	AS47 No acceptable solution provided.

Officer's comment

The M38 Industrial Estate Place Code does not provide Acceptable Solutions for the prevention of loss of amenity and threats to health and safety. As such, the development must be assessed against Performance Criteria PC46 and PC47 to maintain compliance with the M38 Industrial Estate Place Code.

(a) Noise:

PC46: It is considered that the proposed development includes measures which adequately mitigate noise emissions from the use and meet acoustic quality objectives and reduce the opportunity for nuisance to be created. Compliance with PC46 will be ensured through conditions of approval and is considered to be achieved.

PC47: In support of the application, the applicant has submitted a Noise Impact Assessment (NIA) by 'Acoustic Works' dated 17 March 2025.

The report has predicted that noise from surrounding developments will be adequately ameliorated by the building having a blank eastern façade, truck movements located on the eastern side of the building, intervening buildings to the west of the site and very high existing ambient noise levels in the area.

(b) Hours of operation:

PC46: The proposed development is envisioned for the industrial estate, including extended hours of operation to facilitate logistic requirements. It is not anticipated that the proposed hours of operation will have negative impact on the surrounding industrial land uses.

PC47: The surrounding area will support other industrial activities expected to operate similarly to the proposed development including 24/7 operations. It is considered that the surrounding operating hours of the industrial area will have negligible impacts on the proposed development.

(c) Traffic:

PC46: The proposed land use of a Warehouse is accepted development within the M38 Industrial Place Code. It is expected that a Warehouse will involve activities which will increase traffic through the wholesale of merchandise and goods stored within the warehouse. Due to the scale of the development under the *Planning Regulations 2017* the proposed development was referred to SARA as concurrence agency. General advice has been provided by SARA. It is considered that the traffic generated from the proposed development will be managed effectively to mitigate possible negative impacts on amenity.

PC47: The site and surrounding area is located close to the Pacific Motorway, common for industrial estates within the area. As such, there is an anticipated level of traffic expected to be generated from industrial areas. The traffic impacts have been considered in the prior staged approval and are not anticipated to have any negative impacts to the amenity of the subject site.

(d) Lighting:

PC46: No part of the proposed development includes any light spillage from the site which may impact the amenity of the surrounding area.

PC47: There are no existing activities in the surrounding area which includes lighting which may cause negative impact on the proposed development. Standard conditions have been included in the officer's recommendation to ensure this outcome is achieved.

(e) Signage:

PC46: The proposed development has not included any signage, including signage which may detract from the surrounding amenity.

PC47: There are no existing activities in the surrounding area which includes signage which may cause negative impact on the proposed development.

(f) Visual amenity:

PC46: The proposed development consists of a high quality industrial design with ample landscaping to soften the built form. It is considered that the outward appearance of the proposed development is cohesive with the intent of the industrial estate and is unlikely to have any negative impacts to the visual amenity of the surrounding area.

PC47: As the area surrounding the site is currently vacant land, it is not considered that the proposed development is impacted negatively by any activities which could compromise the quality of the visual amenity. It is expected that considerations of visual amenity will be addressed appropriately in any future developments within the surrounding industrial area.

(g) Privacy:

PC46: The proposed development is located within an industrial estate and all interfaces include other industrial land uses. As the nearest sensitive land use is sighted approximately 300m away and is separated from the subject site by other industrial land uses, it is considered that the proposed development will have negligible impacts on surrounding privacy.

PC47: It is not considered that any surrounding activities within the industrial estate will contribute negatively to the privacy of the proposed development, none the less the proposed development includes substantial landscaping providing screening.

(h) Odour and emissions:

PC46: It is not anticipated that the proposed development will produce any odour emissions other than what can be expected from loading and unloading activities. The proposed Warehouse does not include any manufacturing activities which would contribute negatively to odour and emissions.

PC47: The surrounding area supports industrial uses, which can be expected to produce a reasonable level of odour or emissions. It is not considered that the surrounding land uses will contribute negatively to the amenity of the proposed development through odour and emissions.

(i) Dust:

PC47: It is considered unlikely that the amenity of the proposed development will be impacted by an unreasonable level of dust from the surrounding industrial area.

(a) Vibration:

PC47: It is considered unlikely that the amenity of the proposed development will be impacted by vibrations from the surrounding industrial area.

Based on the above assessment it is considered the development complies with Performance Criteria PC46 and PC47 of the M38 Industrial Estate Place Code.

**Design of car parking areas and car park spaces – Car Parking, Access and Transport
Integration Constraints Code**

The Acceptable solution and corresponding Performance criteria is provided below:

Performance criteria	Acceptable solution
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.

Officer's comment

To meet AS3.1 of the CPAATICC, the proposed off-street parking facilities must be designed in accordance with AS2890.1:2004. Based on a review of the submitted drawings, officers are satisfied that the proposed off-street parking facilities meet the design requirements of AS2890.1:2004, except for the following:

Turnaround bays

The car parking aisles at the rear of the site do not contain turnaround bays. This will complicate circulation manoeuvres in these aisles if all parking spaces are full. To ensure vehicles can turn around and compliance with AS3.1 is achieved, officers have amended the drawings in red to show car parking spaces 89, 142, 143 and 173 as turnaround bays. Compliance with AS3.1 will be achieved through amendments in red.

PWD shared spaces

The PWD shared spaces shown on the drawings do not contain a bollard. This does not comply with the design requirements of AS2890.6:2022. To ensure compliance is achieved, officers have amended the drawings in red to show a bollard in each PWD shared space. Compliance with AS3.1 will be achieved through amendments in red.

Access to car parking – Car Parking, Access and Transport Integration Constraints Code

The Acceptable solution and corresponding Performance criteria is provided below:

Performance criteria	Acceptable solution
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.

Officer's comment

To meet AS9.1 of the CPAATICC, car parking areas for employees and visitors must be freely accessible and not restricted by gateways, doors, or similar devices. The submitted drawings show auto sliding gates across the multiple access driveways. Compliance with AS9.1 is therefore not achieved. Consideration must then be given to PC9 of the CPAATICC which requires that access be provided to car parking spaces for employees and visitors.

To ensure compliance with PC9 is achieved, officers have imposed a condition of approval requiring that all security gates remain open during the hours of operation of the development. Compliance with PC9 will be achieved through a condition of approval.

Vehicle Access - Car Parking, Access and Transport Integration Constraint Code

Performance criteria	Acceptable solution
PC10 Driveways from car parks or developments into public roads must be minimised to reduce interference with public road traffic and pedestrians.	AS10.2 The maximum number of crossovers for non-residential developments is two crossovers per property.

Officer's comment

Five vehicle access points are proposed from Coastlink Court and compliance with Acceptable Solution AS10.2 cannot be achieved, as such assessment is required against Performance Criteria PC10.

Coastline Court was created as part of the Stage 3 subdivision of the Vantage Industrial Estate. The new road results in a cul-de-sac servicing the industrial freehold lots created within the subdivision. The five vehicle access points accommodate all-movement access for heavy vehicles and all-movement access to a car parking area separately. Given the extensive road frontage to Coastlink Court for the large industrial lot, officers consider the inclusion of the additional VXOs are unlikely to result in interference with the public road.

On that basis, compliance with AS43/AS55.1 of M38 Industrial Estate Place Code and AS10.2/AS18 of Car Parking, Access and Transport Integration Constraint Code is achieved.

Bicycle parking supply – Car Parking, Access and Transport Integration Constraints Code

The Acceptable solution and corresponding Performance criteria is provided below:

Performance criteria	Acceptable solutions
PC15 Bicycle parking must be provided for all non-residential developments where the required car parking provision exceeds 20 parking spaces.	AS15.1 Where non-residential development requires the provision of more than 20 car parking spaces, bicycle parking is provided in accordance with the Austroads Guide to Traffic Engineering Practice: Part 14: Table 10.1.

Officer's comment

To meet AS15.1 of the CPAATICC, the proposal is required to provide a minimum of 30 bicycle parking spaces for staff. The submitted drawings show 20 bicycle parking spaces (10 spaces per tenancy). Compliance with AS15.1 is therefore not achieved.

Given the nature of the use (Warehouse) and its industrial location, officers anticipate that bicycle parking demand for the proposal will be low. In any case, should an employee opt to cycle to the site, officers consider the provision of 20 bicycle parking spaces to be sufficient to accommodate the anticipated bicycle parking demand. Should bicycle parking demand exceed the proposed supply, officers consider there to be ample room on-site and within the Warehouse tenancies to accommodate informal bicycle parking. Compliance with PC15 is therefore achieved.

6 INFRASTRUCTURE CHARGES

Infrastructure charges are not applicable for the preliminary approval. However, on lodgement of a new development permit, a new infrastructure charges notice will be issued.

The final estimated infrastructure charge is \$2,283,444.40

Charge calculation

Charges Resolution No. 1 of 2023					
	Qty		Rate	Gross Charge Amount	
Impervious area	44,212	Square Metres	@	\$ 13.09	\$ 578,735.08
Other industry	26,042	sq m Gross Floor Area	@	\$ 65.46	\$ 1,704,709.32
					\$ 2,283,444.40
Net Charge Summary					
Gross Charge Amount		Applied Credit Amount		Net Charge Amount	
\$ 2,283,444.40		\$ 0.00		\$ 2,283,444.40	

Office Use Only	
\$ 1,524,840.94	DC011
\$ 572,663.58	DC013
\$ 185,939.88	DC020
\$ 2,283,444.40	

7 REFERRALS

7.1 Technical advisors

This application has been assessed by internal technical advisors who have provided comments and reasonable and relevant conditions. If not previously included, technical advisor comments and an overview of the recommended conditions are provided in the table below:

Technical advisor area	Conditions/Comments (if not included within report)
Health and Regulatory Services	Health and Regulatory Services reviewed the submitted material and provided the following conditions: <u>MCU:</u> - General: Approved plans - Construction management: Certification of works
Hydraulics and Water Quality	Hydraulics and Water Quality reviewed the submitted material and provided the following conditions: <u>OPW:</u> - Overland flow paths and hydraulic alterations. - Erosion and sediment control.

Landscape Assessment	Landscape Assessment reviewed the submitted material and provided the following conditions: <u>MCU:</u> • Environmental and Landscaping: Landscaping works. • Engineering: Existing structures and services.
Operational Works	Operational Works reviewed the submitted material and provided the following conditions: <u>MCU:</u> • Engineering: - Rectification of Council's infrastructure. - Existing infrastructure, structures and services. - Vehicle crossings. - Construction of vehicle crossings. <u>OPW:</u> • Approved drawings. • When the approval lapses if works is not completed. • Rectification of Council's infrastructure. • Earthworks. • Overland flow paths and hydraulic alterations. • Erosion and sediment control. • Certification of works. • Supervision of works. • Availability of approved plans, drawings and reports. • Haulage access/site management plan. • Transport of soil/fill/excavated material. • Earthworks as-constructed data. • Pre-start inspection. • Hold point inspection. • Practical completion.
Plumbing and Drainage	Plumbing and Drainage reviewed the submitted material and provided the following conditions: <u>MCU:</u>

	Plumbing and drainage works.
Transport Assessment	Transport Assessment reviewed the submitted material and provided the following conditions: <u>MCU:</u> - General: Approved drawings (amended in red) - Transport: - Off street vehicle and car parking facilities - Off street bicycle parking facilities - Loading and unloading (excluding waste collection vehicles) - Security gate requirements
Water and Waste	Water and Waste reviewed the submitted material and provided the following conditions: <u>MCU:</u> - General: - Timing - Approved drawings - Property: - Restrictions regarding Council sewer and water supply infrastructure - Driveway construction around Water and Sewer infrastructure - Amenity: Screening of visually offensive components - Engineering: Rectification of Council's infrastructure - Sewer and Water Works - Sewer connection - Water connection - Sub-metering - Fire loading - Solid waste: - Bin type, storage capacity and storage points - Storage/servicing point – Bulk bins - Construction Management: - Certification of works - Water and Waste - Certification of works – Solid Waste Management

	- Pre-start inspection - Hold point inspection – Solid Waste <u>OPW</u> • General: - Timing - Approved drawings • Engineering: Rectification of Council's infrastructure
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7.2 External referrals

The application was referred to the State Assessment and Referral Agency (SARA) due to the following trigger identified within the Planning Regulation 2017:

- Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 -Development impacting on state transport infrastructure.
- SARA as a concurrence agency provided a referral agency response with General advice on 25 June 2025.

8 PUBLIC NOTIFICATION

No part of the application required public notification.

9 CONCLUSION

Council is in receipt of a Combined application for a development permit for a Material change of use to establish a Warehouse and Operational works for a Change to ground level.

Assessment reveals the proposal has addressed the relevant benchmarks of the M38 Industrial Place Code.

It is recommended the application be approved, subject to conditions

10 RECOMMENDATION

It is recommended that Council resolves as follows:

That under Delegated Authority, the Manager Planning Assessment of the City Development approves (with conditions) the issue of a Development permit for a Material change of use for a Warehouse and Operational works for a Change to ground level, in accordance with the Attachment entitled: decision notice – approval (with conditions).

Author:

Natasha Sidabutar

Senior Planner

July 2025

Authorised by:

Roger Sharpe

Manager Planning Assessment