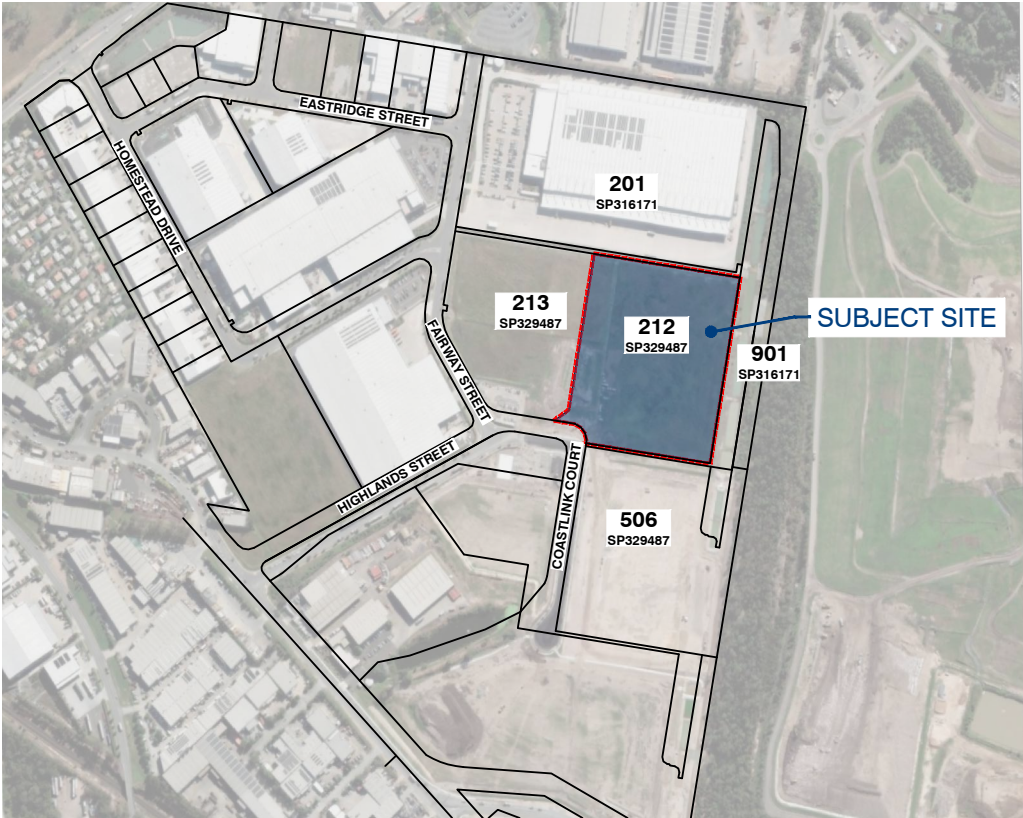


OPERATIONAL WORKS FOR CHANGE TO GROUND LEVEL

DRAWING INDEX

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LOCALITY PLAN
1:5000 (A1)

CLIENT
FPI QLD PTY LTD

 FRASERS
PROPERTY

SITE ADDRESS
LOT 212 & 213 ON SP3291487
6 & 10 COASTLINK COURT, STAPYLTON, QLD 4207

ISSUED FOR APPROVAL

DWG NO. 6397 ENG BE 001 - A

JANUARY 2026

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.

EARTHWORKS

1. **PRECEDENCE**
EARTHWORKS SPECIFICATION PREPARED BY PROJECT GEOTECHNICAL ENGINEER TO TAKE PRECEDENCE OVER STANDARD COUNCIL EARTHWORKS NOTES.
2. **TOPSOIL STRIPPING**
TOPSOIL SHALL BE STRIPPED ACROSS THE ENTIRE LIMIT OF THE EARTHWORKS CUT AND FILL AREAS AND SHALL BE STOCKPILED IN A LOCATION APPROVED BY THE SUPERINTENDENT. THE EXISTING STRATA IS TO BE TREATED IN ACCORDANCE WITH THE SPECIFICATION PRIOR TO PLACING ANY FILL.
3. **EARTHWORKS LEVELS**
EARTHWORKS LEVELS SHOWN ON THE DRAWING ARE TO FINISHED SURFACE LEVELS AND INCLUDE 100mm OF TOPSOIL. THE CONTRACTOR SHALL VERIFY BENCH MARK LEVELS AND ADVISE THE SUPERINTENDENT OF ANY DISCREPANCY BEFORE COMMENCEMENT OF CONSTRUCTION.
4. **UNDESIRABLE MATERIAL**
THE ENTIRE SITE/WORK AREAS SHALL BE CLEARED OF ALL UNDESIRABLE MATTER. THIS SHALL INCLUDE DEAD TIMBER, GRASS, OLD FOUNDATIONS, CONCRETE, MASONRY REMAINS, GARBAGE, DEBRIS AND ALL OTHER OBSTRUCTIONS TO THE WORKS UNLESS NOTED OTHERWISE. HOLES LEFT BY THE REMOVAL OF ANY OF THE ABOVE SHALL BE FILLED WITH APPROVED COMPACTED MATERIAL WITH PROPERTIES AT LEAST SIMILAR TO INSITU SOILS.
5. **COMPACTION STANDARD**
FILL MATERIAL SHALL BE COMPACTED TO THE FOLLOWING STANDARD, WHERE DRY DENSITY RATIO IS DETERMINED IN ACCORDANCE WITH AS 1289 USING STANDARD COMPACTION METHODS.

a. 100% DRY DENSITY RATIO IN COHESIVE MATERIAL OR 80% IN COHESIONLESS MATERIAL FOR ROAD SUBGRADE.

b. 98% DRY DENSITY RATIO IN COHESIVE MATERIAL OR 65% IN COHESIONLESS MATERIAL FOR ALL AREAS OTHER THAN THE ROADWAY AND BUILDING PADS.

c. 98% DRY DENSITY RATIO IN COHESIVE MATERIAL OR 70% IN COHESIONLESS MATERIAL FOR BUILDING PADS.
6. **PAVEMENT DEPTHS**
EARTHWORKS VOLUMES DO NOT INCLUDE DESIGN PAVEMENT DEPTHS AS INDICATED ON THE TYPICAL BULK EARTHWORKS ROAD SECTION.
7. **TESTING**
ALL EARTHWORKS TO BE CARRIED OUT UNDER LEVEL 1 SUPERVISION IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS 3798 UNLESS DIRECTED OTHERWISE BY THE SUPERINTENDENT. ALL COMPACTION TESTING SHALL BE CARRIED OUT BY AN APPROVED N.A.T.A TESTING AUTHORITY.
8. **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 GCCC. 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-SREADING.
11. **GRASSING / SEEDING**
ALL CUT & FILL AREAS AND DISTURBED AREAS SHALL BE GRASSED OR SEEDDED 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 SITE 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 SEEDDED, 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 QLD PTY LTD

Project:

PROPOSED INDUSTRIAL
FACILITY VANTAGE
YATALA

Site Address:

6 & 10 COAST LINK COURT
STAPYLTON, QLD 4207

RPD:

Lot: 202 AND 203
Plan: SP329487
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
Meridian: -
PSM: -
RL: -

ISSUE 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	8/01/2026	ORIGINAL ISSUE	RDR	JH
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:	6397
Designed: JH	Drafted: RDR
Approved:	MG
RPEQ	16939
Signed:	
Date:	08/01/2026
Drawing No:	Revision
6397 ENG BE 002	A

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HES BASIN GENERAL NOTES

AUTO DOSER

1. PROVIDED AS EITHER 'FLOC BOX' OR 'FOD-RAIN' DOSING UNIT OR APPROVED EQUIVALENT TO MANUFACTURERS SPECIFICATION.
2. DOSER AND SUPPLY OF FLOCCULANT TO BE PROVIDED ON LEVEL PAD 4mX4m WITHIN 10m OF DOSING POINT.
3. ALL-WEATHER ACCESS TRACK TO BE PROVIDED TO DOSER.
4. FLOCCULANT PROVIDED AS TURBICLEAR (ACH) OR APPROVED EQUIVALENT. IF ALTERNATIVE FLOCCULANT USED THEN THE BASIN SIZE IS TO BE INCREASED ACCORDING TO JAR SETTLEMENT TEST (REFER TO TABLE BELOW).

JAR SETTLEMENT AFTER 15 MINS	MULTIPLICATION FACTOR TO SETTLING ZONE
(mm)	VOLUME
50	x3.0
75	x2.0
100	x1.5
150	x1.0

BASIN CONSTRUCTION

MATERIALS

5. EARTH FILL: CLEAN SOIL WITH EMERSON CLASS 2(I), 3, 4 OR 5 AND FREE OF ROOTS, WOODY VEGETATION, ROCKS AND OTHER UNSUITABLE MATERIAL. SOIL WITH EMERSON CLASS 4 AND 5 MAY NOT BE SUITABLE DEPENDING ON PARTICLE SIZE DISTRIBUTION AND DEGREE OF DISPERSION. CLASS 2 (I) SHOULD ONLY BE USED UPON RECOMMENDATION FROM GEOTECHNICAL SPECIALIST.
6. SPILLWAY ROCK: HARD, ANGULAR, DURABLE, WEATHER RESISTANT AND EVENLY GRADED ROCK WITH 50% BY WEIGHT LARGER THAN THE SPECIFIED NOMINAL (D50) ROCK SIZE. LARGE ROCK SHOULD DOMINATE, WITH SUFFICIENT SMALL ROCK TO FILL THE VOIDS BETWEEN LARGER ROCK. THE DIAMETER OF THE LARGEST ROCK SHOULD BE NO LARGER THAN 1.5 TIMES THE NOMINAL ROCK SIZE. THE SPECIFIC GRAVITY SHOULD BE AT LEAST 2.5.
7. GEOTEXTILE FABRIC: HEAVY DUTY, NEEDLE-PUNCHED, NON-WOVEN CLOTH, MINIMUM 'BIDIM' A24 OR EQUIVALENT.

CONSTRUCTION

8. NOTWITHSTANDING ANY DESCRIPTION CONTAINED WITH APPROVED PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SATISFYING THEMSELVES AS TO THE NATURE AND EXTENT OF THE SPECIFIED WORKS AND THE PHYSICAL AND LEGAL CONDITIONS UNDER WHICH THE WORKS WILL BE CARRIED OUT. THIS SHALL INCLUDE MEANS OF ACCESS, EXTENT OF CLEARING, NATURE OF THE MATERIALS TO BE EXCAVATED, TYPE AND SIZE OF MECHANICAL PLANT REQUIRED, LOCATION AND SUITABILITY OF WATER SUPPLY FOR CONSTRUCTION AND TESTING PURPOSES, AND ANY OTHER LIKELY MATTERS AFFECTING THE CONSTRUCTION OF THE WORKS.
9. REFER TO APPROVED PLANS FOR LOCATION, DIMENSIONS, AND CONSTRUCTION DETAILS. IF THERE ARE QUESTIONS OR PROBLEMS WITH THE LOCATION, DIMENSIONS, OR METHOD OF INSTALLATION, CONTACT THE ENGINEER OR RESPONSIBLE ON-SITE OFFICER FOR ASSISTANCE.
10. BEFORE STARTING ANY CLEARING OR CONSTRUCTION, ENSURE ALL THE NECESSARY MATERIALS AND COMPONENTS ARE ON THE SITE TO AVOID DELAYS IN COMPLETING THE SEDIMENT BASIN ONCE WORKS BEGIN.
11. INSTALL REQUIRED SHORT TERM SEDIMENT CONTROL MEASURES DOWNSTREAM OF THE PROPOSED EARTHWORKS TO CONTROL SEDIMENT RUNOFF DURING CONSTRUCTION OF THE BASIN.
12. THE AREA TO BE COVERED BY THE EMBANKMENT, BORROW PITS AND INCIDENTAL WORKS, TOGETHER WITH AN AREA EXTENDING BEYOND THE LIMITS OF EACH FOR A DISTANCE NOT EXCEEDING FIVE (5) METRES ALL AROUND MUST BE CLEARED OF ALL TREES, SCRUB, STUMPS, ROOTS, DEAD TIMBER AND RUBBISH AND DISPOSED OF IN A SUITABLE MANNER. DELAY CLEARING THE MAIN BASIN AREA UNTIL THE EMBANKMENT IS COMPLETE.
13. ENSURE ALL HOLES MADE BY GRUBBING WITHIN THE EMBANKMENT FOOTPRINT ARE FILLED WITH SOUND MATERIAL, ADEQUATELY COMPACTED, AND FINISHED FLUSH WITH THE NATURAL SURFACE.
14. BEFORE CONSTRUCTION OF THE CUT-OFF TRENCH OR ANY ANCILLARY WORKS WITHIN THE EMBANKMENT FOOTPRINT, ALL GRASS GROWTH AND TOPSOIL MUST BE REMOVED FROM THE AREA TO BE OCCUPIED BY THE EMBANKMENT AND MUST BE DEPOSITED CLEAR OF THIS AREA AND RESERVED FOR TOPDRESSING THE COMPLETED EMBANKMENT.

CUT-OFF TRENCH

15. EXCAVATE A CUT-OFF TRENCH ALONG THE CENTRE LINE OF THE EARTH FILL EMBANKMENT. CUT THE TRENCH TO STABLE SOIL MATERIAL, BUT IN NO CASE MAKE IT LESS THAN 600mm DEEP. THE CUT-OFF TRENCH MUST EXTEND INTO BOTH ABUTMENTS TO AT LEAST THE ELEVATION OF THE OUTLET SPILLWAY CREST. MAKE THE MINIMUM BOTTOM WIDTH WIDE ENOUGH TO PERMIT OPERATION OF THE EXCAVATION AND COMPACTION EQUIPMENT, BUT IN NO CASE LESS THAN 600mm. MAKE THE SIDE SLOPES OF THE TRENCH NO STEEPER THAN 1:2 (H: V).
16. ENSURE ALL WATER, LOOSE SOIL, AND ROCK ARE REMOVED FROM THE TRENCH BEFORE BACKFILLING COMMENCES. THE CUT-OFF TRENCH MUST BE BACKFILLED WITH SELECT EARTH-FILL OF THE TYPE SPECIFIED FOR THE EMBANKMENT, AND THIS SOIL MUST HAVE A MOISTURE CONTENT AND DEGREE OF COMPACTION THE SAME AS SPECIFIED FOR THE CORE ZONE.
17. MATERIAL EXCAVATED FROM THE CUT-OFF TRENCH MAY BE USED IN THE CONSTRUCTION OF THE EMBANKMENT PROVIDED IT IS SUITABLE AND IT IS PLACED IN THE CORRECT ZONE ACCORDING TO ITS CLASSIFICATION.

EMBANKMENT

18. SCARIFY AREAS ON WHICH FILL IS TO BE PLACED BEFORE PLACING THE FILL.
19. ENSURE ALL FILL MATERIAL USED TO FORM THE EMBANKMENT MEETS THE SPECIFICATIONS CERTIFIED BY A SOIL SCIENTIST OF GEOTECHNICAL SPECIALIST.
20. THE FILL MATERIAL MUST CONTAIN SUFFICIENT MOISTURE SO IT CAN BE FORMED BY HAND INTO A BALL WITHOUT CRUMBLING. IF WATER CAN BE SQUEEZED OUT OF THE BALL, IT IS TOO WET FOR PROPER COMPACTION. PLACE FILL MATERIAL IN 150 TO 200mm CONTINUOUS LAYERS OVER THE ENTIRE LENGTH OF THE FILL AREA AND THEN COMPACT BEFORE PLACEMENT OF FURTHER FILL.
21. UNLESS SPECIFIED ON THE APPROVED PLANS, COMPACT THE SOIL AT ABOUT 1% TO 2% WET OPTIMUM AND TO 95% MODIFIED OR 100% STANDARD COMPACTION.
22. WHERE BOTH DISPERSIVE AND NON-DISPERSIVE CLASSIFIED EARTH-FILL MATERIALS ARE AVAILABLE, NON-DISPERSIVE EARTH-FILL MUST BE USED IN THE CORE ZONE. THE REMAINING CLASSIFIED EARTH-FILL MATERIALS MUST ONLY BE USED AS DIRECTED BY THE SITE SUPERINTENDENT.
23. WHERE SPECIFIED, CONSTRUCT THE EMBANKMENT TO AN ELEVATION 10% HIGHER THAN THE DESIGN HEIGHT TO ALLOW FOR SETTLING; OTHERWISE FINISHED DIMENSIONS OF THE EMBANKMENT AFTER SPREADING OF TOPSOIL MUST CONFORM TO THE DRAWING WITH A TOLERANCE OF 75mm FROM SPECIFIED DIMENSIONS.
24. ENSURE DEBRIS AND OTHER UNSUITABLE BUILDING WASTE IS NOT PLACED WITHIN THE EARTH EMBANKMENT.
25. AFTER COMPLETION OF THE EMBANKMENT ALL LOOSE UNCOMPACTED EARTH-FILL MATERIAL ON THE UPSTREAM AND DOWNSTREAM BATTER MUST BE REMOVED PRIOR TO SPREADING TOPSOIL.
26. TOPSOIL AND RE-VEGETATE/STABILISE ALL EXPOSED EARTH AS DIRECTED WITHIN THE APPROVED PLANS.

ESTABLISHING THE SETTLING POND

27. THE AREA TO BE COVERED BY THE STORED WATER OUTSIDE OF THE LIMITS OF THE BORROW PITS MUST BE CLEARED OF RUBBISH. TREES MUST BE CUT DOWN STUMP HIGH AND REMOVED FROM THE IMMEDIATE VICINITY OF THE WORK.
28. ESTABLISH ALL REQUIRED INFLOW CHUTES AND INLET BAFFLES IF SPECIFIED TO ENABLE WATER TO DISCHARGE INTO THE BASIN IN A MANNER THAT WILL NOT CAUSE SOIL EROSION OR THE RE-SUSPENSION OF SETTLED SEDIMENT.
29. INSTALL A SEDIMENT STORAGE LEVEL MARKER POST WITH A CROSS MEMBER SET JUST BELOW THE TOP OF THE SEDIMENT STORAGE ZONE (AS SPECIFIED ON THE APPROVED PLANS). USE AT LEAST A 75mm WIDE POST FIRMLY SET INTO THE BASIN FLOOR.
30. IF SPECIFIED, INSTALL INTERNAL SETTLING POND BAFFLES. ENSURE THE CREST OF THESE BAFFLES IS SET LEVEL WITH, OR JUST BELOW, THE ELEVATION OF THE EMERGENCY SPILLWAY.
31. INSTALL ALL APPROPRIATE MEASURES TO MINIMISE SAFETY RISK TO ON-SITE PERSONNEL AND THE PUBLIC CAUSED BY THE PRESENCE OF THE SETTLING POND. AVOID STEEP, SMOOTH INTERNAL SLOPES. APPROPRIATELY FENCE THE SETTLING POND AND POST WARNING SIGNS IF UNSUPERVISED PUBLIC ACCESS IS LIKELY OR THERE IS CONSIDERED TO BE AN UNACCEPTABLE RISK TO THE PUBLIC.

SPILLWAY CONSTRUCTION

32. THE SPILLWAY MUST BE EXCAVATED AS SHOWN ON THE PLANS, AND THE EXCAVATED MATERIAL IF CLASSIFIED AS SUITABLE, MUST BE USED IN THE EMBANKMENT, AND IF NOT SUITABLE IT MUST BE DISPOSED OF INTO SPOIL HEAPS.
33. ENSURE EXCAVATED DIMENSIONS ALLOW ADEQUATE BOXING-OUT SUCH THAT THE SPECIFIED ELEVATIONS, GRADES, CHUTE WIDTH, AND ENTRANCE AND EXIT SLOPES FOR THE EMERGENCY SPILLWAY WILL BE ACHIEVED AFTER PLACEMENT OF THE ROCK OR OTHER SCOUR PROTECTION MEASURES AS SPECIFIED IN THE PLANS.
34. PLACE SPECIFIED SCOUR PROTECTION MEASURES ON THE EMERGENCY SPILLWAY. ENSURE THE FINISHED GRADE BLENDS WITH THE SURROUNDING AREA TO ALLOW A SMOOTH FLOW TRANSITION FROM SPILLWAY TO DOWNSTREAM CHANNEL.
35. IF A SYNTHETIC FILTER FABRIC UNDERLAY IS SPECIFIED, PLACE THE FABRIC DIRECTLY ON THE PREPARED FOUNDATION. IF MORE THAN 1 SHEET OF FILTER FABRIC IS REQUIRED, OVERLAP THE EDGES BY AT LEAST 300mm AND PLACE ANCHOR PINS AT MINIMUM 1m SPACING ALONG THE OVERLAP. BURY THE UPSTREAM END OF THE FILTER FABRIC A MINIMUM 300mm BELOW GROUND AND WHERE NECESSARY, BURY THE LOWER END OF THE FABRIC OR OVERLAP A MINIMUM 300mm OVER THE NEXT DOWNSTREAM SECTION AS REQUIRED. ENSURE THE FILTER FABRIC EXTENDS AT LEAST 1000mm UPSTREAM OF THE SPILLWAY CREST.
36. TAKE CARE NOT TO DAMAGE THE FABRIC DURING OR AFTER PLACEMENT. IF DAMAGE OCCURS, REMOVE THE ROCK AND REPAIR THE SHEET BY ADDING ANOTHER LAYER OF FABRIC WITH A MINIMUM OVERLAP OF 300mm AROUND THE DAMAGED AREA. IF EXTENSIVE DAMAGE IS SUSPECTED, REMOVE AND REPLACE THE ENTIRE SHEET.
37. WHERE LARGE ROCK IS USED, OR MACHINE PLACEMENT IS DIFFICULT, A MINIMUM 100mm LAYER OF FINE GRAVEL, AGGREGATE, OR SAND MAY BE NEEDED TO PROTECT THE FABRIC.
38. PLACEMENT OF ROCK SHOULD FOLLOW IMMEDIATELY AFTER PLACEMENT OF THE FILTER FABRIC. PLACE ROCK SO THAT IT FORMS A DENSE, WELL GRADED MASS OF ROCK WITH A MINIMUM OF VOIDS. THE DESIRED DISTRIBUTION OF ROCK THROUGHOUT THE MASS MAY BE OBTAINED BY SELECTIVE LOADING AT THE QUARRY AND CONTROLLED DUMPING DURING FINAL PLACEMENT.
39. THE FINISHED SLOPE SHOULD BE FREE OF POCKETS OF SMALL ROCK OR CLUSTERS OF LARGE ROCKS. HAND PLACING MAY BE NECESSARY TO ACHIEVE THE PROPER DISTRIBUTION OF ROCK SIZES TO PRODUCE A RELATIVELY SMOOTH, UNIFORM SURFACE. THE FINISHED GRADE OF THE ROCK SHOULD BLEND WITH THE SURROUNDING AREA. NO OVER FALL OR PROTRUSION OF ROCK SHOULD BE APPARENT.
40. ENSURE THAT THE FINAL ARRANGEMENT OF THE SPILLWAY CREST WILL NOT PROMOTE EXCESSIVE FLOW THROUGH THE ROCK SUCH THAT THE WATER CAN BE RETAINED WITHIN THE SETTLING BASIN AT THE ELEVATION NO LESS THAN 50mm ABOVE OF BELOW THE NOMINATED SPILLWAY CREST ELEVATION.



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FPI QLD PTY LTD

Project:

PROPOSED INDUSTRIAL
FACILITY VANTAGE
YATALA

Site Address:

6 & 10 COAST LINK COURT
STAPYLTON, QLD 4207

RPD:

Lot: 202 AND 203
Plan: SP329487
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
Meridian: -
PSM: -
RL: -

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Drawing Title:

GENERAL NOTES
SHEET 2 OF 2

A	8/01/2026	ORIGINAL ISSUE	RDR	JH
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. 6397	
Designed: JH	Drafted: RDR
Approved:	MG
RPEQ	16939
Signed:	
Date:	08/01/2026
Drawing No: 6397 ENG BE 003	Revision A



FPI QLD PTY LTD

Project:

PROPOSED INDUSTRIAL
FACILITY VANTAGE
YATALA

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Drawing Title:

LEGEND

Rev	Date	Description	RDR	JH
A	8/01/2026	ORIGINAL ISSUE		

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

Scale:

PROJECT NORTH POINT

Project No:	6397
Designed: JH	Drafted: RDR
Approved:	MG
RPEQ	16939
Signed:	
Date:	08/01/2026
Drawing No:	6397 ENG BE 004
Revision	A

FEATURE LEGEND

	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

SERVICES LEGEND

	PROPOSED RISING MAIN
	PROPOSED SEWER
	PROPOSED STORMWATER
	PROPOSED ROOFWATER
	PROPOSED SUBSOIL
	PROPOSED WATER
	PROPOSED RECYCLED WATER
	PROPOSED OIL
	PROPOSED FUEL
	PROPOSED GAS
	PROPOSED PIPELINE
	PROPOSED HIGH VOLTAGE ELECTRICITY
	PROPOSED UNDERGROUND ELECTRICITY
	PROPOSED OVERHEAD ELECTRICITY
	PROPOSED LIGHTING
	PROPOSED TELSTRA
	PROPOSED COMMUNICATIONS
	PROPOSED GAS, ELECT
	PROPOSED GAS, TELSTRA
	PROPOSED ELECT, TELSTRA
	PROPOSED GAS, ELECTRICITY, TELSTRA
	EXISTING RISING MAIN
	EXISTING SEWER
	EXISTING STORMWATER
	EXISTING ROOFWATER
	EXISTING SUBSOIL
	EXISTING WATER
	EXISTING RECYCLED WATER
	EXISTING OIL
	EXISTING FUEL
	EXISTING GAS
	EXISTING PIPELINE
	EXISTING HIGH VOLTAGE ELECTRICITY
	EXISTING UNDERGROUND ELECTRICITY
	EXISTING OVERHEAD ELECTRICITY
	EXISTING LIGHTING
	EXISTING TELSTRA
	EXISTING COMMUNICATIONS
	EXISTING GAS, ELECT
	EXISTING GAS, TELSTRA
	EXISTING ELECT, TELSTRA
	EXISTING GAS, ELECTRICITY, TELSTRA

	DEMOLISH RISING MAIN
	DEMOLISH SEWER
	DEMOLISH STORMWATER
	DEMOLISH SUBSOIL
	DEMOLISH WATER
	DEMOLISH RECYCLED WATER
	DEMOLISH OIL
	DEMOLISH FUEL
	DEMOLISH GAS
	DEMOLISH PIPELINE
	DEMOLISH HIGH VOLTAGE ELECTRICITY
	DEMOLISH UNDERGROUND ELECTRICITY
	DEMOLISH OVERHEAD ELECTRICITY
	DEMOLISH LIGHTING
	DEMOLISH TELSTRA
	DEMOLISH COMMUNICATIONS

SYMBOLS

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	EXISTING SIGN
PROPOSED SIGN	PROPOSED SIGN
PROPOSED ROAD EDGE GUIDE POST	PROPOSED ROAD EDGE GUIDE POST
EXISTING BIN	EXISTING BIN
POST BOX	POST BOX
TELEPHONE BOX	TELEPHONE BOX
TELSTRA PIT	TELSTRA PIT
TELSTRA MARKER POST	TELSTRA MARKER POST
WM	WATER METER
W	WATER VALVE
F.H.	FIRE HYDRANT
WATER TAP	WATER TAP
WATER HYDRANT	WATER HYDRANT
WATER TEE	WATER TEE
WATER REDUCER	WATER REDUCER
WATER ENDCAP	WATER ENDCAP
WATER CONNECTION	WATER CONNECTION
WATER CROSSING	WATER CROSSING
WATER DICH	WATER DICH
SEWER MAINTENANCE HOLE	SEWER MAINTENANCE HOLE
SEWER RODDING END	SEWER RODDING END
SEWER BEND	SEWER BEND
SEWER MAINTENANCE SHAFT	SEWER MAINTENANCE SHAFT
SEWER 'T' END	SEWER 'T' END
SEWER SLUICE VALVE	SEWER SLUICE VALVE
SEWER PIT	SEWER PIT

SEWER PUMP STATION	SEWER PUMP STATION
TEMPORARY SEWER PUMP STATION	TEMPORARY SEWER PUMP STATION
SEWER / STORMWATER PIT NO/LINE	SEWER / STORMWATER PIT NO/LINE

SETOUT POINT	SETOUT POINT
OFFSET PIT WITH GRATE	OFFSET PIT WITH GRATE
IN LINE PIT WITH GRATE	IN LINE PIT WITH GRATE

JUNCTION PIT	JUNCTION PIT
LETTERBOX PIT	LETTERBOX PIT
GRATED INLET PIT	GRATED INLET PIT

MANHOLE	MANHOLE
GULLY PIT (LIP INLINE) BARRIER KERB - GRADE	GULLY PIT (LIP INLINE) BARRIER KERB - GRADE
GULLY PIT (LIP INLINE) BARRIER KERB - SAG	GULLY PIT (LIP INLINE) BARRIER KERB - SAG
GULLY PIT (LIP INLINE) ROLL TOP KERB - GRADE	GULLY PIT (LIP INLINE) ROLL TOP KERB - GRADE
GULLY PIT (LIP INLINE) ROLL TOP KERB - SAG	GULLY PIT (LIP INLINE) ROLL TOP KERB - SAG
GULLY PIT (KERB INLINE) - GRADE	GULLY PIT (KERB INLINE) - GRADE
GULLY PIT (KERB INLINE) - SAG	GULLY PIT (KERB INLINE) - SAG

INFILTRATION TRENCH	INFILTRATION TRENCH
HEADWALL	HEADWALL
GROSS POLLUTANT TRAP	GROSS POLLUTANT TRAP
STORMWATER CHAMBER	STORMWATER CHAMBER

	BUND
	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

LEGEND

1. FOR GENERAL NOTES, REFER TO SHEET 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
4. FOR BULK EARTHWORKS LAYOUT PLAN, REFER TO SHEET 100

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.

NEW STORMWATER LINE. ASSOCIATED WITH
- BOUNDARY ARRANGEMENT.
NOTE: PART OF THIS PACKAGE OF WORKS.

RETAINING WALL. REFER TO

INSTALL GEO-TEXTILE SEDIMENT FENCE
— TO LOW SIDE OF BATTER. REFER TO DWG
NO. 6397 ENG BE 05I FOR DETAILS

RELOCATED PROPERTY
BOUNDARY

NEW STORMWATER LINE. ASSOCIATED WITH
- BOUNDARY ARRANGEMENT.
NOTE: PART OF THIS PACKAGE OF WORKS.

INSTALL GEO-TEXTILE SEDIMENT FENCE
- TO LOW SIDE OF BATTER. REFER TO DWG
NO. 6397 ENG BE 051 FOR DETAILS

INSTALL GEO-TEXTILE SEDIMENT FENCE
TO LOW SIDE OF BATTER. REFER TO DWG
NO. 6397 ENG BE 051 FOR DETAILS

STORMWATER FIELD INLET PROTECTION.
TYPICAL TREATMENT FOR ALL STRUCTURES

INSTALL GEO-TEXTILE SEDIMENT FENCE TO
LOW SIDE OF BATTER. REFER TO DWG NO.
6397 ENG BE 05I FOR DETAILS

STORMWATER FIELD INLET PROTECTION.
TYPICAL TREATMENT FOR ALL STRUCTURES

VANTAGE STAGE 2 DETENTION BASIN

EROSION AND SEDIMENT CONTROL LAYOUT PLAN



Client:



FPI QLD PTY LTD

Project:

PROPOSED INDUSTRIAL FACILITY VANTAGE YATALA

Site Address:

6 & 10 COAST LINK COURT
STAPYLTON, QLD 4207

RPD:

Lot: 202 AND 203
Plan: SP329487
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
Meridian: -
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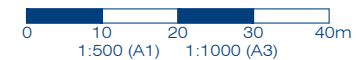
Drawing Title

EROSION AND SEDIMENT CONTROL LAYOUT PLAN

[illegible]

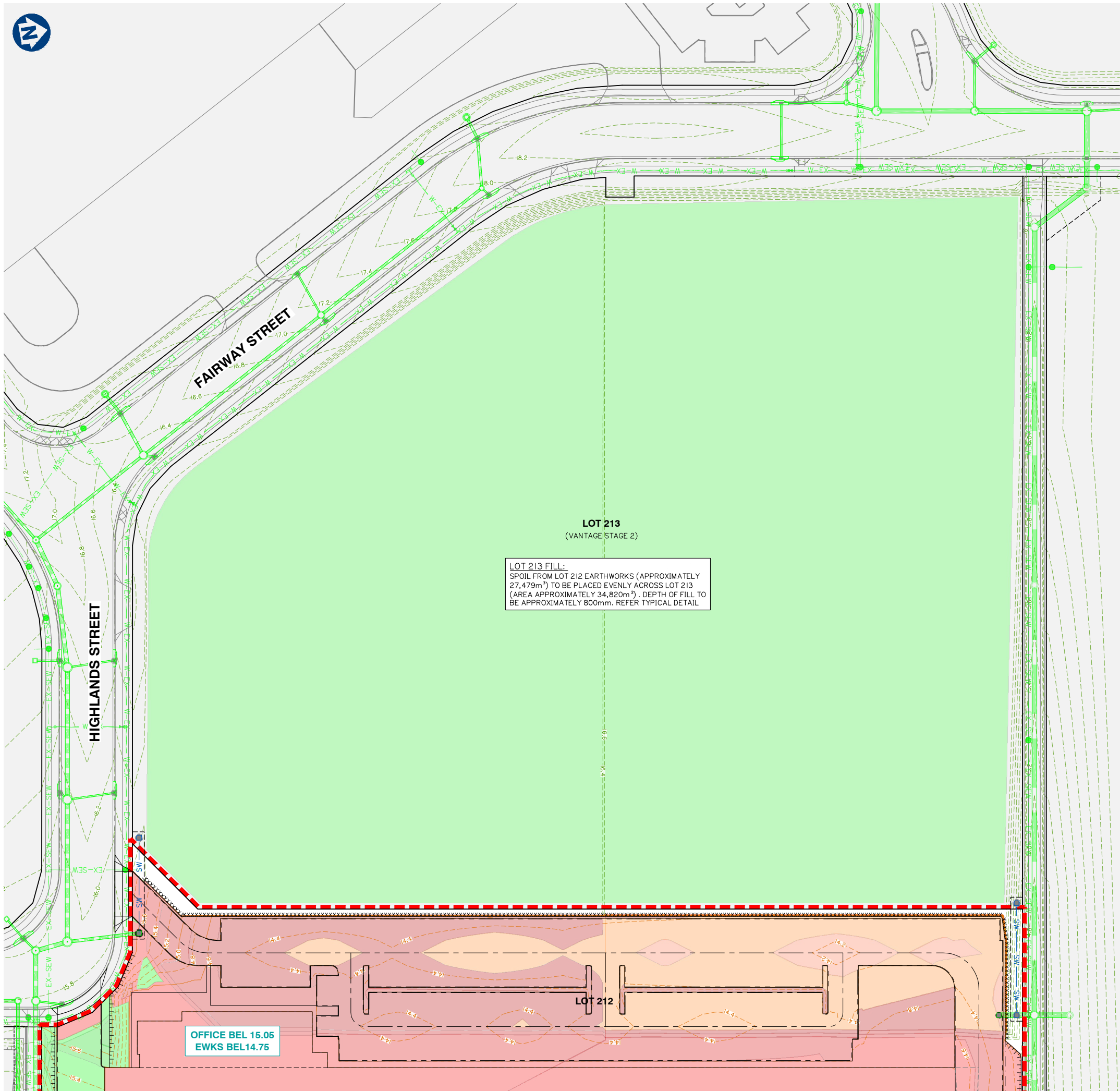
A	8/01/2026	ORIGINAL ISSUE	RDR	JH
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED	

Scale:



PROJECT NORTH POINT

Project No. 6397	
Designed: JH	Drafted: RDR
Approved:	MG
RPEQ	16939
Signed:	
Date:	08/01/2026
Drawing No: 6397 ENG BE 050	
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Site Address:
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STAPYLTON, QLD 4207

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Drawing Title:

BULK EARTHWORKS CUT
TO FILL LAYOUT PLAN
SHEET 2 OF 2

A Rev	8/01/2026 Date	ORIGINAL ISSUE Description	RDR DRN	JH 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. 6397	
Designed: JH	Drafted: RDR
Approved:	MG
RPEQ	16939
Signed:	
Date:	08/01/2026
Drawing No:	Revision
6397 ENG BE 101	A



FPI QLD PTY LTD

Project:

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FACILITY VANTAGE
YATALA

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Drawing Title:

RETAINING WALL
CONTROL LINE SETOUT
AND TYPICAL DETAILS

[illegible]

A	8/01/2026	ORIGINAL ISSUE	RDR	JH
Rev	Date	Description	DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED	
CULVERT AND PIPE SIZES IN MILLIMETERS			A3 REDUCED	

Scale:



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

PROJECT NORTH POINT

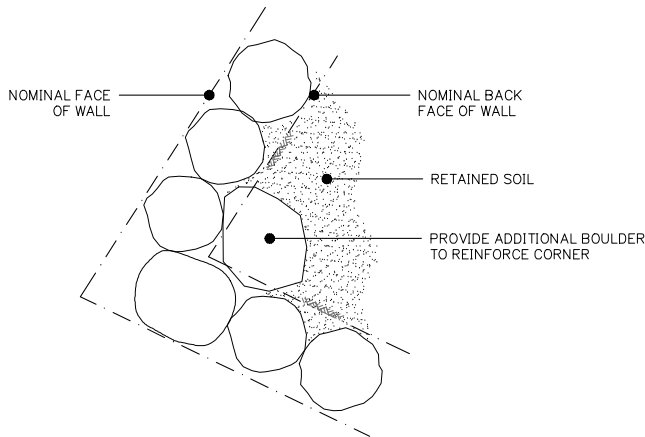
Project No: 6397	
Designed: JH	Drafted: RDR
Approved:	MG
RPEQ	16939
Signed:	
Date:	08/01/2026
Drawing No: 6397 ENG BE 120	
Revision: A	

RETAINING WALL 01 SETOUT TABLE

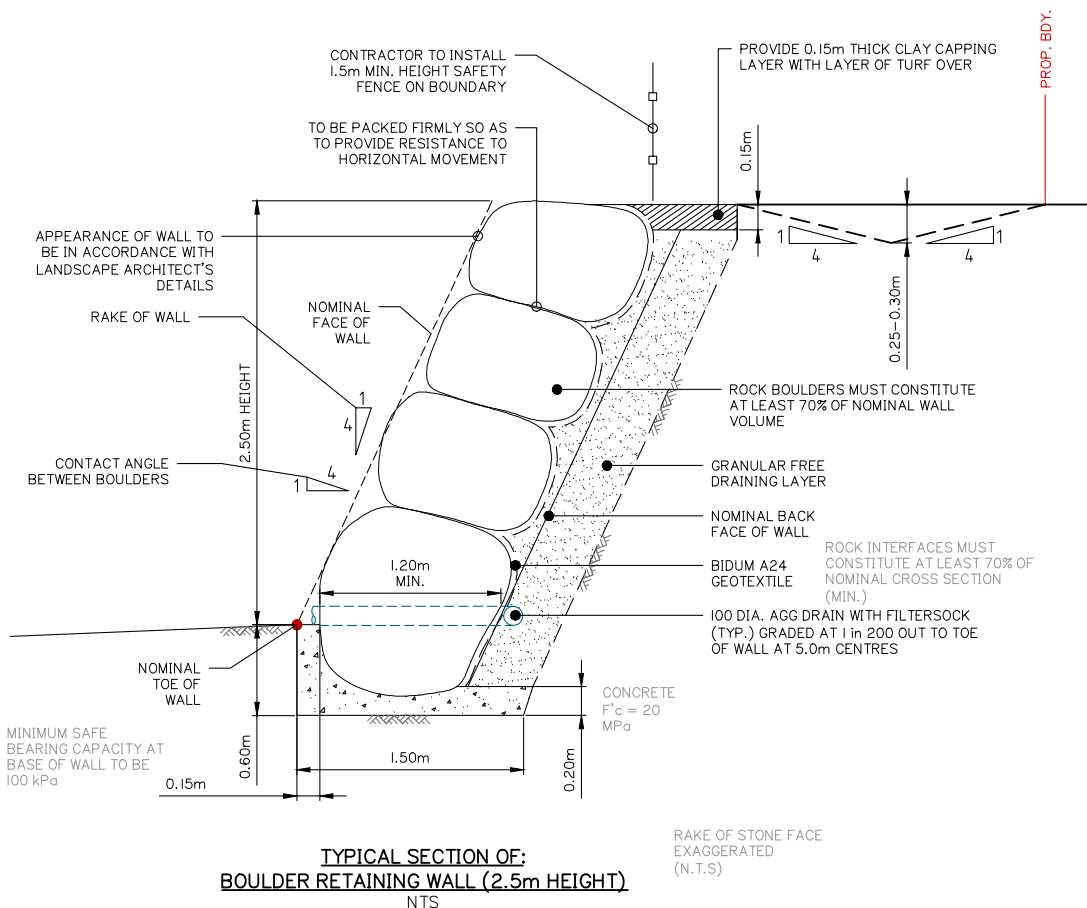
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	2834.018	6557.452	16.157	54°11'54.32"
	10.000	2842.129	6563.302	15.670	54°11'54.32"
IP 2	12.880	2844.465	6564.987	15.530	
	20.000	2845.603	6572.015	15.136	9°11'54.27"
	30.000	2847.201	6581.886	14.964	9°11'54.27"
	40.000	2848.800	6591.758	14.954	9°11'54.27"
	50.000	2850.398	6601.629	14.944	9°11'54.27"
	60.000	2851.997	6611.501	14.934	9°11'54.27"
	70.000	2853.596	6621.372	14.924	9°11'54.27"
	80.000	2855.194	6631.243	14.914	9°11'54.27"
	90.000	2856.793	6641.115	14.904	9°11'54.27"
	100.000	2858.391	6650.986	14.894	9°11'54.27"
	110.000	2859.990	6660.858	14.884	9°11'54.27"
	120.000	2861.588	6670.729	14.875	9°11'54.27"
	130.000	2863.187	6680.600	14.865	9°11'54.27"
	140.000	2864.785	6690.472	14.855	9°11'54.27"
	150.000	2866.384	6700.343	14.845	9°11'54.27"
	160.000	2867.982	6710.215	14.835	9°11'54.27"
	170.000	2869.581	6720.086	14.825	9°11'54.27"
	180.000	2871.179	6729.957	14.815	9°11'54.27"
	190.000	2872.778	6739.829	14.805	9°11'54.27"
	200.000	2874.377	6749.700	14.795	9°11'54.27"
	210.000	2875.975	6759.572	14.785	9°11'54.27"
	220.000	2877.574	6769.443	14.775	9°11'54.27"
IP 3	221.180	2877.762	6770.607	14.775	
IP 4	227.342	2883.923	6770.453	14.751	
	230.000	2886.547	6770.028	14.734	99°11'54.27"
	240.000	2896.418	6768.430	14.668	99°11'54.27"
	250.000	2906.289	6766.831	14.688	99°11'54.27"
IP 5	257.770	2913.960	6765.589	14.727	99°11'54.27"

NOTE:

1. RETAINING WALLS TO BE IN ACCORDANCE WITH CITY OF GOLD COAST SCHEDULE 6 CITY PLAN POLICY – LAND DEVELOPMENT GUIDELINES SC6.11.3 CHANGE TO GROUND LEVEL STANDARDS. THEY SHALL NOT EXCEED 5.0m IN HEIGHT UNLESS SUITABLY BENCHED.
2. THE BOULDER RETAINING WALL DETAILS SHOWN ON THIS DRAWING ARE TYPICAL ONLY. CONSTRUCTION TO BE UNDERTAKEN TO STRUCTURAL ENGINEERS SPECIFICATION.
3. CONTRACTOR TO ARRANGE FOR DESIGN AND CONSTRUCTION OF WALLS AND SHALL PROVIDE STRUCTURAL CERTIFICATION OF DESIGN (FORM 15) AND FINAL CONSTRUCTION (FORM 16).
4. CONSTRUCTION SETOUT POINT FOR BOULDER WALLS IS TYPICALLY AT THE 'LOW SIDE TOE OF WALL' WHERE IT INTERFACES WITH EXISTING SURFACE LEVEL OR THE LOW SIDE PAD FSL.



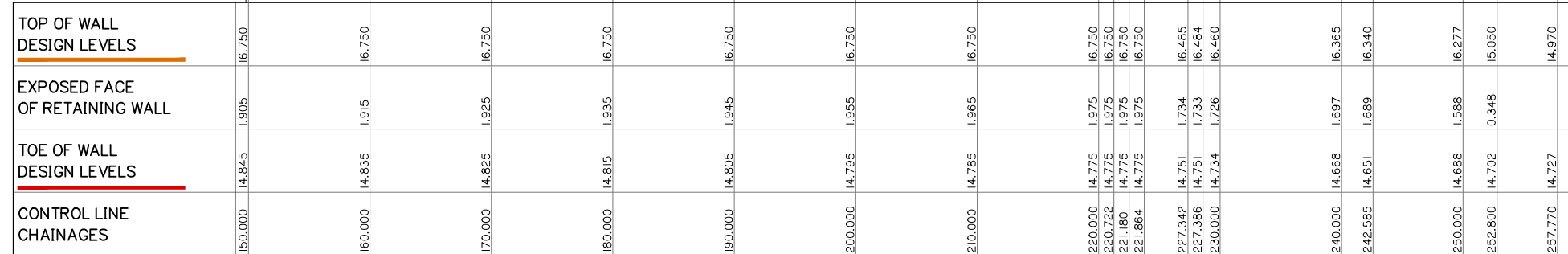
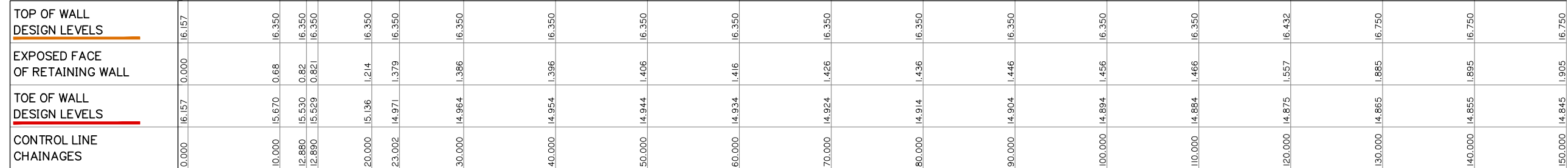
PLAN VIEW
TYPICAL BOULDER WALL CORNER DETAIL
NTS



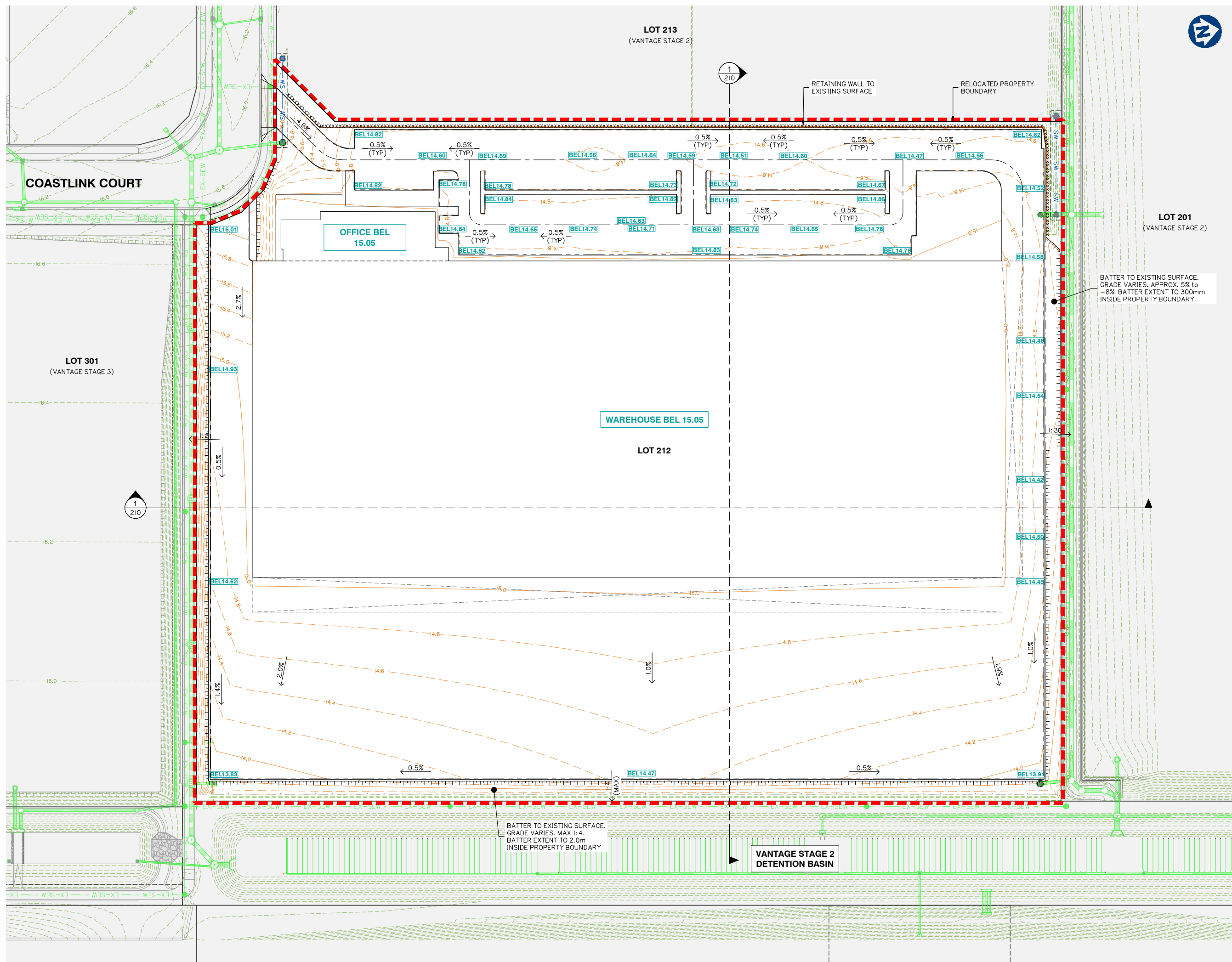
TYPICAL SECTION OF:
BOULDER RETAINING WALL (2.5m HEIGHT)
NTS



A



RETAINING WALL LONGITUDINAL SECTIONS







ENGINEERING SERVICES REPORT

DEVELOPMENT APPLICATION FOR MATERIAL
CHANGE OF USE – INDUSTRY (MODULAR
BUILDING ASSEMBLY) WITH ANCILLARY
OFFICE, RECONFIGURING A LOT – BOUNDARY
REALIGNMENT

ADDRESS

2 and 10 Coastlink Court

REAL PROPERTY DESCRIPTION

Proposed Lots 212 and 213 over
Lots 202 and 203 on SP329487

PREPARED FOR

FPI QLD Pty Ltd

December 2025



gassman
development
perspectives

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

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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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GDP DOCUMENT CONTROL

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Revision / Checking History

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1	Mitchell Gassman	Mitchell Gassman

Approval for Issue

Rev. No.	Name	Position	Signature	Date
1.	Mitchell Gassman	Civil Project Engineer RPEQ 16939		14 th January 2026

Final Distribution

FPI QLD 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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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 an existing Industrial Collector Street, Coastlink Court to the west (refer to **Figure 2.1**).

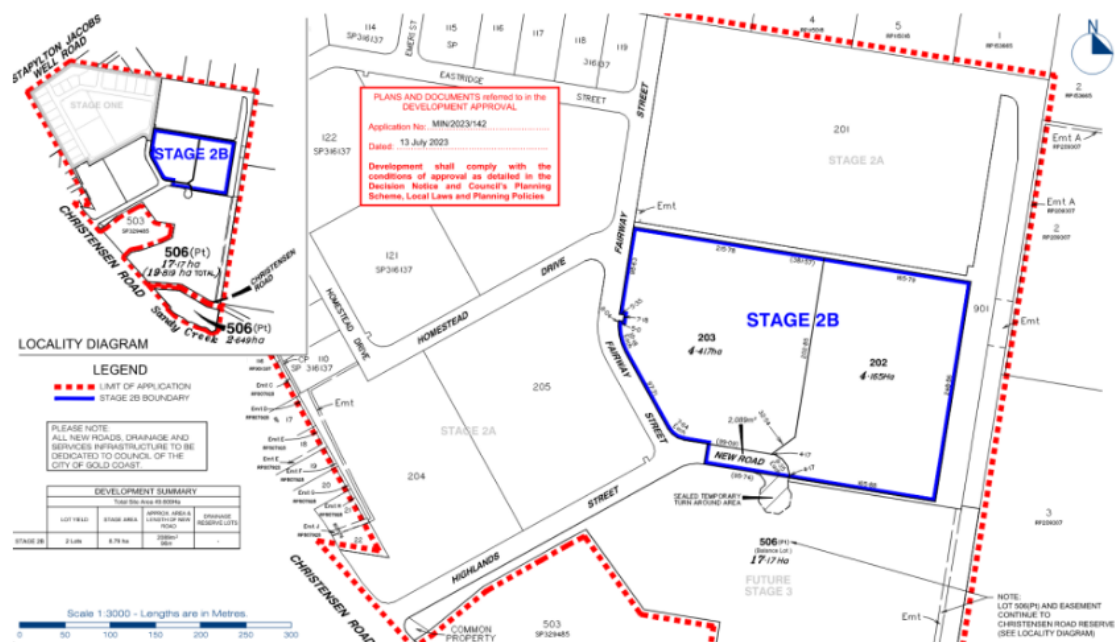


Figure 2.1: Approved Lot Layout, Source: MIN/2023/142 (GDP File, 2025)

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 completed as part of deliver of Stages 2A and 2B of the Vantage Yatal industrial estate.

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 proposed Lot 212 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 original topography of the development site major bulk earthworks have been undertaken as part of Stage 2 of the development to provide generally flat pads suitable for the intended industrial use based on the ROL-approved lot layout.

A further detailed bulk earthworks strategy has been developed specifically for the intended land use over the proposed Lot 212 extent by Gassman Development Perspectives in order to establish suitable grades for access, hardstand and carparking 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 2 of Vantage Yatala which contains proposed Lot 212 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 proposed Lot 212 (Coastlink Court) has been 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.

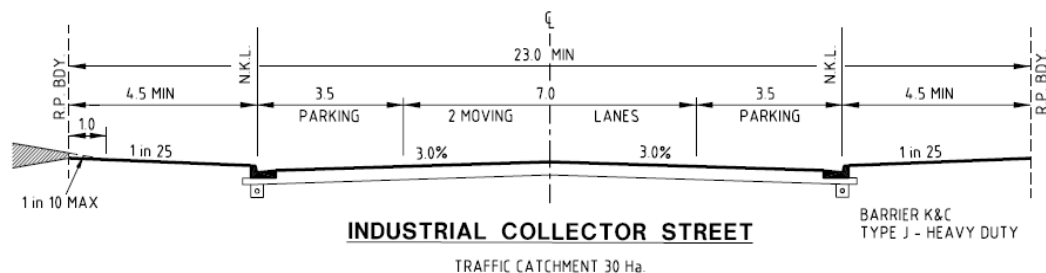


Figure 4.1: Proposed Internal Roads Cross Section, Source: CoGC Std Dwg 05-02-004

Proposed Lot 212 and its intended industrial facility has a single frontage to the constructed 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

Proposed Lot 212 has an existing 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. Due to the boundary realignment required, the existing sewer property connection for lot 203 (No. 2 Coastlink) will need to be augmented to ensure a suitable connection for the new Lot 213 extent is provided.

The location of the existing sewer network connection relative to the proposed site layout for proposed Lot 212 is shown in the Civil Servicing Strategy Plan contained within **Appendix B** along with the revised Lot 213 sewer property connection location to be provided as part of the boundary realignment.

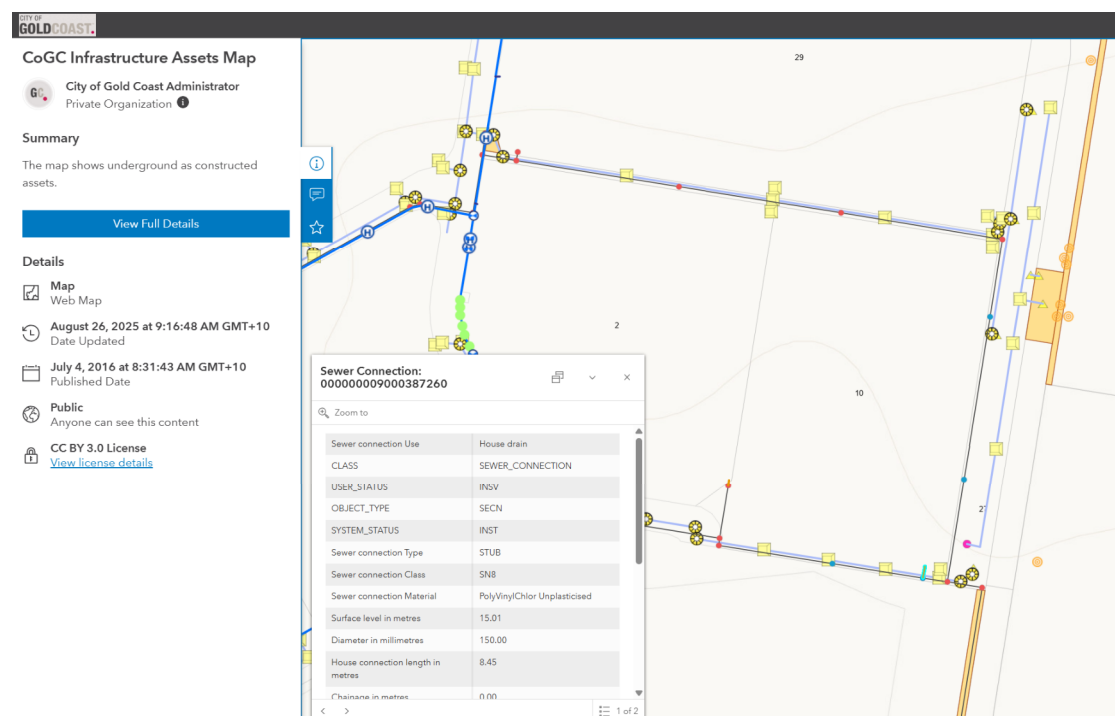


Figure 5.1: CoGC Infrastructure Assets Map – Lot 212 (No. 10 Coastlink Sewer connection)

5.2 WATER SUPPLY

The proposed industrial facility within new Lot 212 has the ability to connect to the existing 150mm diameter potable reticulation main running the entire length of subject lot's frontage to Coastlink Court as demonstrated in **Figure 5.1** below.

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**.

It is noted that proposed Lot 213 retains its existing frontage to Fairway Street and Coastlink Court which contains a 150mm diameter potable water main for the full length of its frontage and as such the proposed boundary realignment will not require any augmentation to the existing potable water network to facilitate the new lot extents,

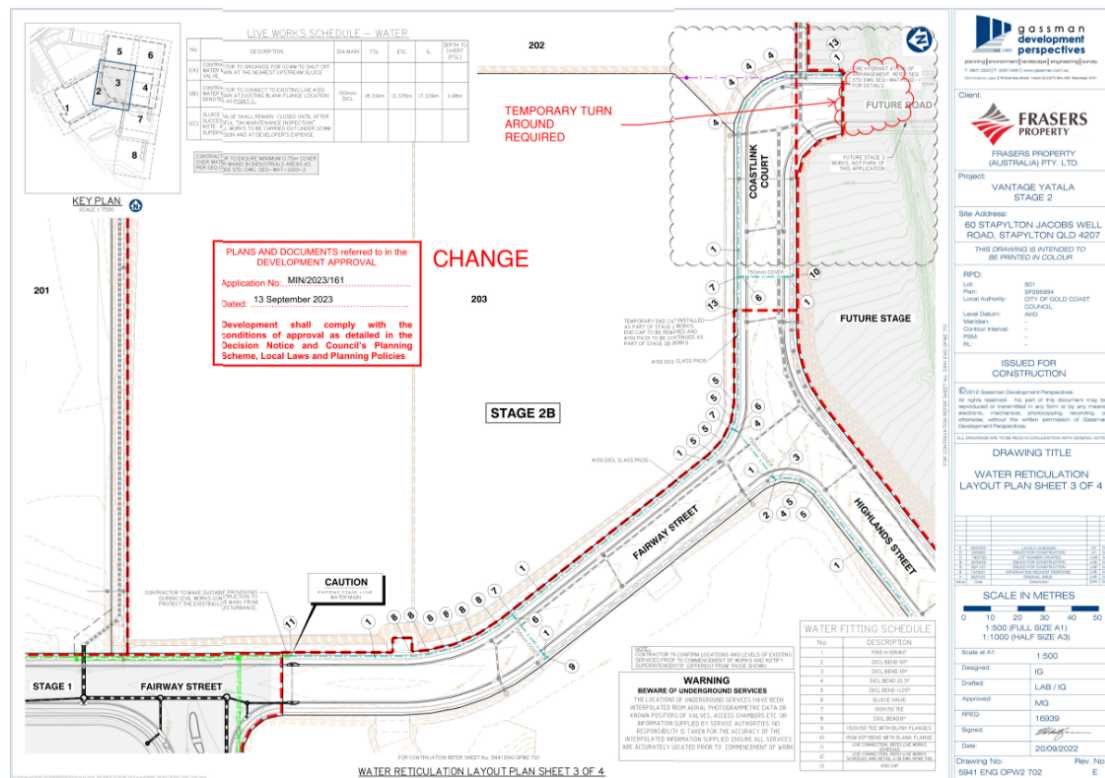


Figure 5.2: Water stamp-approved plan from Decision Notice OPW/2023/161

5.3 ELECTRICITY AND TELECOMMUNICATIONS

Stage 2 of the Vantage Yatala industrial development has underground reticulated electrical and telecommunications (NBN) networks approved and constructed by the relevant service authorities including electrical and communications reticulation to Lots 202's and 203's road verge frontage which will be retained for new Lots 212 and 213.

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 proposed Lot 212 extent to ensure the proposed warehouse facility and associated hardstand areas discharge to the existing Legal Points of Discharge (LPoD) within the rear of the allotment. A preliminary layout of this internal network and how it connects to the existing Vantage Yatala stormwater drainage network reflective of the existing and approved catchments of the proposed lot is shown on the Civil Servicing Strategy Plan contained within **Appendix B**.

It is noted that due to the boundary realignment required to facilitate new Lots 212 and 213. The existing stormwater lines servicing Lot 203 will need to be extended as inter-allotment drainage into the new lot 213. This augmentation of the 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 5, dated 31st May 2022) and approved by Council as part of the Reconfiguration of Lot approval covering existing Lots 202 and 203 within the development (Council Ref: MIN/2023/142). 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 Stages 2A and 2B 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 5, dated 31st May 2022) and approved by Council as part of the Reconfiguration of Lot approval covering existing Lots 202 and 203 within the development (Council Ref: MIN/2023/142) 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

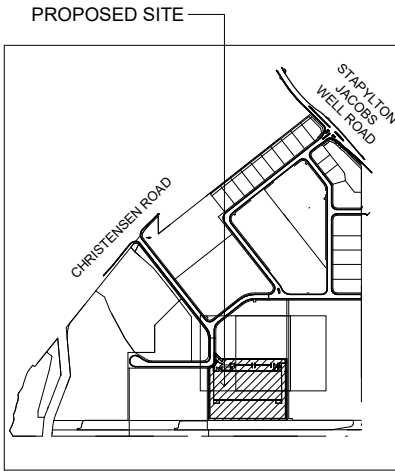
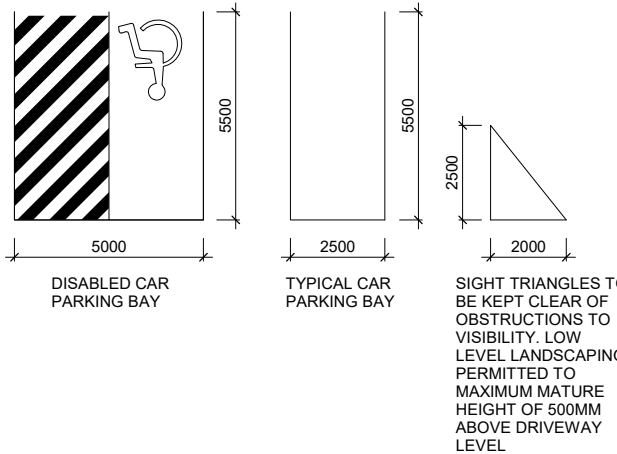
Gassman Development Perspectives have prepared this Engineering Services Report to support an application for a Development Permit for a Material Change of Use with an Ancillary Office) over approved Lots 202 and 203 within the Vantage Yatala industrial estate which outlines both the civil servicing requirement of the land use and the required boundary realignment 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 212 Site Plan - Proposed Industrial Development

REV	DESCRIPTION	DATE
A	PRELIMINARY	27.11.25
B	NOTES UPDATE	04.12.25
C	CAR PARK UPDATE	12.12.25

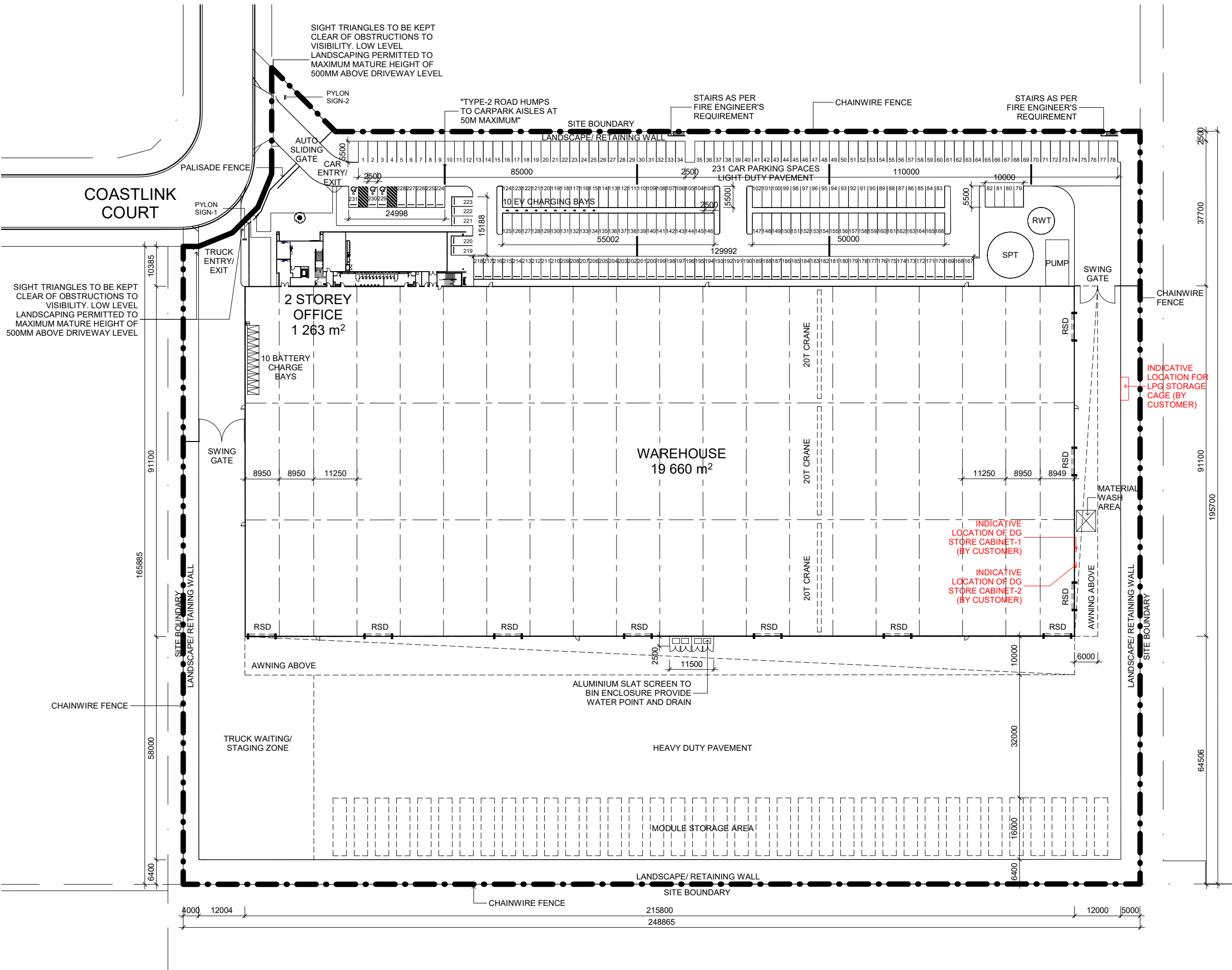
DEVELOPMENT SUMMARY

SITE AREA	48 268 m ²
WAREHOUSE	19 660 m ²
2 STOREY OFFICE (EXCLUDING DECK AREA 50m ²)	1263 m ²
TOTAL BUILDING AREA	20 923 m ²
AWNING	2704 m ²
HEAVY DUTY PAVEMENT	16 552 m ²
LIGHT DUTY PAVEMENT	5738 m ²
CAR PARKING PROVIDED	231
SITE COVERAGE (GROUND FLOOR BUILDING + AWNING/SITE AREA)	47.7%



LOCATION PLAN

FOR DEVELOPMENT APPLICATION



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

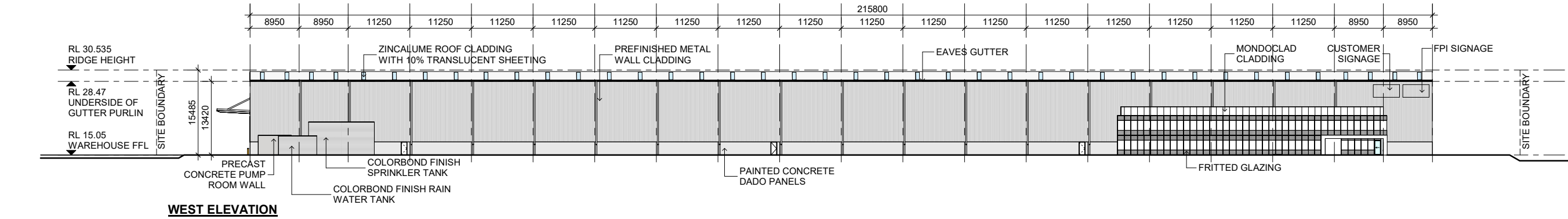
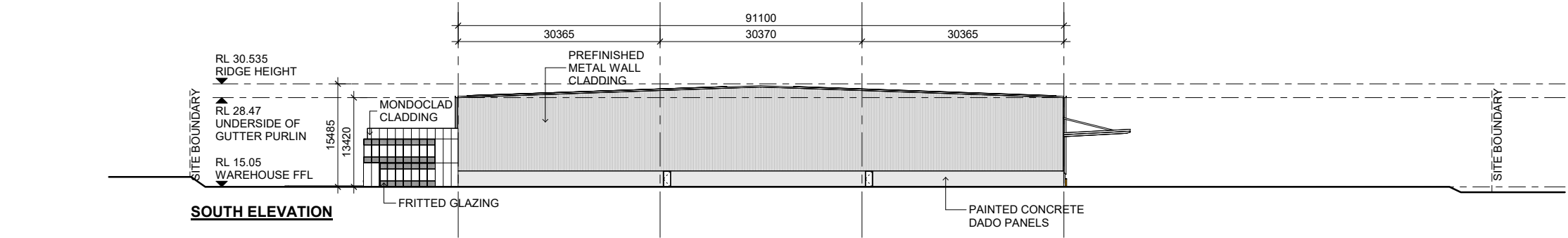
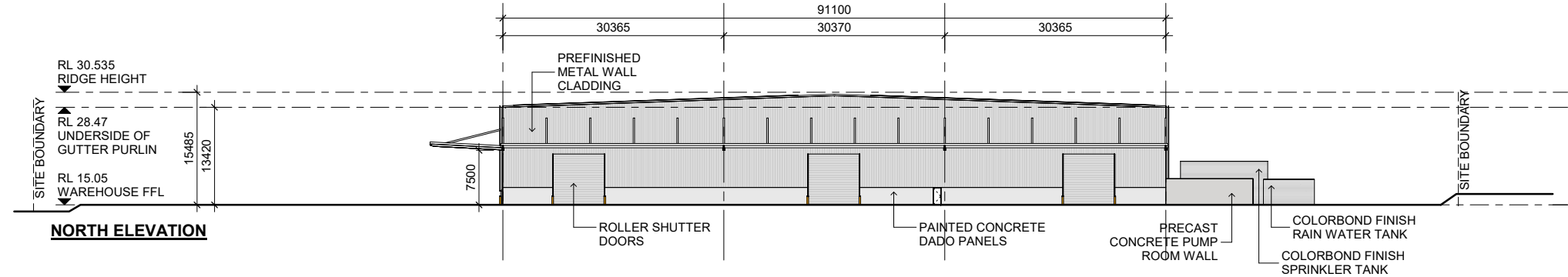
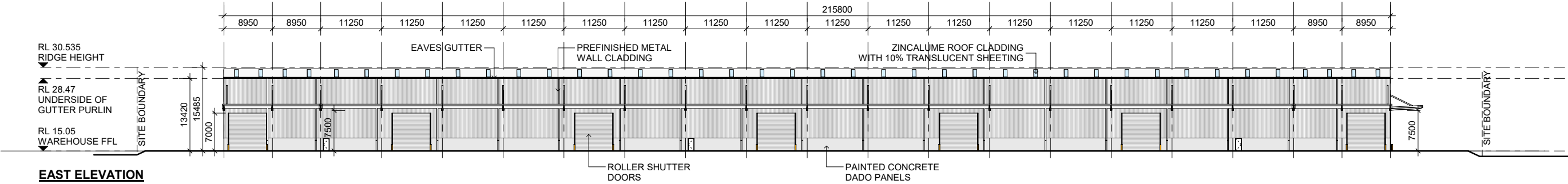
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MODSCAPE
LOT-202 COASTLINK COURT, 'VANTAGE YATALA'
STAPYLTON, QUEENSLAND

SITE PLAN

JOB Q25-015A-DA-002	DATE 12.12.25
SCALE 1:500 @ A1	DRN. REV. KL C

REV	DESCRIPTION	DATE
A	PRELIMINARY	27.11.25
B	NOTES UPDATE	04.12.25
C	DA ISSUE	12.12.25



ALL LEVELS ARE INDICATIVE AND SHOULD BE READ IN CONJUNCTION WITH CIVILS ENGINEER'S DRAWINGS. ALL LEVELS ARE TO BE +/- 1000mm.

FOR DEVELOPMENT APPLICATION



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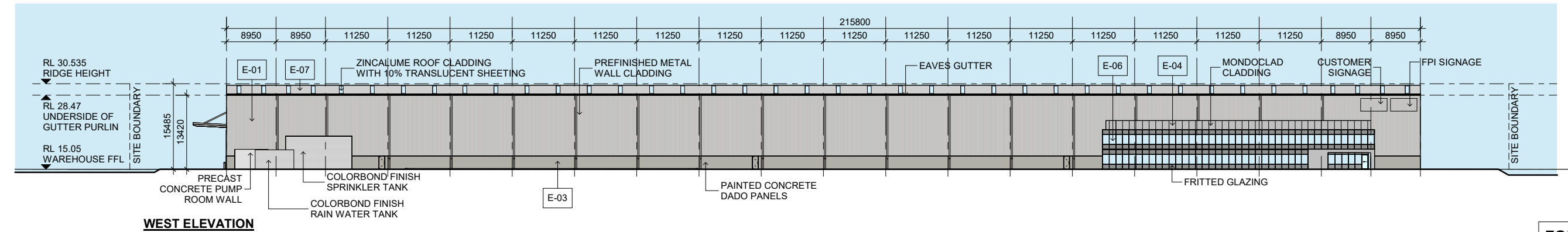
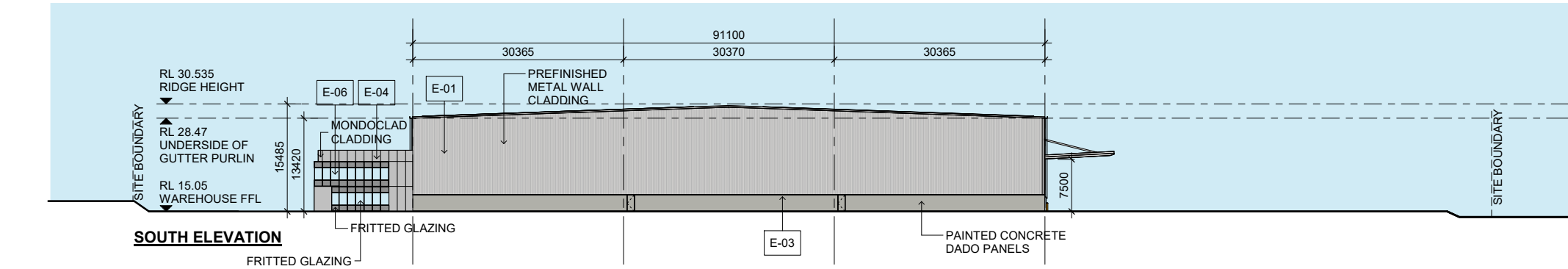
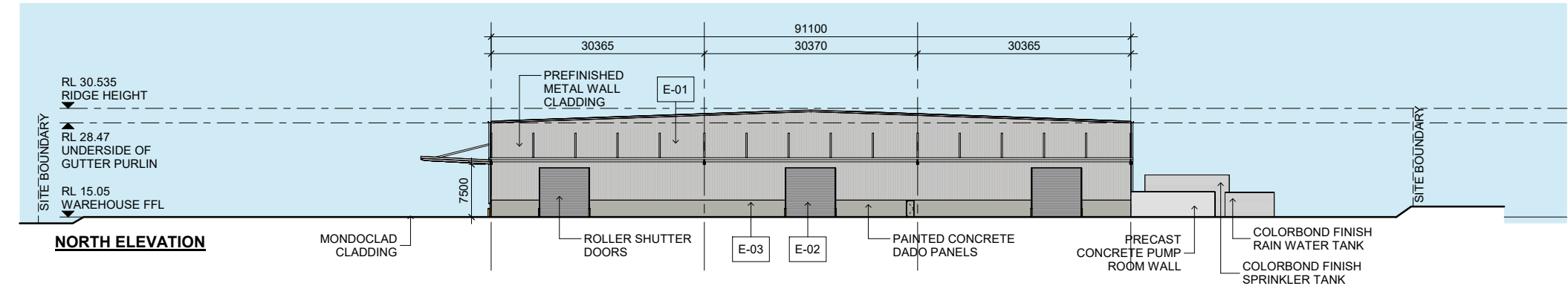
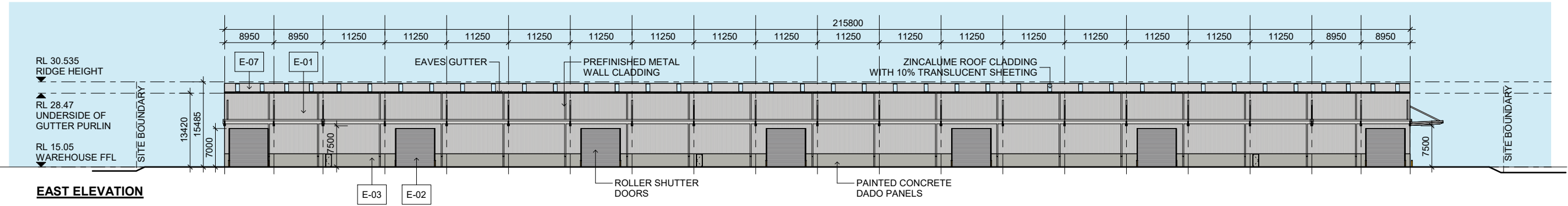
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MODSCAPE
LOT-202 COASTLINK COURT, 'VANTAGE YATALA'
STAPYLTON, QUEENSLAND

BUILDING
ELEVATIONS

JOB Q25-015A-DA-200 DATE 12.12.25
SCALE 1:400 @ A1 DRN. KL REV. C

REV	DESCRIPTION	DATE
A	PRELIMINARY	27.11.25
B	NOTES UPDATE	04.12.25
C	DA ISSUE	12.12.25



LEGEND	
	E-01 WAREHOUSE WALL, GUTTERS, CAPPING, DOWNPIPES, SPRINKLER AND RAINWATER TANK, AWNING COLUMNS AND BRACING, COLORBOND "SHALE GREY"
	E-02 ROLLER SHUTTER DOORS, COLORBOND "BASALT MATT"
	E-03 DADO PANELS, WAREHOUSE EXIT DOORS AND DOWNPIPES TO MATCH "SHALE GREY"
	E-04 OFFICE WALL CLADDING MONDOCLAD, "SILVER GRAY METALLIC"
	E-05 ACOYA TIMBER CLADDING
	E-06 EXTERNAL GLAZING
	E-07 WAREHOUSE AND OFFICE ROOF ZINCALUME
	E-08 AC CONDENSOR AREA SCREEN ON OFFICE ROOF TO MATCH COLORBOND "SHALE GREY"
NOTE: COLOUR SWATCHES SHOWN ON THIS DRAWING ARE INDICATIVE ONLY, REFER SAMPLES FROM MANUFACTURERS FOR TRUE COLOUR REFERENCES	

ALL LEVELS ARE INDICATIVE AND SHOULD BE READ IN CONJUNCTION WITH CIVILS ENGINEER'S DRAWINGS. ALL LEVELS ARE TO BE +/- 1000mm.

FOR DEVELOPMENT APPLICATION



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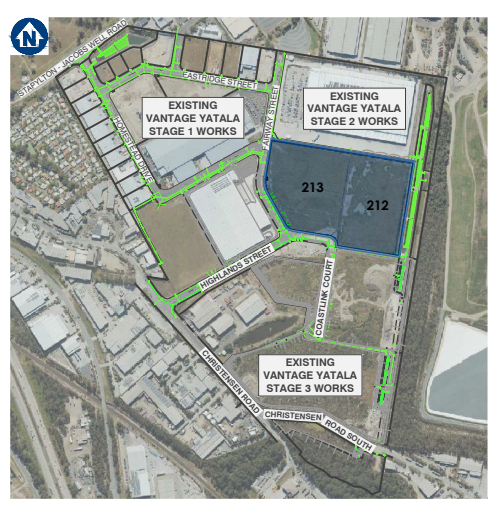
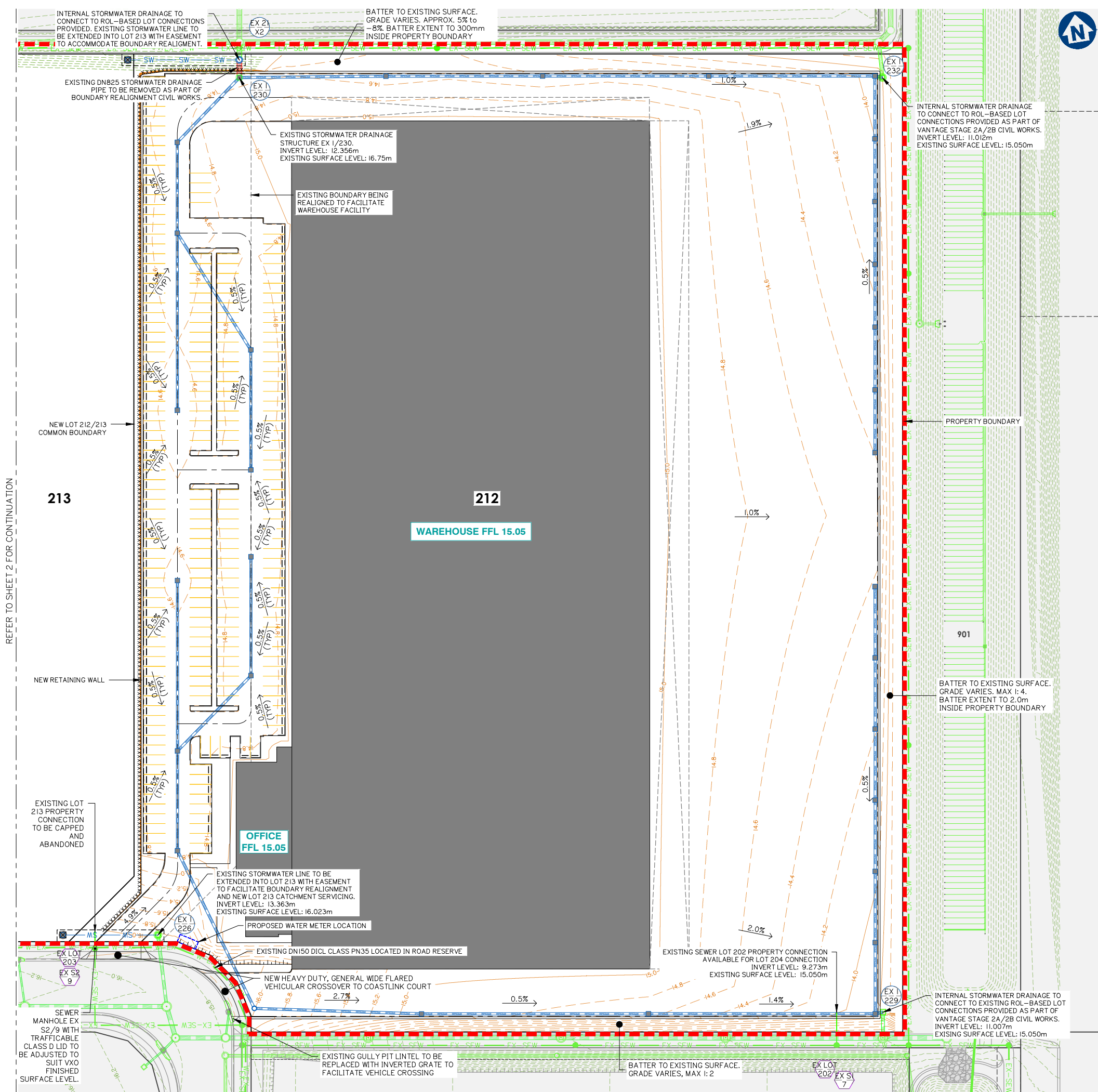
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MODSCAPE
LOT-202 COASTLINK COURT, 'VANTAGE YATALA'
STAPYLTON, QUEENSLAND

BUILDING FINISHES

JOB
Q25-015A-DA-500
SCALE
1:400 @ A1
DATE
12.12.25
DRN.
KL
REV.
C

Appendix B – Lot 212 Civil Servicing Strategy Plan



LOCALITY OF LOT 212 & 213
SCALE 1:10000

LEGEND	
	LOT BOUNDARY
	EXISTING CONTOURS
	DESIGN CONTOURS
	PROPOSED STORMWATER DRAINAGE
	PROPOSED SEWERAGE RETICULATION
	PROPOSED WATER RETICULATION
	EXISTING COMMS NETWORK
	EXISTING ELECTRICAL NETWORK
	EXISTING WATER RETICULATION
	EXISTING SEWERAGE RETICULATION
	EXISTING STORMWATER DRAINAGE
	PROPOSED RETAINING WALL

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planning | environment | landscape | engineering | survey

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

Client:

**FRASERS
PROPERTY**

**FPI QUEENSLAND
PTY LTD**

Project:

**PROPOSED LOT 212 & 213
COASTLINK COURT
VANTAGE - YATALA**

Site Address:

**2 & 10 COASTLINK COURT
STAPYLTON, QLD**

RPD:

Lot:	212 & 213
Plan:	SP329487
Local Authority:	CITY OF GOLD COAST

Level Datum: AHD

Meridian: -

PSM: -

RL: -

ISSUED FOR APPROVAL

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Drawing Title:

**PROP. LOT 212 & 213 ENG.
SERVICING STRATEGY
PLAN SHEET 1 OF 2**

A	07/01/26	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:

0 10 20 30 40m

1:500 (A1) 1:1000 (A3)

PROJECT NORTH POINT

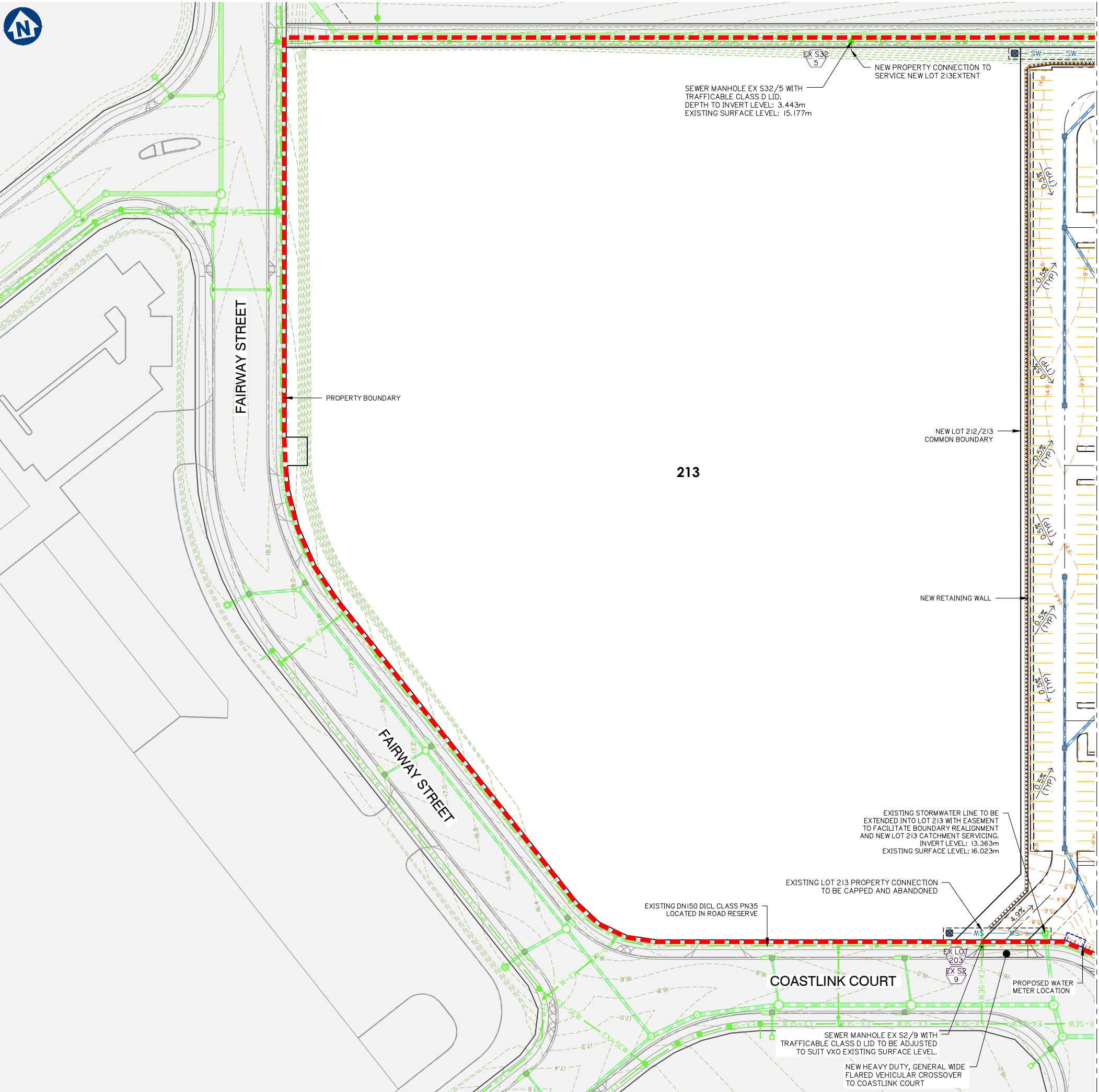
Project No:	6397
Designed:	ML
Drafted:	ML
Approved:	MG
RPEQ:	16939
Signed:	
Date:	07/01/2026
Drawing No:	6397 ENG SP 001
Revision:	A

G:\Projects\6397\ENGINEERING\Acad\SPR6397 ENG SP 001.dwg



LOCALITY OF LOT 212 & 213
SCALE 1:10000

- LEGEND**
- LOT BOUNDARY
 - EXISTING CONTOURS
 - DESIGN CONTOURS
 - PROPOSED STORMWATER DRAINAGE
 - PROPOSED SEWERAGE RETICULATION
 - PROPOSED WATER RETICULATION
 - EXISTING COMMS NETWORK
 - EXISTING ELECTRICAL NETWORK
 - EXISTING WATER RETICULATION
 - EXISTING SEWERAGE RETICULATION
 - EXISTING STORMWATER DRAINAGE
 - PROPOSED RETAINING WALL



PROP. LOT 212 & 213 ENG. SERVICING STRATEGY PLAN SHEET 2 OF 2

Client: **FRASERS**
PROPERTY
FPI QUEENSLAND
PTY LTD

Project:
PROPOSED LOT 212 & 213
COASTLINK COURT
VANTAGE - YATALA

Site Address:
2 & 10 COASTLINK COURT
STAPYLTON, QLD

RPD:
Lot: 212 & 213
Plan: SP329487
Local Authority: CITY OF GOLD COAST
Level Datum: AHD
Meridian: -
PSM: -
RL: -

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Drawing Title:
PROP. LOT 212 & 213 ENG.
SERVICING STRATEGY
PLAN SHEET 2 OF 2

A		Rev		Date		Description		ML		MG	
A		07/01/26		Date		ORIGINAL ISSUE		ML		MG	
Rev								DRN		CHK	

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)

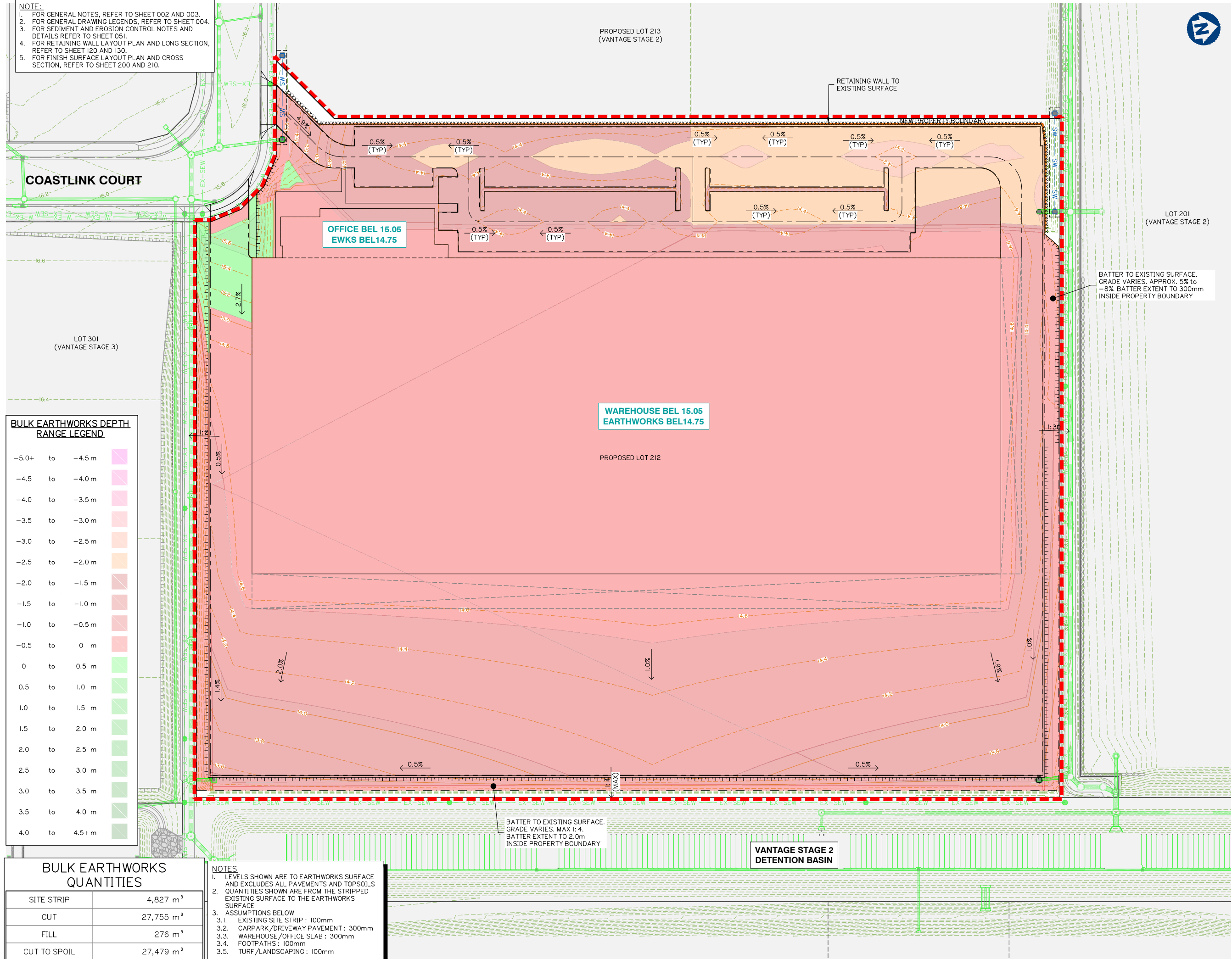
PROJECT NORTH POINT



Project No: 6397	
Designed: ML	Drafted: ML
Approved: MG	
RPEQ: 16939	
Signed:	
Date: 07/01/2026	
Drawing No: 6397 ENG SP 002	Revision: A

Appendix C – Lot 212 Detailed Earthworks Strategy Plan

- NOTE:
1. FOR GENERAL NOTES, REFER TO SHEET 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.
 4. FOR RETAINING WALL LAYOUT PLAN AND LONG SECTION, REFER TO SHEET 120 AND 130.
 5. FOR FINISH SURFACE LAYOUT PLAN AND CROSS SECTION, REFER TO SHEET 200 AND 210.



BULK EARTHWORKS DEPTH RANGE LEGEND

-5.0+	to	-4.5 m	
-4.5	to	-4.0 m	
-4.0	to	-3.5 m	
-3.5	to	-3.0 m	
-3.0	to	-2.5 m	
-2.5	to	-2.0 m	
-2.0	to	-1.5 m	
-1.5	to	-1.0 m	
-1.0	to	-0.5 m	
-0.5	to	0 m	
0	to	0.5 m	
0.5	to	1.0 m	
1.0	to	1.5 m	
1.5	to	2.0 m	
2.0	to	2.5 m	
2.5	to	3.0 m	
3.0	to	3.5 m	
3.5	to	4.0 m	
4.0	to	4.5+ m	

BULK EARTHWORKS QUANTITIES	
SITE STRIP	4,827 m ³
CUT	27,755 m ³
FILL	276 m ³
CUT TO SPOIL	27,479 m ³

- NOTES
1. LEVELS SHOWN ARE TO EARTHWORKS SURFACE AND EXCLUDES ALL PAVEMENTS AND TOPSOILS
 2. QUANTITIES SHOWN ARE FROM THE STRIPPED EXISTING SURFACE TO THE EARTHWORKS SURFACE
 3. ASSUMPTIONS BELOW
 - 3.1. EXISTING SITE STRIP : 100mm
 - 3.2. CARPARK/DRIVEWAY PAVEMENT : 300mm
 - 3.3. WAREHOUSE/OFFICE SLAB : 300mm
 - 3.4. FOOTPATHS : 100mm
 - 3.5. TURF/LANDSCAPING : 100mm

Client:

FRASERS
PROPERTY

FPI QLD PTY LTD

Project:

**PROPOSED INDUSTRIAL
FACILITY VANTAGE
YATALA**

Site Address:

**6 & 10 COAST LINK COURT
STAPYLTON, QLD 4207**

RPD:

Lot: 202 AND 203
Plan: SP329487
Local Authority: CITY OF GOLD COAST

Level Datum: AHD
Meridian: -
PSM: -
RL: -

ISSUE FOR APPROVAL

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Drawing Title:

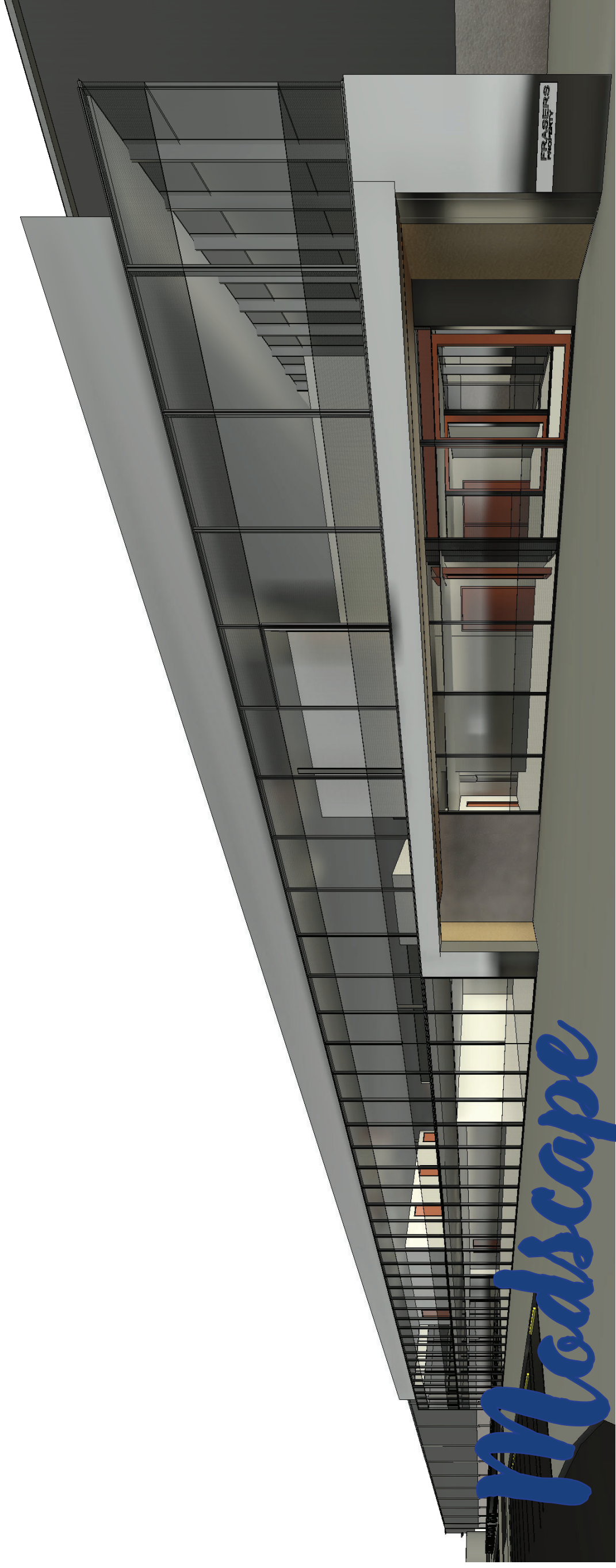
**BULK EARTHWORKS
CUT TO FILL
LAYOUT PLAN**

8/01/2026		ORIGINAL ISSUE		RDR	JH
Date		Description		DRN	CHK
DIMENSIONS IN METRES EXCEPT WHERE SHOWN OTHERWISE.			A1 UNREDUCED		
CULVERT AND PIPE SIZES IN MILLIMETRES			A3 REDUCED		
Scale:					
010203040m 1:500 (A1)1:1000 (A3)					

PROJECT NORTH POINT

Project No:	6397	
Designed:	JH	Drafted: RDR
Approved:		MG
RPEQ		16939
Signed:		
Date:		08/01/2026
Drawing No:	6397 ENG BE 100	Revision A

BULK EARTHWORKS CUT TO FILL LAYOUT PLAN



Lot 212 & 213 Coastlink Court, Staplyton

LANDSCAPE INTENT PACKAGE

FPI Queensland Pty Ltd

DEVELOPMENT PERMIT FOR MATERIAL
CHANGE OF USE – INDUSTRY (MODULAR
BUILDING ASSEMBLY, WITH ANCILLARY
OFFICE), AND RECONFIGURING A LOT
(BOUNDARY REALIGNMENT) AND OPER-
ATIONAL WORKS (CHANGE TO GROUND
LEVEL)

2 and 10 Coastlink Court Staplyton 4207
VANTAGE INDUSTRIAL ESTATE
STAGE 2

Lot 212 and 213 on SP329487

JANUARY 2026
Issue A

Prepared By
Gassman Development Perspectives

MODSCAPE.



FRASERS
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planning | environment | landscape | engineering | survey

CONTENTS

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

SITE CHARACTERISTICS

The subject sites (Lot 212 and 213 on SP329487) are a combined 8.47ha in size, and consist 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 2 of Vantage Industrial Estate at Stapylton, Gold Coast in the Gold Coast suburb of Stapylton (4207).

The proposed development site (Lots 212 and 213) are generally rectangular in shape, however, Lot 213 follows the road frontage and features a more rounded western/southern boundary. Both lots are located mostly centrally within the wider side, however Lot 212 is adjacent to the eastern boundary of the estate.

DEVELOPMENT PROPOSAL

The proposed development seeks to establish an industrial use on site seeking to a undertake modular building assembly use. Modscape design and deliver architecturally crafted modular buildings across Australia – combining creative design, advanced offsite manufacturing, and a deep commitment to sustainability. Modscape work across residential and commercial sectors, creating spaces that are not only delivered faster but also designed to work smarter.

A 'topcoat' of earthworks is also proposed to further grade the site and prepare it for the specifically user development. The boundary realignment aspect of the proposed development seeks to increase the size of Lot 212 to accommodate the user, resulting in a small reduction of Lot 213.

The proposed development will include the following development aspects:

- Development Permit for Material Change of Use – Industry (with ancillary office)
- Reconfiguring a Lot – Boundary Realignment
- 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/2023/142 - Gassman Development Perspectives
- Reconfiguration of a Lot Plan - Gassman Development Perspectives
- Proposal Plans - Frasers Property Australia
- Code Assessment - Gassman Development Perspectives
- Traffic Impact Assessment - Rylandsild Traffic Engineering
- Acoustic Reporting - Acoustic Works
- Change to Ground Level and Engineering Design Plans - Gassman Development Perspectives
- Civil Services Report - Gassman Development Perspectives

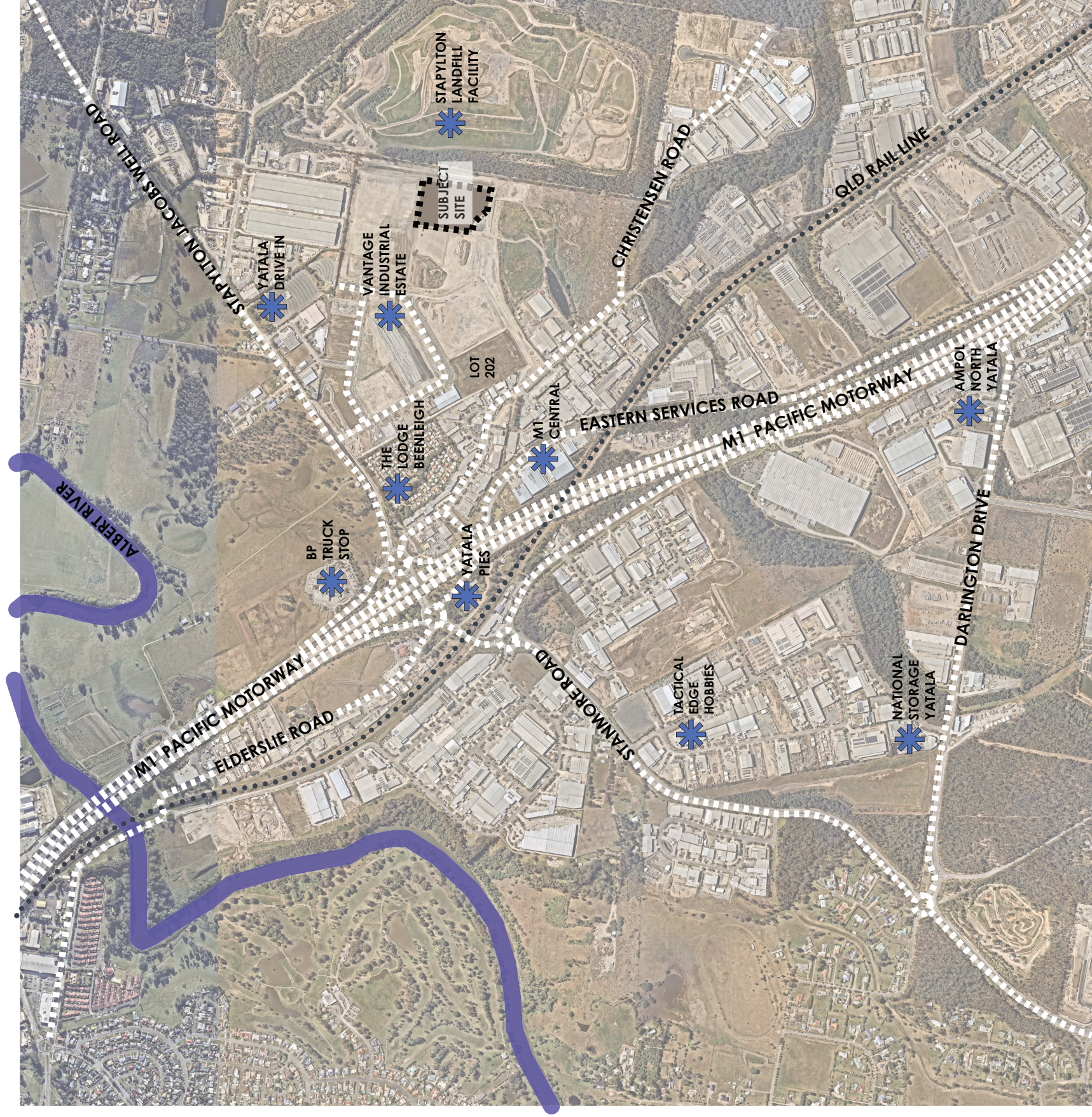


SITE LOCALITY

In terms of locational context, the subject site is located within Stage 2 of Vantage Industrial Estate at Stapylton, Gold Coast. Lot 212 and 213 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 kilometers from Beenleigh Transit Centre
- 36.5 kilometers from Southport CBD
- 38.2 kilometres from Brisbane CBD



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SITE LOCALITY PLAN



NORTH

Date: 14.01.26

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03

LANDSCAPE STRATEGY

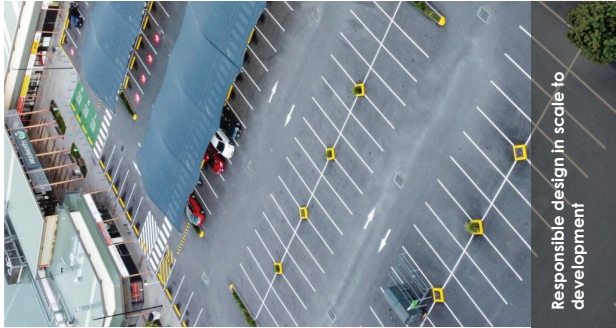
The landscape design intent for lot 301 Coastlink Court is to complement the industrial modular building assembly warehouse and ancillary office proposed.

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.



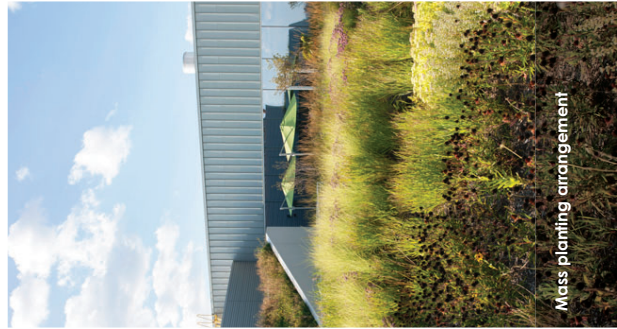
CEPT principals

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.



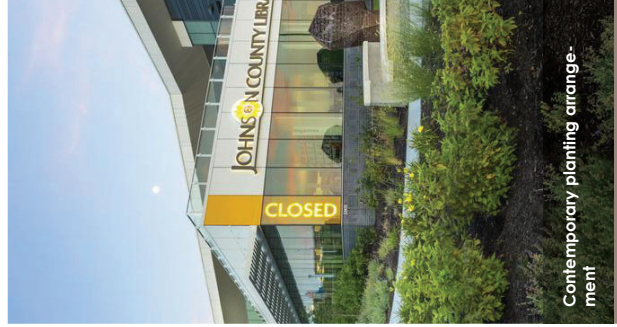
Way finding

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



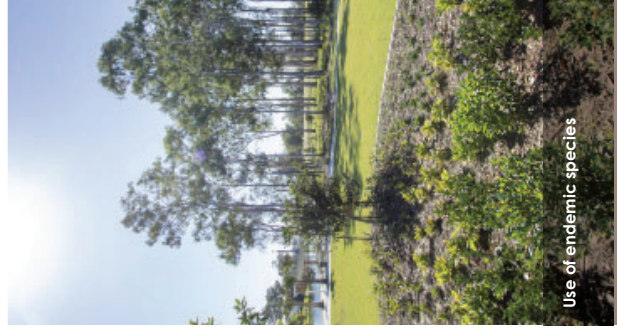
Mass planting arrangement

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.



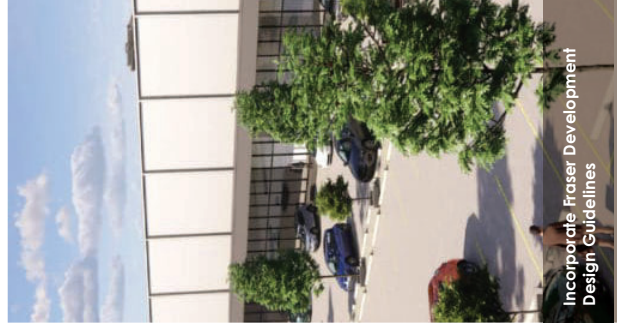
Contemporary planting arrangement

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.



Incorporate Fraser Development Design Guidelines

The proposed built form and landscape arrangement will follow Frasers Property Investments design development guidelines for Village Estate, with the intent that all lots within the estate are finished to the same quality, standard and look.



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LANDSCAPE STRATEGY

Date: 14.01.26
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Rev: A Dwn: JLS

LANDSCAPE INTENT PLAN

LEGEND

- Site Boundary**

- Proposed Fencing 1**

1.8m black palisade fencing
- Proposed Fencing 2**

1.8 chain wire fencing
- 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.

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

Existing approved streetscape under OPW/2021/1370 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

1000lt *Tripsaniopsis luscious*

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

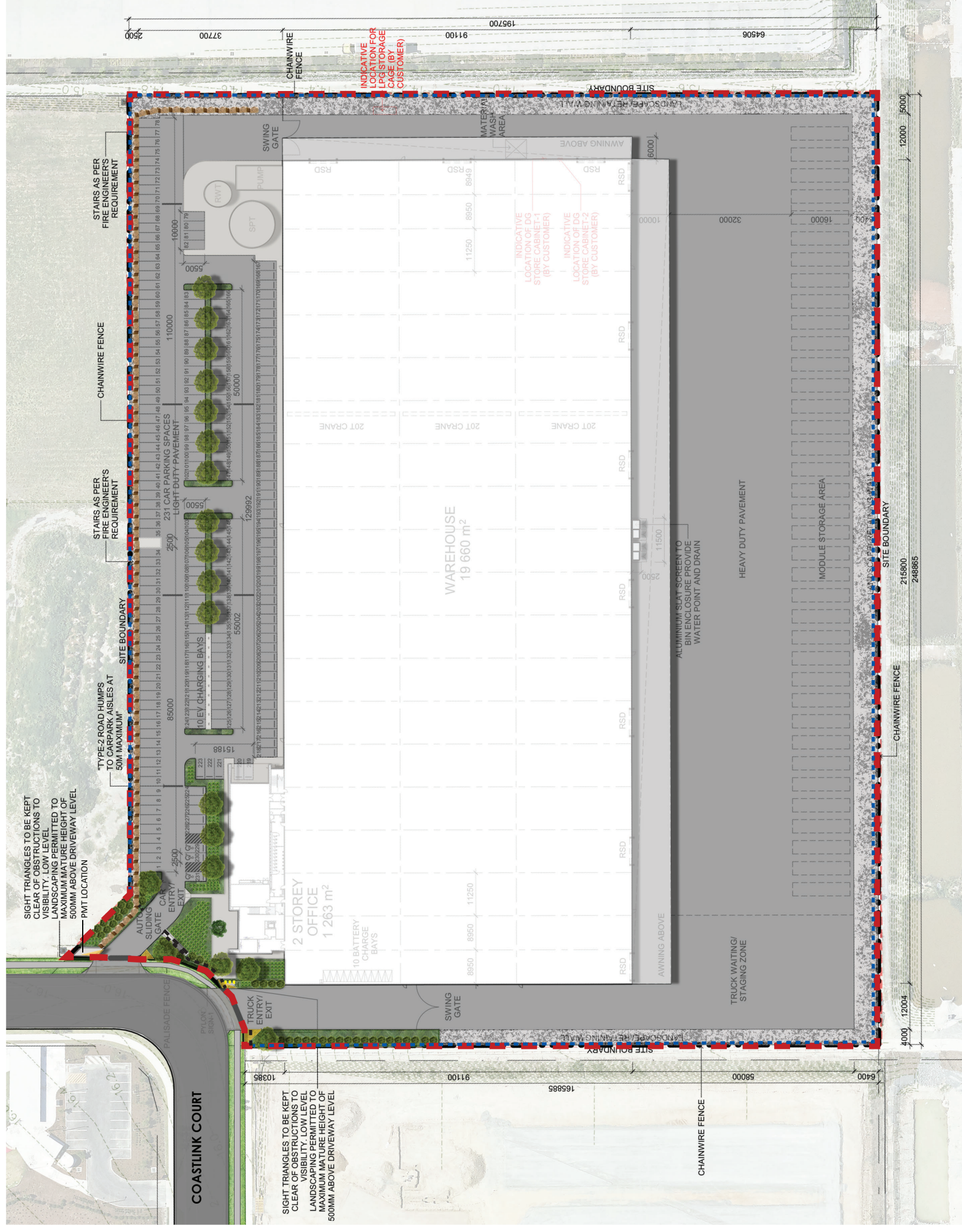
Refer to planting palette on page 8 for further detail.

Proposed Retaining Wall

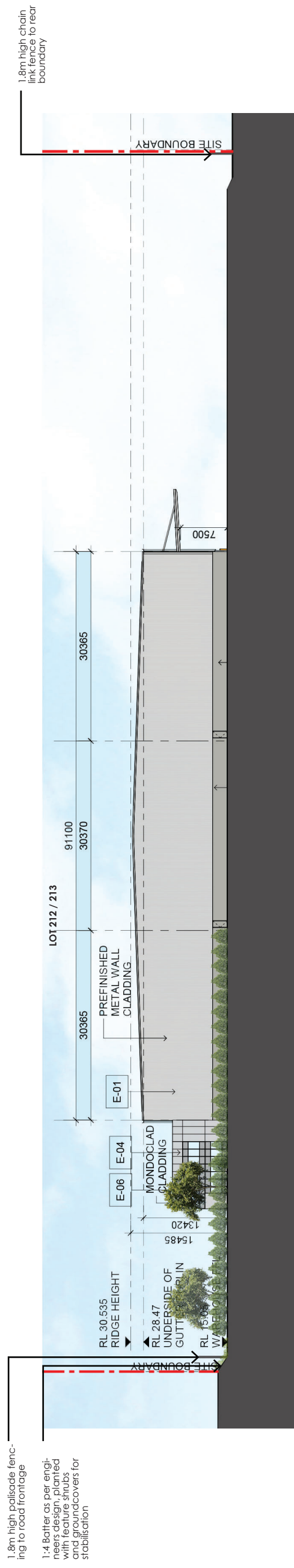
Refer to civil plans for further detail

Gravel Batter

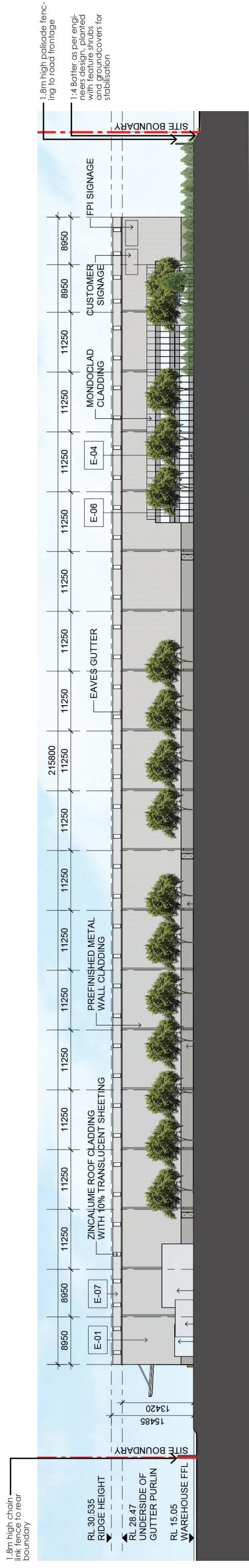
1:4 batter to have civil rock treatment applied, weed mat / treatment is proposed.



SECTION ELEVATION DRAWINGS



ELEVATION A



ELEVATION B

MATERIALS AND SOFTSCAPE GUIDE



Organic Mulch
To comply with AS4454-2012



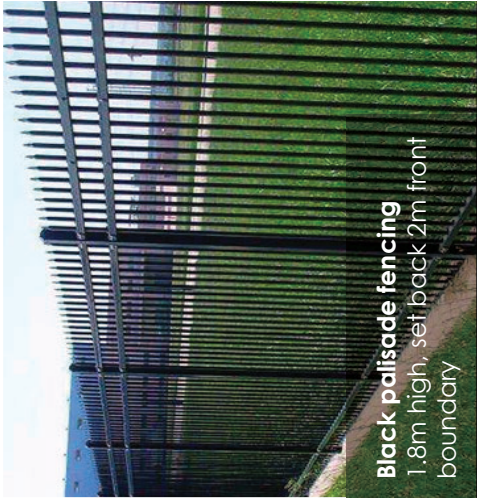
Feature Mulch
75 - 125mm basalt spalls
(grey)



Turf
A-Grade 'wintergreen' turf



Irrigation
Back to base irrigation system with drippers



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



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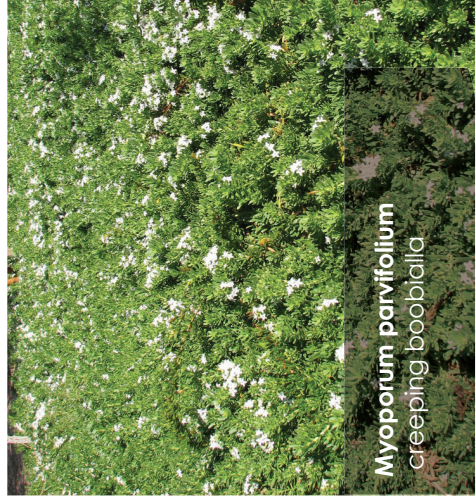
MATERIALS PALETTE

Date: 14.01.26
Project no: 6397
Rev: A Dwn: JLS

07

PLANTING PALETTE

GROUND COVER, TUFTING GRASS AND CLIMBING SPECIES



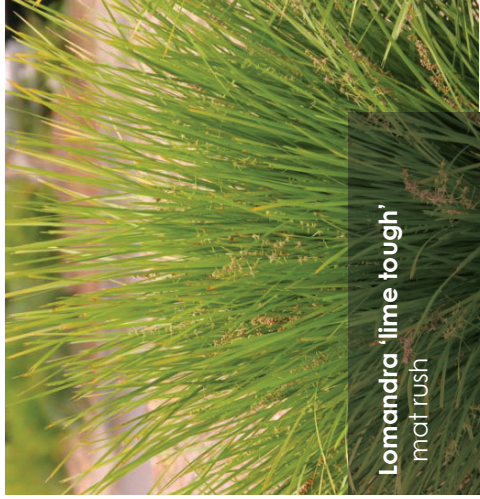
Myoporum parvifolium
creeping boobialla



Trachelospermum jasminoides
star jasmine



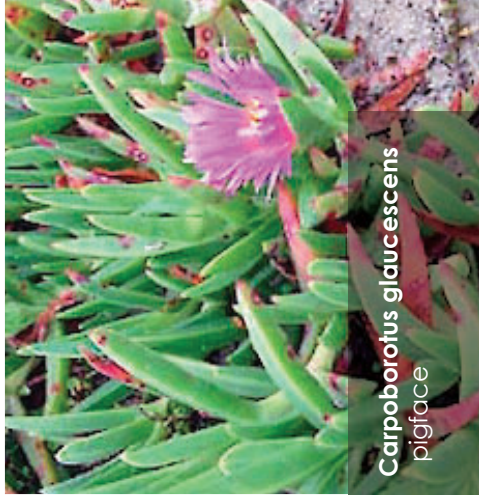
Liriope evergreen giant
turf lily



Lomandra 'lime tough'
mat rush



Dianella 'little jess'
little jess



Carpobrotus glaucescens
pigface

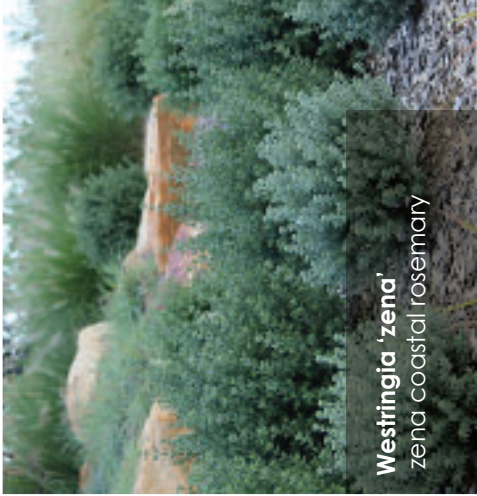


Callistemon 'little john'
little john

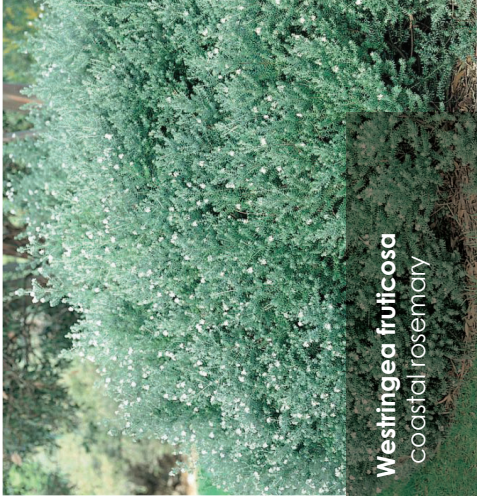


Banksia spinulosa
hairpin banksia

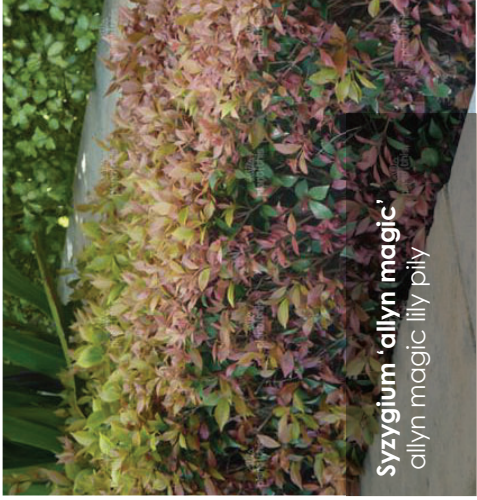
SHRUB SPECIES



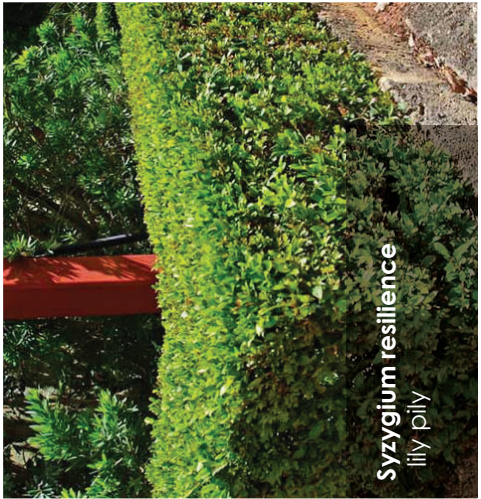
Westringia 'zena'
zena coastal rosemary



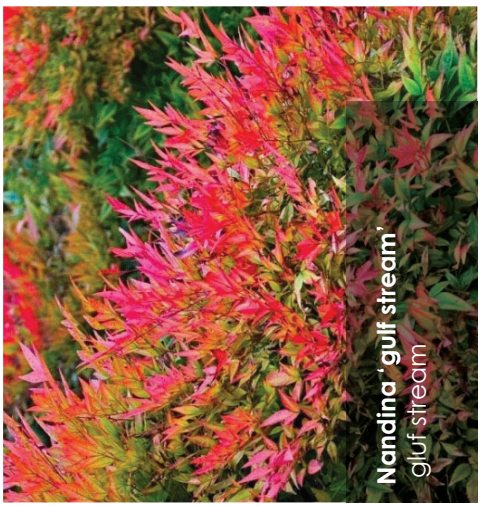
Westringia fruticosa
coastal rosemary



Syzygium 'allyn magic'
allyn magic lily pily



Syzygium resilience
lily pily



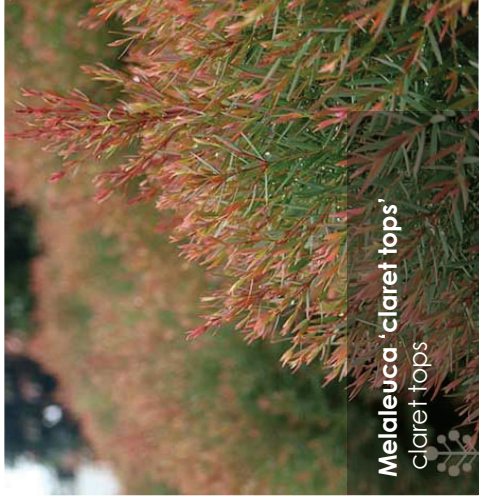
Nandina 'gulf stream'
gulf stream

PLANTING PALETTE

SHRUB SPECIES



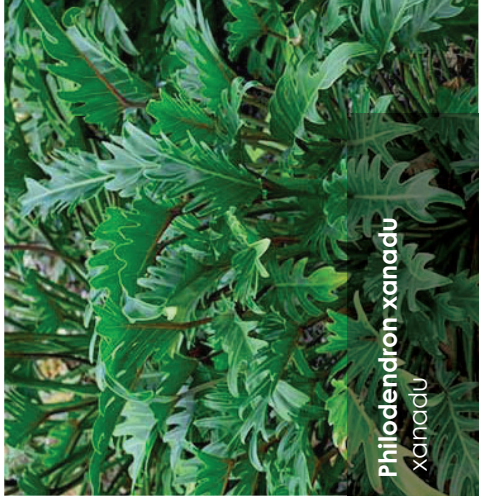
Acmena smithii
lily pilly



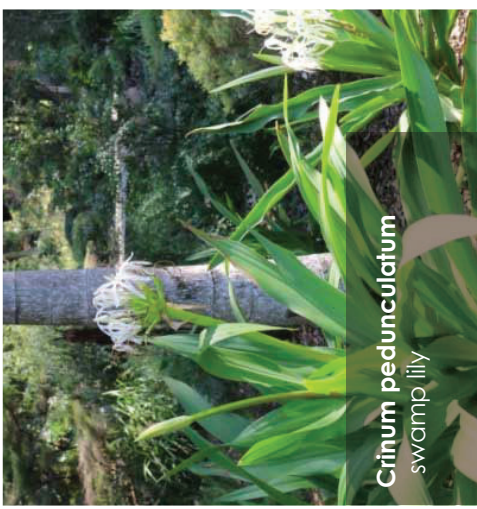
Melaleuca 'claret tops'
claret tops



Philodendron 'rojo congo'
rojo congo

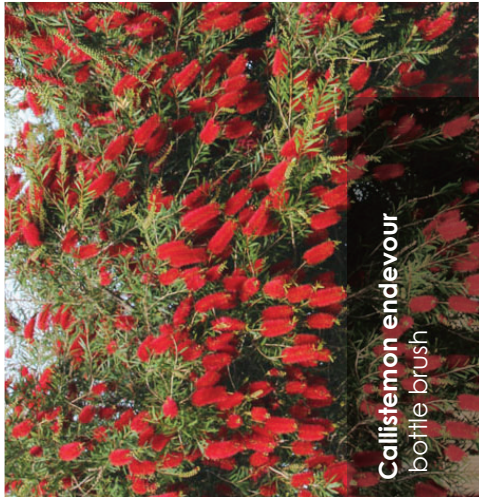


Philodendron xanadu
xanadu



Crinum pedunculatum
swamp lily

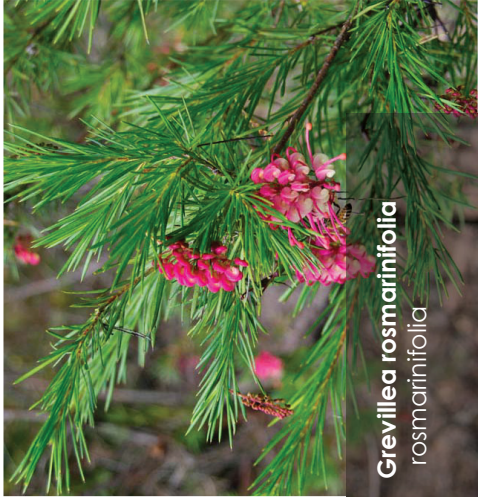
SCREENING SHRUB SPECIES



Callistemon endevour
bottle brush



Grevillea moonlight
moonlight grevillea



Grevillea rosmarinifolia
rosmarinifolia



Michelia figo
port wine magnolia



Photinia 'red robin'
red robin

TREE SPECIES



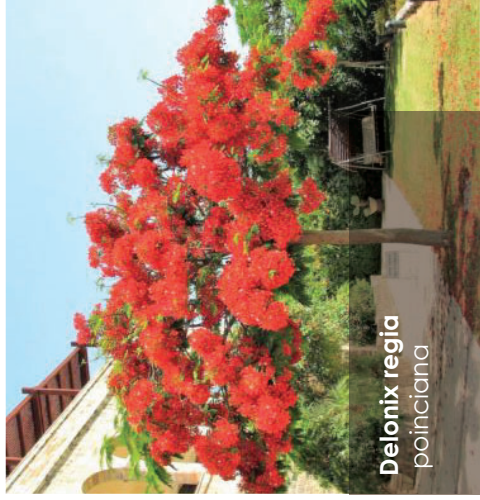
Brachychiton acerifolius
illawarra flame tree



Waterhouisia floribunda
weeping lilly pilly



Cupaniopsis anacardioides
tuckeroo



Delonix regia
poinciana



Corymbia citriodora
lemon scented gum



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10

PLANTING PALETTE

TREE SPECIES



Elaeocarpus eumundii
eumundii quondong



Elaeocarpus reticulatus
quondong



Eucalyptus tereticornis
forest red gum



Flindersia australis
crows ash



Harpulea pendula
tulip wood



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TRANSPORT IMPACT ASSESSMENT
PROPOSED WAREHOUSE DEVELOPMENT
LOT 212 VANTAGE INDUSTRIAL ESTATE, YATALA

Prepared for
FPI QUEENSLAND PTY LTD

7 JANUARY 2026

DOCUMENT REGISTER

RTE Reference 25296

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Version	Version date	Details	Reviewed and Authorised	
			Name / Position	Signature
1	7 JAN 2026	DA ISSUE	Luke Rytenskild Director RPEQ 6293	

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	APPENDIX A – RESPONSE TO CAR PARKING, ACCESS, AND TRANSPORT INTEGRATION CONSTRAINT CODE (2003)	29

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.

Responses to the Car Parking, Access, and Transport Integration Constraint Code (2003) are included as appendices to this report.

2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located within the approved Stage 2 site of the Vantage Industrial Estate. The site is identified as Lot 212 on SP329485 and has a site area of 48,268m².

The site is located within the low and medium impact industry zone.

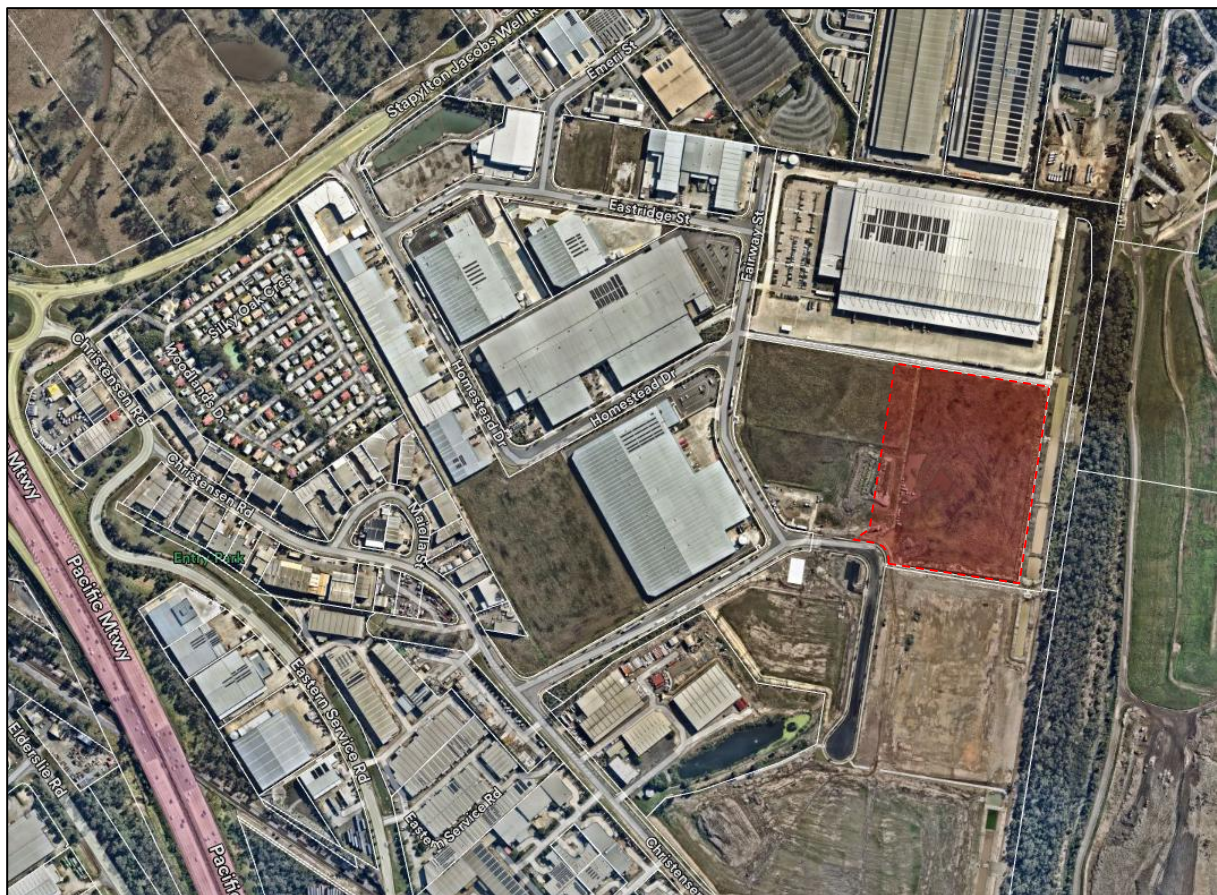


FIGURE 2.1 – LOCATION OF SUBJECT SITE

3.0 DEVELOPMENT PROPOSAL

The proposed plan of development is for construction of a Warehouse and Distribution Centre with associated manufacturing, with a Gross Floor Area (GFA) of 20,923m².

A total of 231 car parking spaces are proposed to be provided.

Access is proposed via two separate vehicle crossovers along Coastlink Court: the western crossover designated for light vehicle entry and exit, and the eastern crossover allocated for heavy vehicle entry and exit.

The proposed site plan is shown in Figure 3.1.

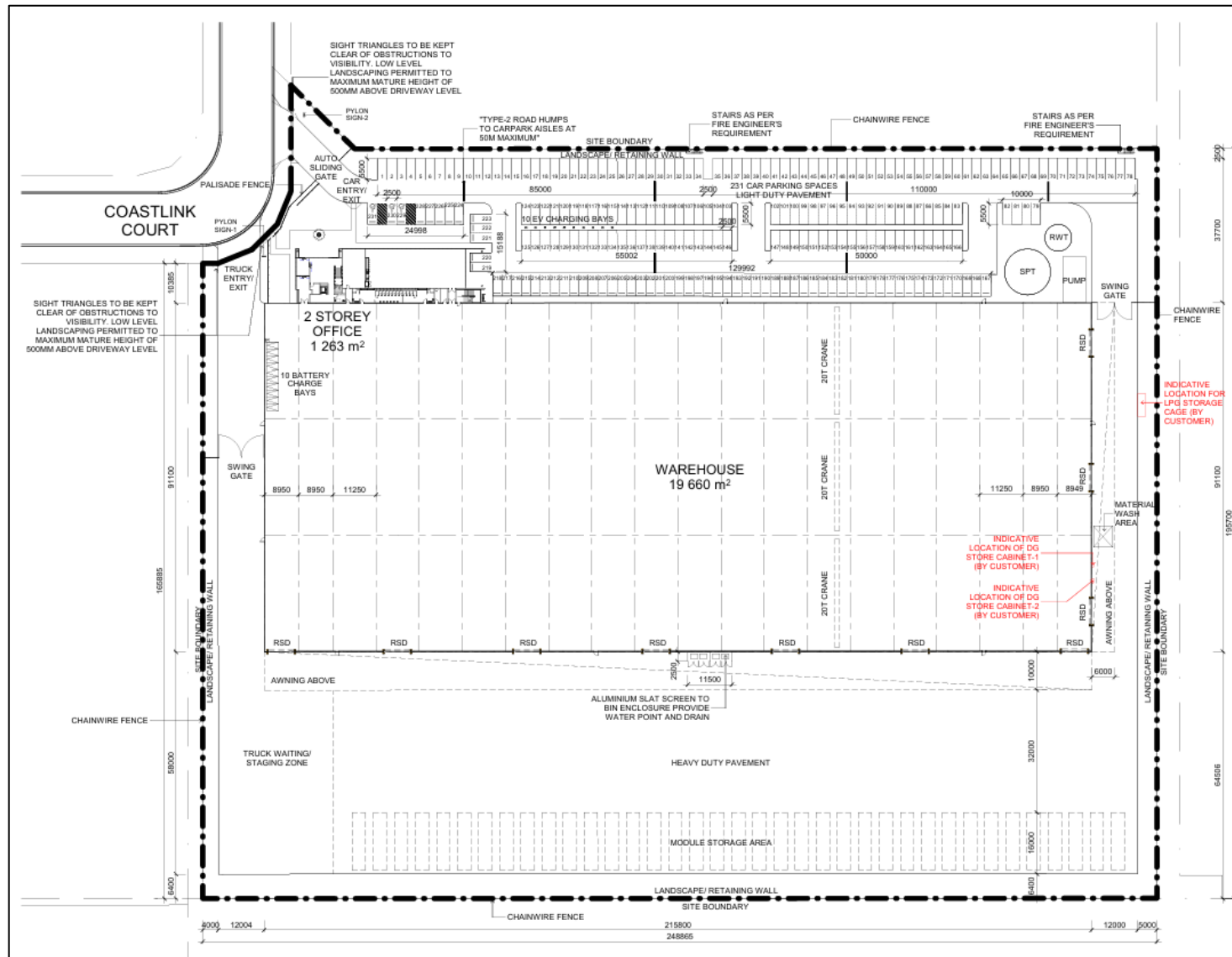


FIGURE 3.1 – PROPOSED SITE PLAN

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 (20,923m²) results in the following requirements:

- 2 spaces +
- 10 spaces for the first 500m²
- 205 spaces for the balance of 20,423m²
- Total – 217 spaces

Application of the above rate to the proposal yields a minimum requirement of 217 car parking spaces. The proposal provides 231 spaces and therefore meets the above Acceptable Outcome.

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 4.1 – 4.6.

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 4.7 – 4.10, such can satisfactorily negotiate the proposed arrangements and enter and exit the site in a forward gear.

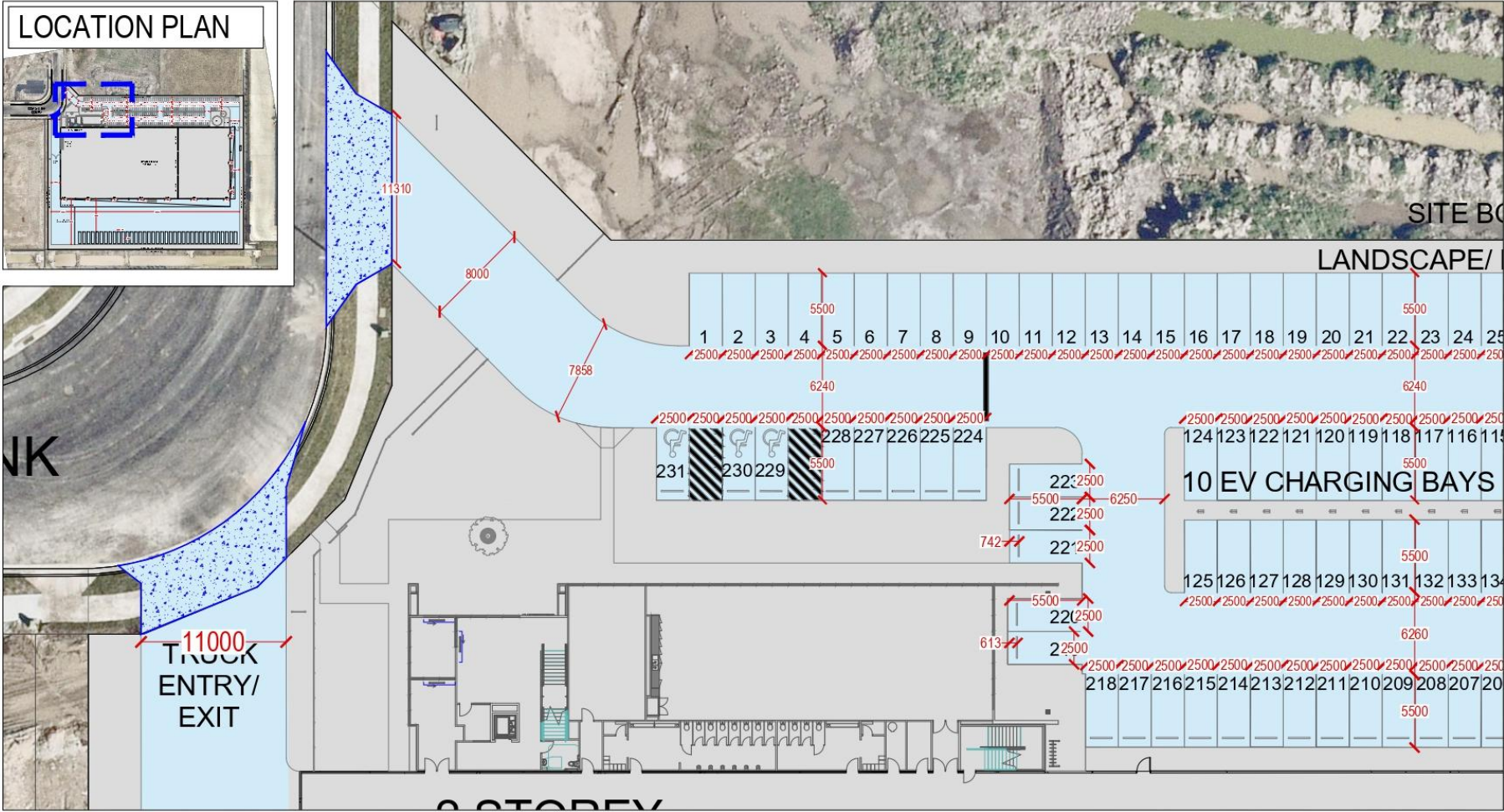


FIGURE 4.1 – PROPOSED CAR PARKING DIMENSIONS

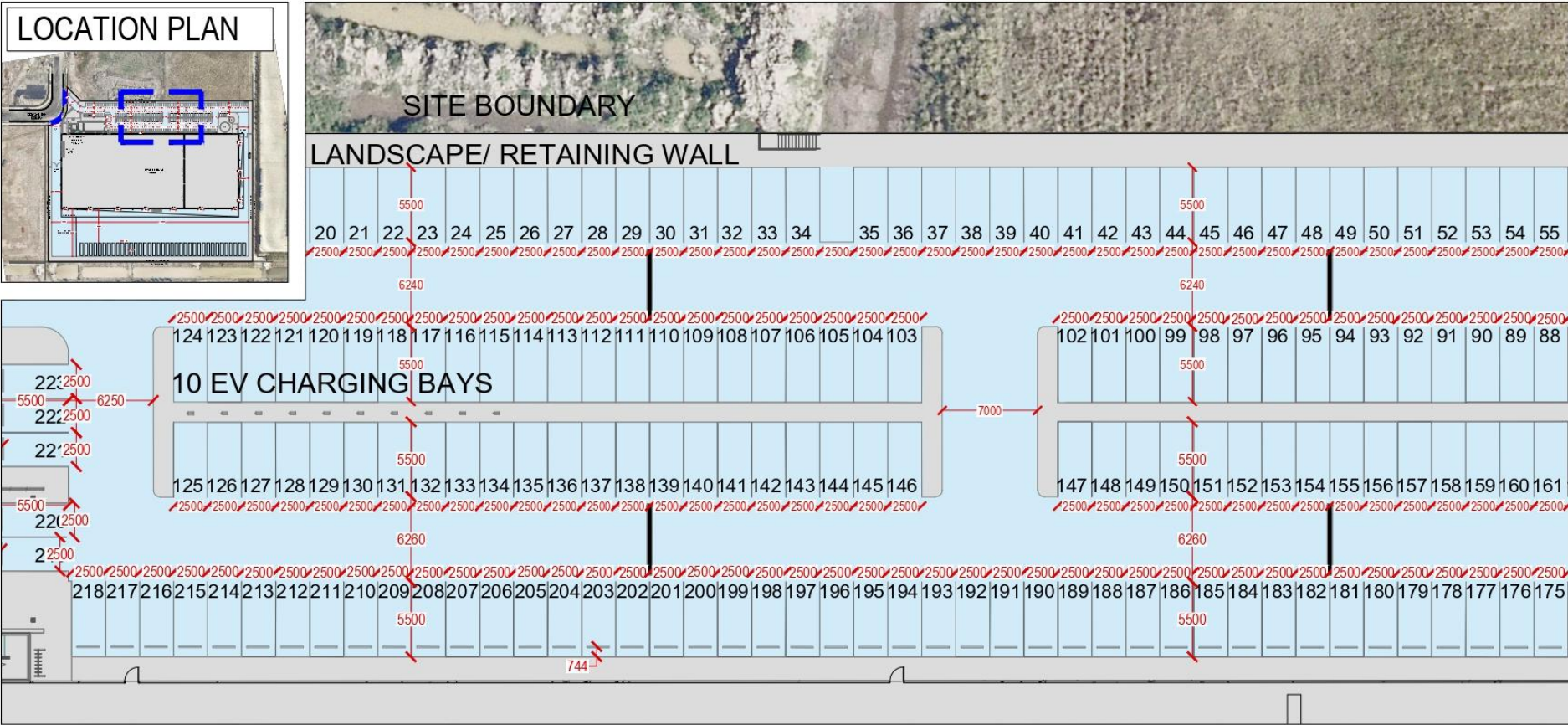


FIGURE 4.2 – PROPOSED CAR PARKING DIMENSIONS

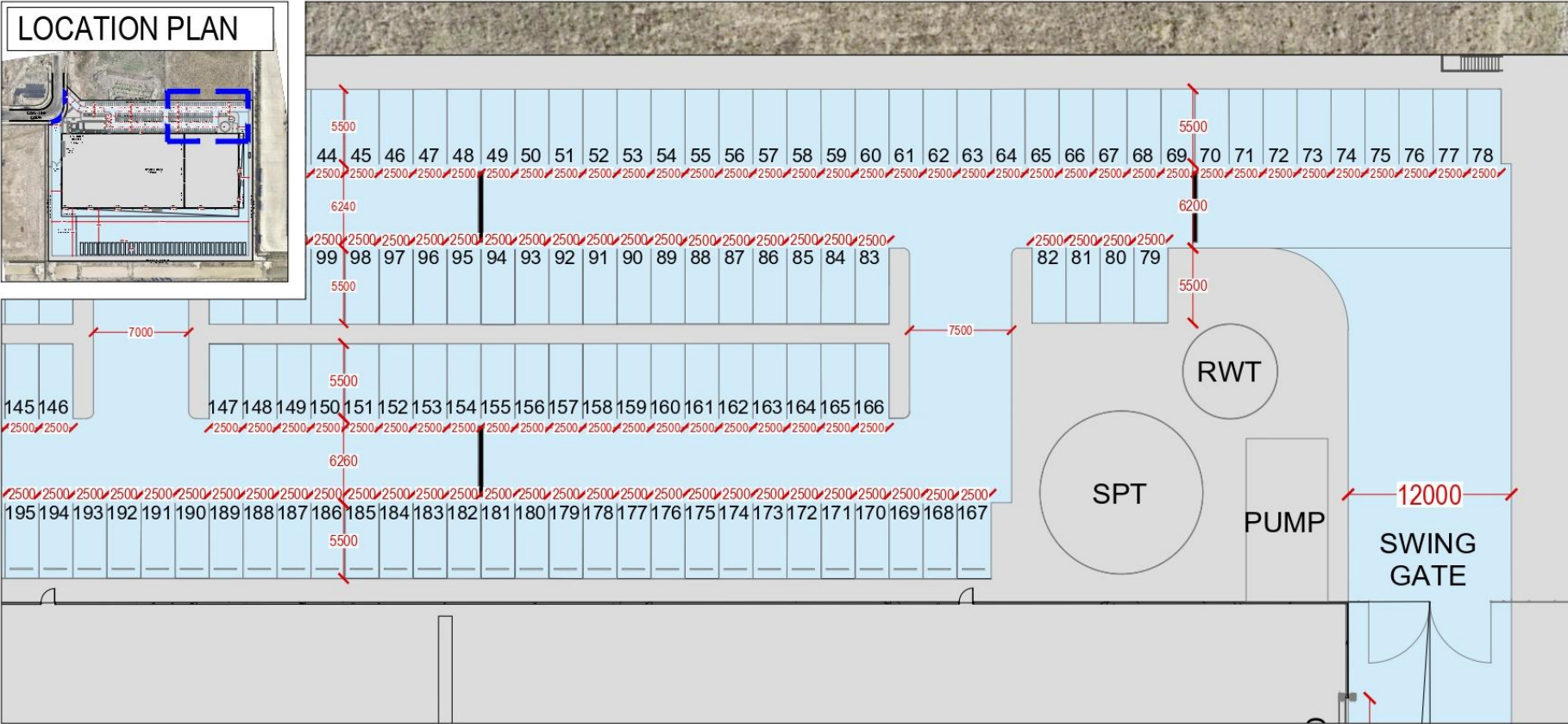


FIGURE 4.3 – PROPOSED CAR PARKING DIMENSIONS

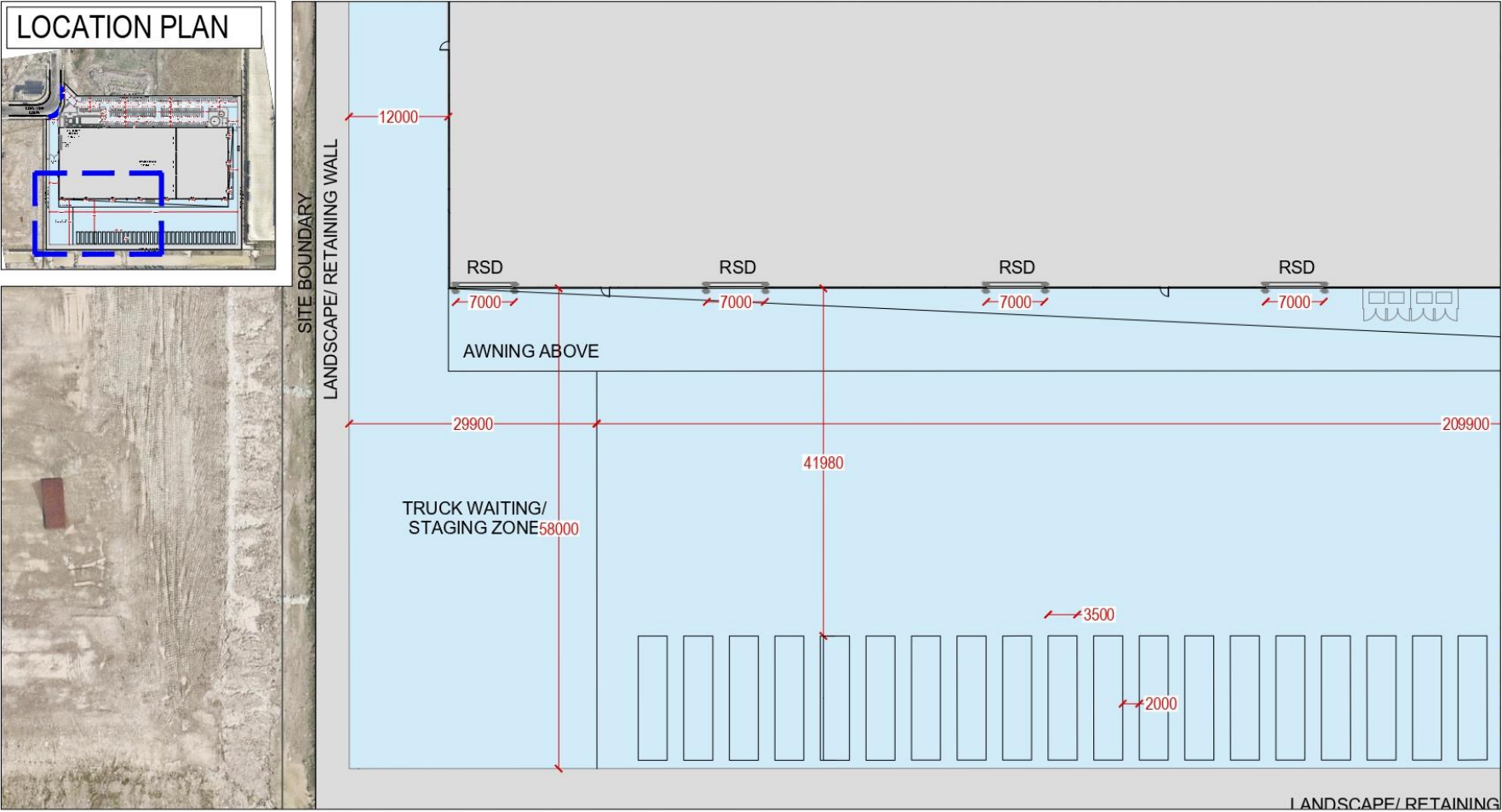


FIGURE 4.4 – PROPOSED DIMENSIONS OF LOADING AREA

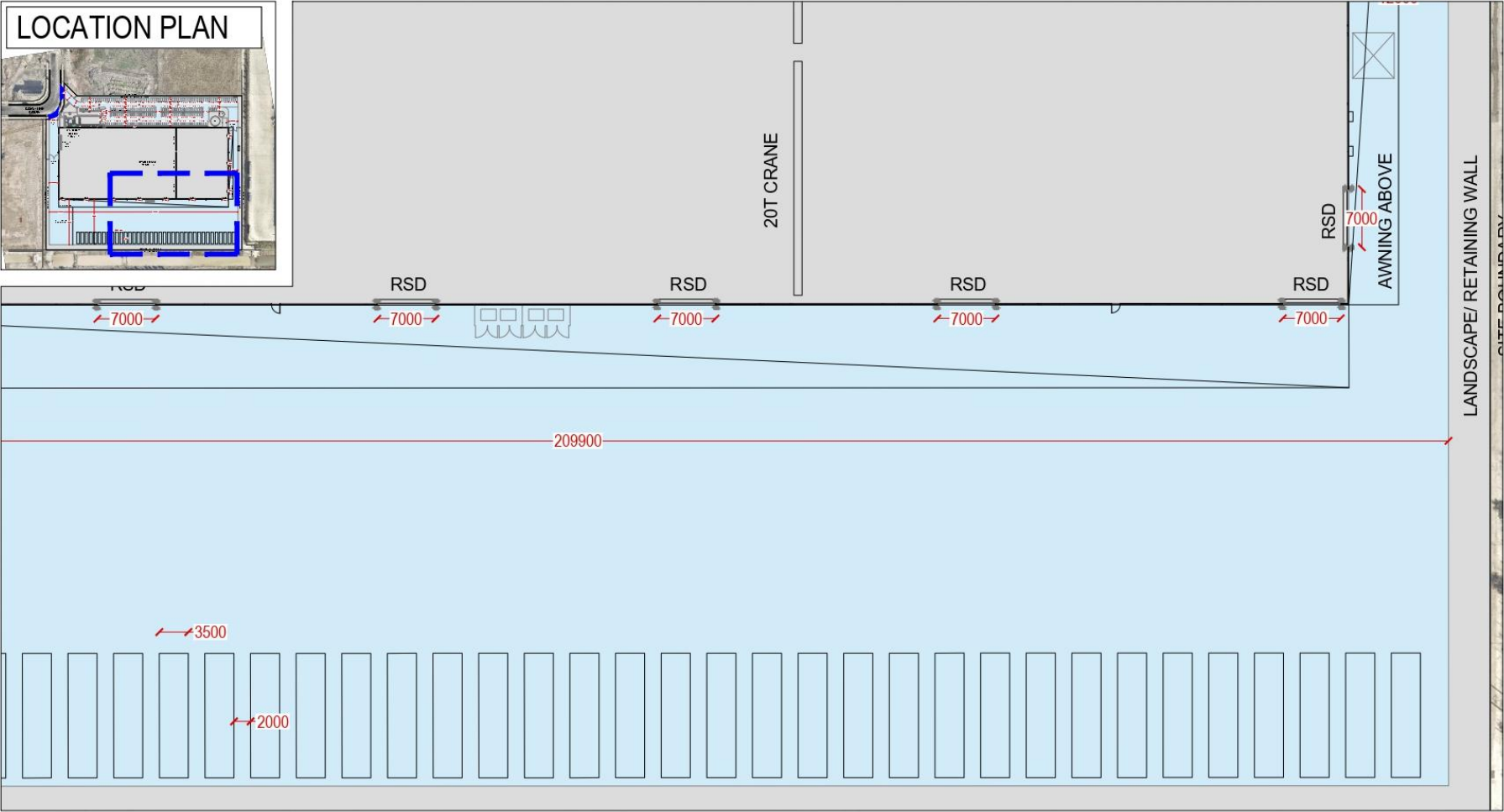


FIGURE 4.5 – PROPOSED DIMENSIONS OF LOADING AREA

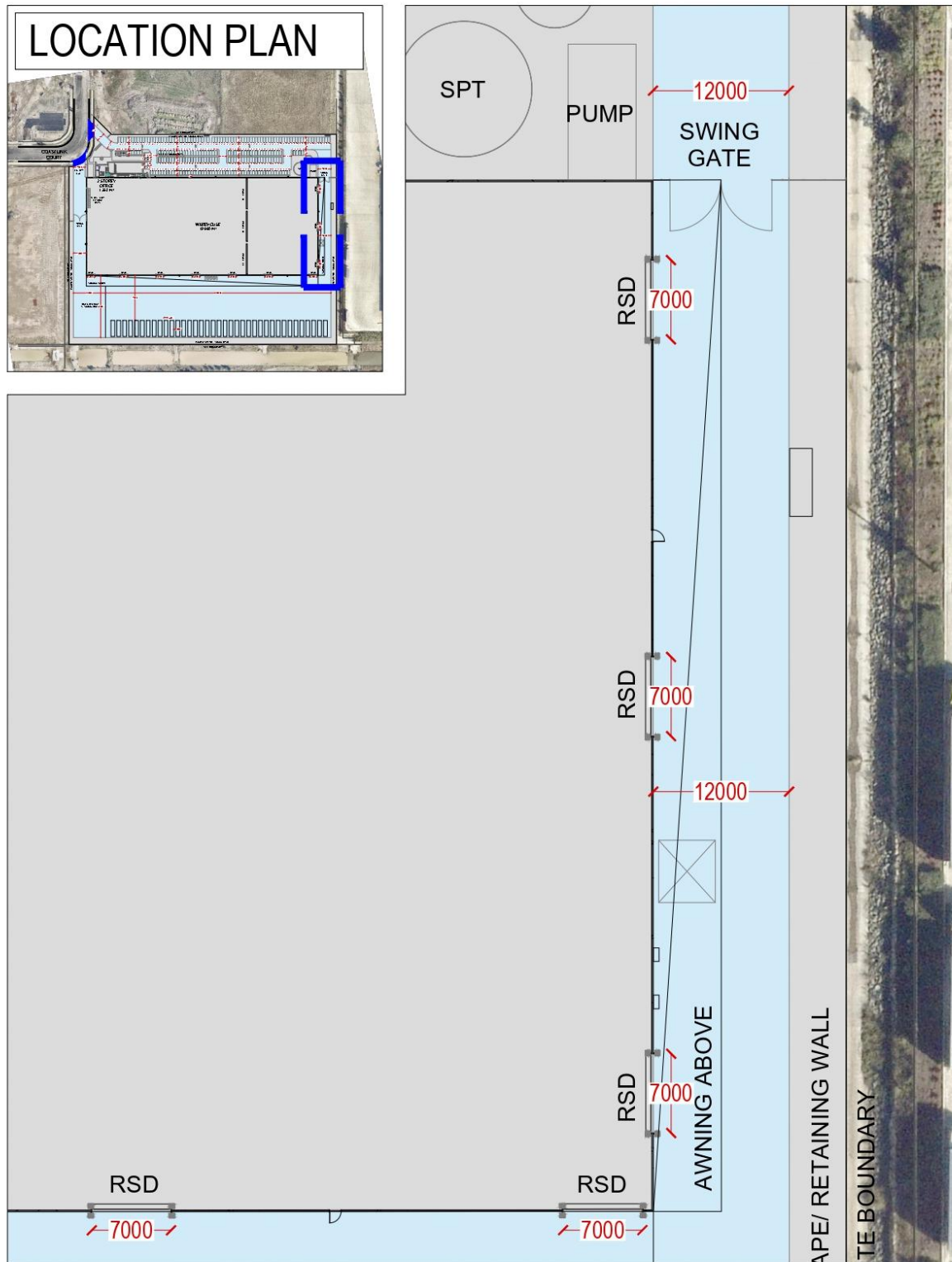


FIGURE 4.6 – PROPOSED DIMENSIONS OF LOADING AREA

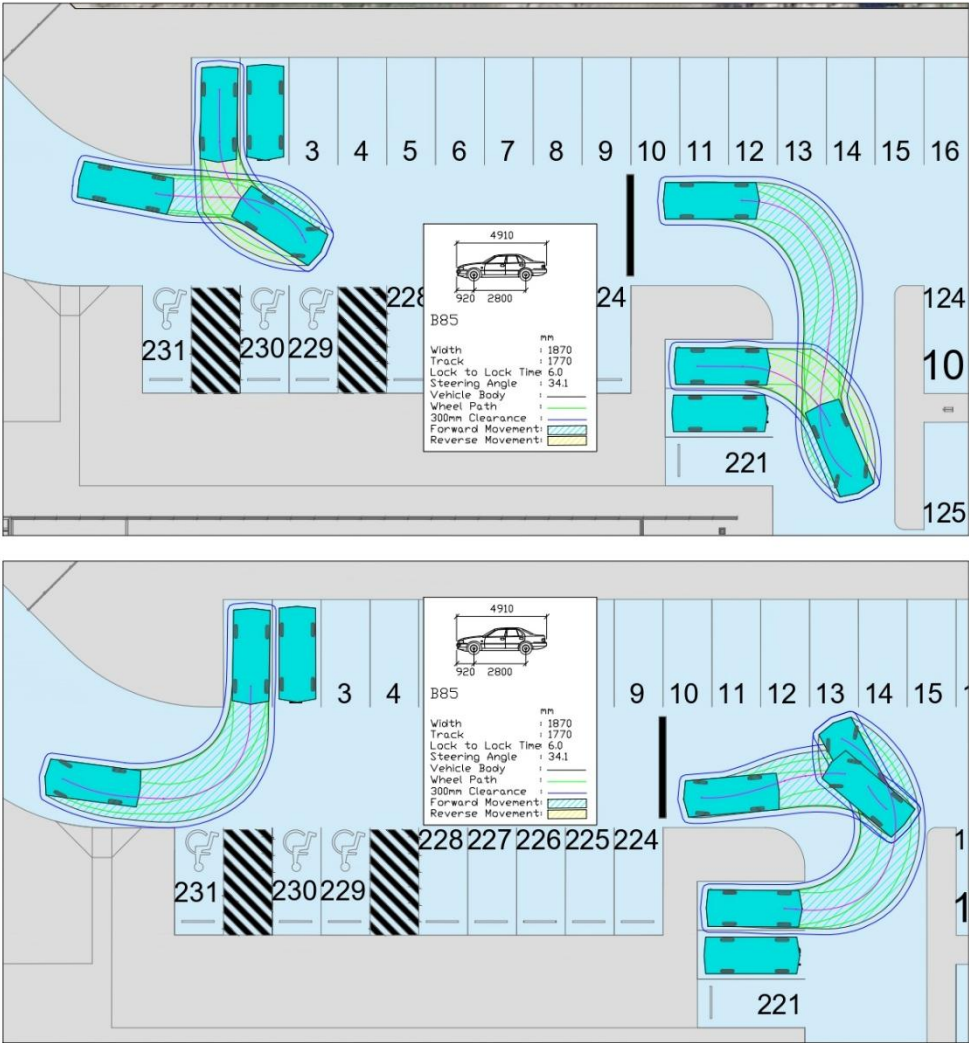


FIGURE 4.7 – 85TH PERCENTILE VEHICLE MANOEUVRING

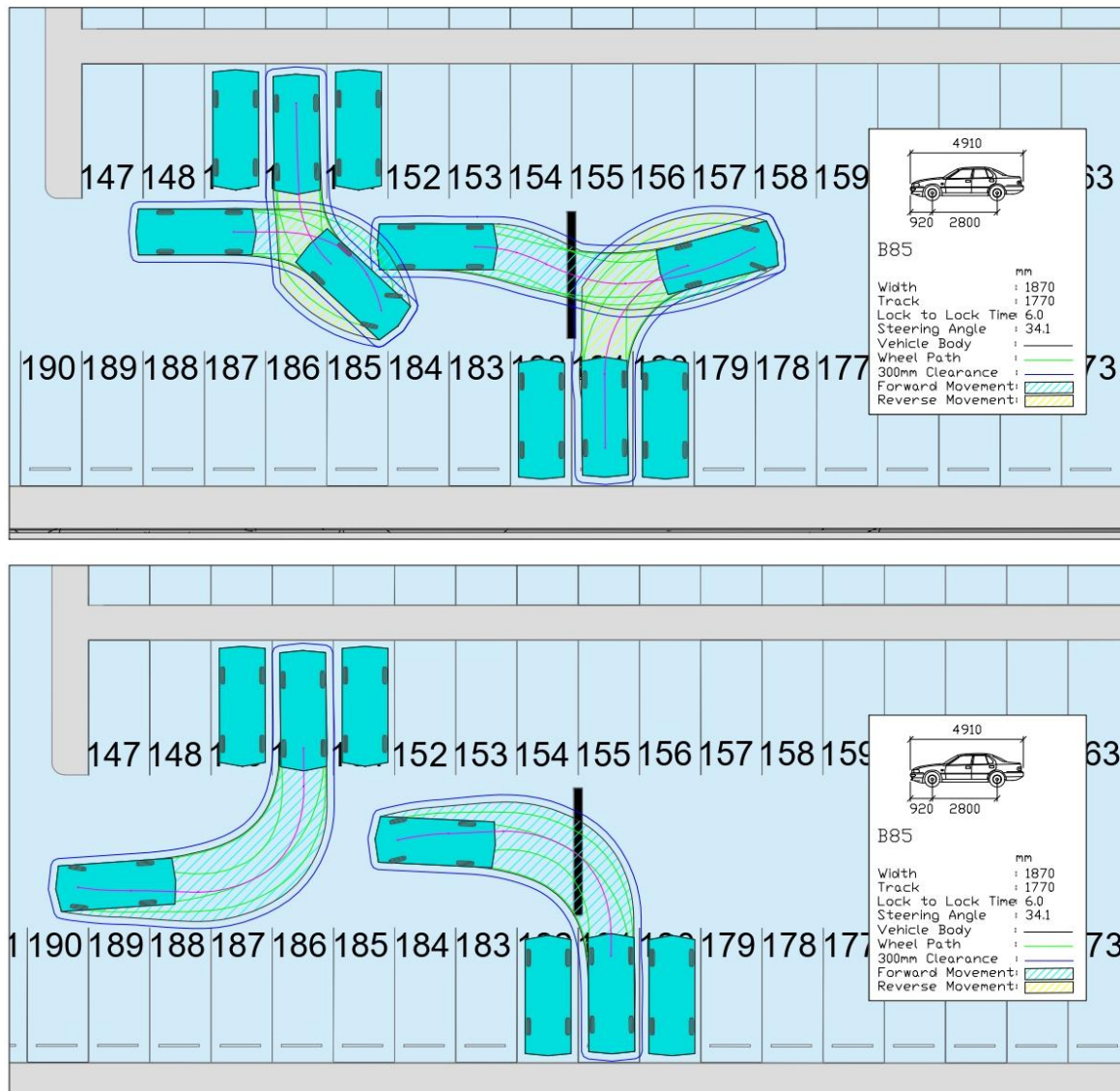


FIGURE 4.8 – 85TH PERCENTILE VEHICLE MANOEUVRING

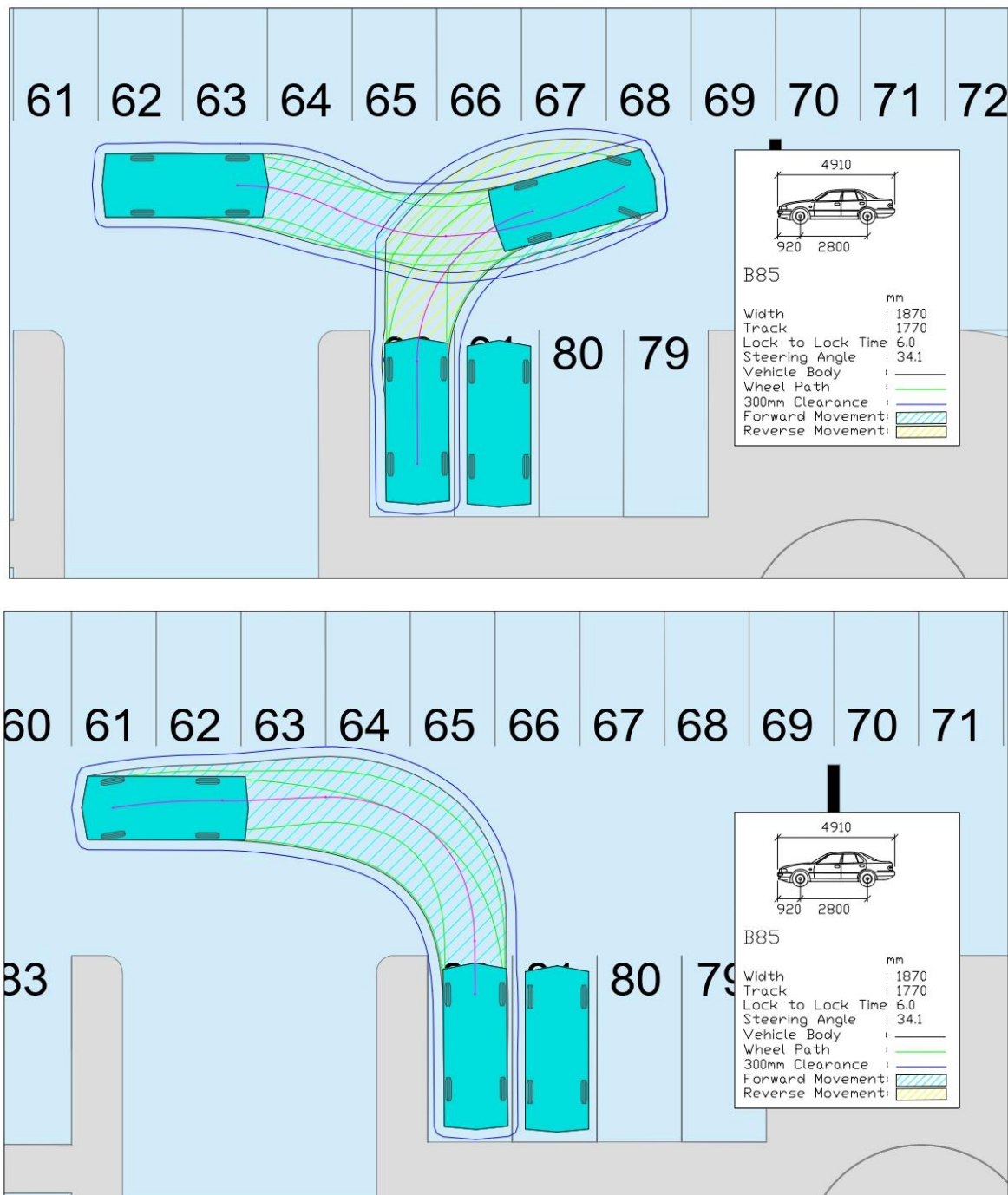


FIGURE 4.9 – 85TH PERCENTILE VEHICLE MANOEUVRING

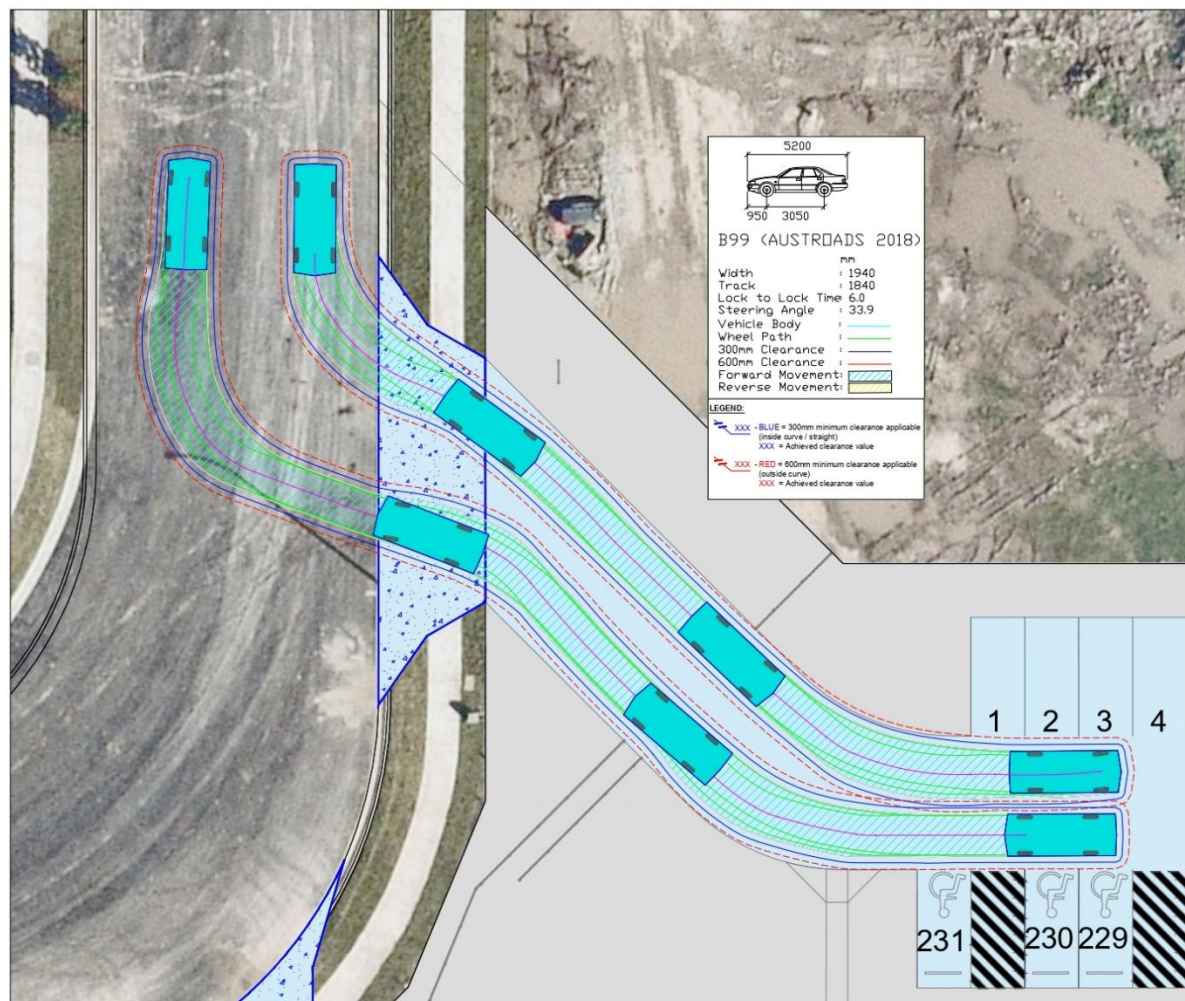


FIGURE 4.10 – 99TH PERCENTILE VEHICLE MANOEUVRING

5.0 ACCESS ARRANGEMENTS

Access is proposed via two separate vehicle crossovers along Coastlink Court: the western crossover designated for light vehicle entry and exit, and the eastern crossover allocated for heavy vehicle entry and exit.

As shown in Figures 5.1 – 5.2, the proposed vehicle crossovers have been designed in accordance with the IPWEA Standard Drawings RS-051 suitable for the intended design vehicle.

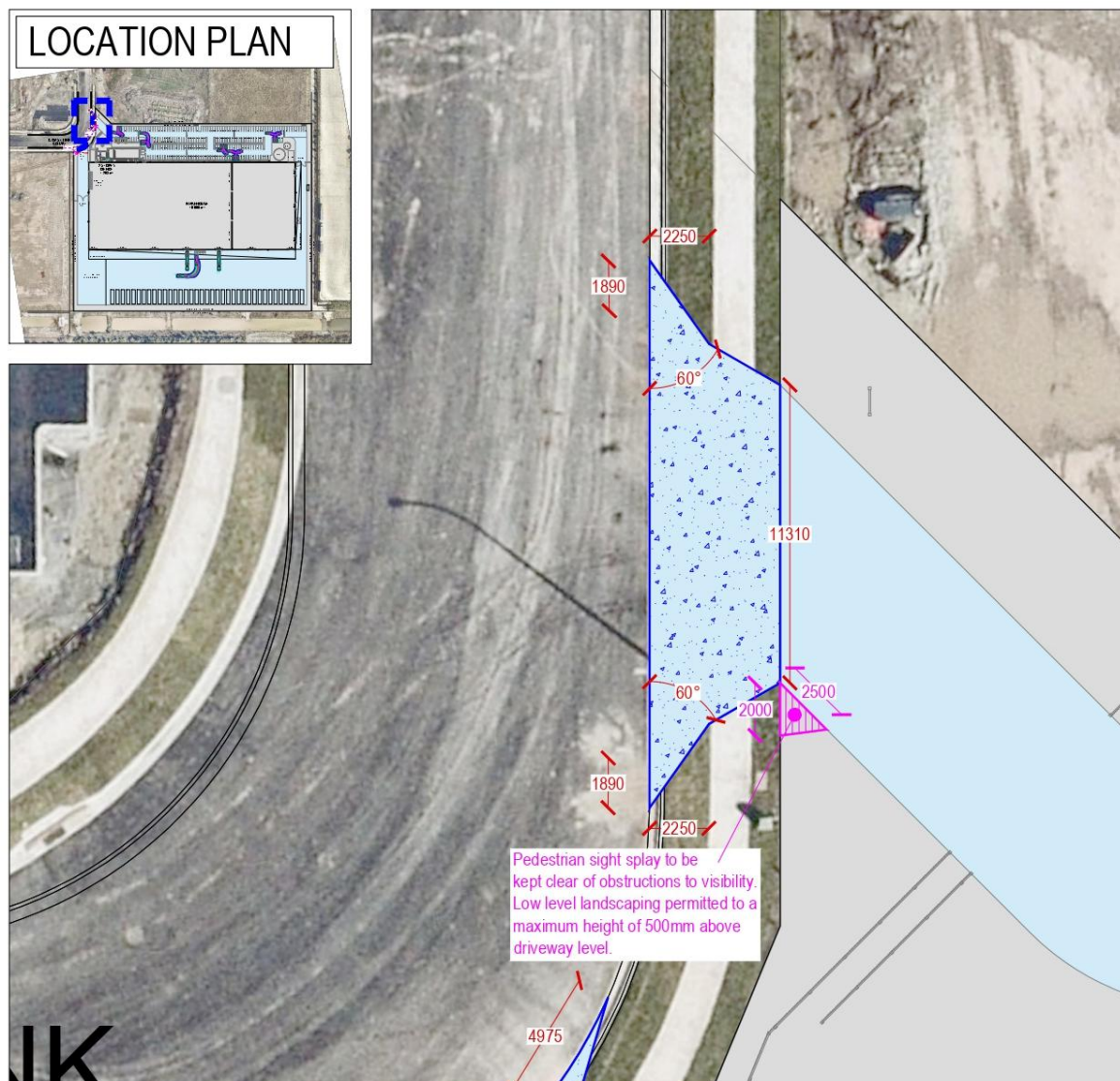


FIGURE 5.1 – ACCESS ARRANGMENTS (WESTERN LIGHT VEHICLE CROSSOVER)

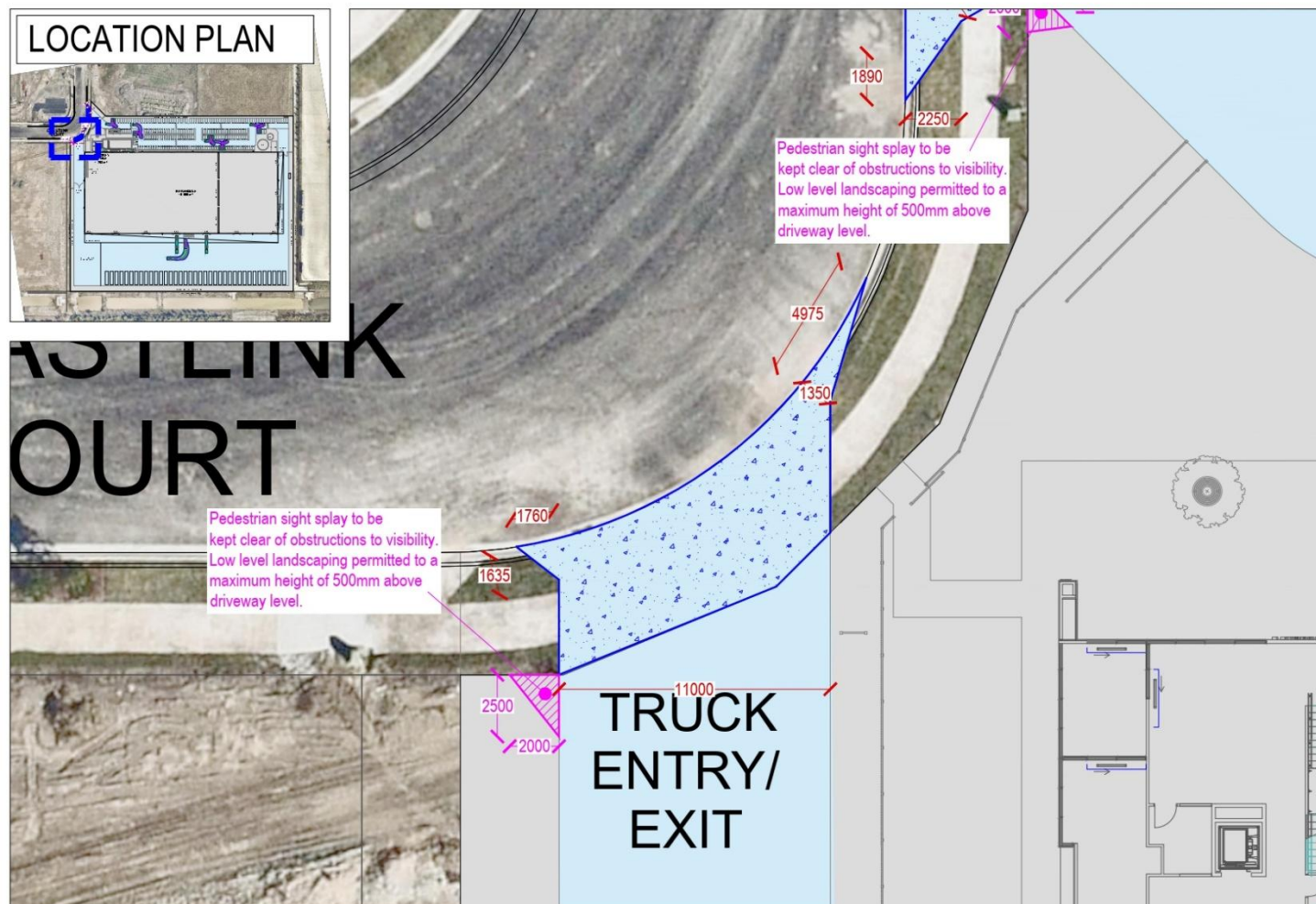


FIGURE 5.2 – ACCESS ARRANGMENTS (EASTERN HEAVY VEHICLE CROSSOVER)

6.0 PROVISION FOR SERVICE VEHICLES

The proposed plan of development has been designed to allow vehicles up to a B – Double to satisfactorily access and circulate through the site whilst maintaining 0.5 metres clearance to obstructions at all times.

Swept path analysis of an B – Double negotiating the proposed arrangements are shown in Figure 6.1 – 6.3.

As shown in Figures 6.4 and 6.5, an 8.35m emergency fire truck can satisfactorily access, manoeuvre and circulate within the site.

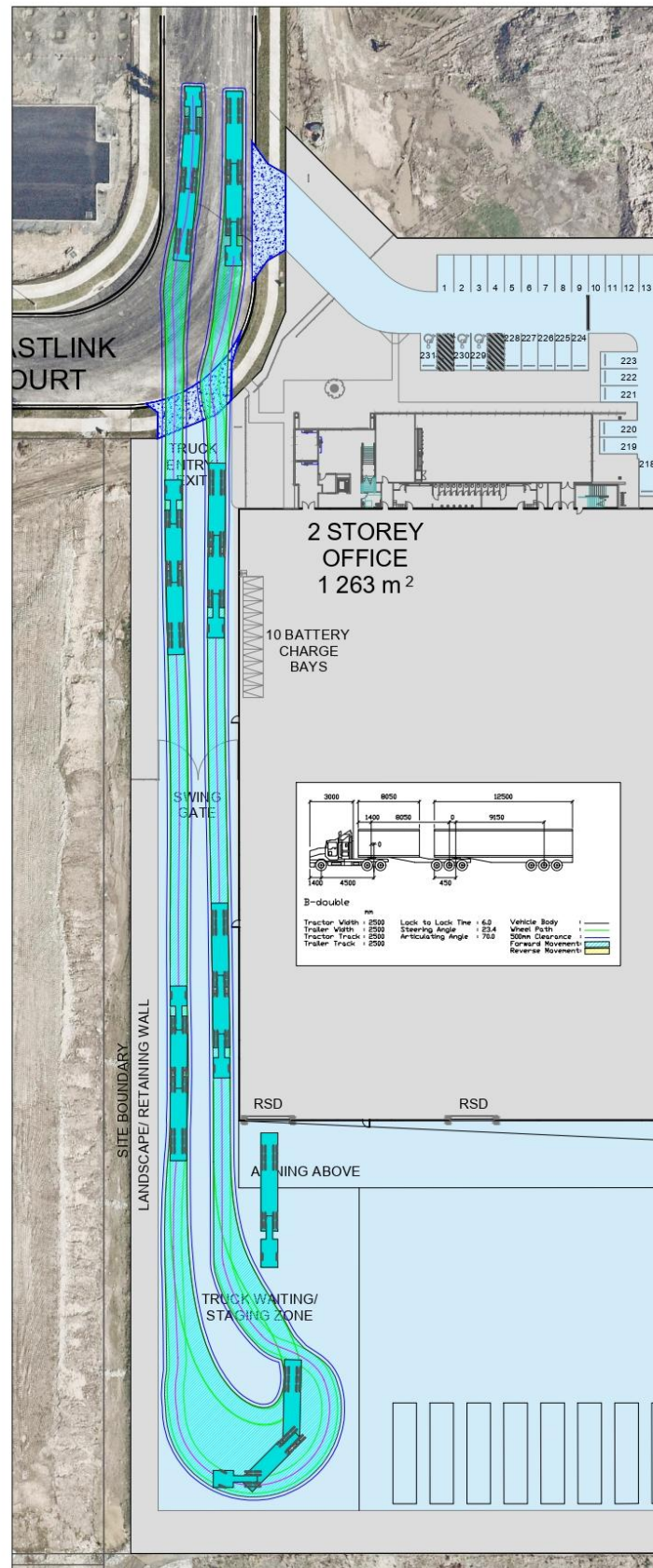


FIGURE 6.1 – ON-SITE SERVICE VEHICLE MANOEUVRING (B – DOUBLE)

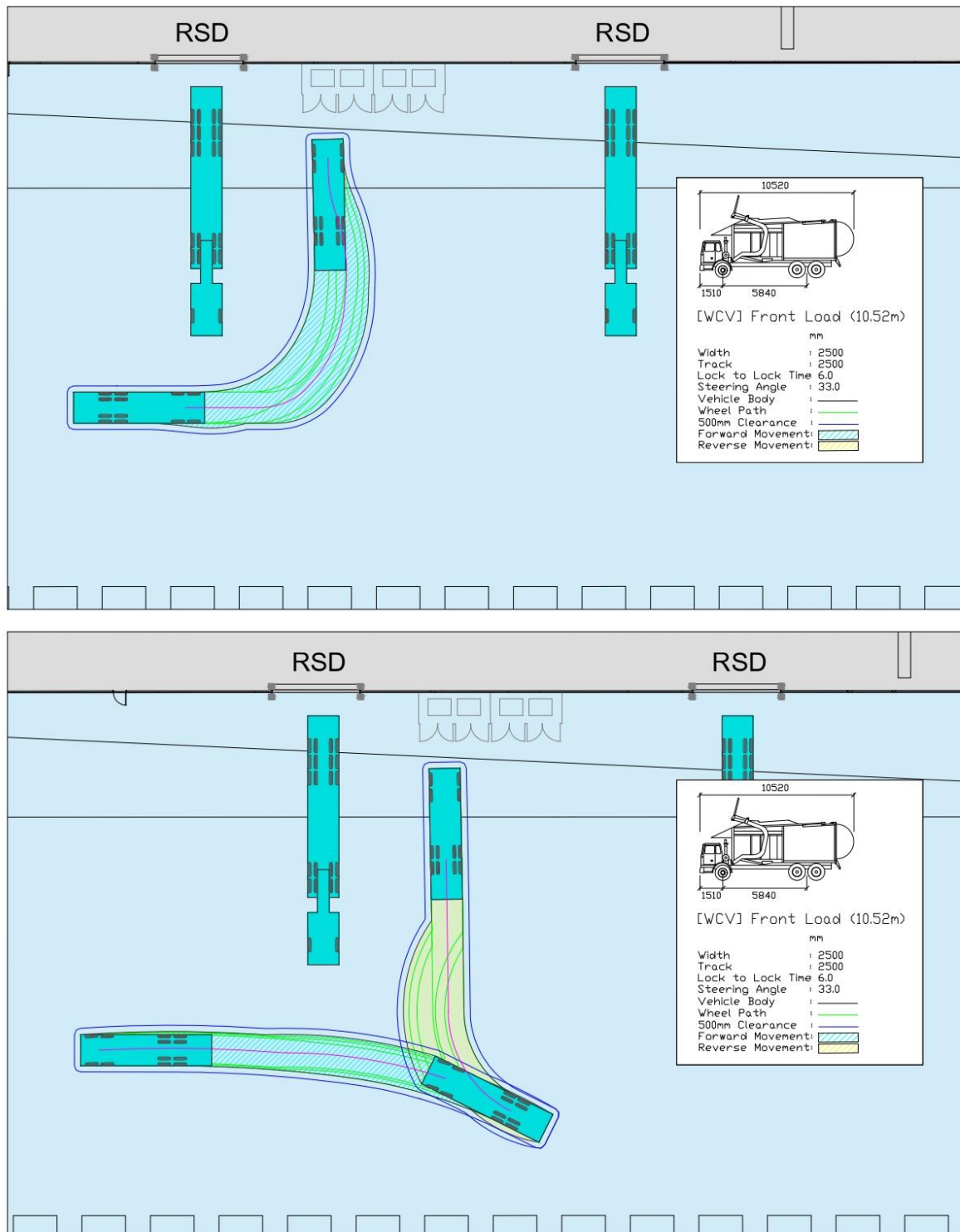


FIGURE 6.2 – ON-SITE SERVICE VEHICLE MANOEUVRING (WASTE COLLECTION VEHICLE)

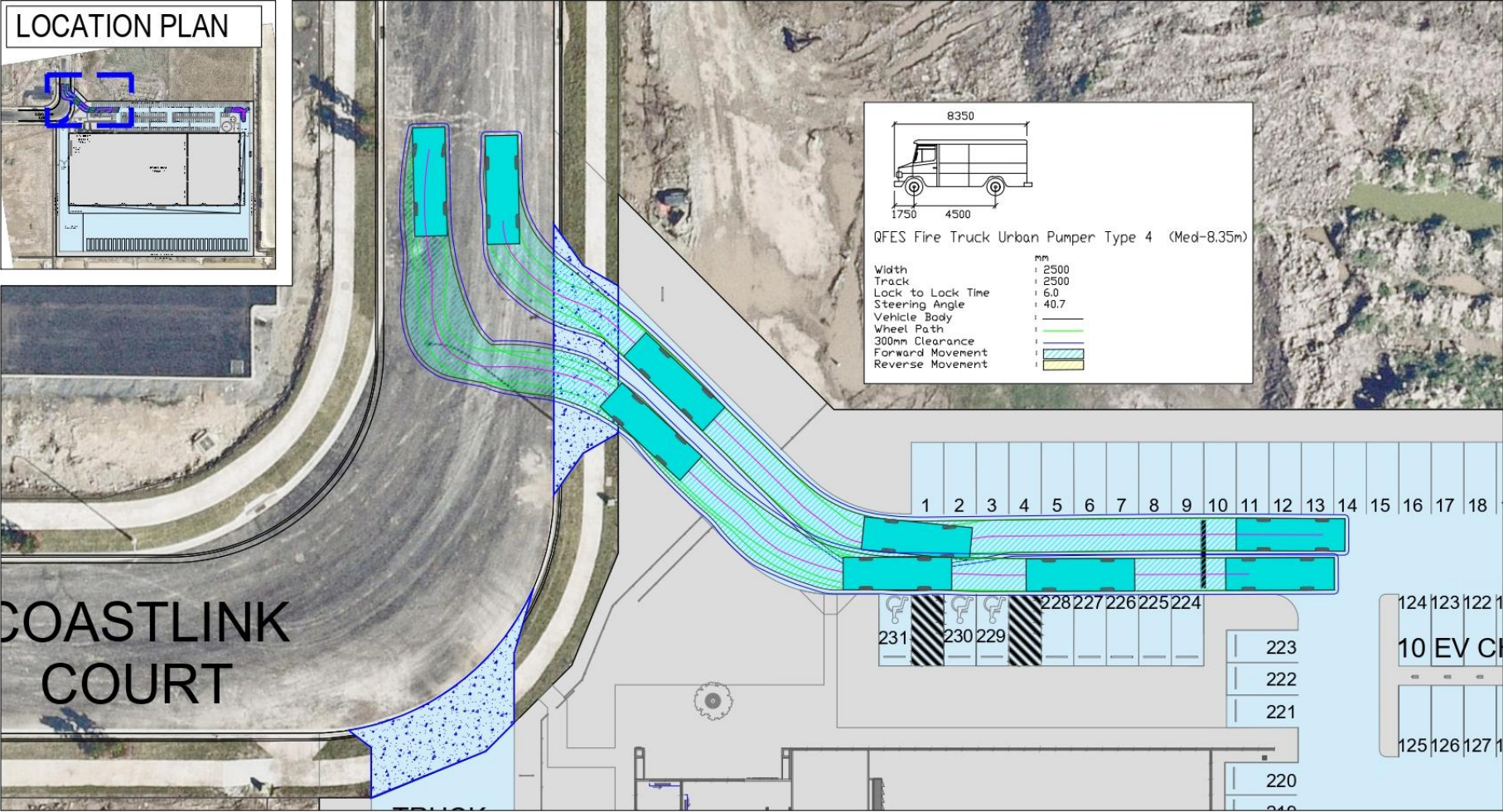


FIGURE 6.3 – ON-SITE SERVICE VEHICLE MANOEUVRING (EMERGENCY FIRE TRUCK)

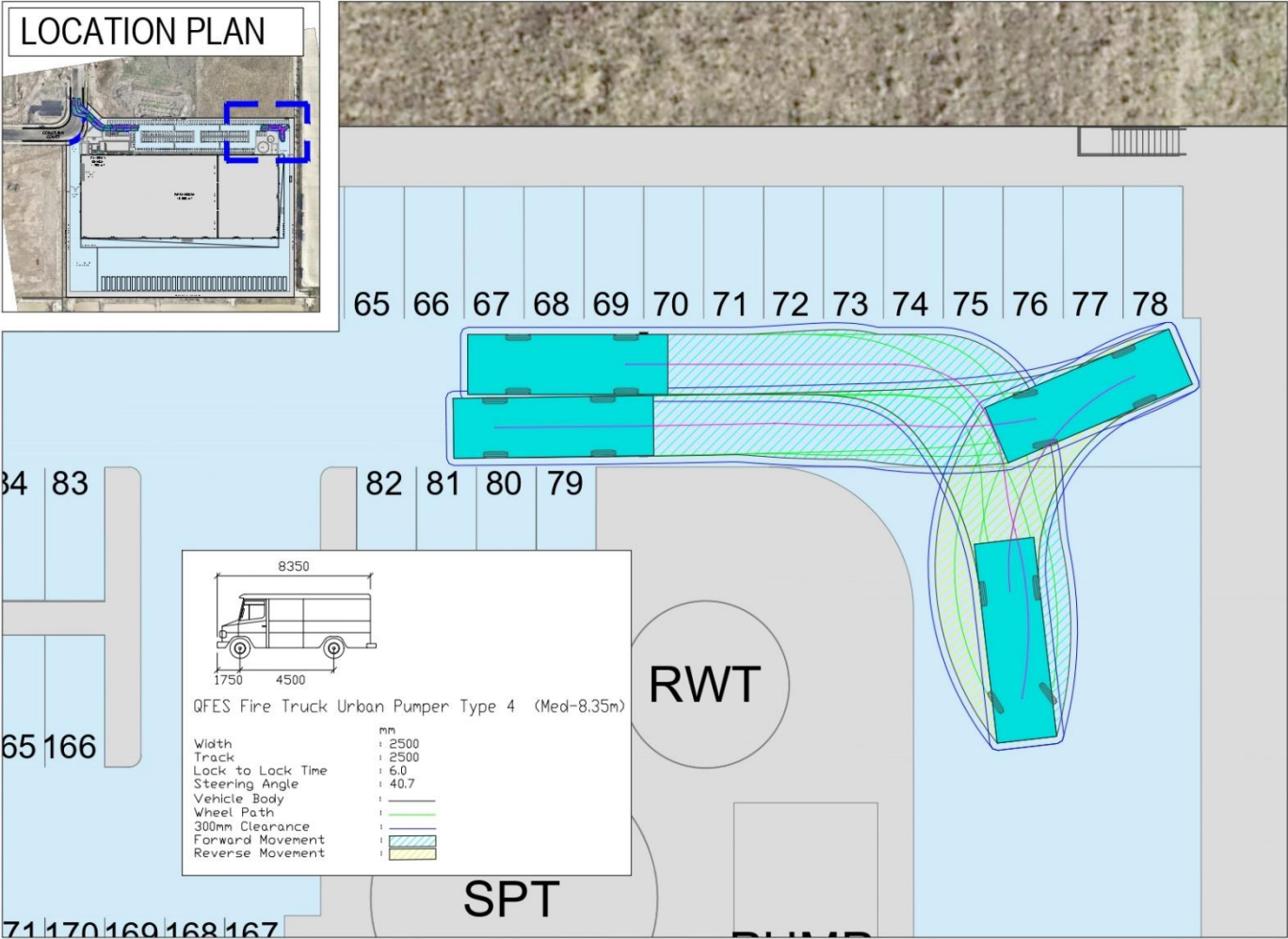


FIGURE 6.4 – ON-SITE SERVICE VEHICLE MANOEUVRING (EMERGENCY FIRE TRUCK)



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 (20,923m² GFA) is 27 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 cyclists to store their bicycle within the warehouse facility will be available. 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 subject site is located on the western side of Coastlink Court, identified as Lot 212 on SP329485, with a site area of 48,268m². The site is within the low and medium impact industry zone.
- The proposed development is for the construction of a Warehouse and Distribution Centre, including associated manufacturing, with a Gross Floor Area (GFA) of 20,923m².
- Application of the M38 Industrial Place Code car parking rates results in a minimum requirement of 217 spaces. The proposal provides 231 spaces, exceeding the minimum and satisfying the Acceptable Outcome.
- The proposed car parking layout has been designed in accordance with AS2890.1:2004, with swept path analyses demonstrating that light and heavy vehicles can manoeuvre safely and efficiently.
- Site access is proposed via two separate crossovers along Coastlink Court: the western crossover for light vehicle entry and exit, and the eastern crossover for heavy vehicle entry and exit. Both crossovers have been designed in accordance with IPWEA Standard Drawings RS-051 for the intended design vehicles.
- The layout allows service vehicles, including B – Doubles and 8.35m emergency vehicles, to access and circulate on-site safely while maintaining a minimum clearance of 0.5m from obstructions.
- Pedestrian access is provided via dedicated pathways connecting the road frontage to the building entrance and through the car park, while bicycle parking and end-of-trip facilities (showers and change rooms) are also accommodated in line with the Transport Code.

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?
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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.	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	
PC4 Car parking areas must be landscaped to reduce visual impact and to provide opportunities for shade.	AS4 In car parking areas exceeding 300m ² 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.	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	

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.	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	

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, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	

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.	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	

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.	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	
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.	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	
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.	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	

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 Developments with new traffic signal controlled access, within network traffic systems, provide the necessary	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	
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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?
	infrastructure to integrate the new signals.		

Internal Circulation

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.	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	
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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 .	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	

Design Service Vehicle 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?
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.	NOT APPLICABLE, APPLICATION OF FOR A CHANGE TO A RECONFIGURATION OF A LOT.	

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

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
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
Kennel	SRV
Manufacturers Shop	HRV
Marina	AV

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
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
Salvage Yard	HRV
Service Industry	SRV

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
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.



Proposed Warehouse Development
Lot 202 and 203 Coastlink Court
Stapylton

ACOUSTIC REPORT



Client:

Frasers Property
ATTN: James Jarimba

Reference:

2025496 R01A Lot 202 Vantage Yatala Estate ENV.docx

Date Issued:

16th December 2025

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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 202 and part of Lot 203 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

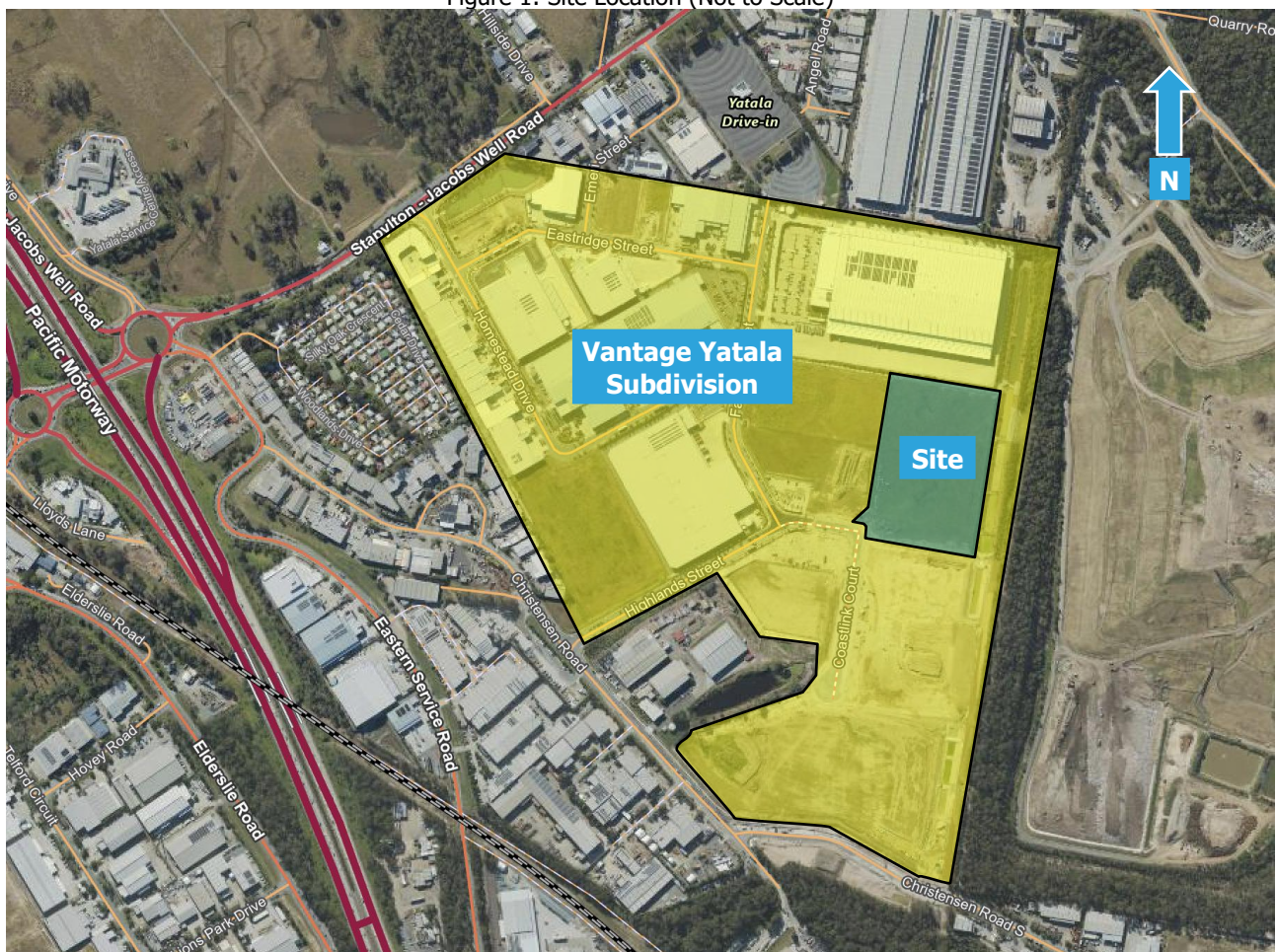
2.1 Site Location

The proposed site is described by the following:

Approved Lot 202 Coastlink Court, Stapylton
Lot 202 and part of Lot 203 on SP329487

Refer to Figure 1 for site location.

Figure 1: Site Location (Not to Scale)



A comprehensive site survey was conducted on the 15th December 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.

2.2 Proposal

The development application seeks development permits for the following;

- Material Change of Use – Industry (modular building assembly) and ancillary office;
- Reconfiguring a Lot – Boundary Realignment; and
- Operational Work – Bulk earthworks.

The proposal is to construct a warehouse and two storey office for Modscape to facilitate work on assembly and manufacturing of modular homes. The proposal consists of the following:

- Total site area of 48,268m².
- Warehouse – total area of 19,660m²
- 2 storey office with an area of 1,263m².
- Warehouse Amenities.
- Proposed hours of operation are 24/7.
- 231 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

Receiver	Receivers																	Amenity																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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Description		Source Leq @ 1m dBA	Corrected dBA*	No. of events per 1hr Day	No. of events per 1hr Eve	No. of events per 1hr Night	Duration per event	Distance (m)	Inc	Barrier (height (m))	Barrier screening dB	Building TL or shield dB	Topo screening dB	Dist atten @ 60m/dB	Source L10 Leq dB	Source L1 Leq dB	L _{Aeq} adj. 1hr ext. dBA Day	L _{Aeq} adj. 1hr int. dBA Day	L _{Aeq} adj. 1hr ext. dBA Eve	L _{Aeq} adj. 1hr int. dBA Eve	L _{Aeq} adj. 1hr ext. dBA Night	L _{Aeq} adj. 1hr int. dBA Night	L _{A10} adj. 1hr ext. dBA Day	L _{A10} adj. 1hr int. dBA Day	L _{A10} adj. 1hr ext. dBA Eve	L _{A10} adj. 1hr int. dBA Eve	L _{A10} adj. 1hr ext. dBA Night	L _{A10} adj. 1hr int. dBA Night	L _{A1} adj. 1hr ext. dBA Day	L _{A1} adj. 1hr int. dBA Day	L _{A1} adj. 1hr ext. dBA Eve	L _{A1} adj. 1hr int. dBA Eve	L _{A1} adj. 1hr ext. dBA Night	L _{A1} adj. 1hr int. dBA Night	Day/ eve	Day/ eve	Night	Day/ eve	Day/ eve	Night	Day/ eve	Day/ eve	Night																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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*Correction due to tonality and impulsiveness per AS1055:1997.

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

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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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*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	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	Lmax adj, T ext. dB(A)	Lmax adj, T int. dB(A)	Complies Night dB(A)
	Description												
	Criteria												45
1	Car passby	77		77	652				-6	-56	15	10	Yes
	Car start	77	2	79	652				-6	-56	17	12	Yes
	Car door closure	85	2	87	652				-6	-56	25	20	Yes
	Truck manoeuvring	92		92	659				-6	-56	30	25	Yes
	Truck starting	90	2	92	750				-6	-58	28	23	Yes
	Truck reverse alarm	96	5	101	750				-6	-58	37	32	Yes
	Truck air brakes	97	2	99	659				-6	-56	37	32	Yes
	Forklift (external)	90		90	750				-6	-58	26	21	Yes
	Forklift (internal)	105	2	107	698			-5	-6	-57	39	34	Yes
	Welder	101	2	103	698			-5	-6	-57	35	30	Yes
	Hand tools (pneumatic)	108		108	698			-5	-6	-57	40	35	Yes
	Hand tools (electric)	99		99	698			-5	-6	-57	31	26	Yes
	Grinder	91		91	698			-5	-6	-57	23	18	Yes
	Office activities	82		82	665			-10	-6	-56	10	5	Yes
	Criteria												45
2	Car passby	77		77	900				-6	-59	12	7	Yes
	Car start	77	2	79	900				-6	-59	14	9	Yes
	Car door closure	85	2	87	900				-6	-59	22	17	Yes
	Truck manoeuvring	92		92	957				-6	-60	26	21	Yes
	Truck starting	90	2	92	1000				-6	-60	26	21	Yes
	Truck reverse alarm	96	5	101	1000				-6	-60	35	30	Yes
	Truck air brakes	97	2	99	957				-6	-60	33	28	Yes
	Forklift (external)	90		90	1000				-6	-60	24	19	Yes
	Forklift (internal)	105	2	107	940			-5	-6	-59	37	32	Yes
	Welder	101	2	103	940			-5	-6	-59	33	28	Yes
	Hand tools (pneumatic)	108		108	940			-5	-6	-59	38	33	Yes
	Hand tools (electric)	99		99	940			-5	-6	-59	29	24	Yes
	Grinder	91		91	940			-5	-6	-59	21	16	Yes
	Office activities	82		82	942			-10	-6	-59	7	2	Yes
	Criteria												45
3	Car passby	77		77	735				-6	-57	14	9	Yes
	Car start	77	2	79	735				-6	-57	16	11	Yes
	Car door closure	85	2	87	735				-6	-57	24	19	Yes
	Truck manoeuvring	92		92	828				-6	-58	28	23	Yes
	Truck starting	90	2	92	828				-6	-58	28	23	Yes
	Truck reverse alarm	96	5	101	828				-6	-58	37	32	Yes
	Truck air brakes	97	2	99	828				-6	-58	35	30	Yes
	Forklift (external)	90		90	828				-6	-58	26	21	Yes
	Forklift (internal)	105	2	107	781			-5	-6	-58	38	33	Yes
	Welder	101	2	103	781			-5	-6	-58	34	29	Yes
	Hand tools (pneumatic)	108		108	781			-5	-6	-58	39	34	Yes
	Hand tools (electric)	99		99	781			-5	-6	-58	30	25	Yes
	Grinder	91		91	781			-5	-6	-58	22	17	Yes
	Office activities	82		82	834			-10	-6	-58	8	3	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 202 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

MODSCAPE

AT

"VANTAGE YATALA"

LOT-202 COASTLINK COURT, STAPYLTON, QUEENSLAND

Q25-015A-DA-001

Q25-015A-DA-002

Q25-015A-DA-003

Q25-015A-DA-110

Q25-015A-DA-200

Q25-015A-DA-500

TITLE SHEET

SITE PLAN

IMPERVIOUS AREA PLAN

OFFICE PLAN

BUILDING ELEVATIONS

BUILDING FINISHES



FOR DEVELOPMENT APPLICATION

JOB

Q25-015A-DA-001

DATE

12.12.25

SCALE

N/A

DRN

KL

REV

B



FRASERS PROPERTY

FRASERS PROPERTY INDUSTRIAL

LEVEL 4, 57 BOUNDARY STREET,

WEST END, QLD 4101

P 461 7 2248 7400

© 2025 FRASERS PROPERTY INDUSTRIAL

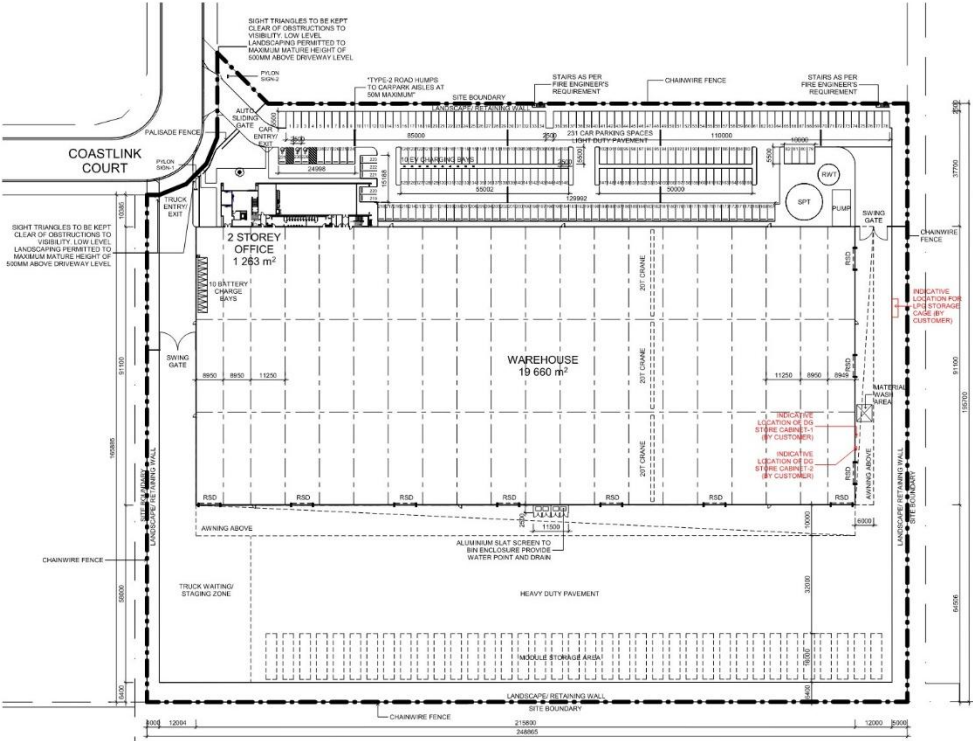
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MODSCAPE

LOT-202 COASTLINK COURT, "VANTAGE YATALA"

STAPYLTON, QUEENSLAND

TITLE SHEET



REV

DESCRIPTION

DATE

A

PRELIMINARY

27.11.25

B

NOTES UPDATE

04.12.25

C

CARPARK UPDATE

12.12.25

DEVELOPMENT SUMMARY

SITE AREA

48 268 m²

WAREHOUSE

19 660 m²

2 STOREY OFFICE

(EXCLUDING DECK AREA 50m²)

1 263 m²

TOTAL BUILDING AREA

20 923 m²

AWNING

2704 m²

HEAVY DUTY PAVEMENT

16 552 m²

LIGHT DUTY PAVEMENT

5758 m²

CAR PARKING PROVIDED

231

SITE COVERAGE

(GROUND FLOOR BUILDING + AWNING/SITE AREA)

47.3%

DISABLED CAR PARKING BAY

2500

TYPICAL CAR PARKING BAY

2500

SIGHT TRIANGLES TO BE KEPT CLEAR OF OBSTRUCTIONS TO VISIBILITY LOW LEVEL. LANDSCAPING PERMITTED TO MAXIMUM MATURE HEIGHT OF 500MM ABOVE DRIVEWAY LEVEL.

PROPOSED SITE

LOCATION PLAN

FOR DEVELOPMENT APPLICATION



FRASERS PROPERTY

FRASERS PROPERTY INDUSTRIAL

LEVEL 4, 57 BOUNDARY STREET,

WEST END, QLD 4101

P 461 7 2248 7400

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MODSCAPE

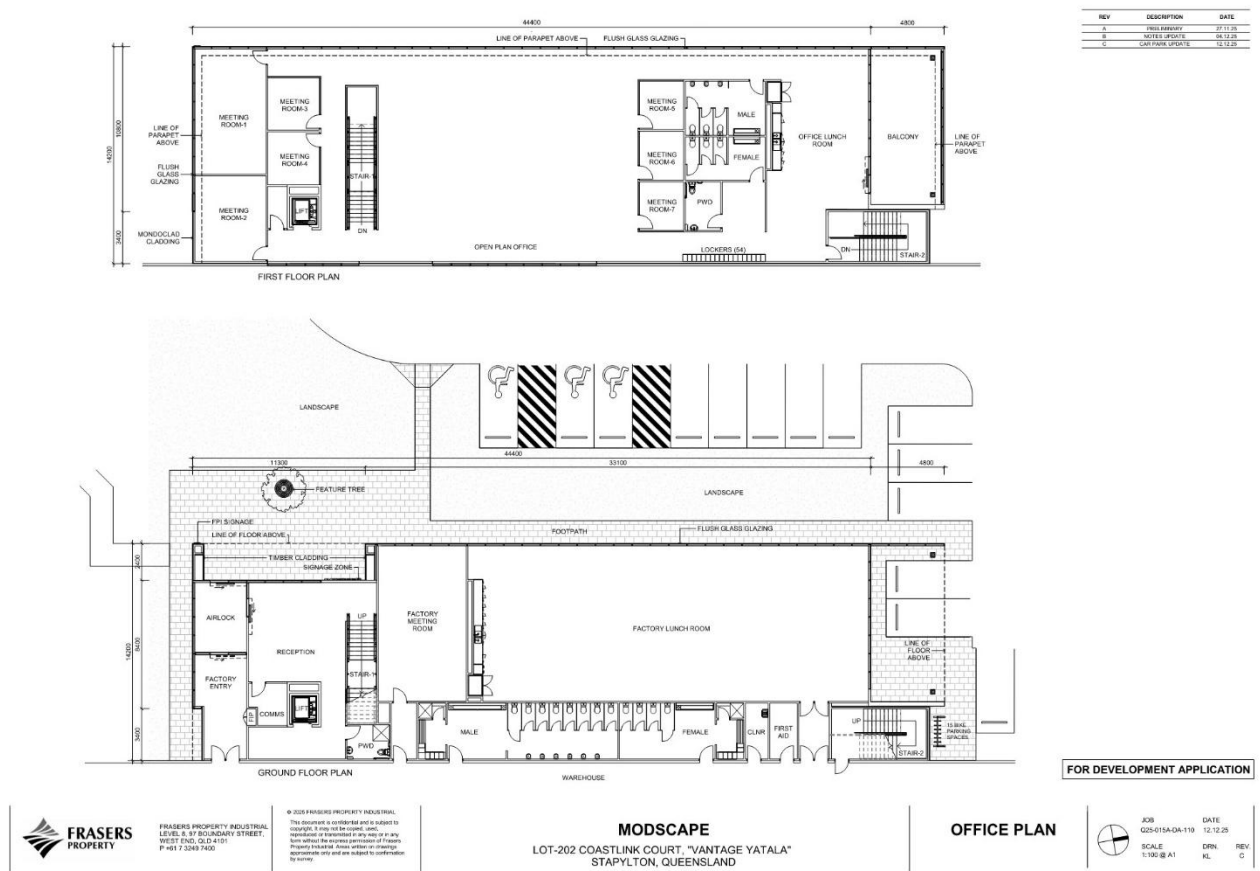
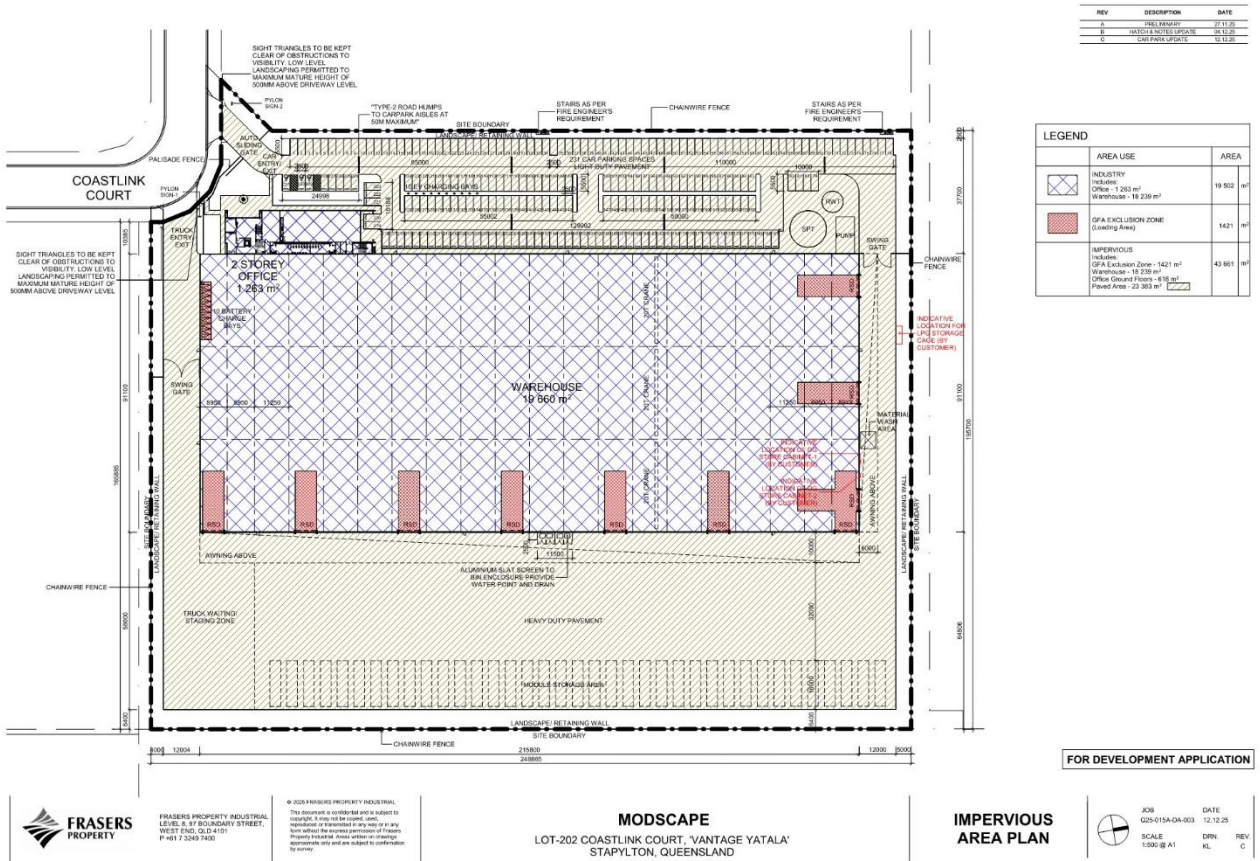
LOT-202 COASTLINK COURT, "VANTAGE YATALA"

STAPYLTON, QUEENSLAND

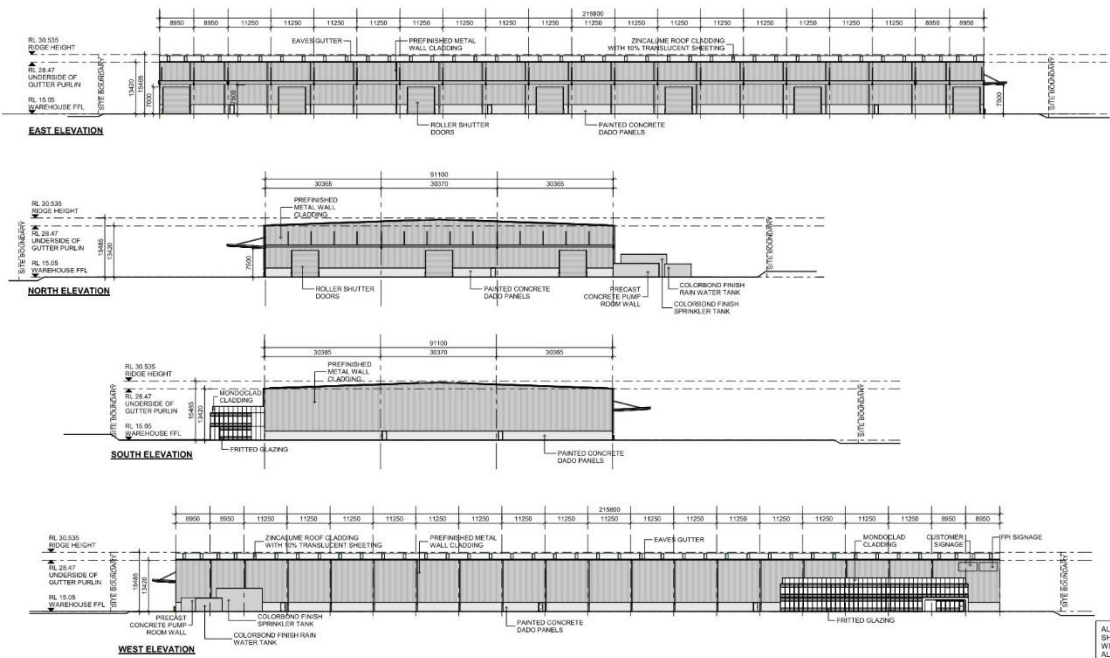
SITE PLAN

2025496 R01A Lot 202 Vantage Yatala Estate ENV.docx © Acoustic Works 2025

Page 13



REV	DESCRIPTION	DATE
A	PRELIMINARY	27.11.25
B	NOTES UPDATE	04.12.25
C	DA ISSUE	12.12.25



ALL LEVELS ARE INDICATIVE AND SHOULD BE READ IN CONJUNCTION WITH CIVIL ENGINEER'S DRAWINGS. ALL LEVELS ARE TO BE $\pm 1000mm$.

FOR DEVELOPMENT APPLICATION



FRASER'S PROPERTY INDUSTRIAL
LEVEL 1, 97 BOUNDARY STREET,
WEST END, QLD 4101
P+61 7 3249 7400

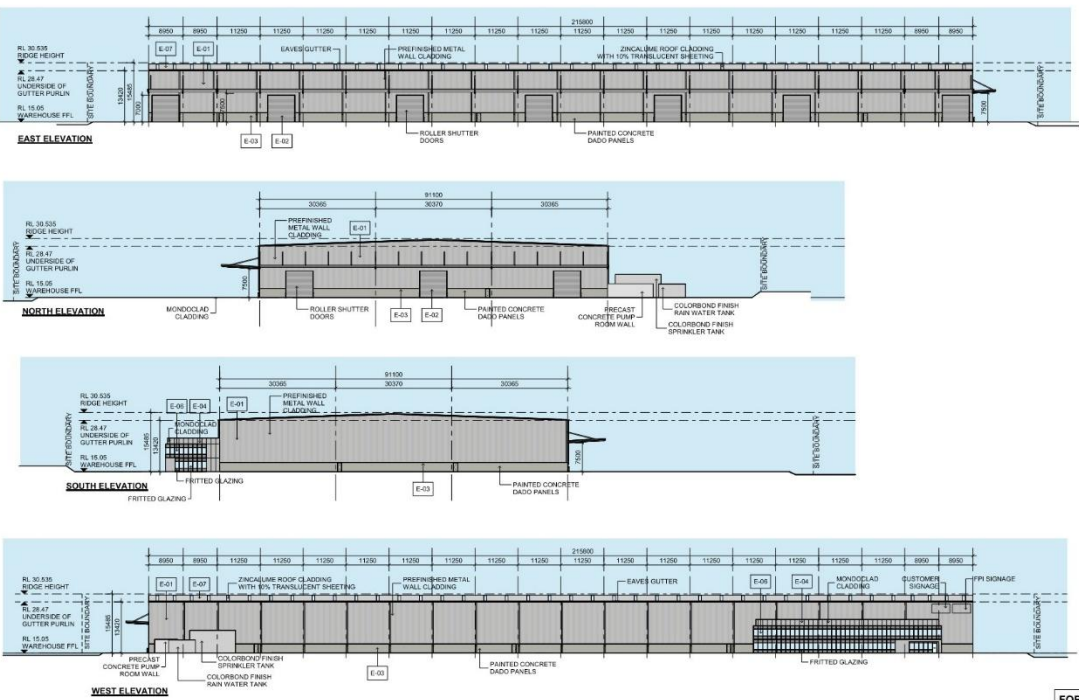
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MODSCAPE
LOT-202 COASTLINK COURT, 'VANTAGE YATALA'
STAPLYTON, QUEENSLAND

BUILDING
ELEVATIONS

JOB	DATE
G25-015A-04-209	12.12.25
SCALE	DRN
1:400 @ A1	KL
	REV
	C

REV	DESCRIPTION	DATE
A	PRELIMINARY	27.11.25
B	NOTES UPDATE	04.12.25
C	DA ISSUE	12.12.25



LEGEND	
E-01	WAREHOUSE WALL, GUTTERS, CAPPING, DOWNPIPES, SPRINKLER AND MAINWATER TANK, RAINING COLLORED 'SHALE GREY'
E-02	ROLLER SHUTTER DOORS, COLLORED 'SHALE GREY'
E-03	DADO PANELS, WAREHOUSE EXIT DOORS AND DOWNPIPES TO MATCH 'SHALE GREY'
E-04	OFFICE WALL CLADDING, MONOCOLAD 'SILVER GRAY METALLIC'
E-05	ACCA TIMBER CLADDING
E-06	EXTERNAL GLAZING
E-07	WAREHOUSE AND OFFICE ROOF, ZINCALUME
E-08	AC CONDENSER AREA SCREEN ON OFFICE ROOF TO MATCH COLLORED 'SHALE GREY'

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

ALL LEVELS ARE INDICATIVE AND SHOULD BE READ IN CONJUNCTION WITH CIVIL ENGINEER'S DRAWINGS. ALL LEVELS ARE TO BE $\pm 1000mm$.

FOR DEVELOPMENT APPLICATION



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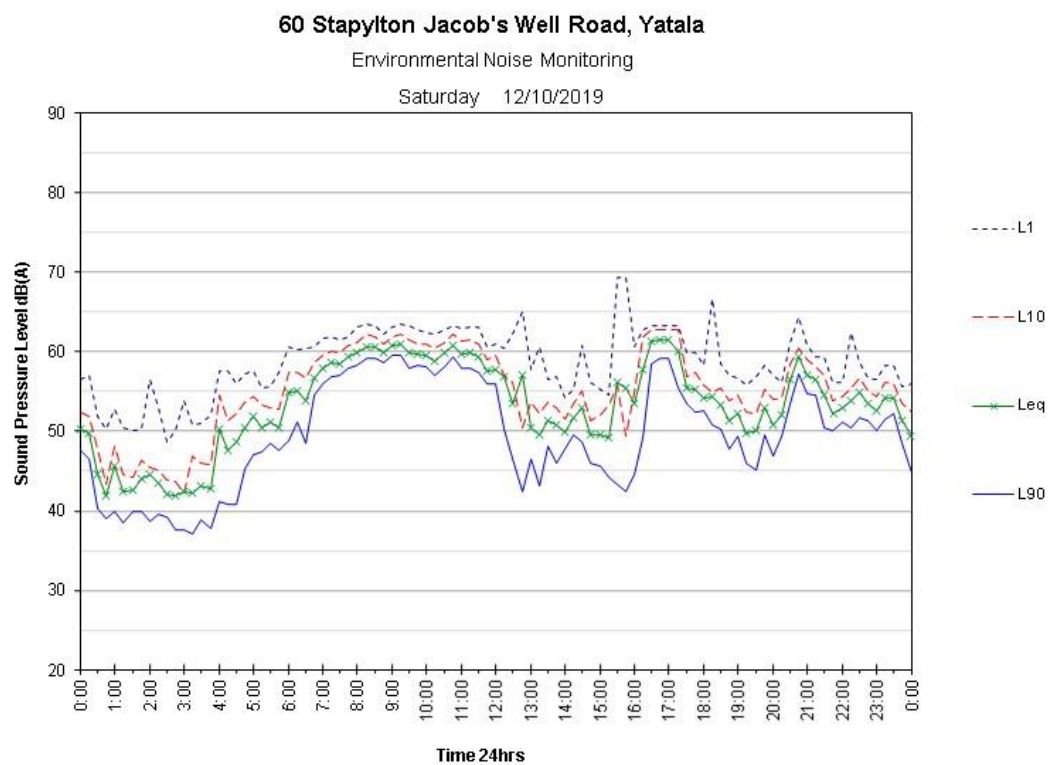
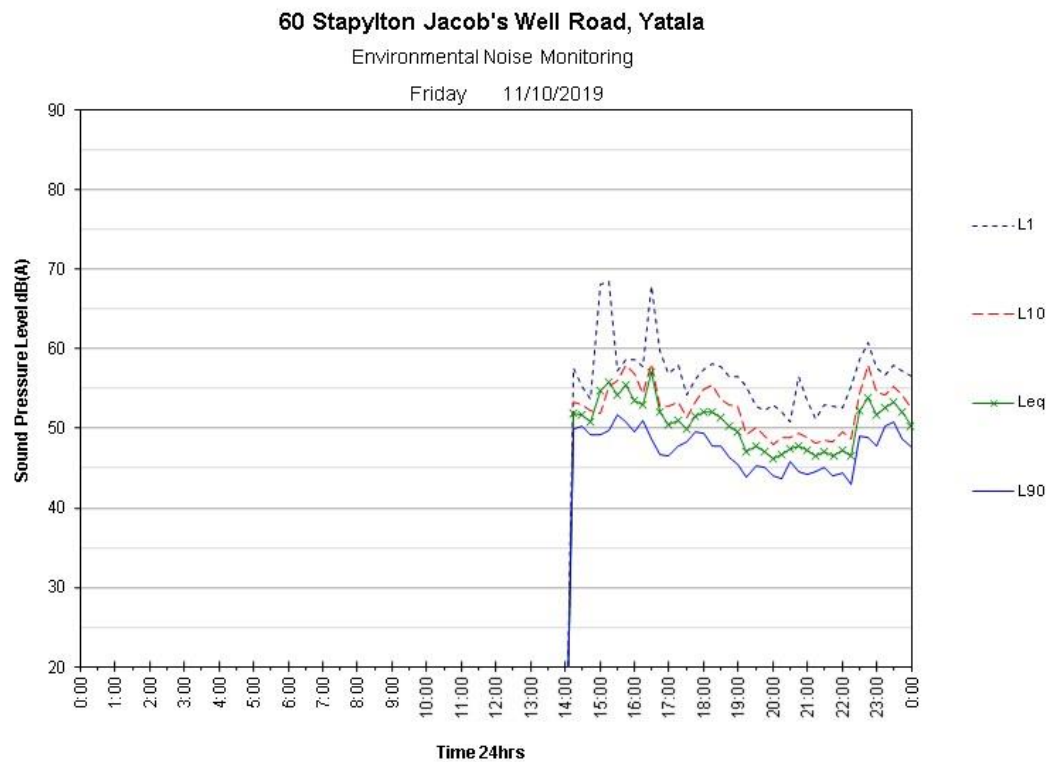
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MODSCAPE
LOT-202 COASTLINK COURT, 'VANTAGE YATALA'
STAPLYTON, QUEENSLAND

BUILDING
FINISHES

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SCALE	DRN
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	REV
	C

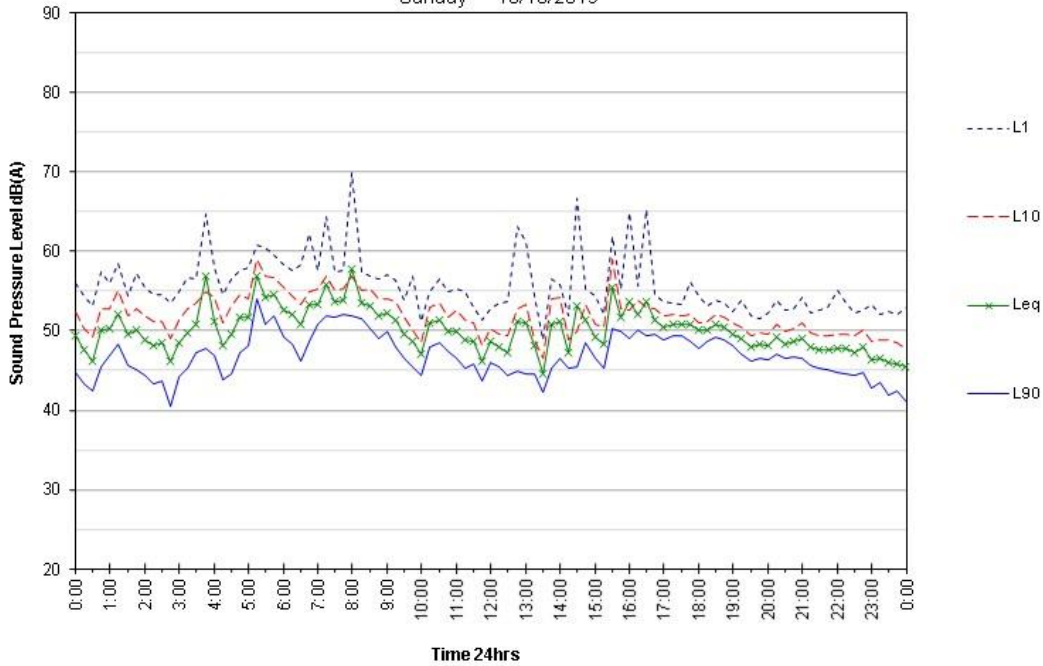
10.2 Noise Monitoring Charts



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

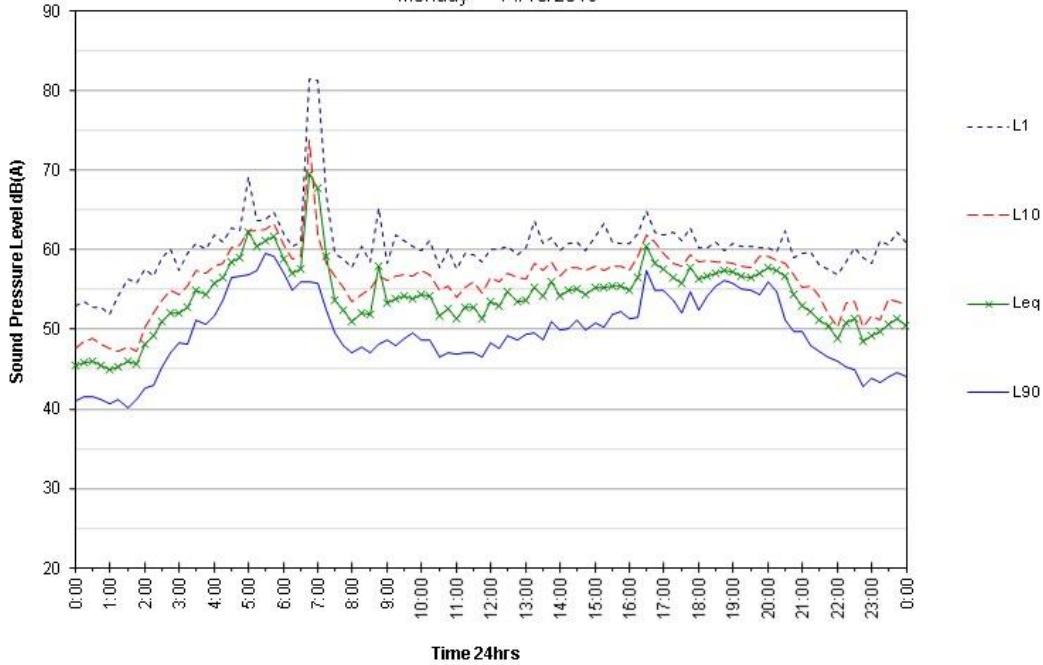
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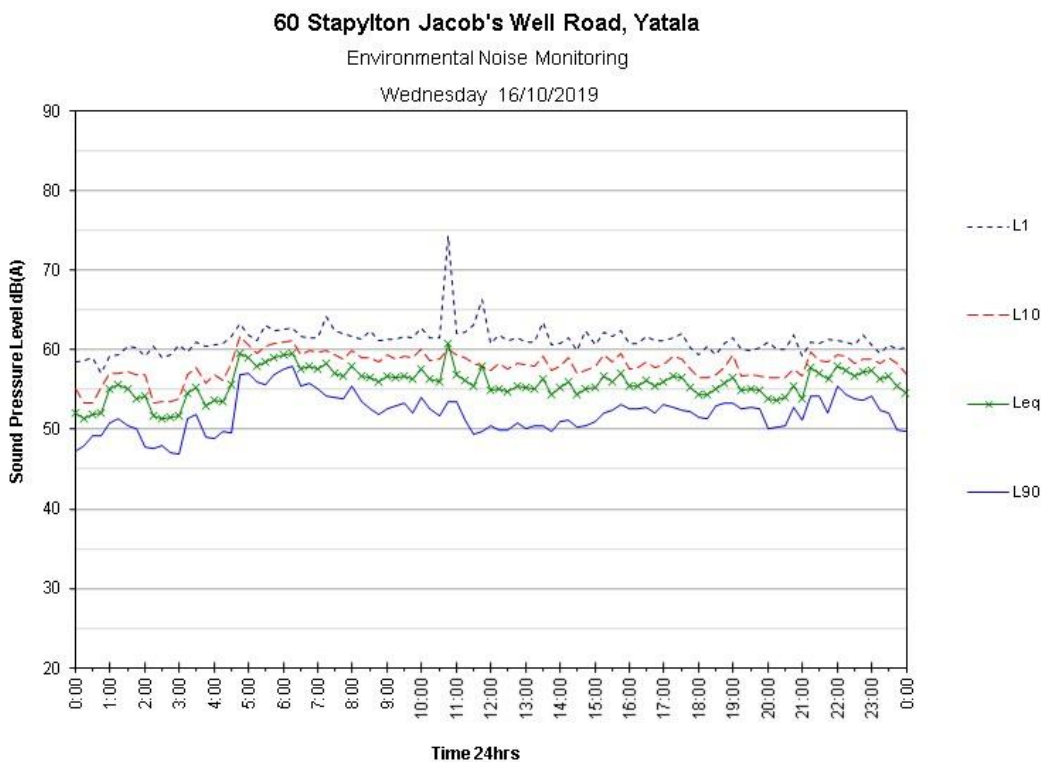
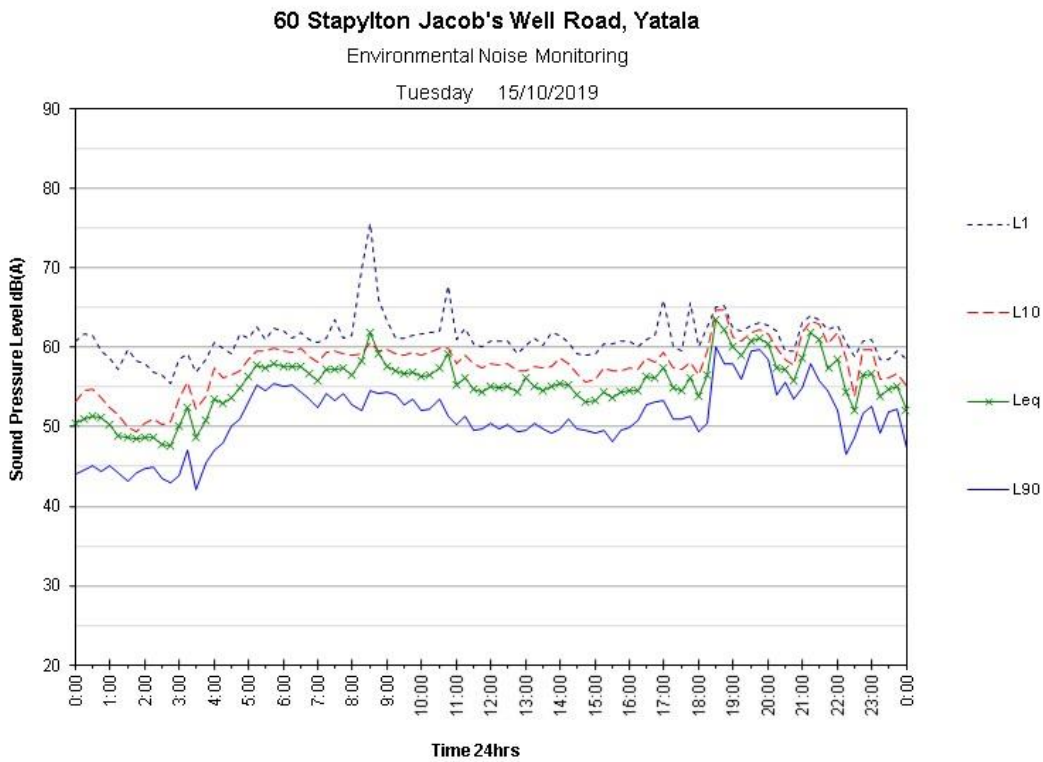


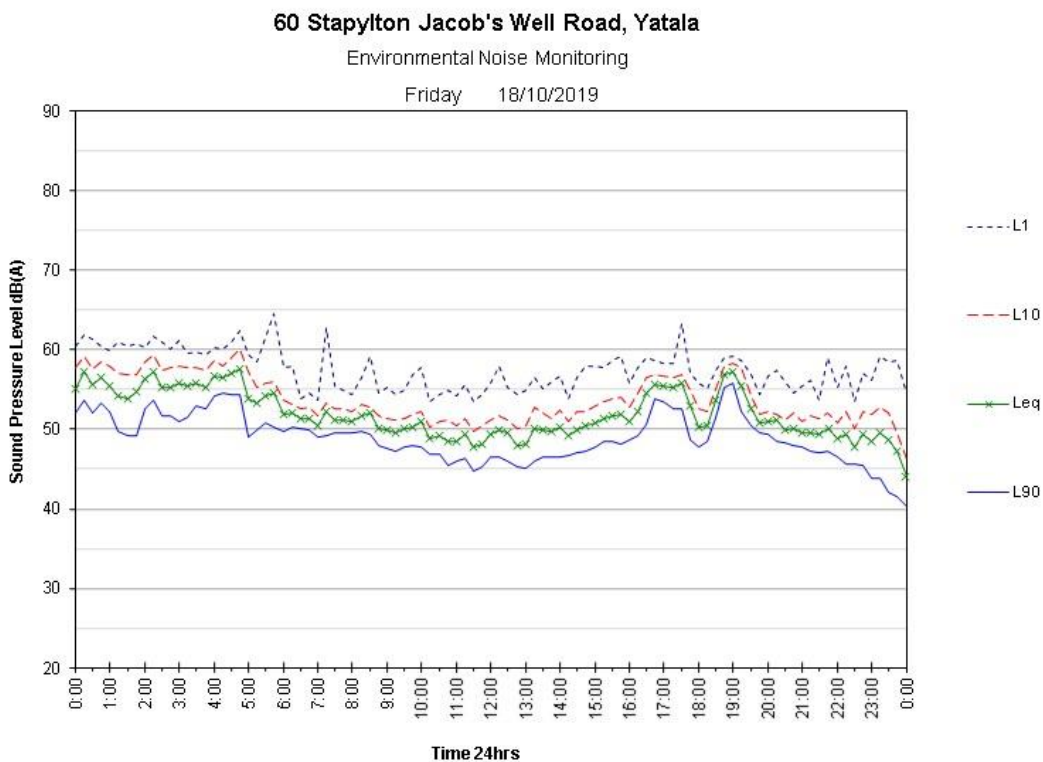
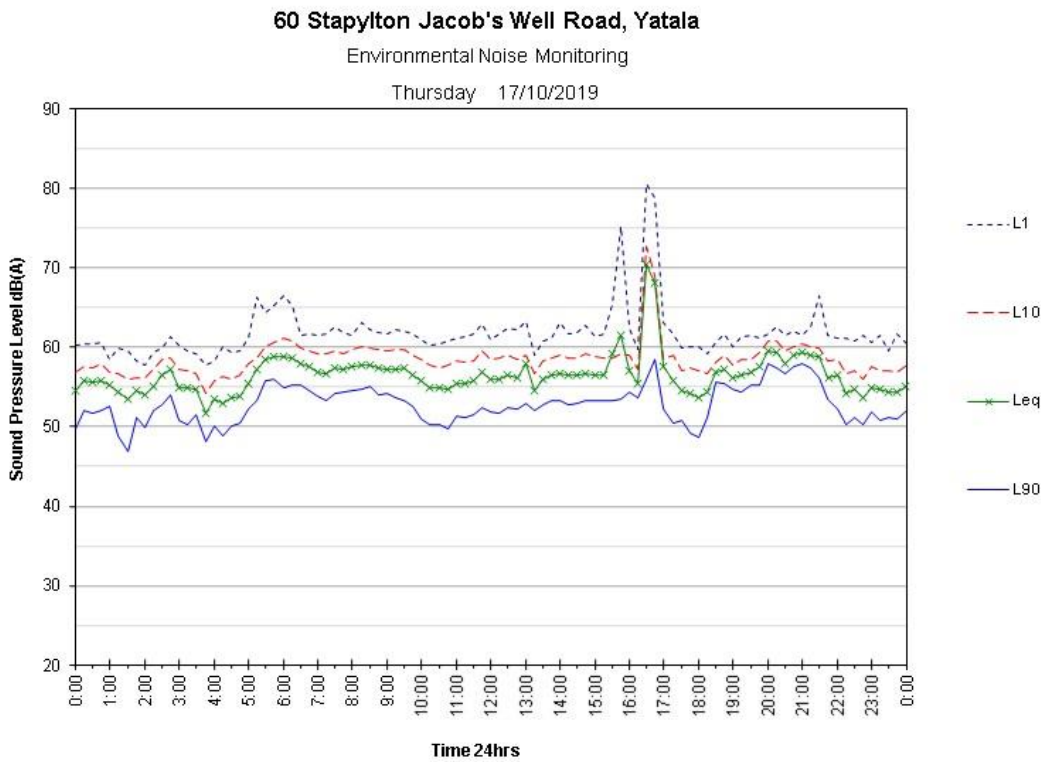
60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

Monday 14/10/2019



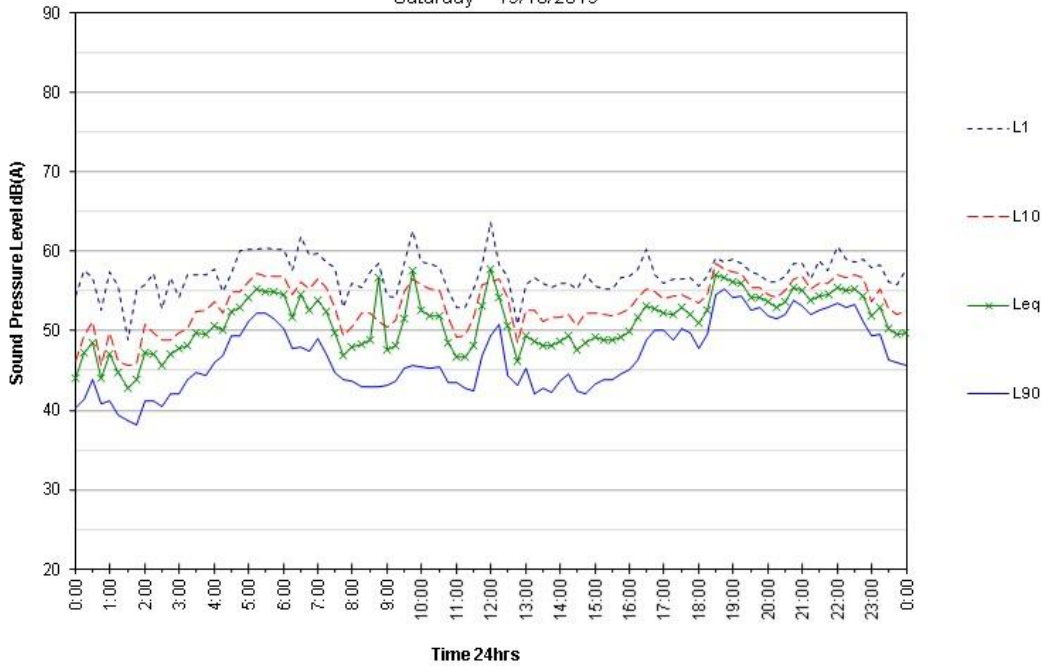




60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

Saturday 19/10/2019



60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

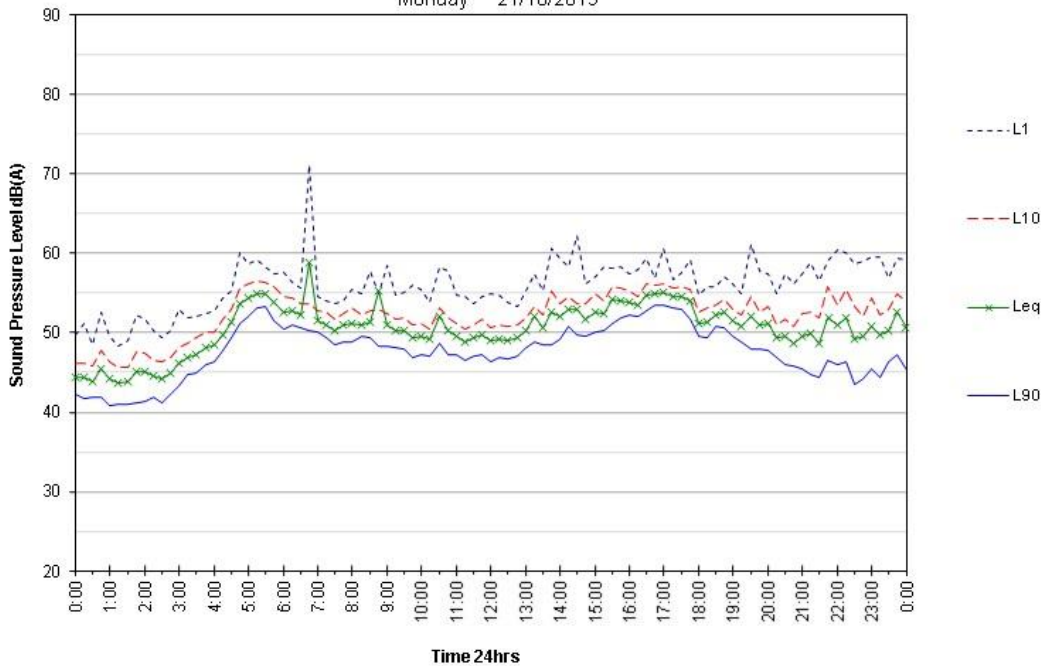
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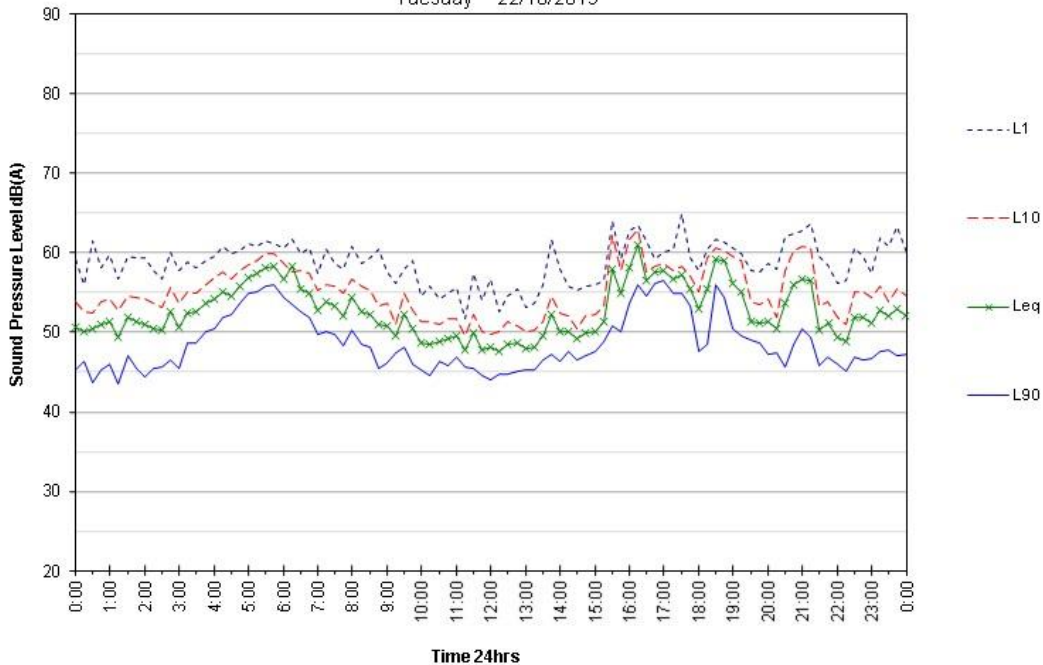
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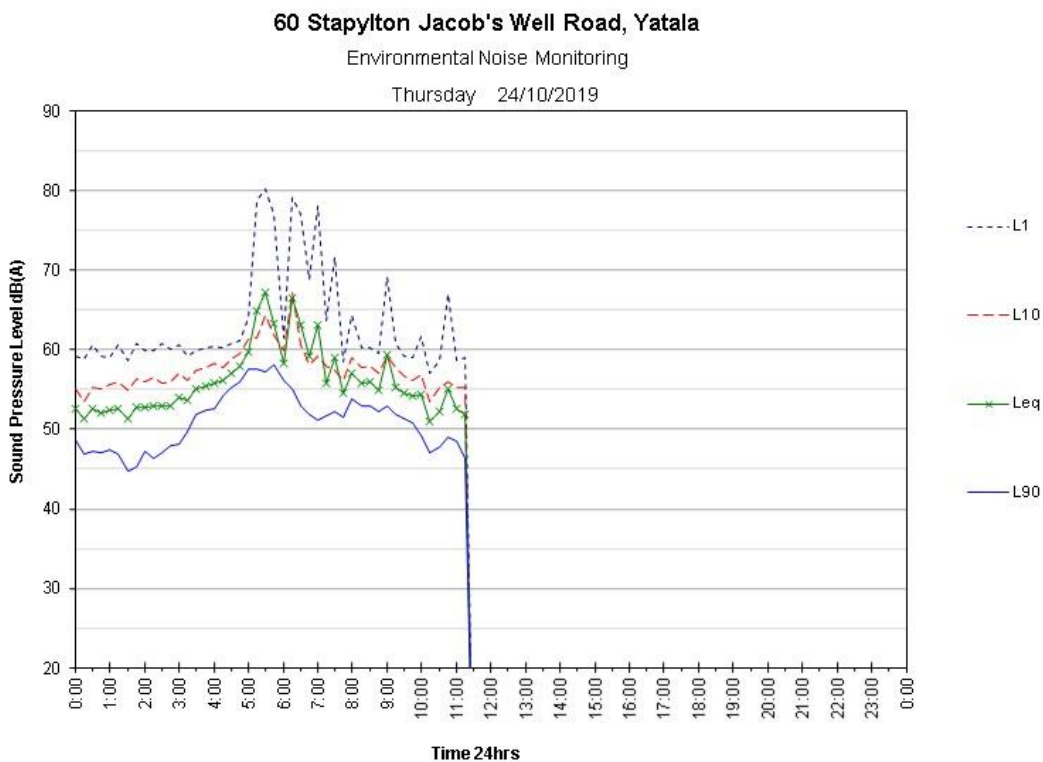
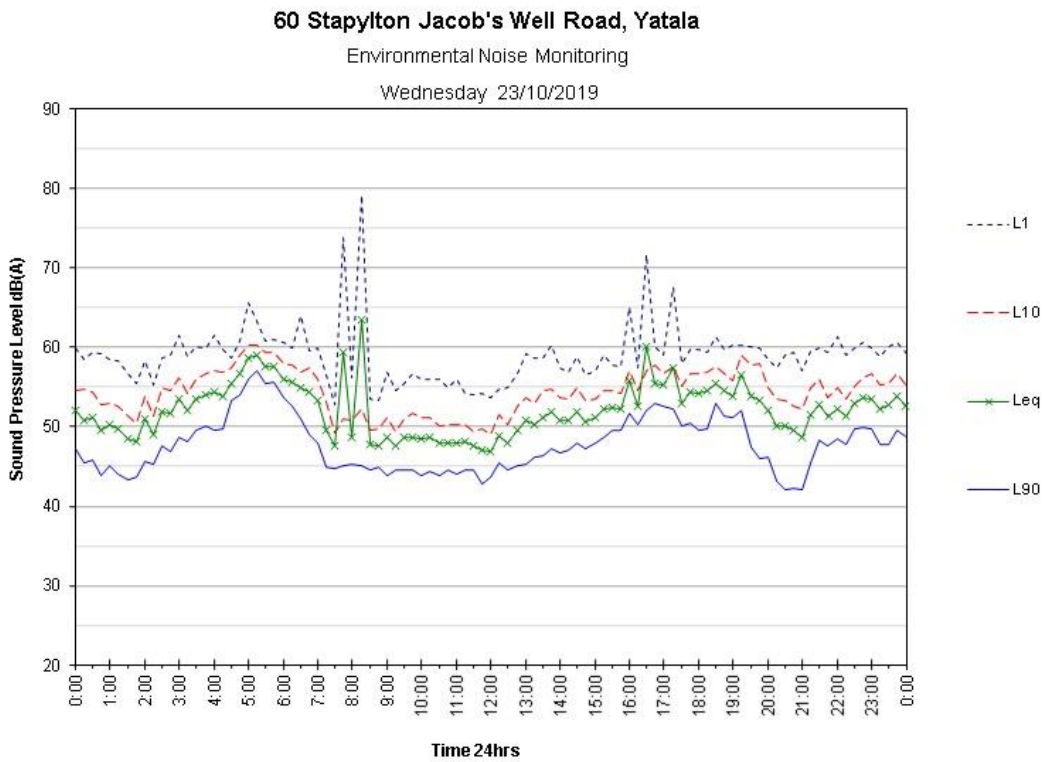


60 Stapylton Jacob's Well Road, Yatala

Environmental Noise Monitoring

Tuesday 22/10/2019







Threshold Assessment

Lot 212, Vantage Estate, Yatala

Threshold Assessment

Lot 212, Vantage Estate, Yatala

Frasers Property Industrial Australia Pty Ltd

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Quality Management

Rev	Date	Remarks	Prepared By	Reviewed By
A	1 December 2125	Draft issue for comment	Renton Parker	Jason Costa
0	12 January 2126	Issued final		

Executive Summary

Background

Frasers Property Industrial Australia Pty Ltd (Frasers) is developing an estate in Stapylton known as the Vantage Estate. A new tenant (Modscape) has recently signed a lease to occupy the warehouse located at Lot 212 in the estate. Part of Modscape's operations requires the storage and handling of materials classified as Dangerous Goods (DGs); hence, it is necessary to assess the potential impact the store of these goods has on the risk profile of the site. Assessment is conducted against the manifest thresholds in the Work Health and Safety Regulation 2011 (Ref. [1]). Where quantities are below the manifest levels, the risk posed by the site are considered to be acceptable and no further assessment is required.

Frasers, on behalf of Modscape has commissioned Riskcon Engineering Pty Ltd (Riskcon) to prepare an assessment against thresholds to determine whether the proposed development is acceptable for the location or whether additional risk assessment is required as part of the Development Application submission.

Conclusions

A review of the quantities of DGs stored at the proposed facility was undertaken to determine whether the facility would be considered accepted development or if it would require additional assessment to demonstrate that the risks are appropriate for the land use. Based on the assessment it was determined that the quantities stored and handled were below the thresholds; hence, the potential for offsite risks are considered negligible and that the proposed development is acceptable for the land use.

Recommendations

Notwithstanding the conclusions, the following recommendations have been made:

- The suggested requirements of Section 4.3 shall be reviewed and the appropriate options adopted.
- The documentation required under the Work Health and Safety Regulation 2011 shall be prepared.

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Abbreviations

Abbreviation	Description
AIDGC	Australasian Institute of Dangerous Goods Consultants
DG	Dangerous Goods
LPG	Liquefied Petroleum Gas
WHS	Work Health and Safety

1.0 Introduction

1.1 Background

Frasers Property Industrial Australia Pty Ltd (Frasers) is developing an estate in Stapylton known as the Vantage Estate. A new tenant (Modscape) has recently signed a lease to occupy the warehouse located at Lot 212 in the estate. Part of Modscape's operations requires the storage and handling of materials classified as Dangerous Goods (DGs); hence, it is necessary to assess the potential impact the store of these goods has on the risk profile of the site. Assessment is conducted against the manifest thresholds in the Work Health and Safety Regulation 2011 (Ref. [1]). Where quantities are below the manifest levels, the risk posed by the site are considered to be acceptable and no further assessment is required.

Frasers, on behalf of Modscape has commissioned Riskcon Engineering Pty Ltd (Riskcon) to prepare an assessment against thresholds to determine whether the proposed development is acceptable for the location or whether additional risk assessment is required as part of the Development Application submission.

1.2 Scope of Services

The scope of work is to prepare a threshold assessment for the proposed warehouse at Lot 212 Vantage Estate, Stapylton.

1.3 Qualifications of the Assessor

The assessment will be performed by Renton Parker who is the Managing Director at Riskcon Engineering Pty Ltd. Renton is a chartered chemical engineer with 13 years of experience working in the field of risk engineering dealing specifically with Dangerous Goods consulting. Renton is listed on the Board of Professional Engineers of Queensland and is a full member of the Australasian Institute of Dangerous Goods Consultants (AIDGC) in addition he has held roles as President, Vice President and Board Member of the AIDGC. He is a listed hazards and risk consultant under the Three Ports SEPP. Renton has performed numerous risk, DG, and fire assessments for industrial facilities storing DGs and other materials with unique hazards ranging from minor storage below threshold assessments up to Major Hazard Facilities.

2.0 Methodology

2.1 General Methodology

The methodology used in this assessment is as follows:

- Review the types and proposed quantities of hazardous chemicals to be stored at the site.
- Compare the quantities of hazardous chemicals against the threshold quantities listed in Schedule 11 of the Work Health and Safety Regulation 2011 (Ref. [1]) to identify whether the storage quantities exceed the acceptable thresholds.
- Report on the findings of the assessment.

3.0 Project Description

3.1 Site Location and Layout

The proposed facility is located Lot 212 Vantage Estate, Stapylton which is 34 km northwest of the Gold Coast. **Figure 3-1** shows the regional location of the site in relation to the Gold Coast.

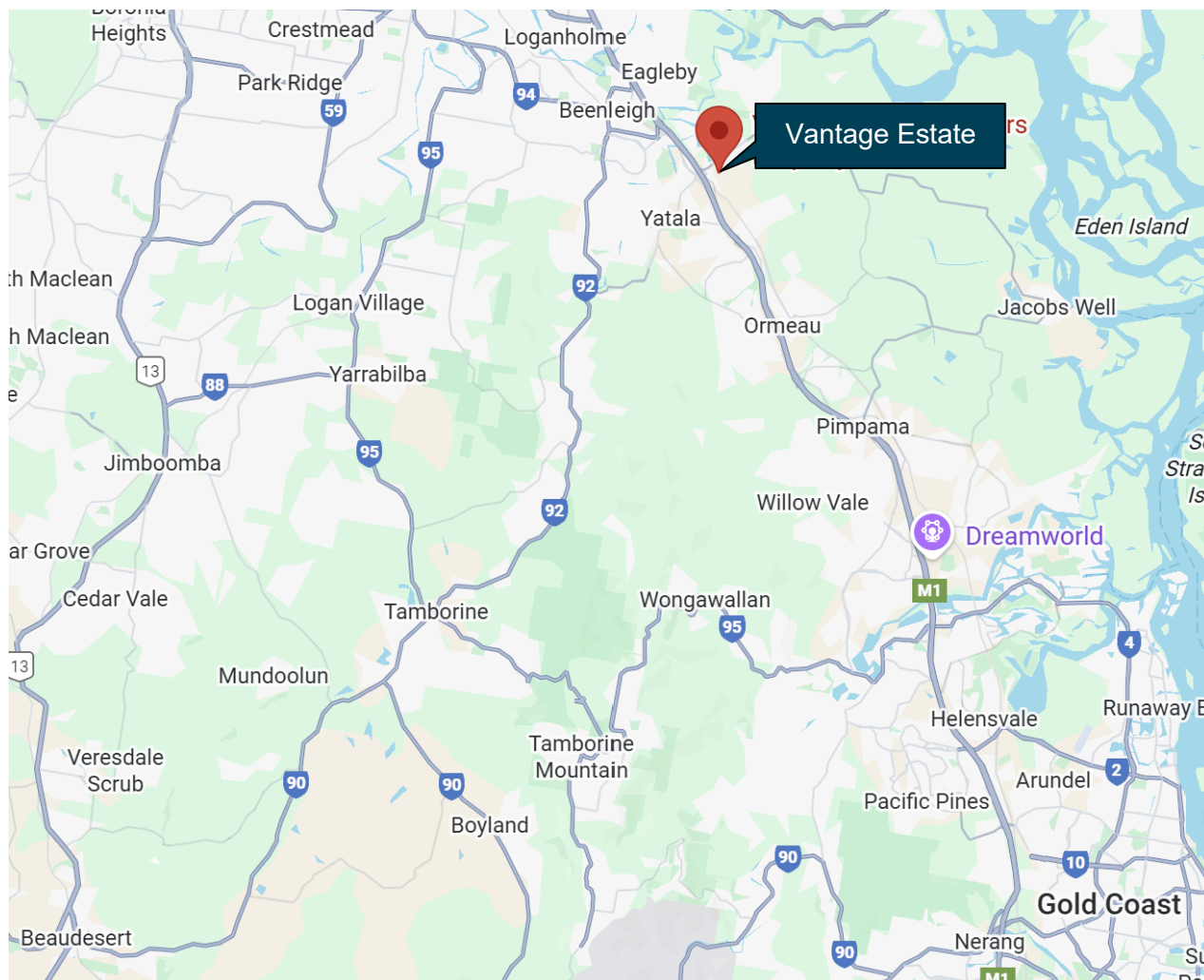


Figure 3-1: Site Location (source Google Maps)

3.2 General Description

Modscape operations involve the manufacture of modular construction elements for prefabricated homes and buildings. Several DGs will be required to assist in running the site predominantly as fuels for site operations including Liquefied Petroleum Gas (LPG) for forklifts, petrol, and diesel.

Provided in **Figure 3-1** is a layout of the site showing the location of the tanker storage and vessels.

3.3 Quantities of Dangerous Goods

The quantities of DGs proposed to be stored at the site have been provided in **Table 3-1**.

Table 3-1: Classes and Quantities of DGs Stored and Handled

Class	Description	PG	Volume	Quantity	Total Quantity (kg)
2.1	LPG	n/a	23	10	230
			44	20	880
3	Petrol	II	-	-	100
C1	Diesel	-	-	-	200

Figure 3-2: Site Layout

4.0 Threshold Review

4.1 Introduction

Schedule 11 provides the quantities of DG (hazardous chemicals) for placard and manifest levels. Where manifest levels are exceeded, the risks posed by the site operations may impact adjacent land uses and thus additional risk assessment is required to demonstrate that the risks are acceptable. Where the quantities are below the thresholds, the risks are considered low and not additional risk assessment is required.

4.2 Threshold Quantities

Table 4-1 summarises the quantities proposed to be stored along with the threshold from Schedule 11 of the WHS Regulation and provides an assessment of whether the quantity is exceeded. Based on the assessment, none of the manifest levels are exceeded; hence, the potential for offsite risks are low and thus the development is acceptable for the proposed land use.

Table 4-1: DG Classes or Materials Stored and Maximum Quantities

Class	Description	PG	Quantity (L)	Manifest Level (L)	Exceeded (y/n)
2.1	LPG	-	1,110	5,000	N
3	Petrol	II	100	2,500	N
C1	Diesel	-	200	100,000	N

4.3 Storage Requirements

The goods stored are subject to design standards which aim to reduce the risks of storage by providing design requirements that mitigate risks. The applicable standards are as follows:

- LPG is subject to AS/NZS 1596:2014 (Ref. [2])
- Petrol & diesel are subject to AS 1940:2017 (Ref. [1])

A high-level review of each standard has been conducted in the following subsections to provide an overview of how the commodities should be stored to minimise risk.

4.3.1 LPG

Based on AS/NZS 1596:2014 the combined store of 1,110 L would be considered a cylinder store which would require separation from the warehouse by a fire wall if located immediately adjacent to the building. It is noted that the warehouse will be a dado construction which includes a fire rated element; however, the rating is unlikely to achieve the requirement to achieve the necessary separation requirements per the standard.

If the volumes in an individual store can be reduced such that they are classified as minor storage, then the requirement for a fire wall is eliminated. Reduction may not be feasible; hence, several methods have been proposed to achieve compliance depending on what can be adopted in the building design. The options have been discussed in **Table 4-2**.

Table 4-2: Potential LPG Storage Options

Option	Discussion
Minor Storage	Minor storage of LPG cylinders outdoors is not defined in AS/NZS 1596:2014; however, AS 4332:2004 (Ref. [3]) identifies this limit as 500 L. To achieve this, three (3) storages of 400 L would be required. AS/NZS 1596:2014 indicates that groups of cylinders shall be separated by 3 m. Therefore, a 3 m separation between each 400 L grouping would be required to be minor stores and not require fire wall separation between the store and the building (if located immediately adjacent to the building).
Cylinder Store	If the store remains as a single grouping, then the wall between the store and the building will require an FRL of 240/240/240 and extend 3 m either side of the cylinder store. It is noted that AS/NZS 1596:2014 permits the 3 m separation to be reduced to 0 under risk assessment; hence, a risk assessment could be pursued to justify no additional fire rating in this scenario.
Cylinder Store	If the fire rating is onerous, then the cylinders can be separated by 3 m from the building

The following items apply to all cylinder's arrangements:

- The cylinders shall be stored in a cage to provide protection and restraint.
- The cage shall have openings to permit air flow through the cage.
- Ignition sources (i.e. electrical outlets, lights, etc.) shall be located >1.5 m away from the store.
- The cage shall be protected by bollards to prevent vehicular collisions.

4.3.2 Petrol

The quantity of petrol proposed may be adequately stored to comply with the standard by being stored in a 100 L flammable liquid cabinet complying with AS 1940:2017 (Ref. [4]). It is noted that due to packing efficiency, the 100 L may not easily fit into the 100 L cabinet; hence, a 160 L cabinet is suggested to accommodate the 100 L storage volume.

The cabinet shall be located such that they do not obstruct emergency exits.

4.3.3 Diesel

Similarly to the petrol, an AS 1940:2017 compliant cabinet will adequately store the diesel. A 250 L cabinet is suggested to accommodate the 200 L storage volume.

The cabinet shall be located such that they do not obstruct emergency exits.

5.0 Conclusion and Recommendations

5.1 Conclusions

A review of the quantities of DGs stored at the proposed facility was undertaken to determine whether the facility would be considered accepted development or if it would require additional assessment to demonstrate that the risks are appropriate for the land use. Based on the assessment it was determined that the quantities stored and handled were below the thresholds; hence, the potential for offsite risks are considered negligible and that the proposed development is acceptable for the land use.

5.2 Recommendations

Notwithstanding the conclusions, the following recommendations have been made:

- The suggested requirements of Section 4.3 shall be reviewed and the appropriate options adopted.
- The documentation required under the Work Health and Safety Regulation 2011 shall be prepared.

6.0 References

- [1] WorkSafe, "QLD Work Health and Safety Regulation 2011," WorkSafe, Brisbane, 2011.
- [2] Standards Australia, AS/NZS 1596:2014 - The Storage and Handling of LP Gas, Sydney: Standards Australia, 2014.
- [3] Standards Australia, "AS 4332-2004 - The Storage and Handling of Gases in Cylinders," Standards Australia, Sydney, 2004.
- [4] Standards Australia, AS 1940:2017 - Storage and Handling of Flammable and Combustible Liquids, Sydney: Standards Australia, 2017.