

OUR REF: 6397
YOUR REF: COM/2026/4

27 February 2026

Chief Executive Officer
City of Gold Coast
PO Box 5042
GOLD COAST MC 9726

Via email: mail@goldcoast.qld.gov.au

Attention: Ms. Sue Wilkinson

Dear Madam,

RE: RESPONSE TO COUNCIL INFORMATION REQUEST – COM/2026/4

AT: 2 AND 10 COASTLINK COURT, STAPYLTON QLD 4207 (LOT 202 AND 202 ON SP329487)

Gassman Development Perspectives, on behalf of the Applicant, FPI Queensland Pty Ltd, are pleased to provide the following response to Council's Information Request dated 10 February 2026. The Applicant considers this a full response to the information requested, and requests Council to proceed with their assessment of the development application.

1.0 RESPONSE TO INFORMATION REQUEST

A detailed response to each of the items raised within Council's Information Request is provided below.

Planning Assessment

1. Building and Layout Design, Safety and Comfort *M38 Industrial Estate Place Code – PC19*

Performance Criteria PC19 requires that "All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA".

To demonstrate compliance with PC19 the applicant is requested to provide coloured elevations and a materials and colours palette that demonstrate a variety of materials, patterns, textures and colours.

Applicant response:

A response to item 1, the drawing titled Q25-015A-DA-500 features colored elevations of the proposed development, with a specific legend describing each material associated with individual panels on the development. The design of the building is considered a high aesthetic

standard that aligns with a like character of the Vantage Industrial Estate. This palette and design is consistent with a number of previous industrial developments and similar warehouses within this estate. The proposal is consistent with AS19.1 and 19.2 which state:

- *The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings.*
- *Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.*

As such, it is proposed to retain the current façade treatment and colour scheme.

Additionally, the proposed warehouse itself has very limited street presence primarily stemming from the minimal street frontage and the surrounding future industrial developments. This will also minimize the potential visual impact the warehouse may have.

Civil Engineering

2. Vehicular Crossings

M38 Industrial Place Code – PC7

Performance Criteria PC7 requires that vehicular crossings be designed and constructed to ensure "safe vehicular access to the property" and "no damage to vehicle or road infrastructure". A review of the proposed crossover location identifies a conflict between the proposed western crossover (Light Vehicle) and an existing electrical light pole located within the road reserve. The current design does not demonstrate adequate separation from this public utility, posing a safety risk and potential for infrastructure damage.

To demonstrate compliance with PC7, the applicant is requested to demonstrate that a minimum separation of 700mm (preferably 1000mm) is provided between the edge of the crossover and the existing light pole to ensure the protection of the asset and safe vehicular movement.

Applicant response:

In response to item 2 from Council, the proposal plans have been amended to notate the power pole is to be relocated to maintain a one metre clearance from the crossover. The amended Proposal plans have been provided in **Attachment A**.

3. Refuse Facilities

M38 Industrial Place Code – PC10

An assessment of the submitted waste management strategy against the performance requirement indicates that the proposed refuse facility is inadequate to service the development needs. Furthermore, the waste generation volumes stated in the submitted Planning Report (Section 7.4) appear inconsistent with the proposed storage capacity, resulting in operationally unsupportable collection frequencies:

- *Recycling Waste: The applicant states a recycling generation of 950m³ per month. Based on the proposed single 1,000L (1.0 m³) recycling bin, the site would theoretically require 219 collections per week (approx. 30 per day). This frequency is operationally unsupportable.*
- *General Waste: The applicant states a general waste generation of 50m³ per month. Based on the proposed single 1,000L (1.0 m³) general waste bin, the site would require 12 collections per week. This exceeds standard industrial collection frequencies.*

To demonstrate compliance with PC10 of M38 Industrial Estate Place Code, the applicant is requested to:

1. *Review the waste generation calculations and the proposed waste and recycling storage facilities to ensure they accurately reflect the operational requirements of the proposed use.*
2. *Submit revised waste management details proposing a realistic storage and servicing strategy capable of achieving a sustainable collection frequency (e.g., maximum 2-3 collections per week).*

3. *Investigate and incorporate alternative storage solutions (such as a Static Compactor or Ro-Ro Bin) if the high waste volumes are confirmed.*

Applicant response:

A response to item 3, it is confirmed the original documentation submitted to Council reflected a **maximum** anticipated waste of the proposed user. However, the application did not make clear how the user currently manages waste and how it will be done on the subject site. The proposal plans submitted to Council only showed the permanent refuse bin and storage area (located on eastern wall of warehouse) that caters for the office and is considered to be suitable for future industrial users should this be required.

The proposed land use will generate a larger than typical amount of waste through the construction/assembly process associated with the modular homes, which is entirely managed through private collection of larger commercial waste bins. The waste within these bins is different from typical commercial bins, being packaging, offcuts of building materials and disposables (empty silicon tubes, screw containers). At their current facility interstate, the user has multiple 30m³ bulk bins that are serviced as required by a private waste collection company. Collections will vary with how busy the user is, but these are generally collected two-three times a week. This proposal will seek to maintain this arrangement, as demonstrated within the Amended Proposal Plan (**Attachment A**), with inclusion of a bulk bin storage and collection area in the south-eastern corner of the subject site. It is important to note given the method of bulk bin collection (roll on, roll off) and size, such a bin area cannot be enclosed or roofed. It has been located as far from the street as possible (approximately 160m) and will be behind gates and frontage landscaping. As these bins are frequently swapped, there is no need for any wash down facilities, such as hose connection or drainage. It is therefore requested Council condition the standard refuse collection area as per standard conditions, but those requirements are not applied to the bulk bin collection area.

Landscape

4. Boundary Landscaping

M38 Industrial Estate Place Code – PC4, PC21, PC25, PC26 and PC31

In alignment with the relevant benchmarks within M38 Industrial Estate Place Code, the applicant is requested to provide further details regarding the batters located along all boundaries. It is noted that although the plans and some of the Statement of Landscape Intent (SLI) dictate a landscaped interface, the SLI predominantly indicates these areas as gravel batters or 'civil rock treatment', while the engineering drawings indicate clay capping with turf to the top of retaining walls, both of which conflict with the applicant response advising of generous landscaping outcomes applied to all boundary interfaces.

It is also noted that the car parking provided to the western boundary does not provide an appropriate level of landscaping. PC21 stipulates that 'all ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.' In order to comply with the Performance Criteria supplied, the applicant is thereby requested to provide tree plantings at the rate of one (1) large shade tree per 10 car parking bays within the batter to the west. Infill screening shrubs to provide additional shade, amenity and batter stabilisation could also be considered appropriate.

As such and in alignment with the Planning report, and SC6.13 City Plan policy – Landscape Work, the applicant is requested to provide landscaping outcomes to these interfaces that supply appropriate screening, stabilise batters and provide a level of amenity and shade protection for the development and car park areas. Furthermore, although it is noted the SLI is to show intent, cross-sections indicating batter falls and retaining heights with appropriate landscaping treatments are requested to allow officers to appropriately assess the development application.

Applicant response:

A response to item 4 from Council, the proposed development requires batters on the southern, eastern and northern boundaries and retaining on the western boundary. All batters not adjoining road reserve are proposed as gravel with weed matting. This is a low maintenance solution applied to only those batters not visible from the road or public realm, and that fall away from the use areas of the subject site, hence will never be seen and do not warrant any landscape finish. The reference to turf is simply a typical retaining wall detail to cap the top of retaining structures and prevent erosion. This is not proposed as a landscape aspect of the development.

With regard to PC21, a solution compliant with AS21.2 is proposed through inclusion of an additional landscape bay along the western carpark. This will provide landscaping on either end of this row of carparks, with the additional landscape bay provided at approximately 40 car parks in.

As the proposal does not seek to deliver any landscaping outcomes for the battered areas shown as gravel, no additional sections have been provided for these areas.

Transport**5. Design of car parking areas and car park space**

Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) – PC3/AS3.1

To comply with AS3.1 of the Car Parking, Access and Transport Integration Constraint Code, the proposed car parking facilities must be designed to comply with the requirements of AS2890.1:2004.

To demonstrate compliance with the abovementioned standards, the applicant is therefore requested to submit amended drawings addressing the following changes:

- a. *Show fully dimensioned 2.0 m × 2.5 m pedestrian sight triangles on the departure side of each access driveway (i.e., light vehicle crossover and the heavy vehicle crossover), designed in accordance with Figure 3.3 of AS2890.1:2004. Pedestrian sight triangle must be annotated with: "Pedestrian sight triangles to be kept clear of all obstructions to visibility. Low level landscaping permitted to a maximum mature height of 500mm above driveway level".*
- b. *Provide wheel stops for parking bays fronting pedestrian pathways (e.g. 83–166).*

Applicant response:

A Traffic response letter has been prepared by Rytenschild Traffic Engineering to support this Information Request Response. This report has been provided in **Attachment C**, and gives detailed information as necessary in response to each traffic related item.

In response to item 5a, pedestrian sight triangles were provided on the previously submitted proposal plans, specifically on the drawing titled "Q25-015A-DA-002 Rev. C". The triangles are dimensioned and appropriately annotated on the drawing.

In response to item 5b from Council, the carparks identified (83 – 166) do not border a pedestrian walkway. As illustrated in the previously supplied SLI (and within the provided amended SLI, (**Attachment B**), the areas between those two rows of carparking is landscaping. No wheel stops are necessary in this instance.

6. Access to car park areas

AS9.1 of Car Parking, Access and Transport Integration Constraint Code requires all car park areas to have unrestricted which restrict vehicular access by employees or visitors.

The submitted plans indicate the provision of a sliding gate at the light vehicle driveway and a swing gate at the heavy vehicle driveway. However, no information has been provided to demonstrate how unrestricted vehicular access will be achieved.

Therefore, the applicant is requested to demonstrate how compliance with AS9.1 will be met.

Advice Note:

The applicant is advised that, in the event of approval, council officers intend to impose a condition of approval requiring both gates to remain open during hours of operation.

Applicant response:

A Traffic response letter has been prepared by Rytenschild Traffic Engineering to support this Information Request Response. This report has been provided in **Attachment C** and gives detailed information as necessary in response to each traffic related item.

A response to item 6, the sliding gate is automatic and therefore should not create any restrictions with regard to ingress and egress to the site for light vehicles. The swing gate along the heavy vehicle access driveway will remain open during hours of operation for the site and the Applicant consents to such a condition attaching to the decision.

7. Driveways and crossovers

Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) – PC11/AS11.2

The applicant is requested to submit amended drawings demonstrating a “no parking” (yellow line) area located to the west of the light vehicle access to ensure compliant sight distance. The drawings should show a minimum distance of 69 metres measured from the crossover to the west, in accordance with AS2890.1 – Parking Facilities, Part 1: Off-Street Car Parking and AS2890.2 – Off-Street Parking, Part 2: Commercial Vehicles.

Applicant response:

A response to item 7, A plan of the proposed crossover layout has been provided within the Traffic response, see **Attachment C**.

8. Loading bay and set down are and design service vehicle requirements

Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) – PC3/AS3.1

The applicant is requested to submit amended drawings showing:

- a. Clearly delineated loading zones adjacent to the roller doors.*
- b. “No parking” delineation for all vehicle turning and manoeuvring areas.*

Applicant response:

A response to item 8a from Council, as illustrated by drawing “Q25-015A DA-003 Rev. C”, the roller doors have been shown to have loading zones adjacent to ensure these are maintained as clear and internal loading areas for secure and covered loading of trucks.

In response to item 8b from Council, the subject site has a significant area of vehicle turning and maneuvering areas. It is not feasible or logical to delineate this on site, therefore, no changes have been made in response to this particular item.

9. Provision of bicycle parking spaces

Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) – PC15

The applicant is requested to provide bicycle parking spaces and dimensions that comply with AS2890.3:2015. Alternatively, the applicant may amend the drawings to remove the proposed bicycle parking.

Applicant response:

A response to item 9, bicycle parking spaces have been added to the Amended Proposal Plans (**Attachment A**) on the northern side of the office which can be readily accessed by staff and visitors to the subject site.

Summary

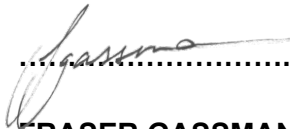
The above information satisfactorily responds and addresses all the matters raised as part of the Information Request dated 10 February 2026 pursuant to section 13.2 and 13.3 of the *Development Assessment Rules* under the *Planning Act 2016*.

We look forward to a timely and favourable determination of the application.

If you require any further information or have any queries, please contact the undersigned.

Yours faithfully,

GASSMAN DEVELOPMENT PERSPECTIVES



FRASER GASSMAN
SENIOR TOWN PLANNER

Enclosed: Attachment A – Amended Proposal Plans
 Attachment B – Amended Landscape Intent Plan
 Attachment C – Targeted Traffic Response