

1 APPLICATION SUMMARY

Application information	
Address	2 & 10 Coastlink Court, STAPYLTON QLD 4207
Lot and plan	Lot 203 SP329487, Lot 202 SP329487
Site area	Lot 202 SP329487 – 41,650m ² Lot 203 SP329487 – 44,170m ²
Type of development and proposed use	MCU for Industry (modular building assembly with ancillary office) ROL for a Boundary Realignment Operational Work – Change to Ground Level
Categories of development and assessment	Material change of use (code assessment) Reconfiguring a lot (code assessment) Operational work (code assessment)
Properly made date	3 February 2026
Decision due date	21 April 2026
Applicant and Applicant's consultancy team	FPI Queensland Pty Ltd – Applicant Gassman Development Perspectives – Town Planning, Engineering, Landscape consultants Fraser's Property Industrial Queensland Pty Ltd – MCU proposal plans Rytenskiid Traffic Engineering – Traffic consultants Acoustic Works – Acoustic consultants Riskcon Engineering – Dangerous Goods Storage assessment
Owner details	Australand Industrial No. 89 Pty Ltd
Categorising instrument – Preliminary Approval	Preliminary Approval (section 242 of Sustainable Planning Act 2009), for making a Material Change of Use (Impact Assessment) to override the Planning Scheme for Industry Uses. Assessment against the M38 Industrial Place Code.
Zone / Precinct	Precinct B: General Impact Business and Industry
Gold Coast Planning Scheme 2003	Version 1.2, Amended November 2011
Constraint Codes	Bushfire Management Areas Car Parking, Access and Transport Integration Sediment and Erosion Control
Submissions	Not applicable – no submissions

Referral agencies	Department of State Development, Infrastructure and Planning for State transport infrastructure - Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – Aspect of development stated in Schedule 20.
Officer's recommendation	Approval, subject to conditions

2 PROPOSAL

The purpose of this report is to assess an application for a development permit for a material change of use to establish Industry (modular building assembly and ancillary office), reconfiguring a lot for a Boundary realignment and operational works for a change to ground level at 2 and 10 Coastlink Court, Stapylton.

Both lots are located within the Vantage Industrial Estate which was established via a Preliminary Approval (section 242 of Sustainable Planning Act 2009), for making a Material Change of Use (Impact Assessment) to override the Planning Scheme for Industry Uses. The Preliminary Approval contained variations to the Gold Coast Planning Scheme 2003 version 1.2, that amended the Yatala Enterprise Area Place Code, approved a Land Use Classification and Staging Plan, Type of Assessment and Tables of Development of the Yatala Enterprise Area Local Area Plan.

Assessment is under the M38 Industrial Place Code and the M38 Industrial Park Land Use Classification and Staging Plan. The subject site is located in Stage 2.

Land use classification under the Preliminary Approval:

- Precinct B: General Impact Business and Industry
- Precinct C: Limited General Impact Business and Industry

Under Section 4.1, Table A of the Place Code, a Material Change of Use for Industry within both Precincts B and C is listed as self-assessable. However, due to non-compliance with the Acceptable Solutions of the relevant codes, the level of assessment is lifted to code assessment, with Council's assessment limited to those items that do not comply with the relevant Acceptable Solutions.

2.1 Brief description of proposed development

The application seeks approval for:

- a) Material Change of Use to establish a modular building assembly facility on a combined site area of approximately 8.47ha. The proposal includes the construction of a 19,660m² warehouse and a 1,263m² two-storey ancillary office.
- b) Reconfiguring a Lot to undertake a boundary realignment between existing Lots 202 and 203 to create new Lots 212 and 213. The existing premises area is 85,820m² across two lots, Lot 202 (41,650m²) and Lot 203 (44,170m²). The boundary realignment creates proposed Lot 212 (48,295m²) and proposed Lot 213 (37,525m²). Specifically, boundary realignment seeks to move the eastern boundary of Lot 203 roughly 30 metres west. This will increase the road frontage of proposed Lot 212 to Coastlink Court.
- c) Operational Works for change to ground level for a "top coat" of earthworks to grade and prepare proposed Lot 212 for the proposed industrial facility.

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

MCU Development proposal	
Height	2 storeys / 15.485m
Setbacks	10.03 metres from Coastlink Court, being the primary frontage. 32 metres from the southern boundary. - A minimum of 5 metres from both the eastern and western boundaries
Site cover	43.1%
Car parking	231 car parking spaces on light duty pavement (213 required)
Staff	252 staff employed at the site (200 warehouse and 52 office staff), with approximately 220 attending the facility in any one day
Hours of operation	6am to 6pm, Monday to Friday, and 7am to 6pm on Saturday. No work is undertaken on Sunday. Two shifts for warehouse staff, a morning (starting at 6:30am and ends at 2:30pm) and a separate afternoon shift (starting at 2:30pm and ends at 10:30pm).
Gross floor area	Warehouse – 18,239m² 1,163m² of office and staff amenity space. Total – 19,502m²
Servicing	Development accommodates full movement access for an AV.
Waste	Expected to generate 950m³ of recyclable waste and 50m³ of non-recyclable waste per month. Bin storage area - enclosed, screen area with a hose cock and drainage. Two Type 2 bulk bins of 1,000 litres each proposed, one for recycling and one for general waste.
Dangerous goods	Class 2 and 3 Dangerous goods stored on site (flammable gas and liquids). Application is supported by a Dangerous Goods Threshold Assessment. G Goods stored on site will only ever be temporarily stored as they are associated with the operation. LPG, Petrol and Diesel will be held on site and used on site to operate machinery, and therefore is ancillary to the operation.
Stormwater	Historically approved Stormwater Management Plan for the Vantage Industrial Estate.
Water	The proposal will connect to an existing 150mm diameter potable reticulation main running along the Coastlink Court frontage, constructed under OPW/2023/161.
Sewer	Proposed Lot 212 has an existing industrial standard 150 mm diameter property connection available to connect to the City gravity sewer infrastructure network, with connections delivered as part of OPW/2021/1255. Boundary realignment requires sewer connection augmentation for the revised Lot 213 servicing arrangement.
Landscaping	Approximately 11% of site. Minimum 1.5m. Landscaped retaining wall, varying in width from 2.5 metres in the west, to size metres along the eastern boundary, with the north and south boundaries featuring five metres and four metres respectively.
Retaining walls and Batters	Bush rock retaining walls to western boundary Batters to all other boundaries

Frontage fencing	Combination of: 1.8m high palisade fencing set back 2m from boundary with tiered planting of shrubs and groundcovers to front; and 1.8m high chain wire fencing installed as per CoGC detail drawing no. 05.014
Impervious area	43,661m ²

ROL Development proposal				
Lot sizes	Existing		Proposed	
	Lot 202	4.127ha	Lot 212	4.829ha
	Lot 203	4.35ha	Lot 213	3.752ha
Site cover	43.1%			
Road access	Access via two separate Heavy Duty Industrial crossings along Coastlink Court: the western crossover designated for light vehicle entry and exit, and the eastern crossover allocated for heavy vehicle entry and exit.			
Frontage	Lot 212 - 61.23m frontage to Coastlink Court Lot 213 – frontage to Coastlink Court and Fairway Street			

The following subdivision plan, site plan, floor plan and elevations illustrate the proposed development.



Figure 1: Proposed Boundary Realignment (Source:



Figure 2: Perspective of Office Elevation (Source: FPI Queensland Pty Ltd)

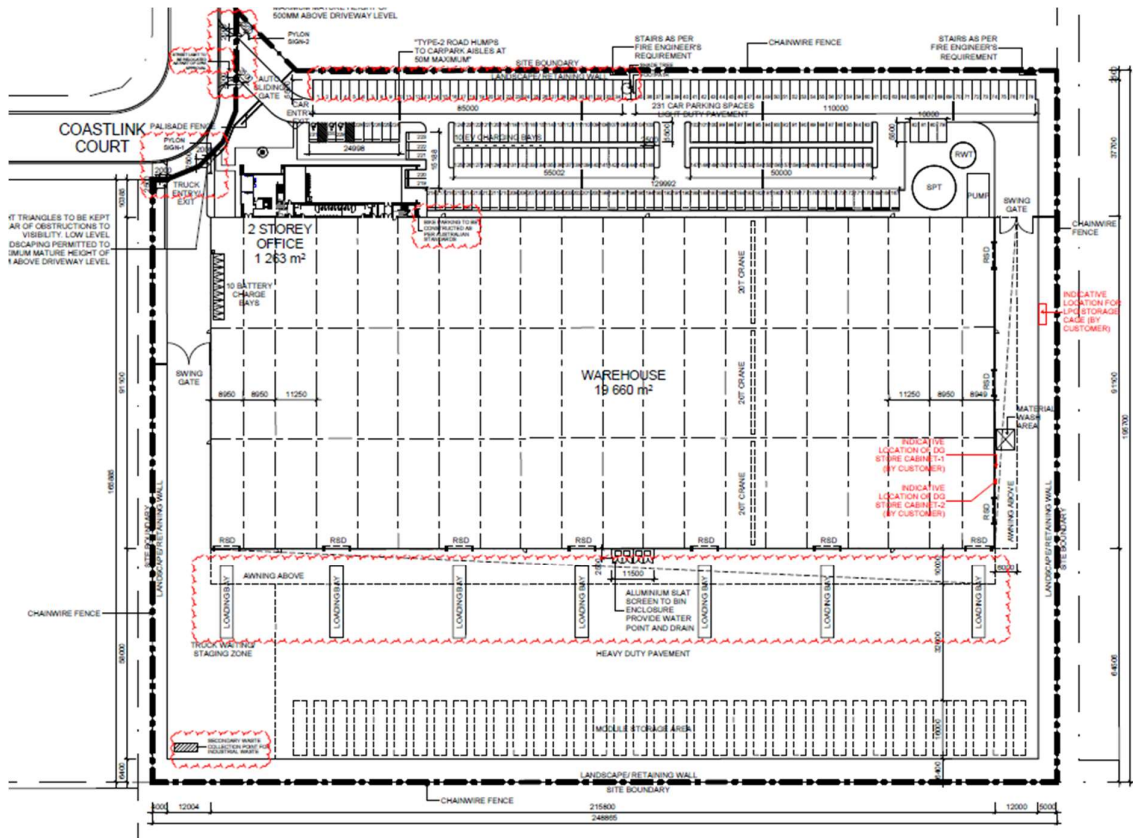
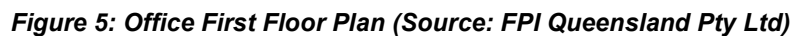


Figure 3: Site Plan (Source: FPI Queensland Pty Ltd)



An approval was originally granted by Council of the City of Gold Coast on 6 May 2013 for a Preliminary Approval (section 242 of Sustainable Planning Act 2009), for making a Material Change of Use (Impact Assessment) to override the Planning Scheme for Industry Uses. The Preliminary Approval contained variations to the Gold Coast Planning Scheme 2003 version 1.2, that amended the Yatala Enterprise Area Place Code, approved a Land Use Classification and Staging Plan, Type of Assessment and Tables of Development of the Yatala Enterprise Area Local Area Plan.

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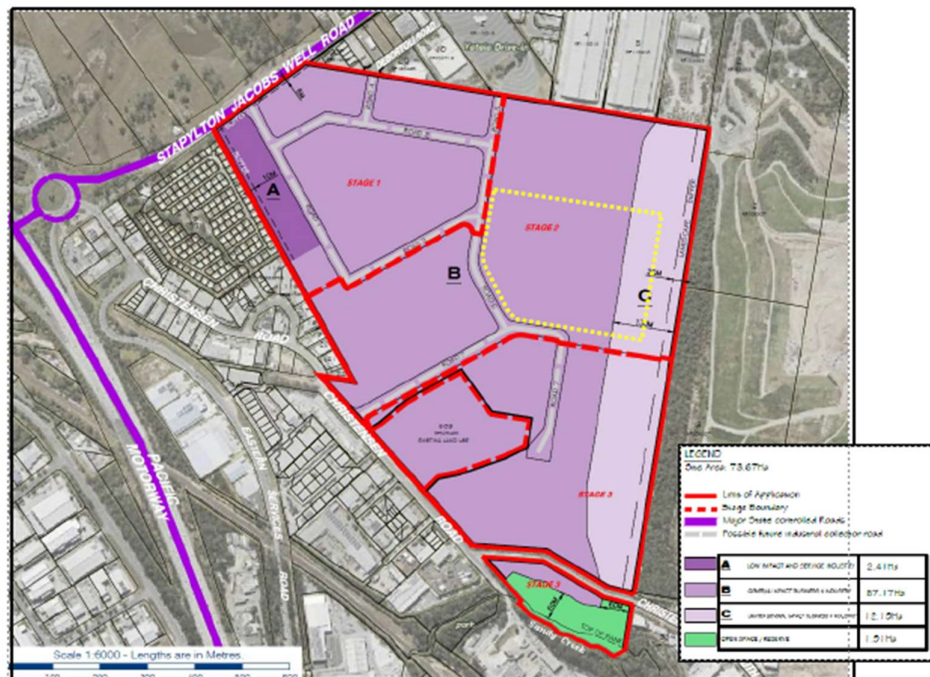


Figure 7: Land Use Classification and Staging Plan (M38 Industrial Estate Place Code, June 2020)

4 KEY CONSIDERATIONS

The key considerations of the proposal include:

4.1 Consistency with the M38 Place Code

The proposed development complies with all codes of the M38 Industrial Place Code and relevant codes of the Gold Coast Planning Scheme 2003 version 1.2. While the building height exceeds 15m this does not trigger impact assessment under the M38 Industrial Place Code.

4.2 Landscaping

The boundaries of Lot 212 provide minimal landscaping which will ultimately contribute to heat throughout the area given the large amounts of hardstand and gravel / rock batter treatments as proposed. Officers have recommended conditions requiring the installation of canopy trees at 6 metre centres along the eastern and northern boundaries to provide a long-term amenity solution consistent with other developments in the area.

4.3 Vehicle Access and Service Infrastructure

Water, sewer, electricity, and telecommunications infrastructure are available within the Coastlink Court road reserve and can be connected to service each proposed lot. However, boundary realignment requires sewer connection augmentation for the revised Lot 213 servicing arrangement.

No sewer infrastructure or easement transverses the site. However, the applicant has proposed a private stormwater easement due to a required stormwater line extension to Lot 213.

A conflict is identified with an existing stormwater gully pit fronting truck entry/exit crossover. The Civil Servicing Strategy proposes replacing the existing lintel with a trafficable inverted grate to resolve this conflict. No compensatory pit is proposed. The applicant will be required to demonstrate that under full

blockage of the butterfly grates, the nearby stormwater infrastructure can ensure that the flow width limitations for the roadway in QUDM are complied with.

An additional conflict was identified with existing streetlight. Based on GIS imagery and the proposed VXO layout, the streetlight appeared to be within the crossover envelop. In response to Council's Information Request, the applicant provided amended proposal plans to address the identified infrastructure conflict. The plans indicate the existing power pole will be relocated to provide a one-metre clearance from the proposed western crossover. This layout ensures safe vehicular access and protects public utility infrastructure.

4.4 Amenity

The applicant has submitted an Acoustic Report prepared by Acoustic works, dated 16 December 2025. The report has predicted that noise from the proposed development will be adequately mitigated to within criteria levels and therefore reduce opportunity for nuisance to be created. Compliance is helped largely by the building having a blank western façade, truck movements located on the eastern side of the building, intervening buildings to the west of the site and very high existing ambient noise levels in the area. Further, the proposed development is over 600m away from the closest sensitive receivers.

Officers support the recommendation of the Acoustic Report that the proposed development may operate 24 hours a day, 7 days a week. Conditions restricting the hours of operation therefore have not been recommended.

1 SITE CONTEXT

1.1 Subject site and immediate context

The subject site comprises two allotments in the Vantage Industrial Estate.

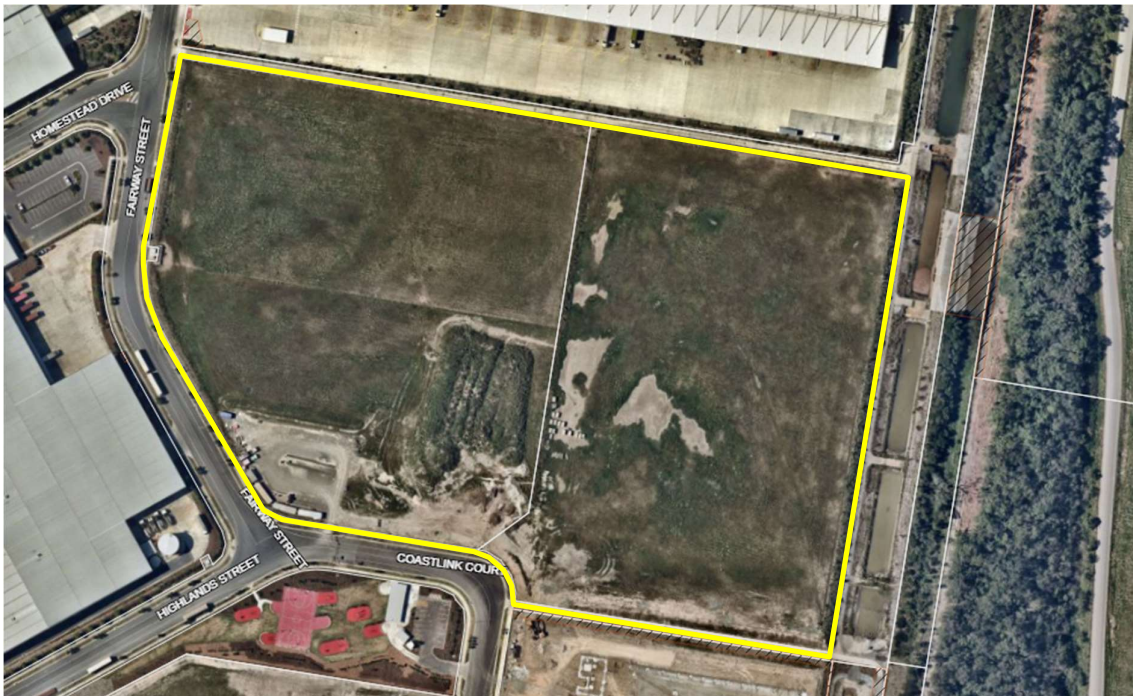


Figure 8: Aerial of Subject Site (Source: P&R ARC GIS mapping)

The proposed development site (Lots 202 and 203) are generally rectangular in shape, however, Lot 203 follows the road frontage and features a more rounded western/southern boundary. Both lots are located mostly centrally within the estate, however Lot 202 is adjacent to the eastern boundary of the estate.

The two lots together have a total road frontage of 402 metres. Lot 202 has a 36 metre road frontage, with its only road frontage located on the corner of Coastlink Court. Lot 203 has two road frontages, being Coastlink Court to the south and Fairway Street to the west.

The lots are relatively flat and are not subject to flood. Mapped Environmental Significance values on the subject site have been historically managed under previous applications for the Vantage Estate. The subject site now resembles a civil construction site and the proposed development is likely to avoid all impacts to nearby areas of mapped significance.

1.2 Local context

The subject site is located within the Vantage Industrial Estate in the northern Gold Coast suburb of Stapylton. The surrounding area is characterised by other industrial uses or planned future industrial development.

It adjoins the Stapylton Landfill Facility to the East and is approximately:

- 1 kilometre south-east of the Pacific Motorway, Yatala north interchange;
- 4.2 kilometres south-east of the Beenleigh CBD;
- 30.1 kilometres north-west of the Southport CBD; and
- 36.5 kilometres south-east of the Brisbane CBD.

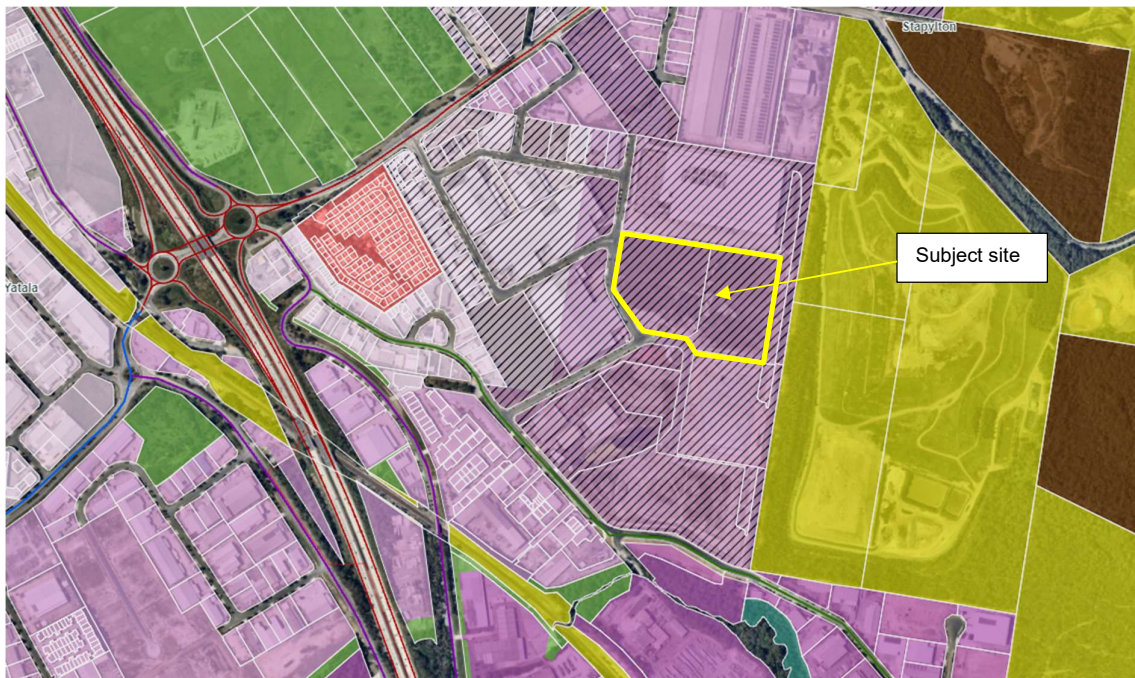


Figure 9: Local Context (Source: P&R ARC GIS mapping)

2 PLANNING ASSESSMENT

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

(3) A **code assessment** is an assessment that must be carried out only –

- (a) against the assessment benchmarks in a categorising instrument for the development;
and
- (b) having regard to any matters prescribed by regulation for this paragraph.

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

2.1 State Planning instruments

The application has been assessed against the following instruments:

Instrument	Comment
State Planning Policy	The City Plan appropriately reflects all aspects of the State Planning Policy apart from aspects relating to natural hazards, risk and resilience (coastal hazards). The proposal does not trigger assessment against any assessment benchmarks relating to natural hazards, risk and resilience (coastal hazards).
South East Queensland Regional Plan	The proposal is consistent with the goals, elements and strategies; and the Southern Sub-regional directions of the South East Queensland Regional Plan 2023 (ShapingSEQ).
Planning Regulation 2017	The proposal triggers assessment against the State development assessment provisions under Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – Aspect of development stated in schedule 20 The application was referred to the Department of State Development, Infrastructure and Planning which was identified in Schedule 10 to act as a Concurrence Agency . This is discussed in section 8.2 within this planning report.

2.2 Local categorising instruments

The application has been assessed against the following instruments:

Local categorising instrument	Comment
Temporary Local Planning Instrument	The proposal does not trigger assessment against any temporary local planning instruments.
Variation approval	The proposal does trigger assessment against a variation approval. This is discussed in section 6.2.1 within this planning report.

Gold Coast Planning Scheme 2003, Version 1.2, Amended November 2011	The proposal is within the Gold Coast Planning Scheme area of the City of Gold Coast. This is discussed in section 6.2.2 below. <u>Local Government Infrastructure Plan</u> There is no new trunk infrastructure required as part of this development.
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2.2.1 Assessment against a Variation Approval – M38 Place Code

The following is an assessment of the application against the assessment benchmarks of the M38 Place Code.

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

Code	Acceptable Solution / Performance Criteria	Subject matter
M38 Place Code	Acceptable Solution AS1	Building Height
	Acceptable Solutions AS25.1 - AS25.4	Landscape Design
	Acceptable Solutions AS26.1.1 - AS26.1.2	Landscape Buffers
	Performance Criteria PC46	Amenity

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

Building Height - M38 Industrial Estate Place Code

The Acceptable Solution and corresponding Performance Criteria are provided below:

Performance Criteria	Acceptable Solution
PC1 The height of buildings is to be consistent with the role of the site as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS1 The building has a maximum of 15 metres.

Officer's comment

The proposed development has a building height of 15.485m so does not comply with AS1.

However, the additional 485mm is considered a marginal increase over the 15m height requirement and the proposed development is considered consistent with the existing and planned built form and character of the surrounding industrial area.

Based on the above assessment, it is considered the development complies with PC1 of the M38 Industrial Estate Place Code.

Landscape Design - M38 Industrial Estate Place Code

Performance Criteria	Acceptable Solution
PC25 Landscape design is used to enhance the landscape character of the YEA.	AS25.1 Frontage setback areas are attractively landscaped, including: a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; b) one metre landscaped area adjacent to building walls facing the street. AS25.2 Planting of shade trees occurs along pathways, throughout car parking areas and within public road reserve, as well as and in any other exposed areas where relief from sun and glare would be beneficial. AS25.3 Dwarf walls prevent vehicles breaching landscaped areas along frontages. AS25.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads. AS25.5 Landscape Design includes: a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; b) retention of existing mature vegetation, wherever possible; c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff; d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries.

Officer's comment

The overall landscape design proposed formed part of Council's Information Request given some of the boundary interfaces. The proposed Coastlink Court interface provides a solution consistent with the above benchmarks however, the boundaries provide minimal landscaping which will ultimately contribute to heat throughout the area given the large amounts of hardstand and gravel / rock batter treatments as proposed. The applicant was requested to provide landscaping along these boundaries and the request has not been facilitated. As such, officers have recommended conditions requiring the

installation of canopy trees at 6 metre centres along the eastern and northern boundaries to provide a long-term amenity solution consistent with other developments in the area.

Based on the above assessment, it is considered the development can be conditioned to comply with PC25 of the M38 Industrial Estate Place Code.

Landscape Buffers - M38 Industrial Estate Place Code

Performance Criteria	Acceptable Solution
PC26 Potentially obtrusive noise, odour and visual impacts are effectively buffered.	AS26.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments. OR AS26.1.2 A landscape buffer to a minimum width of ten metres is provided along the western property boundary where adjoining residential uses to effectively screen development behind.

Officer's comment

The applicant has not provided the landscape buffers of sufficient width throughout the site. The gravel rock and weed mat proposed for the majority of boundaries is not considered comply with the Place Code nor with relevant provisions of the Gold Coast Planning Scheme 2003.

Under the Preliminary Approval (M38 Industrial Estate Place Code) (MIN/2019/762), it is stipulated that where one or more types of development are proposed, all of the identified codes must be referred to for each component of the development and where a conflict arises between the Place Code and Planning Scheme, the Place Code shall prevail. However, where the Place Code is silent on matters, the development is subject to provisions within the 03 Planning Scheme. As buffers are not mentioned within the Place Code, assessment against the Planning Scheme Policy 13 (Landscape work) is undertaken. The proposed landscape treatment does not provide an outcome consistent with the preferred buffer treatments under the policy. As such, officers will condition landscaping outcomes to these areas in accordance with the Planning Scheme and consistent with surrounding development outcomes.

Based on the above assessment it is considered the development can be conditioned to comply with PC26 of the M38 Industrial Estate Place Code.

Amenity - M38 Industrial Estate Place Code

Performance Criteria	Acceptable Solution
PC46 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy;	AS46 No acceptable solution provided.

h) odour and emissions.

Officer's comment

In support of the application, the applicant has submitted an 'Acoustic Report' by 'Acoustic Works' dated 16 December 2025. The report has been reviewed in accordance with internal assessment processes and is considered to appropriately address potential acoustic amenity impacts.

The report has predicted that noise from the proposed development will be adequately mitigated to within criteria levels and therefore reduce opportunity for nuisance to be created. Compliance is helped largely by the building having a blank western façade, truck movements located on the eastern side of the building, intervening buildings to the west of the site and very high existing ambient noise levels in the area.

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

2.2.2 Assessment against the Gold Coast Planning Scheme 2003

The following is an assessment of the application against the relevant benchmarks of the Gold Coast Planning Scheme 2003, Version 1.2, Amended November 2011.

The following assessment benchmarks identified in the Gold Coast Planning Scheme for the subject site are listed below.

Zone code	Specific Development codes	Constraint codes
Not applicable	Change to Ground Level and Creation of New Waterbodies Landscape work Reconfiguring a Lot Vegetation Management Works for Infrastructure	Bushfire Management Areas Car Parking, Access and Transport Integration Natural Wetland Areas and Natural Waterways Nature Conservation Sediment and Erosion Control

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

Code	Acceptable Solution / Performance Criteria	Subject matter
Car Parking, Access and Transport Integration Constraint Code	Acceptable Solutions AS3.1 and AS4	Design of car parking areas and car park space
	Acceptable Solution 9.1	Access to car park areas
	Acceptable Solution AS11.2	Driveways and crossovers

5.3.3.2 Assessment against the Constraint Codes of the Gold Coast Planning Scheme 2003

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

Car Parking, Access and Transport Integration Constraint Code

The proposal generally meets the outcomes of the Car Parking, Access and Transport Integration Constraint Code (Gold Coast '03 Planning Scheme) as discussed below.

Design of car parking areas and car park space - Car Parking, Access and Transport Integration Constraint Code

Performance Criteria	Acceptable Solution
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.

Officer's comment

To ensure compliance with PC4, Officers have recommended conditions for the planting canopy trees at 6 metre centres along the eastern and northern boundaries including infill screening shrubs and groundcovers to be placed throughout the batters to both boundaries and replacement of proposed rock/pebble treatment to the batters along these boundaries with organic mulch and planting.

Based on the above assessment and the proposed conditions of approval, it is considered the development complies with PC4 of the Car Parking, Access and Transport Integration Constraint Code

Access to car park areas - Car Parking, Access and Transport Integration Constraint Code

Performance Criteria	Acceptable Solution
PC9 Access to car parking spaces must be provided for employees and visitors.	AS9.1 Car park areas have no gateways, doors or similar devices which restrict vehicular access by employees or visitors.

Officer's comment

The submitted drawings show gates at both vehicle access points. Compliance with Acceptable Solution AS9.1 of the Car Parking, Access and Transport Integration Constraint Code is not achieved.

Both gates are set back within the site, 16m for the light vehicle access and 50m for the heavy vehicle access.

Transport Assessment intend to impose a condition of approval requiring that the security gates remain open during the hours of operation, ensuring unrestricted access for employees and visitors.

Based on the above assessment and the proposed condition of approval it is considered the development complies with PC9 of the Car Parking, Access and Transport Integration Constraint Code.

Driveways and crossovers - Car Parking, Access and Transport Integration Constraint Code

Performance Criteria	Acceptable Solution
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.	AS11.2 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 .

Officer's comment

Compliance with Acceptable Solution AS11.2 of the Car Parking, Access and Transport Integration Constraint Code requires access to streets adjacent the site to comply with the requirements of AS2890.1 and AS2890.2. The submitted drawings show the vehicle crossings located on the inside bend on Coastlink Court. Sections of on-street car parking are located on northern side of the light vehicle access. Vehicles parked in these areas will obstruct the sight lines of drivers, particularly those in cars exiting the site.

Section 3.2.4(a) of AS2890.1:2004 and Section 3.4.5(a) of AS2890.2:2018 requires provision of 69m entering sight distance. To achieve this, officers have recommended a condition requiring installation of a 'No Stopping' yellow line.

Based on the above assessment and the proposed condition of approval, it is considered the development complies with PC11 of the Car Parking, Access and Transport Integration Constraint Code.

6 INFRASTRUCTURE CHARGES

The final estimated infrastructure charge is \$1,910,973.38.

For further information on this matter, refer to the draft notice attached to this report entitled as Attachment: Infrastructure charges notice for the approved development.

Charges Resolution No. 1 of 2025				
	Qty		Rate	Gross Charge Amount
Impervious area	47,358.25	Square Metres	@ \$ 13.48	\$ 638,389.21
Other industry	19,447	sq m Gross Floor Area	@ \$ 67.38	\$ 1,310,338.86
				\$ 1,948,728.07
Net Charge Summary				
	Gross Charge Amount		Applied Credit Amount	Net Charge Amount
	\$ 1,948,728.07		\$ 37,754.69	\$ 1,910,973.38
Applied credit details	LOT202 SP329487: Standard Lot credit applied.			

7 REFERRALS

7.1 Technical advisors

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

Technical advisor area	Conditions/Comments (if not included within report)
Civil Engineering	MCU Conditions – Lot 212: • Timing • Approved drawings • Restrictions regarding Council sewer and water supply infrastructure • Restrictions regarding Council stormwater infrastructure • Private infrastructure • Screening of visually offensive components • Rectification of Council's infrastructure • Electrical reticulation • Telecommunications network • Rectification of Council's infrastructure • Existing infrastructure, structures and services • Vehicle crossing • Overland flow paths and hydraulic alterations • Stormwater infrastructure construction • Sewer connection • Water connection • Fire loading • Bin type, storage capacity and storage points • Solid waste collection arrangement • Storage – Service point – Bulk bins • Certification of works – Civil Engineering • Certification of works – Civil Engineering (Solid Waste Management) • Pre-start inspection • Hold point inspection (Solid waste) • Certification of works – Civil Engineering • Erosion and sediment control Advice Notes: • Development infrastructure • Works in properties other than the development land • Council water, sewer and stormwater infrastructure to be protected during site works • Connections and disconnections • No open trenching of the road pavement for water connections across / in roadways • Water meter sizing • Further development permits / compliance permits ○ Connections / disconnections: Application to work on the City's infrastructure ○ Operational works - infrastructure • Connections to, alteration or realignment of Council infrastructure • Operational works meeting prior to lodgement • Design, Constructability and Minor change applications

	ROL Conditions: • Timing • Approved drawings • Requirement to register Council easement/s – “Drainage” • Restrictions regarding Council easements and stormwater infrastructure • Restrictions regarding sewer and water supply infrastructure • Sewer connection – Lot 212 • Sewer connection – Lot 213 • Water connection – Lot 212 & Lot 213 Advice Notes: • Development infrastructure • Works in properties other than the development land • Council water, sewer and stormwater infrastructure to be protected during site works • Connections and disconnections • No open trenching of the road pavement for water connections across / in roadways • Water meter sizing • Further development permits / compliance permits ○ Connections / disconnections: Application to work on the City’s infrastructure ○ Connections to, alteration or realignment of Council infrastructure • Design, Constructability and Minor change applications OPW Conditions: • Timing • Approved drawings • When the approval lapses if works is not completed • Rectification of Council’s infrastructure • Earthworks and private retaining walls • Overland flow paths and hydraulic alterations • Erosion and sediment control • Certification of works – Civil Engineering • Supervision of works • Availability of approved plans, drawings and reports • Haulage access / site management plan • Transport of soil / fill / excavated material • Pre-start inspection • Hold point inspection • Practical completion Advice Notes: • Indigenous cultural heritage legislation and duty of care requirement • Encroachment of works
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	• Applicant responsibilities • Water usage • Fire ant control Property Notifications: • Shared retaining walls
Health and Regulatory Services	MCU Conditions: • Approved Plans • Certification of works - Health and Regulatory Services
Landscape Assessment	MCU Conditions: • Landscaping works Advice Notes: • Further development permits / compliance permits ○ Operational works – landscape works (Private works)
Plumbing and Drainage	MCU Conditions: • Plumbing and drainage works
Transport Assessment	MCU Conditions: • Approved drawings • Off street vehicle and car parking facilities • Off street bicycle parking facilities • Loading and unloading (excluding waste collection vehicles) • Security gate requirements • Coastlink Court – ‘No stopping’ yellow line marking Advice Notes: • Development infrastructure • Further development permits / compliance permits ○ Operational works - infrastructure

7.2 External referrals

The application was referred to the following external agency(s):

7.2.1 Concurrence agency(s)

- SARA - Department of State Development, Infrastructure and Planning

Referral under Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Aspect of development stated in schedule 20) of the Planning Regulation 2017 - Exceeds threshold 16,000m² gross floor area (combined total of uses) for Warehouse/ low impact industry land use.

The SARA referral agency response was provided on 5 March 2026 approving the application with no conditions.

8 PUBLIC NOTIFICATION

No part of the application required public notification.

9 CONCLUSION

Council is in receipt of an application for development permits for a material change of use to establish Industry (modular building assembly and ancillary office), reconfiguring a lot for a boundary realignment and operational works for a change to ground level at 2 and 10 Coastlink Court, Stapylton.

After a detailed assessment, it has been determined the proposal meets the purpose of the M38 Place Code and relevant constraint codes of the Gold Coast Planning Scheme 2003, Version 1.2, Amended November 2011.

It is recommended the application be approved, subject to conditions.

10 NOTIFICATIONS

The following property notifications will be applied:

A	Shared retaining walls There are development approval conditions applicable in relation to shared retaining walls on this lot/subsequent lots. Property owner(s) for lots 212 & 213 must ensure compliance with these condition(s). Refer to Council of the City of Gold Coast's Decision Notice COM/2026/4. A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline .
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11 RECOMMENDATION

It is recommended that Council resolves as follows:

That under Delegated Authority, the Manager Planning Assessment approves (with conditions) the issue of a development permit for a material change of use to establish Industry (modular building assembly and ancillary office), reconfiguring a lot for a boundary realignment and operational works for a change to ground level, in accordance with the Attachment entitled: Decision notice—approval (with conditions) .

Author:

Sue Wilkinson

Planner

April 2026

Authorised by:

Roger Sharpe

Manager Planning Assessment