

OUR REF: 6470
YOUR REF: COM/2026/226

16 September 2026

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

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

Attention: Ms. Molly Anderson

Dear Madam,

RE: RESPONSE TO COUNCIL INFORMATION REQUEST – COM/2026/226

AT: 2 COASTLINK COURT, STAPYLTON QLD 4207 (LOT 203 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 7 August 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.

Civil Engineering

1. M38 Industrial Estate Place Code

Site Servicing – PC55

Architectural plans, "Site Plan, Q25-001A-DA-003, revision B" dated 01.07.2026 prepared by Frasers Property reflects Truck entry/exit vehicle crossing for warehouse A at North-East fronting Fairway street is located directly fronting T-intersection.

Specifically, the location of the vehicle crossing to a public roadway is required to be consistent with AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking and AS 2890.2–2002 Parking facilities Part 2: Off-street commercial vehicle facilities. The applicant is required to provide the distance from the vehicle crossing to the intersection.

If the vehicle crossing is proposed to remain directly fronting the T-intersection, an RPEQ traffic engineer is required to assess the risks associated with the proposed crossing location and provide certification confirming that the proposed location is safe and suitable. The relevant certification or supporting letter from the RPEQ traffic engineer is to be submitted to Council for consideration.

Applicant response:

A response to item 1, a full targeted response to this item has been provided in the Amended Traffic Impact Assessment, provided in **Attachment A**.

Landscape Assessment**2. Frontage Fencing:**

M38 Industrial Estate Place Code – PC4, PC5, and PC25

In accordance with the relevant assessment benchmarks of the M38 Industrial Estate Place Code, the applicant is requested to provide further clarification regarding the proposed frontage fencing. The submitted architectural plans indicate that the proposed frontage fence is setback approximately 1.5 metres from the front property boundary and is located within the landscaped area. However, the submitted Statement of Landscape Intent (SLI) predominantly identifies the proposed 1.8-metre-high black palisade fence as being located along the front property boundary. To ensure consistency between the architectural plans and the SLI, the applicant is requested to revise the documentation to clearly demonstrate the following:

- a. The proposed 1.8-metre-high black palisade fence is to be located on the front property boundary, confirming that it does not encroach upon or interfere with the required landscaped area.*

Applicant response:

In response to item 2, per item 4 from Council the boundary fencing has been setback 2.5m from the boundary to allow for adequate sight lines to be maintained and not impeded. Additionally, the fencing will not impact on the landscaping outcomes of the overall development, as illustrated by the amended Landscape Intent Plan, provided in **Attachment B**.

Transport Assessment**3. M38 Industrial Estate Place Code**

Design of car parking areas and car park space – PC8/ AS8.1.1 and AS8.1.2

To comply with AS8.1.1 and AS8.1.2 of the M38 Industrial Estate Place Code, the development must be provided with a total of 120 spaces for Warehouse A and 88 spaces for Warehouse B. The submitted drawings show 101 spaces for Warehouse A and 48 spaces for Warehouse B. Ryenskild Traffic Engineering has advised that tenant for each Warehouse is yet to be confirmed but anticipates that the provided parking supply will accommodate the expected parking demand.

Officers accept the car parking demand associated with Warehouse development is less than other industrial development. The applicant is requested to provide further justification to substantiate the proposed shortfall of car parking. Specifically, as has been sought in previous applications within this industrial estate, the applicant is requested to provide indicative concept plans identifying where additional off-street car parking demand could be accommodated on proposed hardstand areas should the use of tenancy be converted into a separate industrial land use. This concept plan is not intended to be an 'approved drawing' for endorsement; rather, part of the common material to substantiate the proposed shortfall of off-street car parking and to demonstrate flexible use of the premises for intended industrial development in future.

Applicant response:

In response to item 3 from Council, the architectural plans have been amended, provided in **Attachment C**, illustrating the inclusion of additional parking spaces, with a full response justifying their use provided in **Attachment A**.

4. Car Parking, Access and Transport Integration Constraint Code

Design of car parking areas and car park space – 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. Setback the property fencing 2.5m into the site, clear of the pedestrian sight triangles.*

Applicant response:

In response to item 4 from Council, the proposal plans, provided in **Attachment C**, have been amended to show the fence setback into the site.

5. Car Parking, Access and Transport Integration Constraint Code

Loading bay and set down area and design service vehicle requirements – PC13/PC14

To comply with Performance Criteria PC13 and PC14 of the Car Parking, Access and Transport Integration Constraint Code, the applicant is requested to submit amended drawings showing clearly delineated loading zones to accommodate the design service vehicles adjacent to the roller doors.

Applicant response:

In response to item 5, the architectural plans have been amended to include delineated loading zones adjacent to the roller doors on site. These amended plans/drawings have been provided in **Attachment C**.

Summary

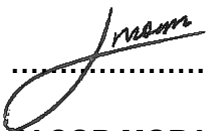
The above information satisfactorily responds and addresses all the matters raised as part of the Information Request dated 7 August 2026 pursuant to section 13.2 and 13.3 of the *Development Assessment Rules* under the *Planning Act 2016*.

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



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JACOB MORAN

ENVIRONMENTAL SCIENTIST AND TOWN PLANNER

Enclosed: Attachment A – Amended Traffic Impact Assessment
 Attachment B – Amended Landscape Intent Plan
 Attachment C – Amended Proposal Plans