DELEGATED AUTHORITY REPORT FOR COMBINED CODE ASSESSMENT DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE FOR WAREHOUSE AND OPERATIONAL WORKS FOR CHANGE TO GROUND LEVEL AT 2 COASTLINK COURT, STAPYLTON
COM/2026/226 **DIVISION NO. 3**

1 APPLICATION SUMMARY

Application information		
Address	2 Coastlink Court, STAPYLTON QLD 4207 (also referenced as 1 Highland Street / Approved Lot 213)	
Lot and plan	Lot 203 SP329487	
Site area	3.752 ha (37,525 m²)	
Type of development and proposed use	Material change of use for Warehouse (Dual tenancy with ancillary offices) Operational Work for Change to ground level	
Categories of development and assessment	Material change of use (Accepted to code assessment) Operational work (code assessment)	
Properly made date	24 July 2026	
Decision due date	12 November 2026	
Applicant and Applicant's consultancy team	**FPI Queensland Pty Ltd –** Applicant **Gassman Development Perspectives –** Town Planning, Engineering, Landscape **Frasers Property –** Proposal plans **Rytenskild Traffic Engineering –** Traffic **Acoustic Works –** Acoustic	
Owner details	Australand Industrial No. 89 Pty Ltd	
Categorising instrument – Preliminary Approval	Preliminary Approval (section 242 of Sustainable Planning Act 2009 / MCU201100650 and subsequent changes including MIN/2020/659, MIN/2023/64 etc.) for making a Material Change of Use (Impact Assessment) to override the Planning Scheme for Industry Uses. Assessment against the M38 Industrial Estate Place Code and Land Use Classification and Staging Plan.	
Zone / Precinct	Precinct B: General Impact Business and Industry (Stage 2)	
Gold Coast Planning Scheme 2003	Version 1.2, Amended November 2011	
Constraint Codes	Car Parking, Access and Transport Integration Sediment and Erosion Control	
Submissions	**Objections**	**Support**
	NA	NA
Key matters raised by submitters	Not applicable – no public notification required	

Referral agencies	Department of State Development, Infrastructure and Planning (Concurrence – 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 Warehouse (dual tenancy with ancillary offices) and operational works for a change to ground level at 2 Coastlink Court, Stapylton.

The subject site is 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 Estate 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

Under Section 4.1, Table A of the Place Code, a Material change of use for Warehouse/Industry within Precinct B is listed as self-assessable / accepted. 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:

- Material Change of Use to establish a dual-tenancy Warehouse with ancillary offices on a site area of approximately 3.752ha. The proposal includes the construction of two warehouse tenancies (Warehouse A approximately 11,257m² and Warehouse B approximately 8,093m²) together with approximately 1,190m² of double-storey ancillary office space located toward the front of the building.
- Operational works for change to ground level for a "top coat" of earthworks to grade and prepare the site for the proposed industrial facility.

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

<table>
<tr><th colspan="5">Development proposal</th></tr>
<tr><td>Height</td><td colspan="4">Maximum 14.6 m</td></tr>
<tr><td rowspan="4">Setbacks (varied)</td><td>West (Fairway street)</td><td>South (Coastlink Court)</td><td>East</td><td>North</td></tr>
<tr><td>36m</td><td>40m</td><td>4.2m</td><td>39m</td></tr>
<tr><td>31m</td><td></td><td></td><td>14m to pump room</td></tr>
<tr><td>5.3m</td><td></td><td></td><td></td></tr>
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Site cover	57.8%
Car parking	Warehouse A: 101 spaces Warehouse B: 48 spaces **149 spaces total** (219 spaces required)
Staff / Hours of operation	Typical operating hours 6:30 am to 9:00 pm Monday to Friday. **24/7 use rights sought to accommodate operational demand**
Gross floor area	Warehouse A ≈ 11,257m² Warehouse B ≈ 8,093m² Ancillary office ≈ 1,190m² Total GFA approximately 18,562–19,350m²
Servicing	Full movement access for articulated vehicles. Separate light vehicle and heavy vehicle crossovers. Clearly delineated loading zones adjacent to roller doors
Waste	Bin storage areas for each tenancy – enclosed/screened with hose cock and drainage. Sized for weekly servicing (2m³ bins for general waste and recycling per tenancy)
Stormwater	Historically approved Stormwater Management Plan for the Vantage Industrial Estate
Water	Connection to existing reticulation infrastructure within the road frontage
Sewer	Existing industrial standard property connection available
Landscaping	Frontage landscaping in accordance with amended Statement of landscape intent. Fence set back 2.5m from the property boundary to clear pedestrian sight triangles, (Condition 6).
Frontage fencing	1.8m high black palisade fence set back 2.5 m from the front property boundary (amended to resolve Information Request items)

Extent of Change to Ground Level
The Operational Works component of COM/2026/226 is for **change to ground level** (bulk earthworks / topcoat earthworks) to create a suitable pad for the Warehouse, hardstand/loading areas, car parking, and associated access and drainage.

- **Cut:** approximately 1,752.4m³
- **Fill:** approximately 5,122.8m³

The nature of the works include:

- The site already had major bulk earthworks completed as part of the broader Vantage Industrial Estate Stage 2 works, which established a generally flat industrial pad.
- This application involves more localised refinement of levels to achieve the final design grades for:
    - Building pads
    - Hardstand and loading areas
    - Car parking areas
    - Internal access roads / manoeuvring areas
    - Stormwater drainage (collection and outfall)

- Finished surface is designed to be free-draining with a typical gradient of 0.5% (minimum 1:150) towards the internal drainage system and lawful points of discharge.
- All fill placement is required to be carried out under RPEQ supervision in accordance with AS3798.
- No major retaining walls are proposed; the western boundary uses bush rock retaining, with batters to other boundaries.
- Earthworks are to be undertaken in accordance with the approved estate-level Stormwater Management Plan.

Access is proposed via multiple crossovers to Fairway Street and Coastlink Court, with light and heavy vehicle movements separated. The architectural plans, Landscape Intent Plan and Traffic Impact Assessment were amended in response to Council's Information Request dated 7 August 2026.The following site plan, elevations and landscape plans illustrate the proposed development:

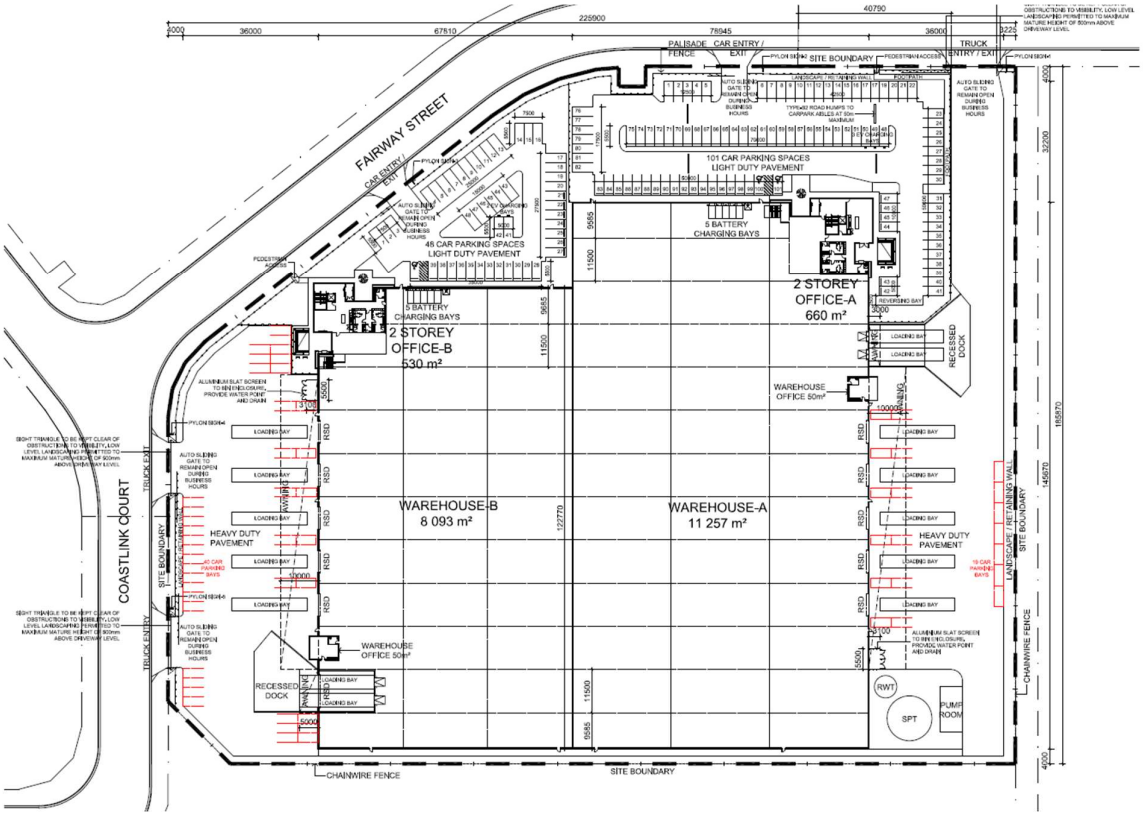


***Figure 1**: Proposed site plan (Source: Applicant's common material)*

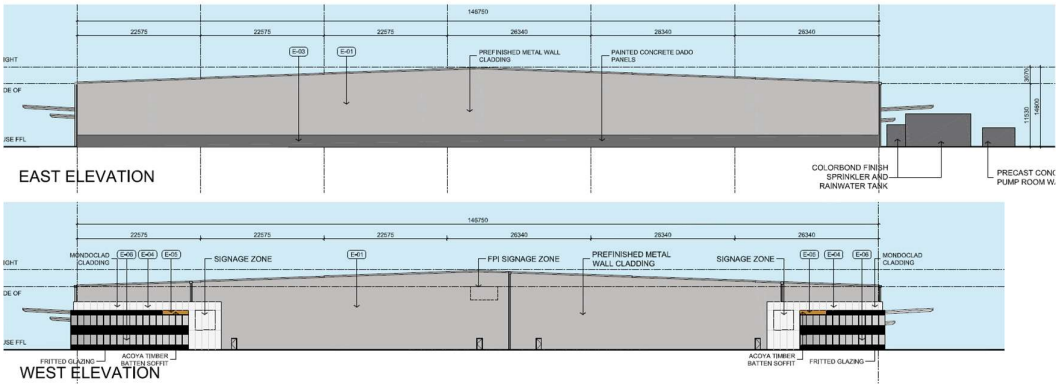


***Figure 2**: Proposed east and west elevations (Source: Applicant's common material)*

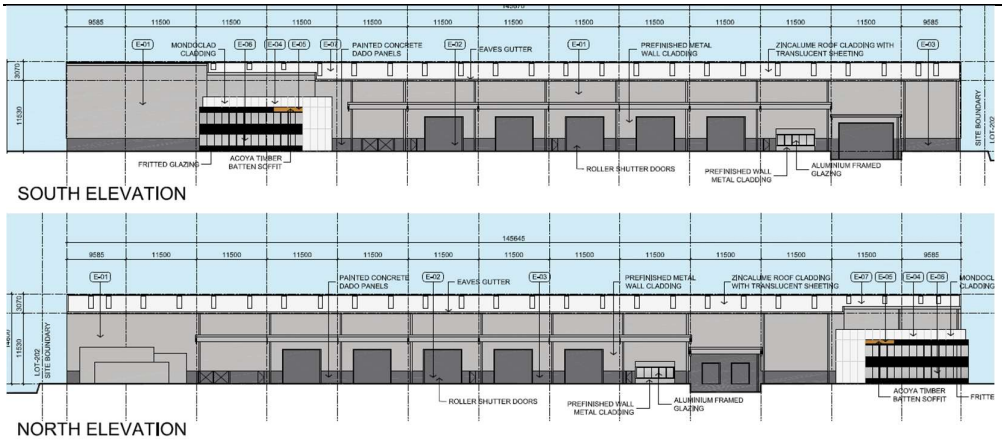


***Figure 3**: Proposed north and south elevations (Source: Applicant's common material)*

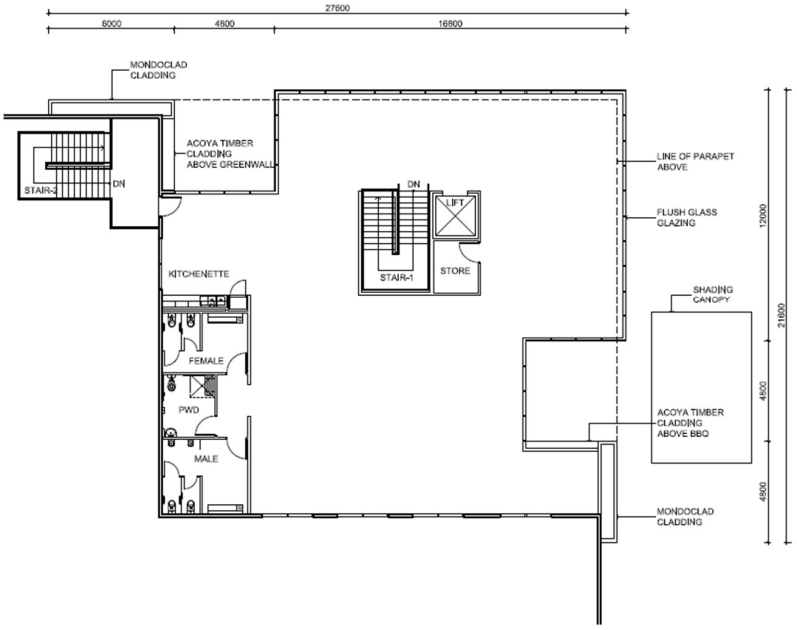


***Figure 4**: Proposed office A first floor plan (Source: Applicant's common material)*

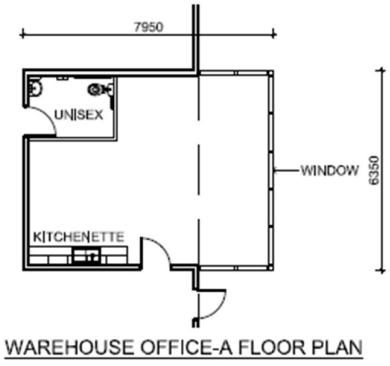


***Figure 5**: Proposed warehouse office A floor plan (Source: Applicant's common material)*

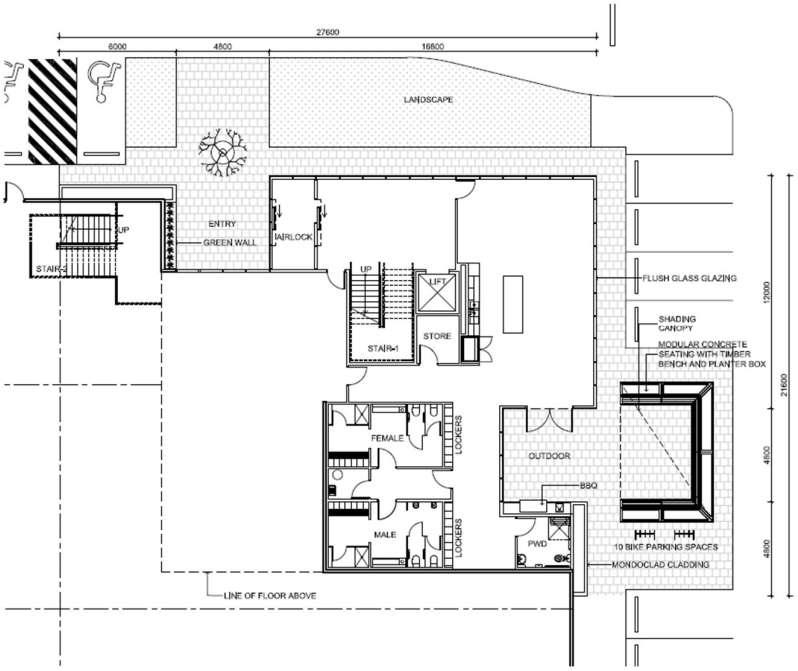


***Figure 6**: Proposed warehouse office A ground floor plan (Source: Applicant's common material)*

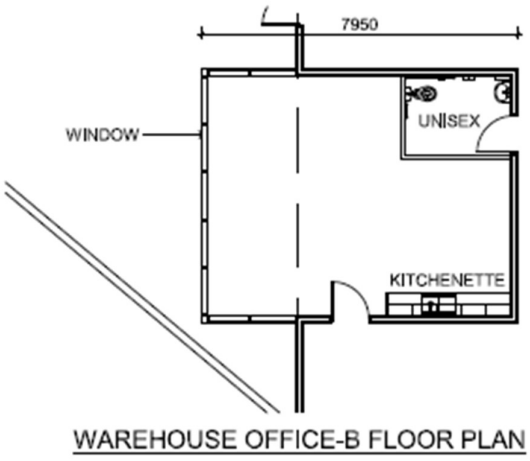


***Figure 7**: Proposed warehouse office B floor plan (Source: Applicant's common material)*

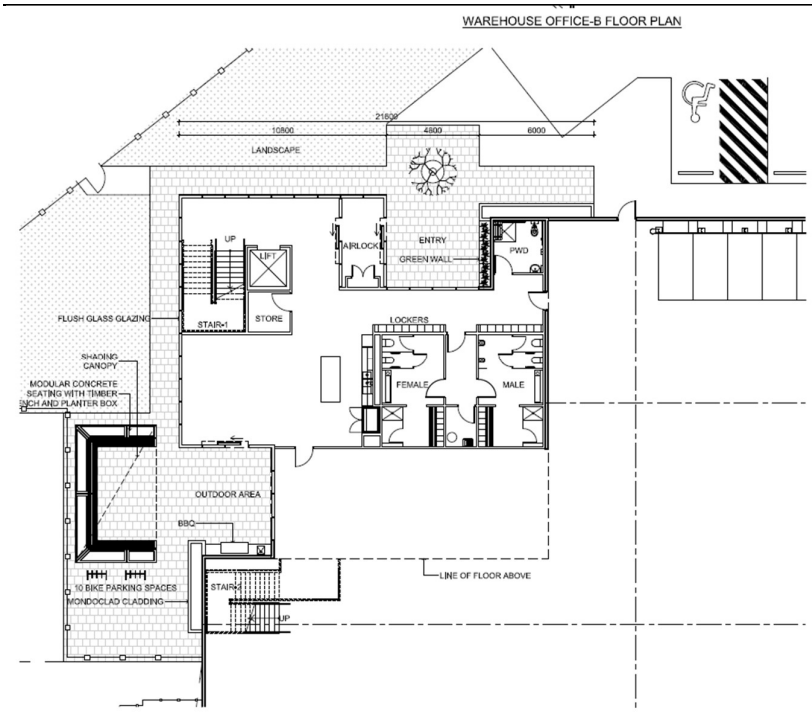


***Figure 8**: Proposed warehouse office B ground floor plan (Source: Applicant's common material)*

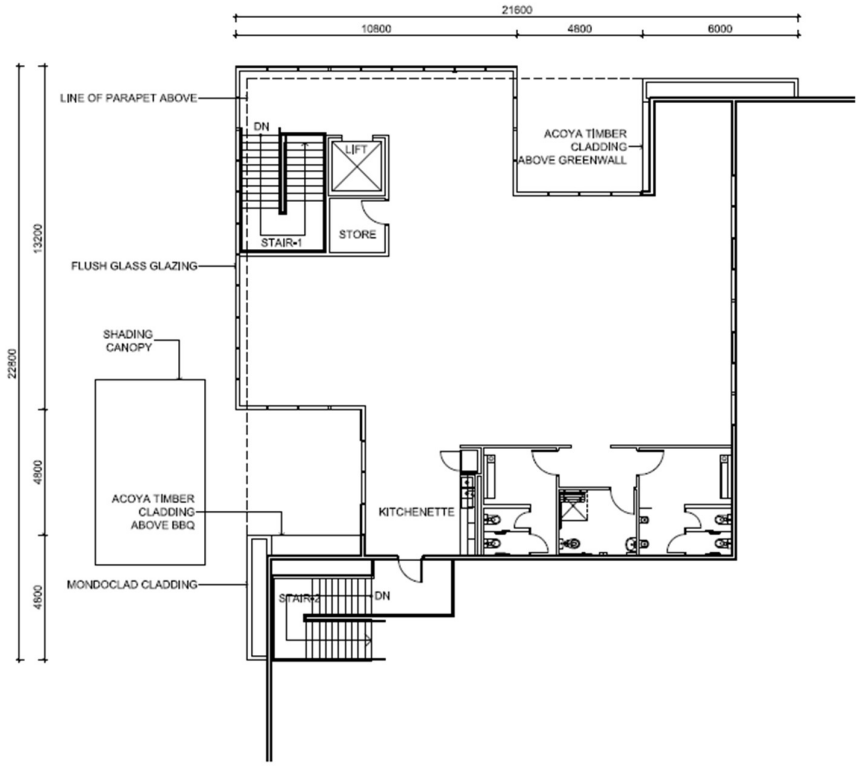


***Figure 9**: Proposed warehouse office B first floor plan (Source: Applicant's common material)*

3 BACKGROUND

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.

The M38 Industrial Estate Place Code (Place Code) is approved via this Preliminary Approval and incorporates specific tables of development, definitions, relevant codes, specific requirements and Land Use Classification / Precincts relevant to the subject site. The development site is located within Stage 2 of the Vantage Industrial Estate and this application is lodged in accordance with the provisions of this Place Code, with the entirety of the proposed development located within Precinct B under the Place Code.

Subsequent approvals relevant to the site include Stage 2 Reconfiguring a lot approvals and Minor changes (COM/2020/262, MIN/2021/637, MIN/2022/245, MIN/2023/142) and, most recently, COM/2026/4 (approved April 2026).

COM/2026/4 granted a Material change of use for Industry (modular building assembly with ancillary office), Reconfiguring a lot for boundary realignment between former Lots 202 and 203 (creating proposed Lots 212 and 213), and Operational works for change to ground level. The subject site of the current application is the resulting Approved Lot 213 (Lot 203 SP329487).

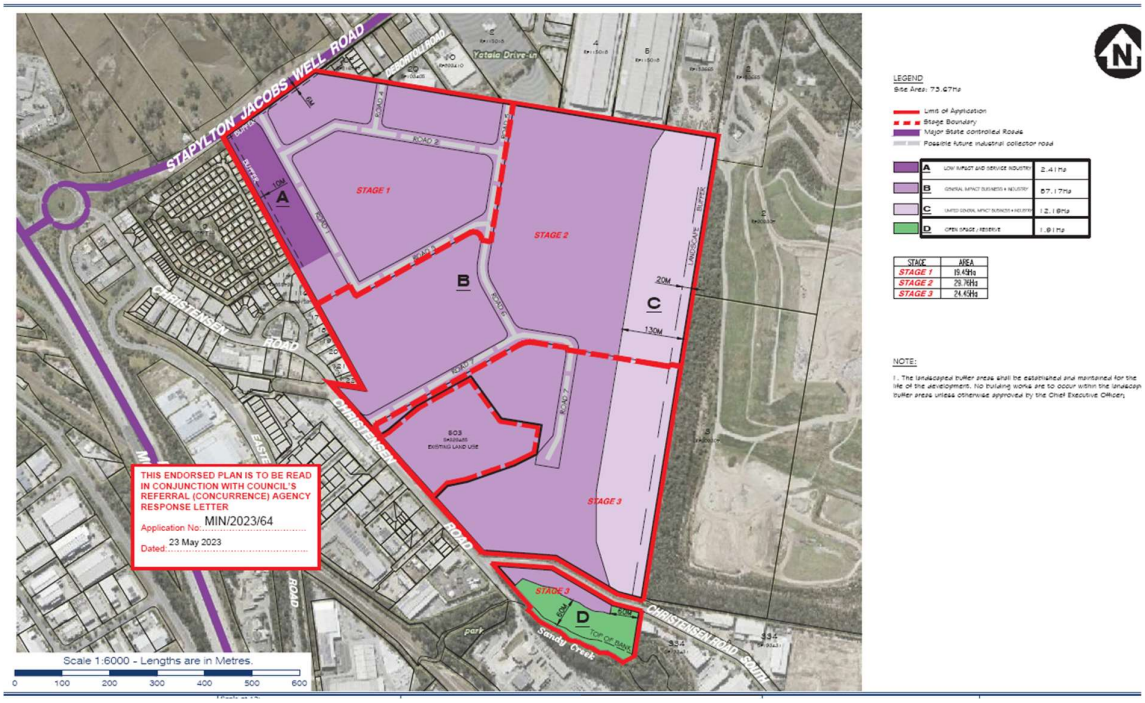


***Figure 10**: Land use classification and staging plan (Source: M38 Industrial Estate Place Code, MIN/2023/64)*

4 KEY CONSIDERATIONS

The key considerations of the proposal include:

4.1 Consistency with the M38 Place Code

The proposed development generally complies with the codes of the M38 Industrial Estate Place Code and relevant codes of the Gold Coast Planning Scheme 2003 version 1.2 or is conditioned to comply. Non-compliances relating to car parking rates, frontage fencing location, loading bay delineation and vehicle crossover positioning opposite a T-intersection were raised in the Information request and have been addressed through amended plans and supporting reports.

4.2 Landscaping and Frontage Fencing

Officers identified an inconsistency between the architectural plans (fence set back approximately 1.5 m) and the Statement of Landscape Intent (fence on the boundary). In response, the fence has been set back 2.5m from the front property boundary to clear pedestrian sight triangles. The amended Landscape Intent Plan demonstrates that the fence does not encroach upon or interfere with the required landscaped area.

4.3 Vehicle Access, Parking and Loading

Car parking numbers fall short of the Acceptable solutions (AS8.1.1 and AS8.1.2). Officers accept that Warehouse demand is lower than other industrial uses. The applicant has provided additional spaces on amended plans and indicative concept plans showing where further parking could be accommodated on hardstand areas if the tenancy use changes in future. Following these amendments, the plans now show clearly delineated loading zones adjacent to the roller doors. Property fencing has been set back 2.5 m into the site, clear of pedestrian sight triangles, to comply with AS2890.1:2004.

Typical operating hours are expected; however conditions have been imposed to allow for 24/7 operation so long as it complies with the parameters of the approved Acoustic report (Condition 5, Condition 3).

5 SITE CONTEXT

5.1 Subject site and immediate context



***Figure 11**: Aerial view of subject site (Source: EPE Mapping)*

The subject site:

- Legally described as Lot 203 SP329487
- Comprises a single allotment in the Vantage Industrial Estate
- Is irregular in shape

- Generally following the road frontages, and features a more rounded western/southern boundary
- Located centrally within Stage 2 of the Vantage Estate

The site has dual road frontages to Fairway Street and Coastlink Court. Access is proposed via multiple crossovers, with light vehicle and heavy vehicle movements separated to reduce conflict.

The site is relatively flat following previous bulk earthworks and is not subject to flood. Mapped environmental values on the broader estate have been historically managed under previous applications. The subject site now resembles a civil construction pad and the proposed development avoids impacts to any nearby areas of mapped significance.

5.2 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. The

It is approximately:

- 0.5 kms from the Pacific Motorway, Yatala north interchange;
- 5.5 kms from the Beenleigh CBD;
- 36.5 kms from the Southport CBD; and

The site adjoins other industrial lots within the estate and is buffered from the Stapylton landfill facility to the east.

6 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.*

6.1 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.

6.2 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. Local Government Infrastructure Plan There is no new trunk infrastructure required as part of this development

6.2.1 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.

Code	Acceptable Solution / Performance Criteria	Subject matter
M38 Place Code	PC8 / AS8.1.1 & AS8.1.2	Design of car parking areas and car park space
	PC4, PC5, PC25	Frontage fencing and landscape design
	PC41 / AS41.4	Bicycle parking
	PC55	Site servicing – vehicle crossing location
Car Parking, Access and Transport Integration Constraint Code	PC3 / AS3.1	Design of car parking areas – fencing setback and sight triangles

Code	Acceptable Solution / Performance Criteria	Subject matter
	PC9 / AS9.1	Access to car park areas (security gates)
	PC13 / PC14	Loading bay and set down area

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

Design of car parking areas and car park space – M38 Industrial Estate Place Code

Officer's comment

Performance criteria	Acceptable solution
PC8 On-site vehicle parking is provided to meet expected demand, having regard to: a) The size of the proposed workforce b) The likely number of visitors to the site. c) The likely size and number of service and transport vehicles to be on the site at any one time; d) On-site parking and loading/unloading activities within sites; e) The availability of conveniently located on-street parking; f) Any possible future expansion, redevelopment or change of use.	**AS8.1.1** The number of car parking spaces provided on-site generally meets the standards set out in the Constraint Code 4 - Car Parking, Access and Transport Integration in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007); **OR** **AS8.1.2** The number of car parking spaces provided on-site is generally in accordance with Table to Acceptable Solutions AS8.1.2. Warehouse- 2 spaces per tenancy or lot, plus one 1 space per 50m² of GFA up to 500m², plus 1 space per 100m² of GFA over 500m²

To comply with AS8.1.2 the development must provide approximately 214–219 car parking spaces based on the proposed GFA. The submitted (and amended) drawings provide a total of 149 spaces, resulting in a shortfall of approximately 70 spaces. Compliance with the Acceptable Solution is therefore not achieved.

Land use	Yield GFA	Car parking rates	Car parking requirments	Provision
Warehouse A	11,917m^2	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	126 spaces	101 spaces
Warehouse B	8,623m^2		93 spaces	48 spaces

	219 spaces	**149**

In support of compliance with Performance Criterion PC8, the applicant (via Rytenskild Traffic Engineering) has demonstrated that the reduced parking provision is appropriate having regard to the nature of pure warehouse development and observed parking utilisation at comparable warehouse sites within the surrounding industrial area. Officers note that Warehouse An indicative concept plan was also submitted showing that an additional 59 spaces could potentially be accommodated on hardstand areas in the future if required.

Officers note that even with these additional spaces a residual shortfall would remain, and the concept plan has not been endorsed as an approved drawing. However, Officers are satisfied that the site has capacity to accommodate additional parking in the future through modifications to the internal layout if needed. This approach is consistent with recent approvals within the Vantage Estate.

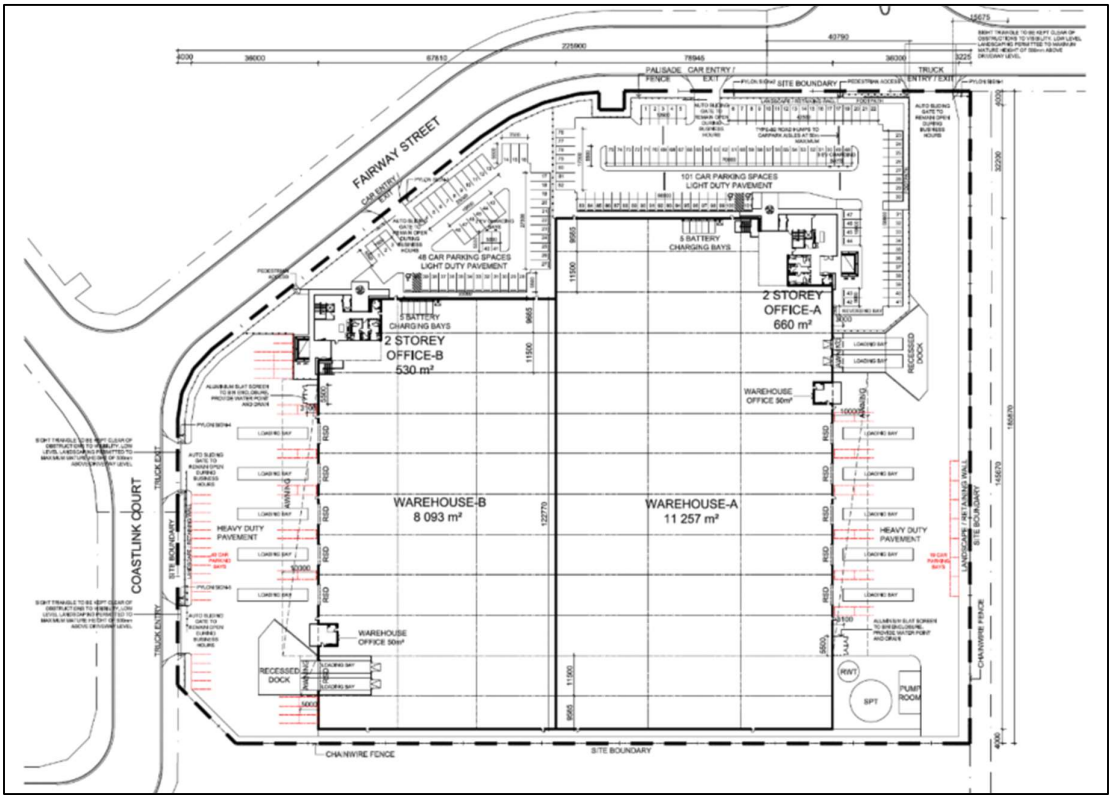


***Figure 12**: Parking concept plan (Source: Applicant's common material)*

Based on the above assessment it is considered the development complies with PC8 of the M38 Industrial Estate Place Code.

M38 Industrial Estate Place Code –Setbacks (PC4) Landscape Design (PC25)

Performance Criteria	**Acceptable outcome**
PC4 The layout of buildings, structures and activities achieves an attractive and orderly appearance where development is visible from the public domain. A good standard of visual amenity is achieved through	**AS4.3 (Precinct B)** Where the site adjoins a public open space area the building or structure is setback a minimum of three meters from the common boundary with the public open space, and the setback area includes;

generous building setbacks and high quality landscaping.	a) a landscape buffer strip a minimum width of two metres; and b) fencing of the common boundary between the private lot and public open space.
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.

Officers comment

The original architectural plans indicated the proposed 1.8m high black palisade fence set back approximately 1.5m from the front property boundary and located within the landscaped area, while the Statement of Landscape Intent predominantly showed the fence on the boundary. This created an inconsistency and potential conflict with the required landscaped area.

In response to the Information Request the fence has been set back 2.5m from the property boundary. Officers have recommended a condition requiring the frontage fence to be located a minimum of 2.5m from the street boundary and to utilise discrete post footings (not strip footings) so that the full garden area on both sides of the fence remains available for tree root systems. Additional conditions require canopy trees at 6m centres along the frontage boundaries (located forward of the fence), supported by screening shrubs and groundcovers, together with street trees in the road reserve.

While the frontage landscape setback does not achieve the preferred 5m width across the entire frontage, a landscaped garden bed of approximately 3m is provided, with more than 25% of the frontage dedicated to landscaping, incorporating shade trees, shrubs and groundcovers. Combined with the conditioned canopy tree planting and the 2.5m fence setback, the landscaping outcomes are considered acceptable.

Based on the above assessment and the proposed conditions it is considered the development complies with PC4 and PC25 of the M38 Industrial Estate Place Code.

M38 Industrial Estate Place Code - Site servicing

Performance Criteria	Acceptable outcome
PC55 Site servicing arrangements (including vehicle crossings) are safe and do not adversely affect the road network or pedestrian safety.	**AS55** Location of vehicle crossings to a public roadway must be consistent with AS/NZS 2890.1:2004 and AS 2890.2–2002.

The truck entry/exit vehicle crossing for Warehouse A on Fairway Street is located directly fronting a T-intersection. This location is within a prohibited area under AS2890.1 for commercial/industrial vehicle crossings. In response to the Information request the applicant provided an Amended Traffic Impact Assessment (signed by an RPEQ) demonstrating that the proposed crossover is appropriately aligned with the opposing road leg and effectively operates as a fourth leg of the existing intersection. The assessment concludes that the arrangement provides satisfactory visibility, geometry and manoeuvrability for heavy vehicles and is a safe and practical access solution. Officers accept this assessment.

Based on the above assessment it is considered the development complies with PC55 of the M38 Industrial Estate Place Code.

6.3 Assessment against the Gold Coast Planning Scheme 2003

The following is an assessment of the application against the City Plan.

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	Landscape work Change to Ground Level and Creation of New Waterbodies	Car Parking, Access and Transport Integration Sediment and Erosion Control

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

Code	Acceptable / Performance Outcome	Subject matter
Car Parking, Access and	Acceptable solution AS3.1 and	Design of car parking areas

Code	Acceptable / Performance Outcome	Subject matter
Transport Integration Constraint Code	AS4	and car park space
	Acceptable Solution 9.1	Access to car park areas

Bicycle parking - Car Parking, Access and Transport Integration Constraint Code

Performance criteria	Acceptable solution
PC41 A network of pedestrian paths and cycleways is provided which considers: a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of bicycle end-of-trip facilities.	**AS41.4** Bicycle end-of-trip facilities are provided in accordance with the requirements outlined in the Table to Acceptable Solution AS41.4. Warehouse- Staff: 1 per 800m^2 GFA

Officer's comment

To comply with AS41.4 a minimum of 26 bicycle parking spaces for staff are required. The submitted drawings do not show any dedicated staff bicycle parking. Compliance with the Acceptable Solution is therefore not achieved.

Given the location of the site within an established industrial estate and the nature of the proposed warehouse uses, bicycle travel demand is expected to be relatively low. Provision will be available for employees to store bicycles within the warehouse facilities, together with end-of-trip facilities including shower and change facilities. Dedicated pedestrian paths are provided through the light vehicle parking areas.

To ensure compliance, a condition of approval is imposed requiring signage to be installed at a location internal to each tenancy that can accommodate bicycle parking (Condition 8).

Based on the above assessment and the proposed condition it is considered the development complies with or conditioned to comply with PC41 of the M38 Industrial Estate Place 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 each vehicle access point. Compliance with Acceptable Solution AS9.1 is therefore not achieved.

Both gates are set back within the site. A condition of approval has been imposed requiring that the security gates remain open during the daytime hours of operation of the development, ensuring unrestricted access for employees and visitors (Condition 10).

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

6 INFRASTRUCTURE CHARGES

The final estimated infrastructure charge is $1,707,985.85.

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.

Charge calculation

Charges Resolution No. 1 of 2025

	Qty		Rate	Gross Charge Amount
Impervious area	34,455	Square Metres @	$ 13.73	$ 473,067.15
Other industry	18,562	sq m Gross Floor Area @	$ 68.60	$ 1,273,353.20
				$ 1,746,420.35

Net Charge Summary

Gross Charge Amount	Applied Credit Amount	Net Charge Amount
$ 1,746,420.35	$ 38,434.50	$ 1,707,985.85

Applied credit details *LOT203 SP329487: Standard Lot credit applied.*

Office Use Only	
$ 1,158,393.76	DC011
$ 414,942.26	DC013
$ 134,649.83	DC020
$ 1,707,985.85	

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	• Rectification of Council's infrastructure • Existing infrastructure, structures and services • Vehicle crossing

Health and Regulatory Services	• Certification of works - Health and Regulatory Services
Landscape Assessment	• Landscaping works
Operational Works	• When the approval lapses if works is not completed • Rectification of Council's infrastructure • Earthworks • Overland flow paths and hydraulic alterations • Erosion and sediment control • Certification of works – Civil Engineering • Supervision of works • Haulage access/site management plan • Transport of soil / fill / excavated material • Pre-start inspection • Hold point inspection • Practical Completion • Bond
Plumbing and Drainage	• Plumbing and drainage act 2018
Transport Assessment	• Off-street vehicle and car parking facilities • Off-street bicycle parking • Loading and unloading (excluding waste collection vehicles) • Security gate requirements

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 16,000m^2 gross floor area (combined total of uses) for Warehouse/ low impact industry land use.

The SARA response was received 3 September 2026, with only general advice

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 for Warehouse and Operational works for Change to ground level at 2 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 RECOMMENDATION

It is recommended that Council resolves as follows:

DELEGATED AUTHORITY REPORT FOR COMBINED CODE ASSESSMENT DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE FOR WAREHOUSE AND OPERATIONAL WORKS FOR CHANGE TO GROUND LEVEL AT 2 COASTLINK COURT, STAPYLTON

COM/2026/226 **DIVISION NO. 3**

That under Delegated Authority, the Manager Planning Assessment approves (with conditions) the issue of a development permit for a material change of use for Warehouse and operational works for a change to ground level, in accordance with the Attachment entitled: Decision notice—approval (with conditions) .

Author:	*Authorised by:*
Molly Anderson	Roger Sharpe
Planner	Manager Planning Assessment
October 2026	