

1 APPLICATION SUMMARY

Application information		
Address	11 Eastridge Street, STAPYLTON 24 Homestead Drive, STAPYLTON	
Lot and plan	Lot 120 SP329476 Lot 121 SP329476	
Site area	Lot 120 – 13,005m ² Lot 121 – 49,450m ²	
Type of development and proposed use	- Material change of use for Warehouse and Low impact industry - Reconfiguring a lot for access easement - Operational works for change to ground level	
Categories of development and assessment	Code assessable	
Properly made date	4 March 2024	
Decision due date	28 May 2024	
Applicant and Applicant's consultancy team	- FPI Queensland Pty Ltd – Applicant - Gassman Development Perspectives – Planning consultants - Fraser Property – Architectural drawings - Gassman Property Developments – Civil engineering drawings	
Owner details	Australand Industrial No. 89 Pty Limited	
City Plan version	Not applicable - Assessed under the Gold Coast Planning Scheme 2003	
Zone / Precinct	Assessed under the M38 Industrial Estate Place Code	
Overlays	Not applicable	
Submissions	Objections	Support
	Not applicable	Not applicable
Key matters raised by submitters	Not applicable – no letters of correspondence were received	
Referral agencies	Concurrency Agency - State Assessment Referral Agency (SARA). Under Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (10.9.4.1.1.1) (Planning	

	Regulation 2017) – Development impacting on state transport infrastructure.
Officer’s recommendation	Approval, with conditions

2 PROPOSAL

The purpose of this report is to assess an application for a Combined Development permit for a Material change of use to establish Warehouse and Low impact industry, a Reconfiguring a lot for access easement and Operational works for change to ground level at 11 Eastridge Street, Stapylton.

The proposal includes the construction of a new Warehouse (and ancillary office) and Low impact industry on a vacant lot within the Vantage Industrial Estate. The Vantage Industrial Estate was created subsequent to a Preliminary approval to override the Planning scheme for Industry uses. The Preliminary approval included variations to the Gold Coast Planning Scheme 2003 version 1.2, overriding the Yatala Enterprise Area Place Code through the M38 Industrial Place Code.

The M38 Industrial Place Code is the overarching categorising instrument for the overall Vantage Industrial Estate.

The M38 Industrial Place Code section 2.1.5 identifies that land use definitions are to be found within Part 4, Division 1, Chapters 1-3 of the Gold Coast City Planning Scheme 2003, as amended. The Our Living City Gold Coast Planning Scheme 2003 Version 1.2 (Amended November 2011) defines the proposed Warehouse use as follows:

‘A building or enclosed land used to store and display goods, merchandise and materials and to sell these only by wholesale. This term does not include a Shop, Showroom, Salvage Yard or Toxic or Dangerous Goods Store.’

Table A of the Yatala Enterprise Area Local Area Plan Table of Development (As Modified) – Material Change of Use identifies Warehouse development and Low impact industry within Precinct B (General Impact Business and Industry) as Self Assessable. The proposed development does not comply with all of the Self Assessable benchmarks within the M38 Industrial Place Code, the combined development application is elevated to Code Assessment.

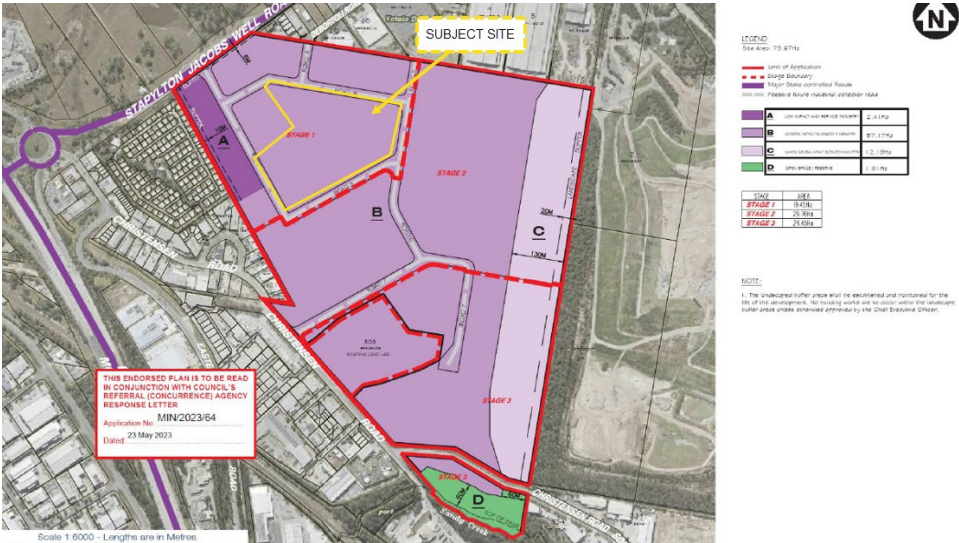


Figure 1: Overarching staging plan with subject site location within Stage 1 (MIN/20233/64).

2.1 Brief description of proposed development

The proposal seeks to establish a new industrial facility over Lot 120, created within Stage 1 of the Vantage Industrial Estate. This development will be primarily in the form of a Warehouse and seeks to provide for a future industrial user within the Vantage estate, as well as being equipped with an office/administration space. The application is supported with additional aspects for an access easement for fire truck access via an adjacent lot and earthworks to create a suitable pad for proposed building and carpark.

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

Material change of use - Development proposal	
Height	15 metres
Setbacks	North: 5 metres – 30 metres South: 3.5 metres East: 9 metres – 48 metres West: 4.5 metres
Site cover	43.8% proposed site cover
Car parking	25 staff/visitor car parking spaces 5 bicycle parking spaces (visitor)
Hours of operation	24/7 hours of operation (as approved under the preliminary approval MIN/20233/64) Site will generally operate between 7-am – 6pm
Gross floor area	GFA = 4,775m ²
Servicing	AV servicing bay and turn around
Access	Three vehicular access points to Eastridge Street for Lot 120 No change to existing vehicular access points for Lot 121
Waste	1,050lt/week of general waste serviced once per week

The following drawings identify the proposed Material change of use development:

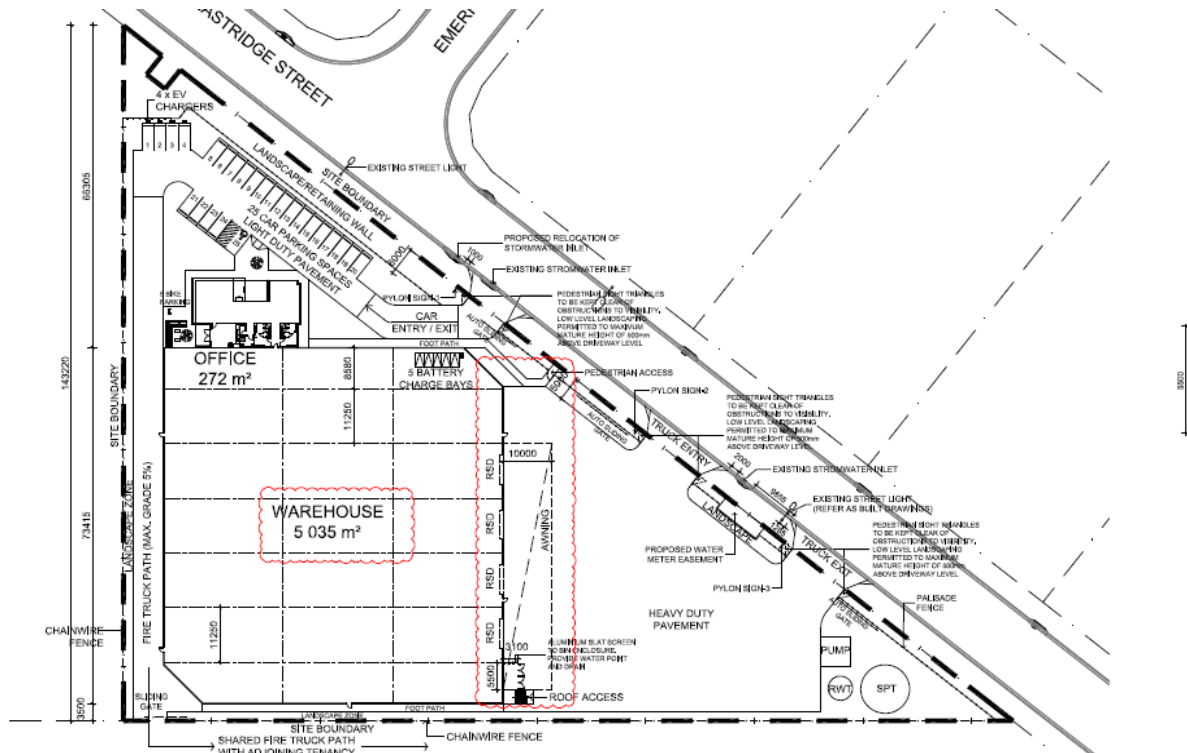


Figure 2: Proposed Site Plan (Fraser's Property).

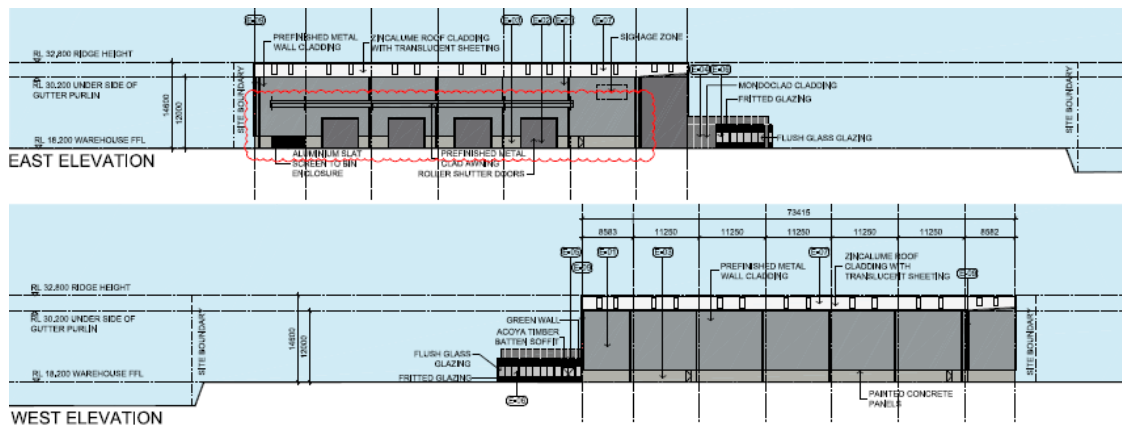


Figure 3: Proposed Elevations (East and West in order to appearance) (Fraser Property).

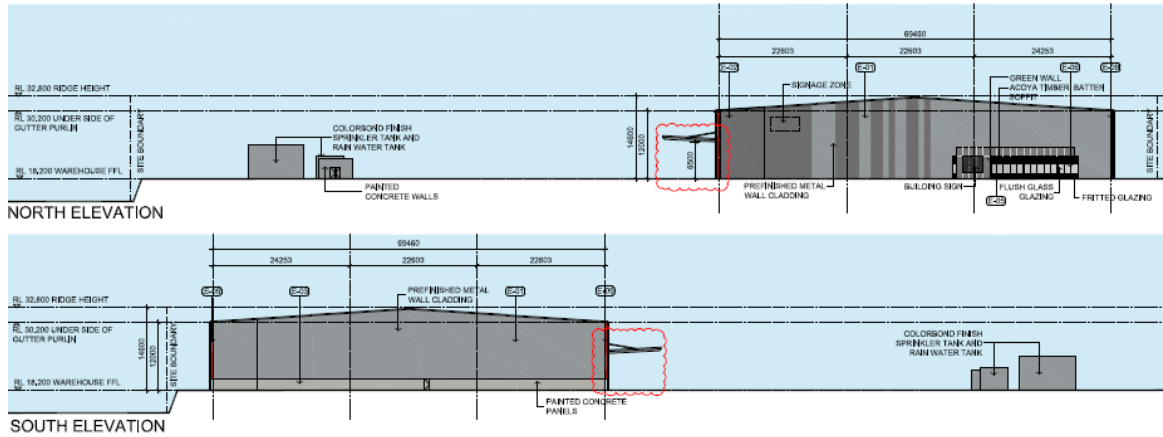


Figure 4: Proposed Elevations (North and South in order to appearance) (Fraser Property).

Reconfiguring a lot – Access easement	
Lot sizes	No change to lot sizes. Access easement has an area of
Road access	No change to road access as part of the ROL component
Access easement	No alternation to the lot boundaries are proposed, only the creation of a new easement on Lot 121. Specifically, for the purposes of a fire truck circulations around the building in accordance with Building code requirements. The fire truck will enter the subject site from Lot 120 on Eastridge Street and exist via Lot 121, providing fire fighting access to the rear of the proposed building only during an emergency. This access is not to be utilised by delivery vehicles or private vehicles.

The following drawings identify the proposed Reconfiguring a lot development:

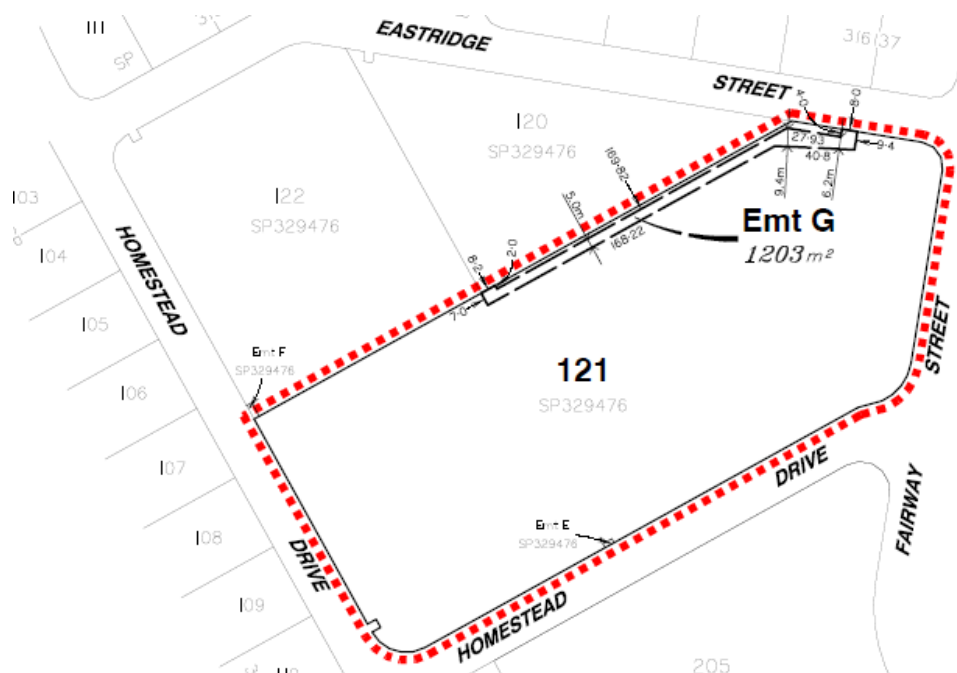


Figure 5: Proposed Reconfiguring a lot Access Easement Plan (Gassman Development Perspectives).

Operational works – Change to ground level	
Cut and fill	In order to properly facilitate the establishment of the proposed Warehouse on the subject site, a development permit seeking an Operational Work approval for change to ground level is sought. This aspect proposed seeks to alter the current levels of the site to allow for the development as proposed. The works mainly involve cut which will be exported from the subject site, roughly 7,832 cubic metres being required. The works will require retaining walls in the northern corner of the subject site. Max wall height is 2.7m and is well setback in from the road boundary as per Council development guidelines. The retaining and earthworks will not impact upon the existing PMT.

The following drawings identify the proposed Operational works for change to ground level:

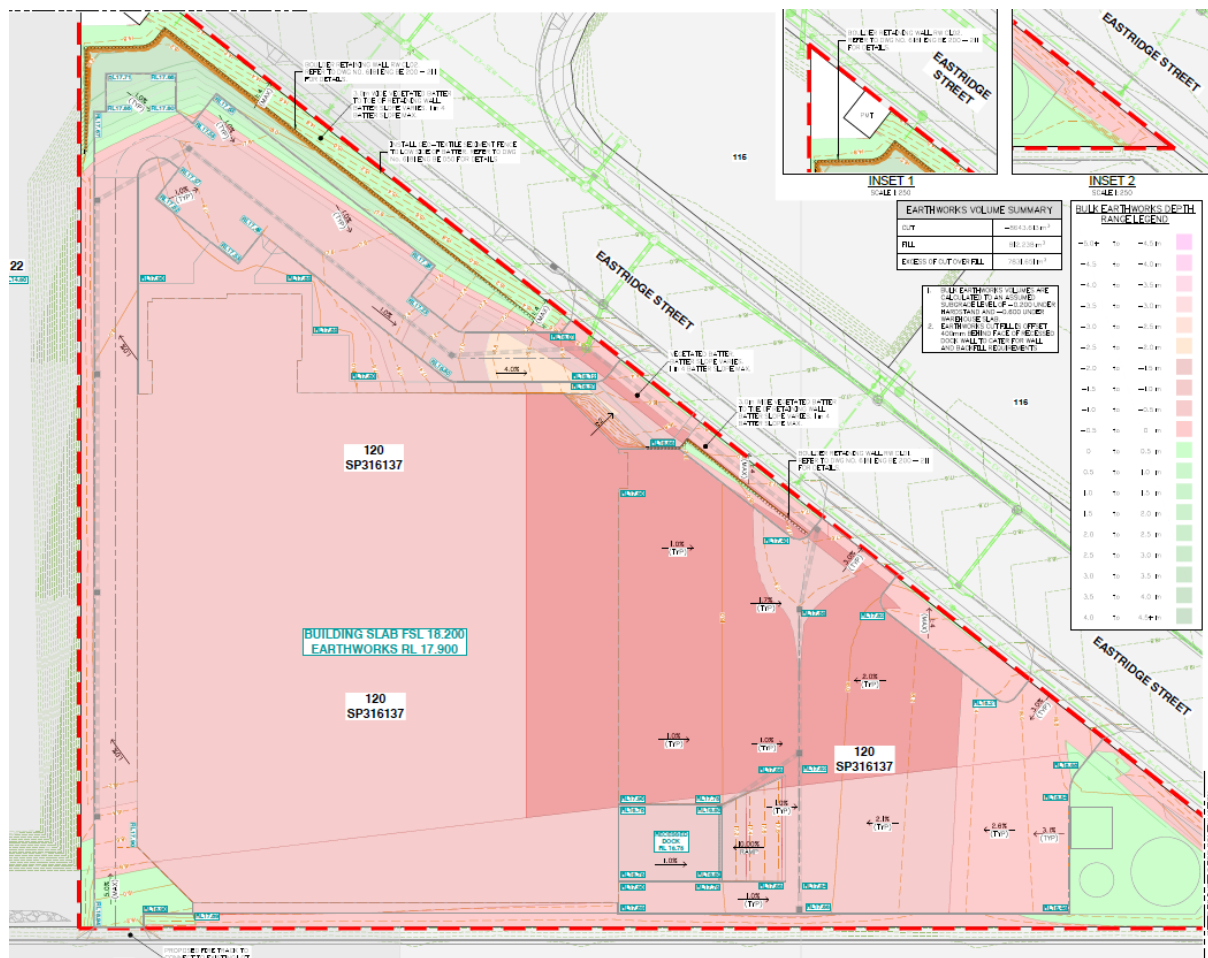


Figure 6: Proposed Bulk earthworks cut and fill plan (Gassman Development Perspectives).

3 SITE CONTEXT

3.1 Subject site and immediate context



Figure 7: Subject site and immediate context (City of Gol Coast).

The subject site:

- Is legally described as Lot 120 SP329476 and Lot 121 SP329476;
- Is irregular in shape;
- Has a 315 metre frontage to Eastridge Street, 130 metre frontage to Fairway Street and 300 metre frontage to Homestead Drive;
- Is located within the Vantage Industrial Estate:
- Has an existing PMT located within the road verge along the frontage;

Immediately to the:

North: North of the subject site is Eastridge Street, which is fronted by adjoining industrial lots. Further north is Stapylton Jacobs Well Road (State Road) which provides east-west connection from the Pacific Motorway;

South: South of the subject site is Homestead Drive. This adjoins another large industrial site which is currently improved by a large warehouse;

East: East of the subject site is Fairway Street. This adjoins another large industrial site which is currently improved by a large warehouse. Further east, outside of the Vantage Industrial Estate is the Stapylton land fill; and

West: West of the subject site is Homestead Drive. which is fronted by adjoining industrial lots. Further west there is a pocket of residential zoning outside of the Vantage Industrial Estate.

3.2 Local context

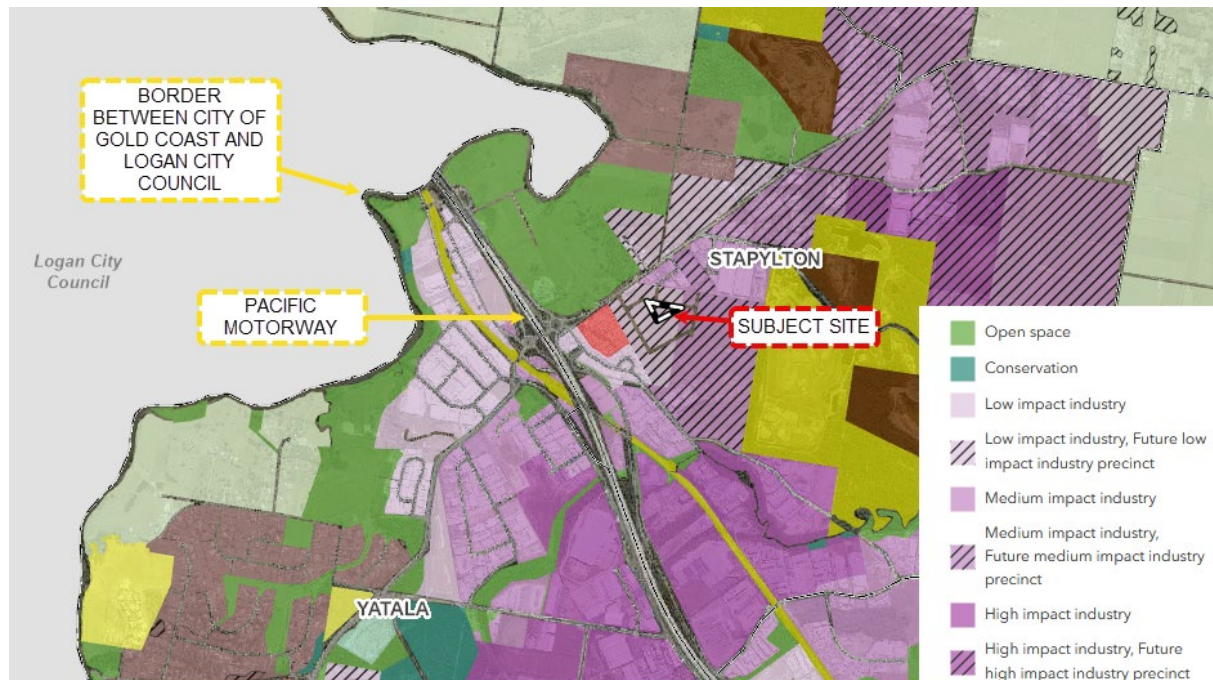


Figure 8: Local context of subject site (City of Gold Coast).

Locally to the:

- North:** To the north, the subject site is within proximity to the Albert River and the border between the City of Gold Coast and Logan City Council. The subject site is approximately 30 minutes from Brisbane CBD;
- South:** To the south, the subject site is approximately 30 minutes from Southport CBD. Key north-south connection occurs through the Pacific Motorway located to the west;
- East:** To the east of the site there is a large expanse of Rural zone land; and
- West:** To the west of the subject site is the Pacific Motorway and Yatala north interchange. These are approximately 500 metres from the subject site.

4 PLANNING ASSESSMENT

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

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.

4.1 State Planning instruments

The application has been assessed against the following instruments:

Instrument	Comment
State Planning Policy	The M38 Industrial Estate Place Code 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 Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (10.9.4.1.1.1) (Planning Regulation 2017) – Development impacting on state transport infrastructure. The application was referred to State Assessment Referral Agency (SARA) who was identified in Schedule 10 to act as a Concurrence Agency . This is discussed in section 7.2.1 within this planning report.

4.1.1 Assessment against the State Planning Policy

The proposal has been assessed against the following assessment benchmarks in Part E – interim development assessment requirements of the State Planning Policy.

4.2 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 5.2.1 within this planning report.
City Plan (Version 11)	The subject site is within the City Plan area of the City of Gold Coast. However, the City Plan is not the local categorising instrument for the proposed development. <u>Local Government Infrastructure Plan</u> There is no new trunk infrastructure required as part of this development.

4.2.1 Assessment against a variation approval

The M38 Industrial Estate Place Code is a Preliminary Approval overriding the planning scheme for the subject site, approved pursuant to Section 3.1.6 of the *Integrated Planning Act 1997*.

The proposal has been lodged pursuant to The M38 Industrial Estate Place Code which is the local categorising instrument for the development.

Pursuant to the aforementioned approval, developments within the M38 Industrial Estate are to be assessed against the assessment criteria specified in the Gold Coast Planning Scheme 2003 Version 1.2 and The M38 Industrial Estate Place Code.

The following is an assessment of the application against the M38 Industrial Estate Place Code applicable codes in the table below:

Zone code	Constraint code	Development codes
M38 Industrial Estate Place Code	Car parking, access and transport integration	- Works for infrastructure code; - Landscape work - Reconfiguring a Lot code

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	Performance Criteria	Subject matter
M38 Industrial Estate Place Code	PC8	Vehicular parking
	PC14	Siting
	PC27	Landscape design
	PC46	Amenity protection
	PC54	Site servicing
Reconfiguring a Lot code	PC1	Lot Size

4.2.1.1 Assessment against the M38 Industrial Estate Place Code

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

Vehicular parking – M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance criteria	Acceptable solution
PC8 On-site vehicle parking is provided to meet expected demand, having regard to:	AS8.1.1 The number of car parking spaces provided on- site generally meets the standards set out in the Constraint

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) Onsite 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.	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. AS8.2 For multi-unit or multi-use developments, the total car parking provided is an aggregate of the standard parking required for each individual unit and/or component use. AS8.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise
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Officer's comment

A car parking summary table is provided below:

Component	AS requirement	Required spaces	Proposed
Warehouse	2 spaces per tenancy or lot plus one (1) space per 50m ² of GFA up to 500m ² plus one (1) space per 100m ² of GFA over 500m ²	54	25

The development proposes 25 car parking spaces, resulting in a shortfall of 29 spaces. The development does not achieve AS8.1.1 of the M38 Code. Therefore, consideration is given to PC8. The applicant has agreed to officers imposing a condition of approval on the development limiting the maximum amount of people on site to 25 to ensure that the proposed transport demand can be accommodated for on site. This has also been included as an Advice note on the subject site.

Based on the above assessment it is considered the development achieves PC8 of the Transport code.

Design service vehicle requirements – Car parking, access and transport integration constraint code.

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance criteria	Acceptable solution
PC14 Development must provide for the required 'design service vehicle' to service the development.	AS14.1 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1. AS14.2 Provision is made for service vehicles, in accordance

	with the Table to Acceptable Solution AS14.2, for sites less than 4,000m² in area that require access by service vehicles. AS14.3 Provision is made for height clearance of 4.5 metres for service station canopies and access clearance height associated with the appropriate design vehicle in other applicable developments. AS14.4 A driveway which caters for heavy vehicles is designed in accordance with AS2890.2 – Off Street Parking Part 2: Commercial Vehicles and Standard Drawing No 59218 Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines.
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Officer's comment

AS14.1 requires an AV is able to circulate through the subject site. The applicant has submitted swept paths demonstrating an AV entering the site in a forward gear, circulating through the site and exiting in a forward gear.

Officers have assessed the proposed dimensions of the 'truck entry' and 'tuck exit' driveways and consider them to be in accordance with the requirements of Figure 3.1 (*Minimum design for an access driveway on a minor road catering for HRV's and AV's*) of AS2890.2. The proposed service vehicle parking facilities within the warehouse loading bays provide a clearance height of 4.5 metres in line with the requirements of ASS14.3.

Based on the above assessment it is considered the development achieves AS14.1-14.4 of the Car parking, access and transport integration constraint code.

Safe pedestrian access – Car parking, access and transport integration constraint code.

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance criteria	Acceptable solution
PC14 All development must make provision for safe pedestrian access to the building from the street and from any car parking or set down area to the building's main entrance.	AS19.1 The design of the development ensures that priority is given to pedestrians for direct links to the building's main entrance and to any adjoining local activities or public transport services.

Officer's comment

The proposed development shows that a dedicated pedestrian entrance is provided providing direct access from the site frontage to the main entrance of the building.

Based on the above assessment it is considered the development complies with AS19.1 of the Car parking, access and transport integration code.

Officers note neither the M38 Place Code or the Car parking, access and transport integration constrain code address footpath design in the public road reserve. Officers also note that the 1.5 metre footpath existing along the entire frontage of the site was a requirement under the Vantage Estate approval and is considered to meet the needs of this development.

Landscape design - M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance Criteria	Acceptable Solution
PC27 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA area and its component precincts.	AS27 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.

Officer's comment

The proposed VXO locations will result in the loss of street trees, and compliance with Acceptable Solution AS27 cannot be achieved, requiring assessment against Performance Criteria PC27.

To ensure that the street side environment is not diminished as a result of the street tree removal, recommended conditions will include the establishment of a new street trees in a suitable location within the Eastridge Street frontage.

Based on the above assessment and with the recommendation of conditions, it is considered the development complies with Performance Criteria PC27 of the M38 Industrial Estate Place Code.

Amenity protection – M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

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; h) odour and emissions.	AS46 No acceptable solution provided.

Officer's comment

Noise

In support of the application, the applicant has submitted a Noise Impact Assessment (NIA) by 'AcousticWorks' dated 23 February 2024.

The report has been reviewed in accordance with internal assessment processes and is considered to appropriately address potential acoustic amenity impacts. The report predicts that noise from the proposed development will be adequately mitigated to within set criteria levels and therefore reduce opportunity for nuisance to be created.

Compliance will largely be ensured by the distance, intervening terrain, and shielding provided by both the proposed warehouse and surrounding buildings to protect the amenity of the nearest sensitive receivers.

Hours of operation

The subject site is afforded hours of operation under the preliminary approval (MIN/2023/64). Within this approval the development is able to commence operation on a 24 hour basis, Monday to Sunday. The applicant has noted that it is generally considered that the development will utilise normal business hours being 7:00am – 6:00pm.

The subject site is located within an industrial estate and not considered to disturb the any surrounding amenity through the proposed hours of operation.

Traffic

The proposed development, located within the Vantage Industrial Estate is not considered to generate traffic to a degree which may impact upon the road network. The proposed development is located within proximity to Stapylton Jacobs Well Road (State Road) and there is high frequency north-south connection through the Pacific Motorway.

Lighting

The development has not proposed a lighting plan as part of this application. However, the subject site is located within the Vantage Industrial Estate and not considered to disturb the any surrounding amenity through potential lighting impacts.

Signage

The development has not proposed any signage as part of the this application.

Visual amenity

The development is located within the Vantage Industrial Estate. The proposed industrial building is in keeping with the visual amenity of the locality

Privacy

The development does not impact on privacy.

Odour and emissions

The development has not proposed the storage of chemicals or the industrial production which would result in excessive odour or emissions.

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

Site Servicing - M38 Industrial Estate Place Code

Performance Criteria	Acceptable Solutions
PC54 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of service development in the	AS54.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with the requirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible

region.	authority (eg. Telstra, Queensland Electricity Boards, and Queensland Emergency Services).
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Officer's comment

The subject site appears to be located within underground electricity and telecommunications network areas. Compliance with AS54.1 and PC54 be achieved through the inclusion of electricity and telecommunications conditions.

Therefore, based on the above assessment and with the inclusion of conditions the development can achieve PC54 of the M38 Industrial Estate Place Code.

5.3.3.2 Assessment against the development code

Lot Size - Reconfiguring a Lot code

Performance Criteria	Acceptable Solutions
PC1 Lots must have the appropriate area and dimensions to enable: a) density of land uses to be consistent with the intended character of the local area or neighbourhood, as expressed through the relevant domain or LAP; b) siting and construction of buildings to minimise risk of soil erosion, flooding and bushfire; c) siting and construction of buildings to minimise detriment from effluent disposal and d) water quality impacts; e) retention of ecologically significant areas and other remnant vegetation; f) retention of cultural features and views; g) minimisation of earthworks and/or retaining walls associated with building construction on steep sites; h) provision of private outdoor space and on-site landscaping; i) convenient vehicle access and on-site parking.	AS1.1.1 The minimum lot area, minimum lot frontage, minimum width of any access strip or easement, and the maximum ratio of lot depth to average width are consistent with the provisions of the Table to this Acceptable Solution, unless varied by the minimum lot size and density requirements indicated on Overlay Map OM5 – Minimum Lot Size. OR AS1.1.2 Allotments created on steep slopes in the Village, Detached Dwelling, or Residential Choice domains that are intended to be used for residential purposes provide a minimum private outdoor area of 30m², with the following criteria: a) ratio 2:1 (length to width) maximum; b) gradient less than 5%; c) adjoining proposed building envelope; d) flood free for the 1 in 5 ARI. OR AS1.1.3 The site is located in the Park Living Domain and the average lot size is not less than 8000m², excluding areas of public open space dedication. OR AS1.1.4 The lot has a minimum area less than that provided in the Table to Acceptable Solution AS1.1.1 and a Hinterland Subdivision is achieved, consistent with AS3.1 to AS3.9 inclusive. OR AS1.1.5 The lot has a minimum area less than that provided in the Table to Acceptable Solution AS1.1.1, and it is for a non-residential purpose and intended to be used for public utilities, eg. road widening.

Officer's comment

The applicant's common material states that the proposed access easement 'Easement G' is for the provision of providing fire truck access around the perimeter of the proposed warehouse to meet building code/regulation requirements.

The M38 Industrial Estate Place Code is silent on access easement requirements, therefore assessment of the proposed access easement is performed against the Gold Coast Planning Scheme 2003 version 1.2, specifically against Acceptable Solution AS1.1.1 and Performance Criteria PC1 of the Reconfiguring a Lot code.

The subject site is located within the Yatala Enterprise Area Place Code, which is not listed within the Table to Acceptable Solutions AS1.1.1, therefore the proposed easement is assessed against PC1, specifically PC1 (i) for 'convenient vehicle access'.

The applicant has provided demonstrated a maximum slope gradient for the fire truck path as maximum 5% and that the proposed access easement is 'fit for purpose' in regard to horizontal dimensions and vertical clearance for the largest intended design vehicle.

Based on the above assessment, compliance with PC1 of the Reconfiguring a lot code can be achieved through the inclusion of easement and driveway conditions.

6 INFRASTRUCTURE CHARGES

The final estimated infrastructure charge is \$389,291.75.

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 2023					
	Qty			Rate	Gross Charge Amount
Impervious area	10,568	Square Metres	@	\$ 12.30	\$ 129,886.40
Other industry	4,775	sq m Gross Floor Area	@	\$ 61.52	\$ 293,758.00
					\$ 423,744.40
Net Charge Summary					
Gross Charge Amount		Applied Credit Amount		Net Charge Amount	
\$ 423,744.40		\$ 34,452.65		\$ 389,291.75	
Applied credit details		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)
Health and Regulatory Services	Following assessment, the following conditions have been recommended for the MCU component: - Approved Acoustic Plan - Certification of works - Health and Regulatory Services
Hydraulics and Water Quality	Following assessment, the following conditions have been recommended for the MCU component:

	• Overland flow paths and hydraulic alterations • Erosion and sediment control
Landscape Assessment	Following assessment, the following conditions have been recommended for the MCU component: • Landscaping works • Existing structures and services • Advice Notes ○ Further development permits / compliance permits ▪ Operational works - landscape works (Private works)
Operational Works	Following assessment, the following conditions have been recommended for MCU component: • Rectification of Council's infrastructure • Existing infrastructure, structures and services • Driveways and vehicle crossings • Construction of vehicle crossing • Advice Notes - Further development permits / compliance permits ▪ Operational works - vehicle access works • Connections to, alteration or realignment of Council infrastructure Following assessment, the following conditions have been recommended for OPW component: • Rectification of Council's infrastructure • Earthworks and private retaining walls • Overland flow paths and hydraulic alterations • Erosion and sediment control • Certification of works • Supervision of works • Availability of approved plans, drawings and reports • Haulage access/site management plan • Transport of soil/fill/excavated material • Earthworks as-constructed data • Pre-start inspection • Hold point inspection

	• Practical Completion • Advice notes ○ Indigenous cultural heritage legislation and duty of care requirement ○ Encroachment of works ○ Applicant responsibilities ○ Water usage ○ Fire ant control
Plumbing and Drainage	Following assessment, the following conditions have been recommended for the MCU component: • Plumbing and drainage works
Subdivision Engineering	Following assessment, the following conditions have been recommended for the MCU component: • Electrical reticulation • Telecommunications network • Certification of works - Subdivision Engineering Following assessment, the following conditions have been recommended for the ROL component: • Requirement to register access easement G • Private road within proposed access easement G • Certification of works - Subdivision Engineering
Transport Assessment	Following assessment, the following conditions have been recommended for the MCU component: • Off street vehicle and car parking facilities • Off street bicycle parking and end of trip facilities • Loading and unloading (excluding waste collection vehicles) • Security gate requirements • Operational restrictions (Specific condition) • Security gate requirements • Footpaths • Advice Notes ○ Development infrastructure ○ Further development permits / compliance permits

	▪ Operational works – infrastructure • Property Notification ○ Operational restrictions (Specific condition)
Water and Waste	Following assessment, the following conditions have been recommended for the MCU component: • Requirement to register easement – Water Supply • Restrictions regarding Council easements and sewer and water supply infrastructure • Screening of visually offensive components • Rectification of Council's infrastructure • Sewer connection • Water connection • Fire loading • Certification of works - Water and Waste • Advice Notes ○ Council water and sewer mains to be protected during site works ○ Connections and disconnections ○ Water meter sizing ○ Further development permits / compliance permits ▪ Operational works - infrastructure ▪ Connections / disconnections: Application to work on the City's Infrastructure ▪ Temporary Road Closure and Works Zone Permit Application ○ Connections to, alteration or realignment of Council infrastructure ○ Operational Works meeting prior to lodgement ○ Design, Constructability and Minor change applications Following assessment, the following conditions have been recommended for the OPW component: • Approved drawings • Rectification of Council's infrastructure • Advice Notes ○ Council water and sewer mains to be protected during site works ○ Further development permits / compliance permits ▪ Referral Agency Assessment

	○ Connections to, alteration or realignment of Council infrastructure • Design, Constructability and Minor change applications
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7.2 External referrals

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

7.2.1 Concurrence agency(s)

- **State Assessment Referral Agency (SARA)**
 - Reference: 2403-39595 SRA
 - Trigger: Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (10.9.4.1.1.1) (Planning Regulation 2017) – Development impacting on state transport infrastructure
 - Outcome: Referral agency response - No requirements

8 PUBLIC NOTIFICATION

No part of the application required public notification. No letters of correspondence have been received.

9 CONCLUSION

Council is in receipt of an application for a Combined Development permit for a Material change of use for Warehouse (and ancillary office) and Low impact industry, Reconfiguring a lot for access easement at 11 Eastridge Road, Stapylton.

Assessment reveals the proposal has addressed the relevant benchmarks of the M38 Industrial Place Code.

It is recommended the application be approved, subject to conditions for the following reasons:

- The development is located within an industrial estate and not considered to disturb the any surrounding amenity;
- The development maintains the industrial use of the subject site;
- The development is located within proximity to Stapylton Jacobs Well Road (State Road) and utilises the key transport network to support the industrial use of the land;
- The industrial building is in keeping with the visual amenity of the locality; and
- The access easement ensures that the development will achieve building requirements for the access of fire trucks.

10 NOTIFICATIONS

The following property notifications will be applied:

- Operational restrictions (Specific condition)

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 Combined Development permit for a Material change of use, Reconfiguring a lot and Operational works, in accordance with the Attachment entitled: Decision notice – approval (with conditions).

Author:

Nicola Auret

Planner

May 2024

Authorised by:

Roger Sharpe

Manager Planning Assessment