DELEGATED AUTHORITY REPORT ON DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE (IMPACT ASSESSMENT) FOR LOW IMPACT INDUSTRY AND SHOWROOM AT 60 KORTUM DRIVE, BURLEIGH HEADS
MCU/2026/222 **DIVISION 13**

1 APPLICATION SUMMARY

Application information	
Address	60 Kortum Drive, Burleigh Heads Qld 4220
Lot and plan	Lot 20 on RP217867
Site area	1,512m^2
Type of development and proposed use	Development permit for a Material change of use for Low impact industry and Showroom
Categories of development and assessment	Impact assessment
Properly made date	12 June 2026
Decision due date	5 November 2026
Applicant and Applicant's consultancy team	Prestige Cars Pty Ltd (Damien Holley) – Applicant Ultimate Planning Solutions – Planning Consultant WIM Architects – Architect Geleon – Traffic & Transport Engineer Landscape Design & Planning – Landscape Architect
Owner details	N G P Investments (No 2) Pty Ltd
City Plan version	Version 13
Zone / Precinct	Low impact industry zone
Overlays	Acid sulfate soils Airport environs Environmental significance (Buffer and Watercourse 30m buffer area) State-controlled road
Submissions	Zero (0) submissions received
Referral agencies	Department of State Development, Infrastructure, Local Government and Planning *(Material change of use of premises near a State transport corridor) (ref: 2606-53212 SRA)* Energex *(Material change of use of premises near a substation site or subject to an easement) (ref: ECM 41297839 – 41297849)*
Officer's recommendation	Approval (with conditions)

2 PROPOSAL

The purpose of this report is to assess an application for a Development permit for a Material change of use for Low impact industry and Showroom at 60 Kortum Drive, Burleigh Heads.

The City Plan defines the proposed **Low impact industry** as follows:

> *Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products and have one or more of the following attributes:*
>
> *a. negligible impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise;*
> *b. minimal traffic generation and heavy-vehicle usage;*
> *c. demands imposed upon the local infrastructure network consistent with surrounding uses;*
> *d. the use generally operates during the day (e.g. 7am to 6pm);*
> *e. offsite impacts from storage of dangerous goods are negligible;*
> *f. the use is primarily undertaken indoors.*

Table 5.5.9: MCU – Low impact industry zone (where not in a precinct) of the City Plan categorises Low impact industry as Accepted subject to requirements, if not located within 50m of land classified as sensitive use. In this case, this site is located well beyond 50m of a sensitive land use, therefore fulfilling this condition.

The City Plan defines the proposed **Showroom** as follows:

> *The use of premises for the sale of goods that are of:*
>
> *a. a related product line; and*
> *b. a size, shape or weight that requires:*
> *i. a large area for handling, display or storage; and*
> *ii. direct vehicle access to the building that contains the goods by members of the public, to enable the loading and unloading of the goods.*

Table 5.5.9 of the City Plan identifies Showroom as an undefined use within the Low impact industry zone (where not within a precinct). As the use is not specifically listed in the table of assessment, the proposed development is classified as Impact assessable.

2.1 Brief description of proposed development

The proposal involves the adaptive reuse of the existing building, previously occupied by Mycar service centre and Proud Poppy clothing shop, to accommodate the two land uses. As shown in the Ground floor plans below, the left portion of the building, when viewed from Ramly Drive facing east, will accommodate the Low impact industry component. This comprises a reception area with a customer lounge and kitchenette, a large workshop containing five vehicle hoists, supporting service rooms and washrooms. The mezzanine above the service area accommodates a small hallway, office and lunchroom.

The right portion of the building will accommodate the Showroom component, comprising a main entrance opening into the vehicle display area, four small offices, a staff room and two washrooms. The mezzanine above this section will be used for storage.

Proposed building works include a 3m^2 extension to the storage area on the northern side of the building and a 39m^2 increase to the mezzanine level. The remainder of the building is retained, with internal alterations to accommodate the proposed uses. External façade upgrades, including BYD

branding and signage, were also proposed and have since been completed. The amended site layout provides 13 customer parking spaces, including 4 motorcycle spaces (which equates to 2 car parking spaces per City Plan requirements), together with 2 tandem staff parking spaces and 1 loading bay. Vehicle deliveries are proposed using tow trucks, and vehicles will predominantly be stored at an off-site holding facility and transferred to the premises as required.

The key details for the proposal are as follows:

Key details for commercial development	
Total floor area (TFA)	Low impact industry: 353m^2 Showroom: 346m^2 Mezzanine: 62m^2 Total TFA: 761m^2
Setbacks	No changes to the existing built form setbacks are proposed.
Site cover	No changes to the site cover are proposed.
Car parking	13 customer parking spaces, including 4 motorcycle spaces, together with 2 tandem staff parking spaces and 1 loading bay.
Servicing	On-site loading bay accommodates an 8.8m MRV, with vehicles entering and exiting in forward gear. Waste collection occurs on-site.
Vehicle and pedestrian access	Vehicle access from Kortum Drive and Ramly Drive. Officers have imposed a condition requiring construction of a new 1.5m wide footpath along the frontage.
Landscaping	Frontage garden beds incorporating canopy trees, shrubs and groundcovers, with additional planting and street trees have been conditioned.

The following plans provide an initial view of the proposed development.



Figure 1 *– Perspective of development (Source: WIM Architects)*



Figure 2 *– Perspective from corner of Ramly and Kortum Drive (Source: WIM Architects)*



Figure 3 *– Perspective from Kortum Drive (Source: WIM Architects)*

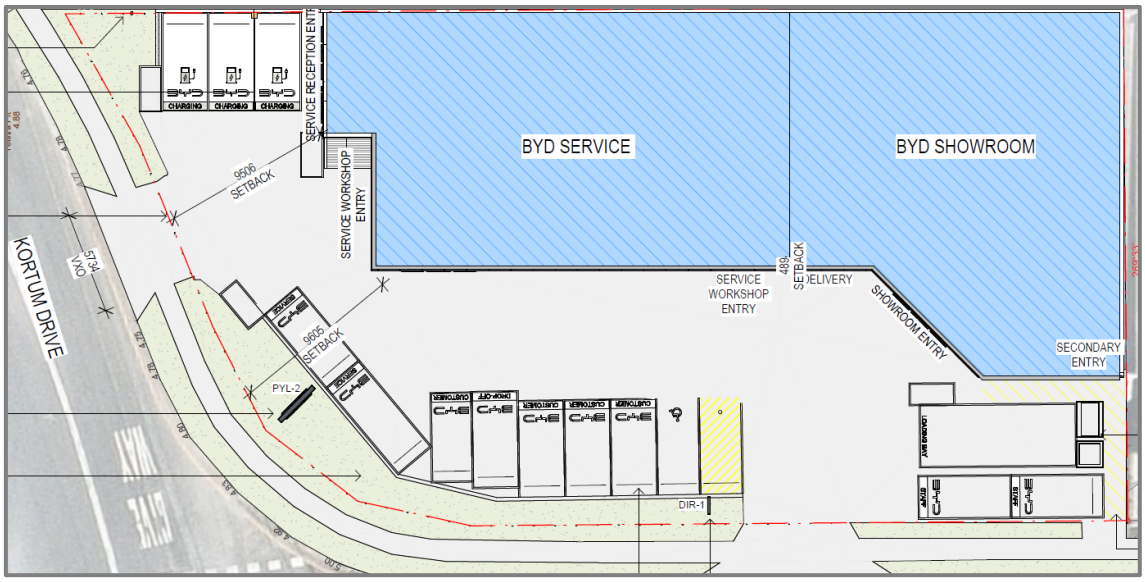

Figure 4 *– Site plan (Source: WIM Architects)*



Figure 5 *– Proposed Low impact industry use (Source: WIM Architects)*

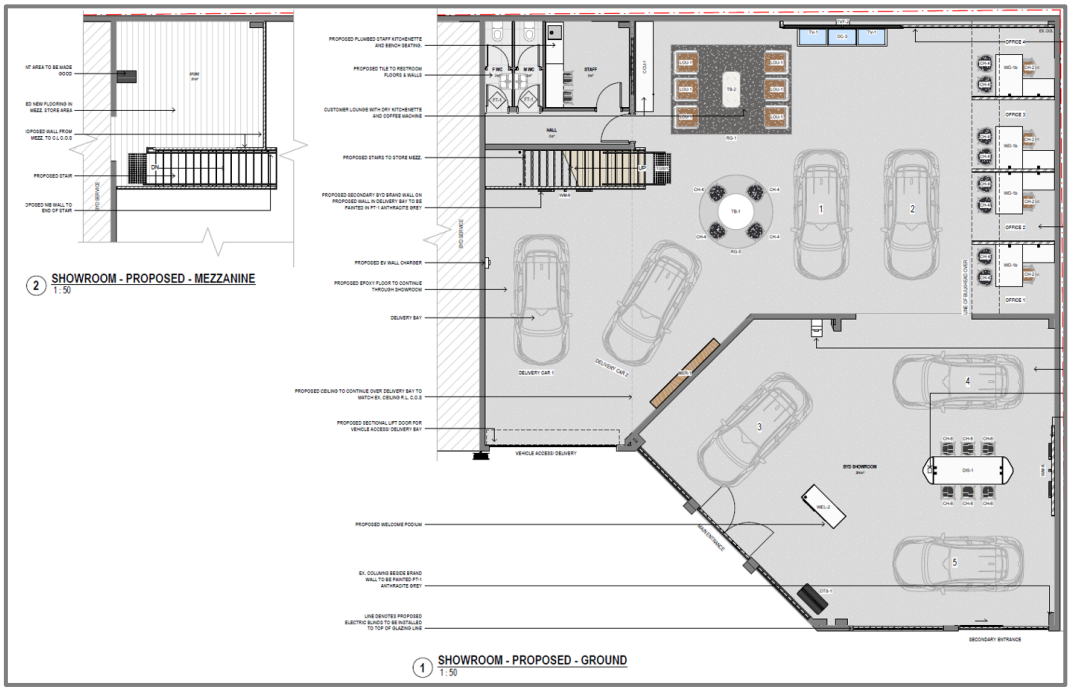

Figure 6 *– Proposed Showroom use (Source: WIM Architects)*



Figure 7 *– Elevations of proposed (Source: WIM Architects)*

3 SITE CONTEXT

3.1 Subject site and immediate context

The subject site:

- Is legally described as Lot 20 on RP217867;
- Is within the city's urban area;
- Comprises a single allotment of 1,512m^2 in area;
- Is a corner allotment and has a frontage of approximately 28m to Kortum Drive, and approximately 44m to Ramly Drive;
- Is currently improved by Industry-light, service land use; and
- Is connected to all infrastructure and services including water, sewer, electricity and telecommunications.

The below figures provide an on-site perspective of the immediate street frontage of the site and aerial.



Figure 8 *– Site photos (Source: Officer site visit)*



Figure 9 *– Aerial of site (Source: Nearmap)*

3.2 Immediate and Local context

North	The site is bordered to the north by Kortum Drive, with Reedy Creek Road located beyond. Further north are Marymount College and additional Low impact industry zoned land, followed by Low density residential zoned land interspersed with parcels of Open space.
East	To the east, the site adjoins an unimproved parcel of land, followed by Community facilities and Conservation zoned land. Further east is Mixed use zoned land housing major retailers such as Officeworks, Petbarn and Repco. Continuing east becomes Low density residential zoned land and then ultimately the beachfront.
South	South of the site is Low impact industry zoned land with various local services, further south is Conservation land contained heavily wooded areas.
West	Adjoining the site to the west is Ramly Drive, followed by more Low impact industry zoned parcels of land. This character continues on for some blocks, then eventually becomes Medium and High impact industry. Continuing on west becomes the Pacific Highway and Reedy Creek.



Figure 10 *– Zoning map (Source: City Plan)*

4 PLANNING ASSESSMENT

Section 45(5) of the *Planning Act 2016* identifies:

> *(5) An **Impact assessment** is an assessment that –*
>
> *(a) must be carried out -*
>
> *(i) against the assessment benchmarks in a categorising instrument for the development; and*
>
> *(ii) having regard to any matters prescribed by regulation for this subparagraph; and*
>
> *(b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.*

The proposed development triggers impact assessment and has been assessed in accordance with Section 45(5) of the *Planning Act 2016.*

4.1 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 the 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 2017 (ShapingSEQ).

Planning Regulation 2017	The proposal **does trigger** assessment against the State development assessment provisions. (Schedule 10, Part 9, Division 4 Subdivision 2, Table 4, Item 1 – Material change of use of premises near a State transport corridor). (Schedule 10, Part 9, Division 2, Table 2, Item 1 – Material change of use of premises near a substation site or subject to an easement). This is discussed in **Section 6.2** of this report.

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 not** trigger assessment against a variation approval.
Local Government Infrastructure Plan	There is **no** new trunk infrastructure required as part of this development.
City Plan (Version 13)	The proposal is within the City Plan area of the City of Gold Coast. This is discussed in **Section 5.3** below.

4.3 City Plan

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

4.3.1 Strategic framework

The strategic framework requires balanced consideration of the provisions to best achieve the purpose and objectives of the City Plan. The strategic framework sets the policy direction for the City Plan and has a planning horizon of 2031.

This Policy direction is structured in the following way:

(a) The strategic intent describes the planning vision for the Gold Coast over the coming decades; in particular, what our city will look like and how it will function, potential for major development over the next 20 years and areas for growth and protection.

(b) The following six city shaping themes play an important role in shaping future growth and managing change across the city, and collectively represent the policy intent of the City Plan:

i. Creating liveable places;

ii. Making modern centres;

iii. Strengthening and diversifying the economy;

iv. Improving transport outcomes;

v. Living with nature; and

vi. A safe, well designed city.

(c) Strategic outcomes for each theme.

(d) Elements that refine and further describe the strategic outcomes.

(e) Specific outcomes sought for each of the elements.

Strategic intent

The strategic intent flows through to the themes (strategic outcomes), elements (specific outcomes) and applicable codes. The strategic intent is achieved through assessment against these outcomes.

Theme/s and Elements

The following is an assessment of the application against the relevant theme/s and elements of the strategic framework identified in the table below:

Relevant strategic / specific outcomes	**Theme**
Theme: Strengthening and diversifying the economy	
Strategic outcome 3.5.1(1)	Land use and economic activity
Strategic outcome 3.5.1(2)(c)	
Strategic outcome 3.5.1(4)	
Strategic outcome 3.5.1(5)	
Element: *Industry and business areas*	
Specific outcome 3.5.2.1(1)	Land use and economic activity
Specific outcome 3.5.2.1(2)	Built form and amenity
Specific outcome 3.5.2.1(3)	Land use and economic activity
Specific outcome 3.5.2.1(4)	Built form and amenity
Specific outcome 3.5.2.1(8)	Land use and economic activity
Specific outcome 3.5.2.1(9)	
Specific outcome 3.5.2.1(11)	

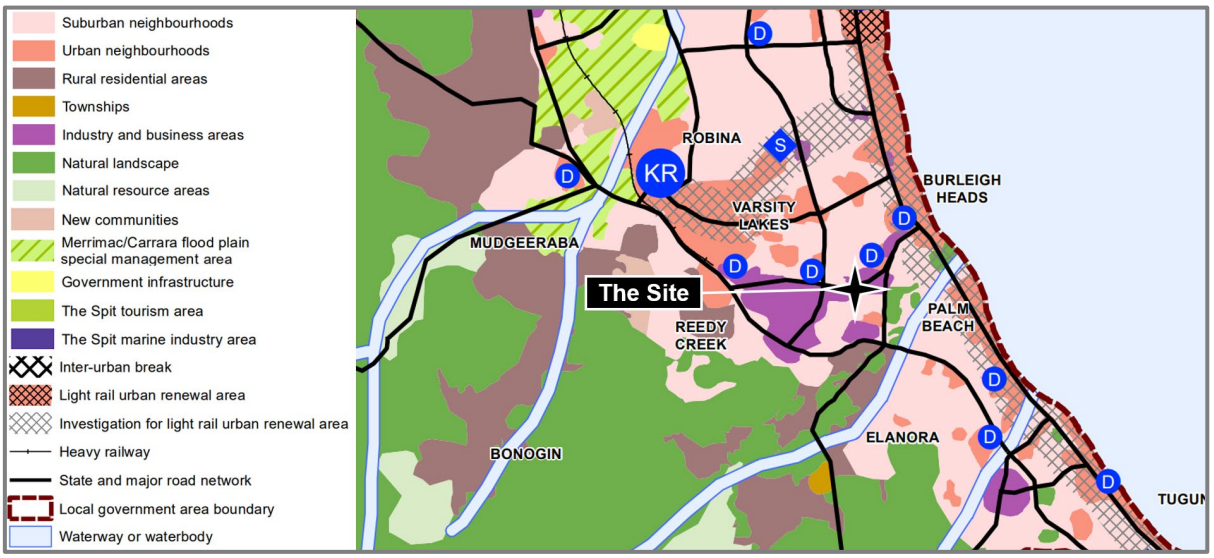

Figure 11 *– Strategic framework map 2 - Settlement pattern (Source: City Plan)*

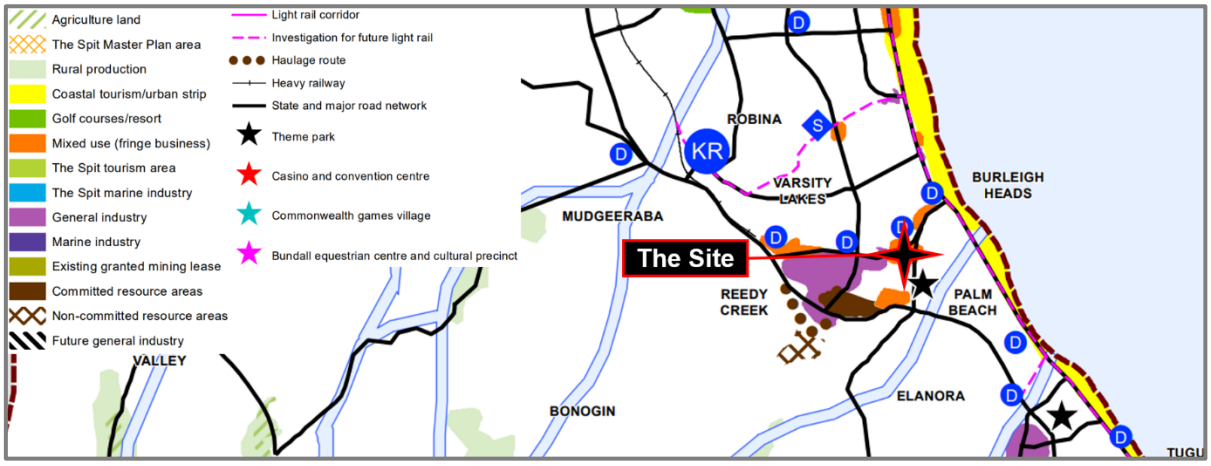

Figure 12 *– Strategic framework map 5 - Focus areas for economic activity (Source: City Plan)*

Land use and economic activity – Officers' comments

Suitability of the uses

The proposal involves the adaptive reuse of an existing building (Mycar vehicle services and Proud poppy clothing store), for a BYD vehicle service centre and dealership within an established industry and business area. The service centre accommodates five vehicle hoists and supporting facilities, maintaining a substantial industrial component on the site. The Showroom complements this activity by enabling vehicle sales and servicing at the same premises under an integrated operation.

The combined uses support employment in vehicle servicing, sales and administration. Having regard to the specialised nature and scale of the Showroom and its relationship with the Light impact industry (workshop), the proposal is not expected to undermine the role or viability of nearby centres.

Showroom location and surrounding development

Specific outcome 3.5.2.1(9) provides for a limited range of complementary uses within General industry areas, provided they do not compromise the long-term use of the land for industrial purposes. (h) specifically identifies Showroom as a use that may be established where directly fronting

nominated roads, including Reedy Creek Road. The subject site fronts Kortum Drive and Ramly Drive and therefore does not meet this direct-frontage circumstance.

However, it must be considered that the site is located immediately south of Reedy Creek Road (approx. 40m) adjacent to the section of Kortum Drive running parallel to that road. Separation comprises Kortum Drive and the roadside corridor, with no developed lots between the site's northern frontage and Reedy Creek Road. The premises therefore has a close spatial and visual relationship with the major road corridor. This relationship provides relevant context when considering the suitability of the Showroom.

Two nearby sites accommodate approved Showroom uses: 197-207 Reedy Creek Road and 86-88 Kortum Drive. The former is within a different zone and was subject to Code assessment. The latter provides a more comparable example within the Low impact industry zone on the same street.

Council's assessment of MCU/2024/105 at 86-88 Kortum Drive recognised that the established Showroom complemented the immediate industrial area without compromising the long-term use of surrounding industrial land.

In this instance, the Showroom is integrated with a substantial vehicle service centre and accommodated through retrofitting an existing building, with only minor building works. The proposal retains industrial activity and introduces no sensitive uses that would constrain surrounding industrial operations.

Having regard to these circumstances, the site's immediate proximity to Reedy Creek Road and the nearby approved Showroom development, the proposed Showroom is considered acceptable despite not fulfilling the requirement of the direct-frontage location.

Protection of industrial land

The proposal retains the existing building's general industrial form and opportunities for future adaptation to compatible industrial activities. It introduces no sensitive use that would constrain surrounding industrial operations, and the amended parking layout and conditioned servicing arrangements further support the efficient operation of the premises.

Built form and amenity – Officers' comments

Building presentation

The proposal involves retrofitting the existing building, with minor building works that don't change the building height, general form and relationship with the surrounding development. Façade upgrades incorporating contemporary finishes and BYD branding improve the presentation of the premises along Kortum and Ramly Drive, including its appearance when viewed from Reedy Creek Road.

Although the existing building setbacks and parking arrangement are retained, the façade improvements, frontage landscaping and pedestrian connections enhance the building's relationship with the street while maintaining a form consistent with the established industrial character.

Landscaping and streetscape amenity

Conditions require canopy trees, screening shrubs and groundcovers within the frontage garden beds, together with street trees along both frontages, to soften the building and hardstand areas and improve streetscape amenity. Landscape Assessment has accepted reduced landscaping immediately in front of the Ramly Drive Showroom to accommodate parking, having considered the overall conditioned planting outcome.

The separate pedestrian pathway required grading improvements and upgraded public footpaths provide safer, more accessible connections between the premises and surrounding streets.

Summary of the Strategic framework

The proposal is considered to align with the applicable requirements of the Strategic framework for the following reasons:

- The combined Light impact industry (vehicle service centre) and Showroom support related economic activities, employment and investment within an established industry and business area.
- The proposal retains a substantial vehicle servicing component (previously Mycar service centre) and introduces no sensitive use that would constrain surrounding industrial activities or compromise the area's long-term industrial function.
- The existing building is adaptively reused through internal alterations and minor building works, retaining its general industrial form and opportunities for future adaptation to compatible industry uses.
- Although the site does not directly front Reedy Creek Road, its immediate proximity and visual relationship with that corridor, together with the Showroom's integration with the service centre, support the suitability of the use in this location.
- The amended parking layout, on-site delivery arrangements and improved pedestrian connections support the functional operation of the premises and minimise impacts on surrounding businesses and traffic movements.
- Façade upgrades, conditioned frontage landscaping and street trees improve the presentation of the existing building, soften hardstand areas and enhance streetscape amenity.

4.3.2 Assessment against the codes

Under the City Plan, compliance with a code can be achieved by either compliance with the purpose and overall outcomes of the code, or, compliance with either the performance outcomes or acceptable outcomes. Acceptable outcomes are generally quantifiable provisions, with the performance and overall outcomes generally qualitative and performance based.

Zone code	Overlay / Overlay codes	Development codes
Low impact industry zone code	Acid sulfate soils overlay code Airport environs overlay code Environmental significance overlay code	General development provisions code Healthy waters code Industrial design code Transport code Commercial design 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	AO/PO triggered	Subject matter

General development provisions code	PO1 & PO2 *No corresponding AO1-2*	Amenity protection
	PO6 *No corresponding AO6*	Casual surveillance and lighting
Commercial design code	PO8 *No corresponding AO8*	Off-street parking areas
	PO9 *No corresponding AO9*	Service and loading areas
	PO10 *No corresponding AO9*	Land use
Industrial design code	PO6 *Does not comply with AO6*	Amenity
Transport code	OO2(a)(i)(A-D) *Does not comply with PO3*	Servicing
	PO7 *Does not comply with PO7*	Active transport network
	PO8 *Does not comply with AO8*	Active transport network
	PO9 *Does not comply with AO9*	
	PO14 *No corresponding AO14*	Ingress and egress
	PO16 *No corresponding AO16*	Integrated transport and land use

4.3.3 Assessment against the key themes

The proposed development has been assessed against key themes that are common across applicable benchmarks and relevant to the development. The key themes are discussed below.

Built form and amenity

General development provisions code

- *PO1 & PO2 (Amenity protection); PO6 (Casual surveillance and lighting)*

Commercial design code

- *PO8 (Off-street parking areas); PO9 (Service and loading areas); PO10 (Land use)*

Industrial design code

- *PO6 (Amenity)*

Building presentation and adaptability

The proposal involves retrofitting the existing building, with minor building works that retain its height, form and relationship with surrounding development. Façade upgrades incorporating contemporary

finishes, BYD branding and clearly identified entrances improve its presentation along both frontages and when viewed from Reedy Creek Road. The Showroom and Light impact industry (vehicle service centre) occupy adaptable ground-floor spaces, with the limited extent of building alterations retaining opportunities for future reconfiguration to accommodate changing business needs.

Landscaping, parking and loading areas

The existing car parking arrangement is largely retained, with parking and loading accommodated in front of the building. Conditions require canopy trees, screening shrubs and groundcovers within the frontage garden beds, together with street trees along both frontages, to soften the building and hardstand areas and improve streetscape amenity. Landscape Assessment has accepted reduced landscaping immediately in front of the Ramly Drive Showroom to accommodate parking, having considered the overall conditioned planting outcome. The loading bay remains visible from Ramly Drive, although the anticipated low-frequency deliveries using smaller trucks limit the duration and scale of servicing activity visible from the street.

Amenity protection and surveillance

The proposed Showroom and Low impact industry are compatible with the established industrial setting, where vehicle movements and workshop activities form part of the expected operating environment. Workshop activities are accommodated within the existing building, while loading, unloading and waste collection are required to occur on-site, reducing potential interference with surrounding premises and public areas. The proposal introduces no sensitive use that would constrain surrounding industrial activities, and its scale and operational characteristics are not expected to cause unreasonable amenity impacts. The glazed Showroom frontage and customer areas provide opportunities for casual surveillance of the frontage and adjoining public areas, supported by clearly identified entrances and a pedestrian pathway separated from vehicle circulation.

Access, servicing and transport safety

Transport code

- *OO2(a)(i)(A-D) (Servicing); PO7-PO9 (Active transport network); PO14 (Ingress and egress); PO16 (Integrated transport and land use)*

The proposal does not achieve PO3 of the Transport code, as the site cannot accommodate the required 20m Articulated Vehicle (AV), therefore, consideration is given to Overall outcome OO2(a)(i)(A-D). The development will operate as a small-scale vehicle sales and servicing facility, with vehicles predominantly stored at an off-site holding facility and transferred to the premises as required using tow trucks equivalent to an 8.8m Medium Rigid Vehicle (MRV). The expected servicing demand is consequently lower than that associated with routine AV deliveries, while providing permanent on-site AV facilities would compromise parking, circulation and building functionality. Swept-path analysis demonstrates that the nominated MRV can access the loading area, manoeuvre within the site and enter and exit in forward gear, achieving PO14. Conditions require loading and unloading wholly within the site and limit service vehicles, excluding waste collection vehicles, to an 8.8m MRV. These arrangements accommodate the development's anticipated operational needs within a functional site layout and are considered acceptable against OO2(a)(i)(A-D). Transport Assessment is also satisfied that the development will not compromise the surrounding road network, having considered the access arrangements and SARA's referral response requiring all waste servicing on-site, achieving PO16.

Although two bicycle parking spaces are required and none are formally provided, the vehicle-oriented nature of the Showroom and Light impact industry is not expected to generate significant visitor

bicycle parking demand. The development will also employ a relatively small number of staff, who can store bicycles within secure internal areas of the building. In consideration, Transport Assessment considers PO7 achieved.

The pedestrian connection from Ramly Drive provides access to the Showroom separately from vehicle circulation, although its connection to the frontage footpath exceeds a grade of 1 in 20 and requires amendment. Officers have amended the Stamped approved plans in red, to require regrading in accordance with AS1428.1, achieving AO8.1, AO8.2 and AO8.3 through the amended design.

Conditions also require replacement of the existing 1.2m wide public footpaths with 1.5m wide footpaths along the full Kortum and Ramly Drive frontages, providing improved pedestrian access consistent with PO9. Together, these measures provide safe and accessible pedestrian connections and satisfy all applicable benchmarks.

5 REFERRALS

5.1 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)
Planning Assessment	Conditions: • Timing • Approved drawings • Scope of approval – Freely accessible car parking spaces (specific condition) • Screening of visually offensive components • Existing structures and services • Electrical reticulation • Telecommunications network • Rectification of Council's infrastructure • Notice of works timetable • Availability of approved plans, drawings and reports Advice notes: • Design, Constructability and Minor change applications • Development infrastructure • Connections and disconnections • Sewer connection • Compliance with conditions • Works in properties other than the development land • Indigenous cultural heritage legislation and duty of care requirement • Applicant responsibilities • Advertising Devices • Weeds, pest animals and ants • Fire ant control • Connections to, alteration or realignment of Council infrastructure • Water meter sizing

	• No open trenching of the road pavement for water connections across / in roadways
Transport Assessment	Conditions: • Off street vehicle and car parking facilities • Loading and unloading (excluding waste collection vehicles) • Footpaths Advice notes: • Further development permits / Operational works – infrastructure
Landscape Assessment	Conditions: • Landscaping works Advice notes: • Further development permits / Operational works – landscape works (Private works)

5.2 External referrals

5.2.1 Concurrence agency(s)

The application was referred to the Department of State Development, Infrastructure and Planning for matters relating to a Material change of use of premises near a state transport corridor. A response dated 12 August 2026 (reference: 2606-53212 SRA) advised the State has no objection to the proposal and included conditions.

5.2.2 Advice agency(s)

The application was referred to Energex for matters relating to a Material Change of use of premises within 100m of a substation site. A response dated 2 July 2026 (reference: ECM 41297839 – 41297849) advised the Referral agency has no objection to the proposal.

6 PUBLIC NOTIFICATION

In response to public notification:

- No properly made submissions were received; and
- No submissions were received that were not properly made.

The applicant has submitted a notice of compliance stating public notification has been completed in accordance with the requirements of the Development Assessment Rules under the *Planning Act 2016*.

7 CONCLUSION

Council is in receipt of an application for a Development permit for a Material change of use to establish a Low impact industry and Showroom at 60 Kortum Drive, Burleigh Heads.

After a detailed assessment, it has been determined the proposal meets the purpose of all applicable benchmarks of the Strategic framework, the Low impact industry zone code, and all applicable development and overlay codes.

It is recommended that the application be approved, subjected to conditions.

8 RECOMMENDATION

It is recommended that Council resolves as follows:

That under Delegated Authority, the Manager Major Assessment of the City Development Branch of Council approves (with conditions) the issue of a Development permit for a Material change of use for Low impact industry and Showroom, in accordance with the Attachment entitled: Decision notice – Approval (with conditions).

Author:
Nicole Johnson
Planner
October 2026

Authorised by:
Lara Dawes
Manager Major Assessment