

1 APPLICATION SUMMARY

| Application information                    |                                                                                                                                                                                                                                                                                                                                                                                         |                |
|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Address                                    | Part of 84 – 160 Christensen Road South (being approved Lot 11 Proximity Place), Stapylton                                                                                                                                                                                                                                                                                              |                |
| Lot and plan                               | Part of Lot 334 on SP193431 (being approved Lot 11)                                                                                                                                                                                                                                                                                                                                     |                |
| Site area                                  | 5,217m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                     |                |
| Type of development and proposed use       | Material change of use for High impact industry (involving wooden product manufacturing and spray painting workshop exceeding 20,000L of paint per annum)                                                                                                                                                                                                                               |                |
| Categories of development and assessment   | Development permit – Code assessable                                                                                                                                                                                                                                                                                                                                                    |                |
| Properly made date                         | 21 June 2022                                                                                                                                                                                                                                                                                                                                                                            |                |
| Decision due date                          | 21 November 2022                                                                                                                                                                                                                                                                                                                                                                        |                |
| Applicant and Applicant's consultancy team | <b>MS Projects Pty Ltd</b> – Applicant<br><b>I-Plan Town Planning Pty Ltd</b> – Town Planning<br><b>Multi Span Australia</b> – Architect and Landscape Architect<br><b>I<sup>3</sup> Consulting</b> - Stormwater                                                                                                                                                                        |                |
| Owner details                              | Burnside Developments Pty Ltd                                                                                                                                                                                                                                                                                                                                                           |                |
| City Plan version                          | Version 8                                                                                                                                                                                                                                                                                                                                                                               |                |
| Zone / Precinct                            | High impact industry zone                                                                                                                                                                                                                                                                                                                                                               |                |
| Overlays                                   | <ul style="list-style-type: none"> <li>• Acid sulfate soils overlay;</li> <li>• Airport environs overlay;</li> <li>• Bushfire hazard overlay;</li> <li>• Environmental significance overlay;</li> <li>• Flood overlay;</li> <li>• Industry, community infrastructure and agriculture land interface area overlay.</li> <li>• Water catchments and dual reticulation overlay.</li> </ul> |                |
| Submissions                                | <b>Objections</b>                                                                                                                                                                                                                                                                                                                                                                       | <b>Support</b> |
|                                            | N/A                                                                                                                                                                                                                                                                                                                                                                                     | N/A            |

|                                         |                         |
|-----------------------------------------|-------------------------|
| <b>Key matters raised by submitters</b> | N/A                     |
| <b>Referral agencies</b>                | N/A                     |
| <b>Officer's recommendation</b>         | Approve with 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 High impact industry at Part of 84-160 Christensen Road South (being approved Lot 11 Proximity Place), Stapylton.

The City Plan defines the proposed High 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) potential for significant impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise;
- (b) potential for significant offsite impacts in the event of fire, explosion or toxic release;
- (c) generates high traffic flows in the context of the locality or the road network;
- (d) generates a significant demand on the local infrastructure network;
- (e) the use may involve night time and outdoor activities;
- (f) onsite controls are required for emissions and dangerous goods risks.”

Table 5.5.11: MCU – High Impact Industry zone (where not in a precinct) of the City Plan categorises the land use as subject to code assessment.

### **2.1 Brief description of proposed development**

The proposed development provides a new facility for ACC Higgins which currently operates from a premises at 10-12 Union Circuit, Yatala. ACC Higgins specialise in the manufacture of caskets and coffins with all timber products, including chip board, delivered to the site. The intended use constitutes High Impact Industry in accordance with the Industrial Thresholds prescribed in Schedule 1 – Table SC1.1.3 of the Gold Coast City Plan 2016 with the total quantity of paints sprayed per annum being in excess of 20,000L.

Operations will include cutting, sanding and assembly of coffins with the maximum quantity of spray painting material used per annum (including lacquers) being 24,000L. All spray painting will be carried out in two preassembled spray booths which will be located within the main factory towards the north west corner. Given all spray painting is carried out within the building and the enclosed spray booths, any vapour emissions beyond the boundaries of the site will be controlled in accordance with the Environmental Protection (Air) Policy 2008 hence any further requirements associated with air quality impacts can be conditioned accordingly.

The development is to primarily be a single storey building with an ancillary office area extending forward of the main building envelope on the northern side boundary. The building is to be of a high quality contemporary finish and will be constructed from a variety of materials and finishes. The building is to feature significant articulation and will incorporate precast concrete panels with painted finish, metal roof sheeting, roller doors with a 15m deep cantilevered awning over the loading areas,

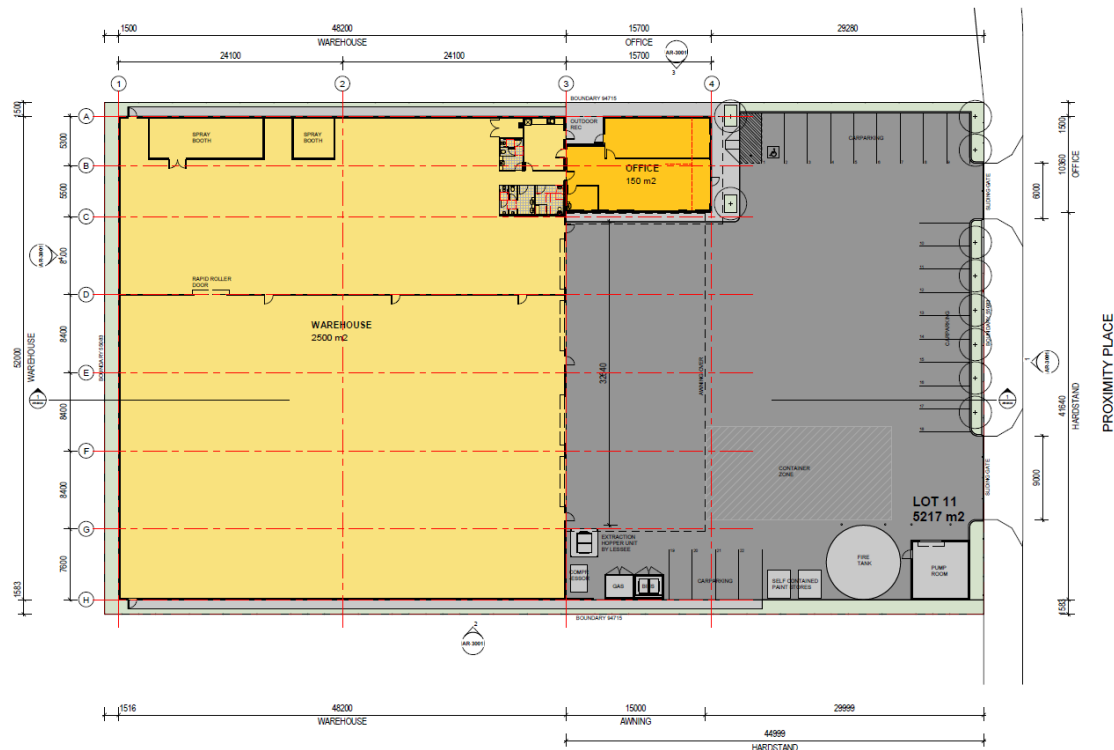
**DELEGATED AUTHORITY REPORT FOR CODE ASSESSMENT DEVELOPMENT APPLICATION  
FOR MATERIAL CHANGE OF USE FOR HIGH IMPACT INDUSTRY AT PART OF 84-160  
CHRISTENSEN ROAD SOUTH (BEING APPROVED LOT 11 PROXIMITY PLACE), STAPYLTON  
MCU/2022/291 DIVISION NO. 1**

and an extended sloping roof over the office area. The design of the building also ensures that the pedestrian entry is easily identifiable and readily visible with pedestrian access to the site provided at the northern end of the site frontage linking the building to the footpath on the newly constructed road.

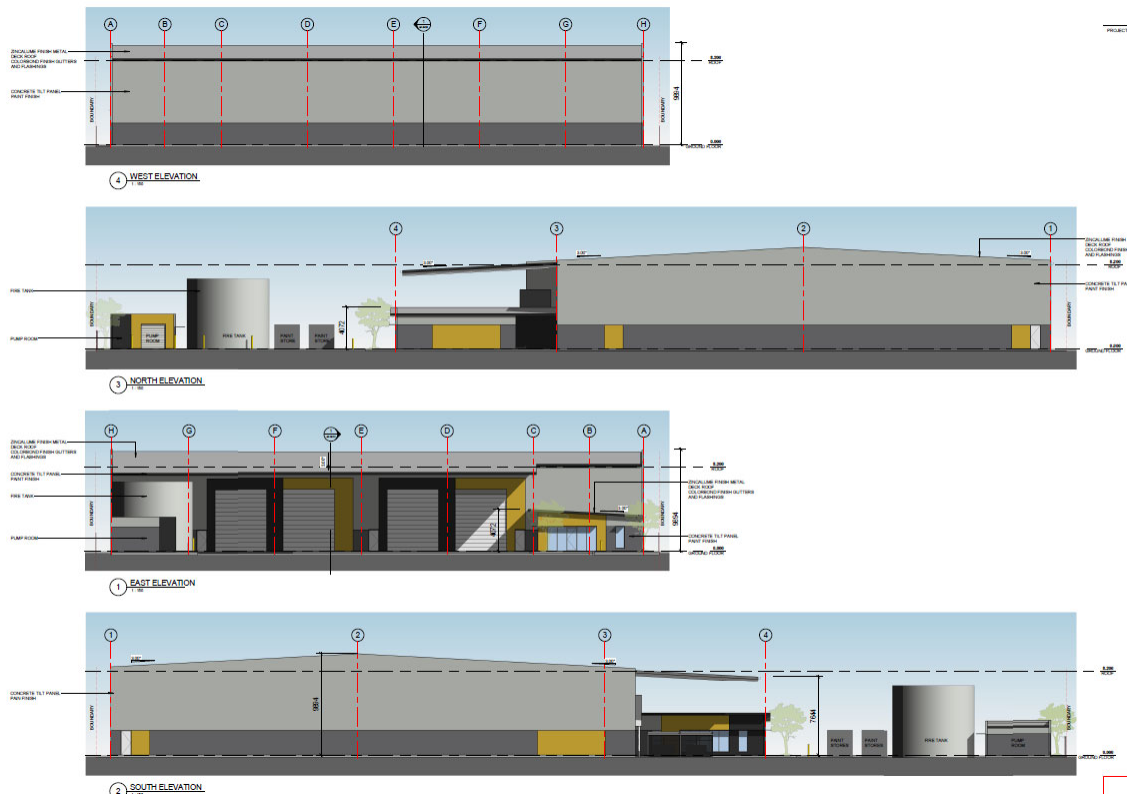
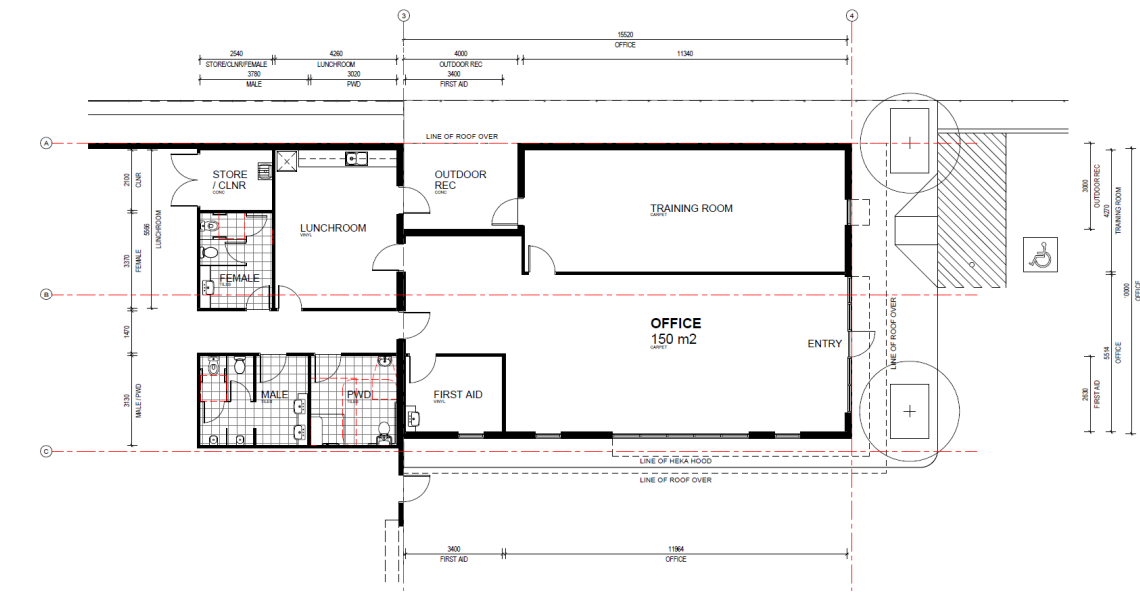
The development key details of the proposal are outlined in the table below:

| Development proposal |                                                                  |
|----------------------|------------------------------------------------------------------|
| Height               | 9.894m                                                           |
| Site cover           | 62.7%                                                            |
| Car parking          | 22                                                               |
| Hours of operation   | 24 hours a day 7 days a week                                     |
| Gross floor area     | 2,650m <sup>2</sup> including 150m <sup>2</sup> ancillary office |
| Deliveries           | container zone is in use for a period of 24hrs once a week       |

The following drawings identifies the proposed development.



### Figure 1: Site plan



The key considerations of the proposal include:

**DELEGATED AUTHORITY REPORT FOR CODE ASSESSMENT DEVELOPMENT APPLICATION  
FOR MATERIAL CHANGE OF USE FOR HIGH IMPACT INDUSTRY AT PART OF 84-160  
CHRISTENSEN ROAD SOUTH (BEING APPROVED LOT 11 PROXIMITY PLACE), STAPYLTON  
MCU/2022/291**

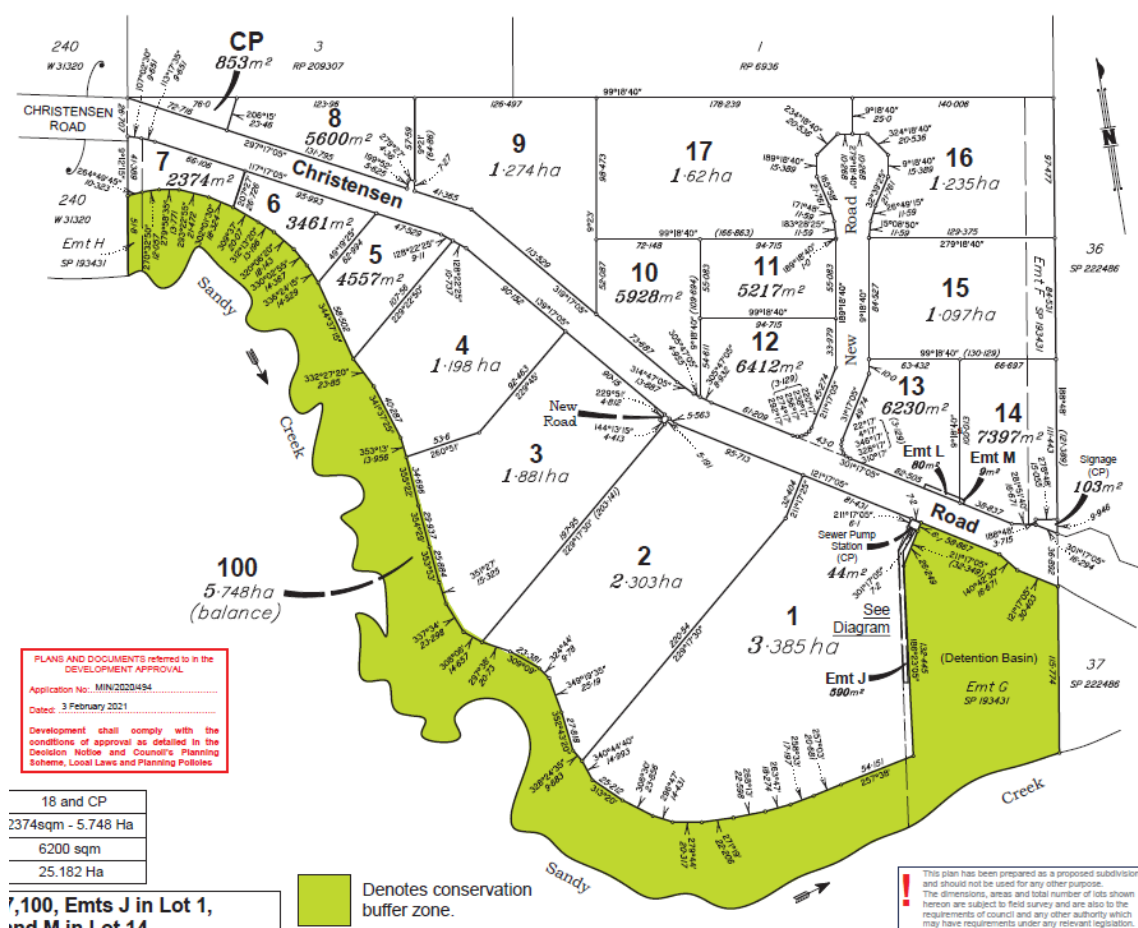
**DIVISION NO. 1**

**Site history and relevant approvals**

The subject site is located in the Proximity@YATALA Industrial Park and comprises part of Lot 334 on SP193431, being approved Lot 11.

The overall subject site contains several established industrial tenancies. The site is subject to multiple development approvals with the most recent being the Reconfiguration of a Lot which was granted by Council on 23 August 2018 and amended by way of a Negotiated Decision Notice on 2 November 2018 (Council File Reference: ROL201800026). The approval involved the creation of seventeen (17) Standard Format Lots with common property. A subsequent minor change approval was issued on 5 February 2021 for the proposed realignment of boundaries and inclusion of additional common property (refer to Council Ref: MIN/2020/494).

All civil works associated with the subdivision approval have been completed including the construction of the new road identified as Proximity Place together with the stormwater bioretention basin and wetland area to the south of Christensen Road. The survey plan is currently before Council for plan sealing and it is evident that the approved lot 11 is provided with all necessary urban services whilst any issues associated with the planning scheme overlays, including bushfire hazard and environmental overlays, have been addressed in the original subdivision approval. It is noted that the original Bushfire hazard management plan which was approved as part of the original subdivision approval did not identify the subject lot within a hazard zone.



### **Environmentally relevant activity**

In accordance with the Environmental Protection Regulations 2008, the proposal will not trigger an application for an Environmentally Relevant Activity (ERA) 38, being Surface Coating, as the total quantity of spray paint product used per annum will not exceed 100t.

## **4 SITE CONTEXT**

### **4.1 Subject site and immediate context**

The subject site comprises part of Lot 334 on SP193431 and has an area of 5,217m<sup>2</sup>. The land is identified as Lot 11 in the approved industrial subdivision. Lot 334 on SP193431 is divided by Christensen Road South with the subject site forming part of the newly subdivided industrial estate granted under Council file reference ROL201800026. At the time of lodgement, all civil works associated with the approved subdivision have been completed however the survey plan is yet to be sealed by Gold Coast City Council. The development is contained within approved Lot 11 having a frontage of 55.83m to the new road which forms part of Stage 2 of the approved subdivision. Christensen Road South is an industrial cul-de-sac identified as a distributor road on Council's Functional road hierarchy map and is fully constructed with concrete kerb and channel and a strip footpath in good condition to the ultimate alignment along the frontage. The site is generally level as a result of the approved bulk earthworks carried out as part of the original subdivision approval. The land has been previously cleared and is devoid of vegetation. As a result of the approved subdivision, the site is already provided with all necessary urban services including reticulated water and sewer.

In relation to stormwater infrastructure, the newly constructed bioretention / detention basin to the south of Christensen Road has been designed to address all stormwater quantity and treatment for the entire industrial estate hence negating the requirement for individual onsite treatment devices.



Figure 4: Aerial of subject site in context of new road (Proximity Place)



**Figure 5: Aerial of subject site (pre plan sealing)**

#### **4.2 Surrounding context**

The subject site is surrounded by newly constructed industrial development to the south and west with vacant industrial lots to the immediate north and directly opposite the site. Sandy Creek is located to the south of the estate with the Stapylton Landfill Facility to the north and the future Stapylton Sewage Treatment Plant to the east. Further to the northeast is an established extractive industry.

No residential land or sensitive land uses are located in proximity to the subject site. Given the industrial zoning of the site and its location within the industrial park, it is envisaged that land in the immediate area will continue to be used for industrial purposes in the long term, particularly medium and high impact industries.

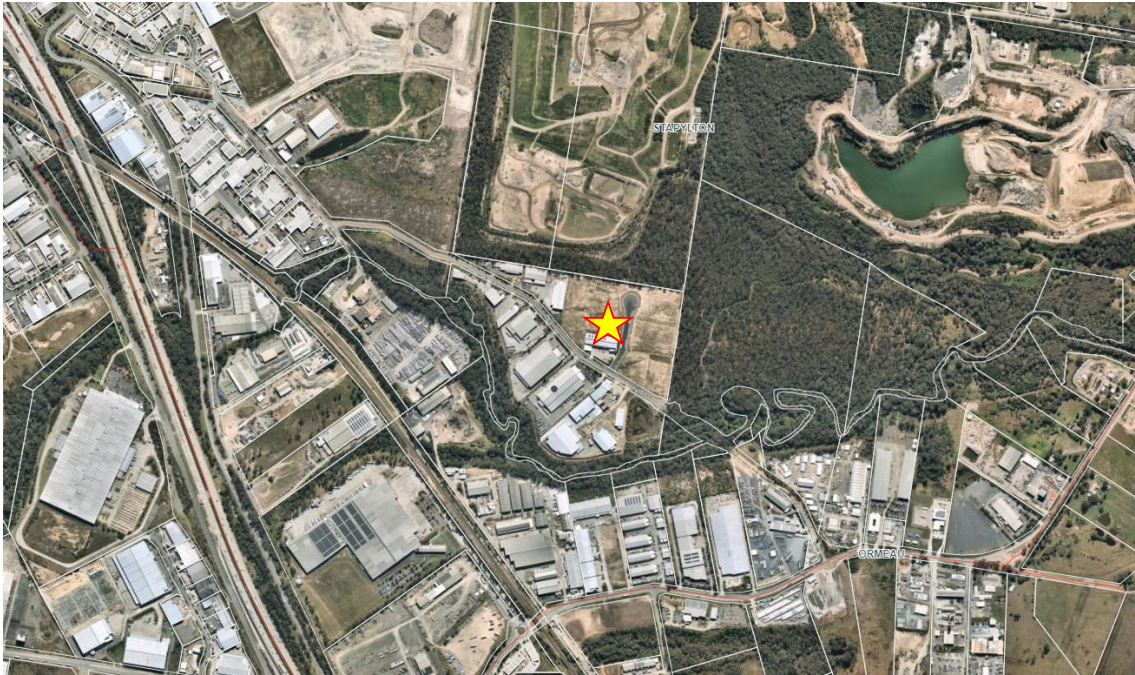


Figure 6: Aerial of surrounding area

## 5 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*.

### 5.1 State Planning instruments

The application has been assessed against the following instruments:

| Instrument                          | Comment                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| State Planning Policy               | <p>The City Plan appropriately reflects all aspects of the State Planning Policy apart from aspects relating to natural hazards, risk and resilience (coastal hazards).</p> <p>The proposal does not trigger assessment against any assessment benchmarks relating to natural hazards, risk and resilience (coastal hazards).</p> |
| South East Queensland Regional Plan | <p>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).</p>                                                                                                                                                 |

|                          |                                                                                                                                  |
|--------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Planning Regulation 2017 | The proposal does not trigger assessment against any assessment benchmarks listed in a Schedule of the Planning Regulation 2017. |
|--------------------------|----------------------------------------------------------------------------------------------------------------------------------|

## 5.2 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.                                                                                                                                                                                          |
| City Plan (Version 8)               | <p>The proposal is within the City Plan area of the City of Gold Coast.</p> <p>This is discussed in section 5.3 below.</p> <p><u>Local Government Infrastructure Plan</u></p> <p>There is no new trunk infrastructure required as part of this development.</p> |

## 5.3 City Plan

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

### 5.3.1 Assessment against the Strategic framework

#### 5.3.2 Zone

The site is located within the High impact industry zone.

*“The purpose of the High impact industry zone is to provide for high impact industry uses.*

*It may include non-industrial and business uses that support the industrial activities where they do not compromise the long-term use of the land for industrial purposes.*

*Activities considered appropriate in this zone are defined as high impact industry in the schedule of definitions.”*

The proposal is for a High impact industry and subject to meeting the outcomes of the zone code, is an envisaged development for the zone.

### 5.3.3 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.

The following assessment benchmarks identified in the City Plan for the site are listed below.

| Zone code | Overlay / Overlay codes | Development codes |
|-----------|-------------------------|-------------------|
|-----------|-------------------------|-------------------|

**DELEGATED AUTHORITY REPORT FOR CODE ASSESSMENT DEVELOPMENT APPLICATION  
FOR MATERIAL CHANGE OF USE FOR HIGH IMPACT INDUSTRY AT PART OF 84-160  
CHRISTENSEN ROAD SOUTH (BEING APPROVED LOT 11 PROXIMITY PLACE), STAPYLTON  
MCU/2022/291**

**DIVISION NO. 1**

| Zone code                                                                        | Overlay / Overlay codes                                                                                                                                                                                                                                                                                                                                                       | Development codes                                                                                                                                                                                                                                               |
|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>High impact industry zone code</li> </ul> | <ul style="list-style-type: none"> <li>Acid sulfate soils overlay;</li> <li>Airport environs overlay;</li> <li>Bushfire hazard overlay;</li> <li>Environmental significance overlay;</li> <li>Flood overlay;</li> <li>Industry, community infrastructure and agriculture land interface area overlay.</li> <li>Water catchments and dual reticulation overlay code</li> </ul> | <ul style="list-style-type: none"> <li>Industrial design code</li> <li>General development provisions code</li> <li>Transport code</li> <li>Healthy waters code</li> <li>Solid waste management code</li> <li>Driveways and vehicular crossings code</li> </ul> |

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         |
|-------------------------------------|----------------------------------|------------------------|
| General development provisions code | PO1/PO2                          | Amenity provisions     |
| Transport code                      | AO1                              | Car parking supply     |
| Transport code                      | AO2                              | Access to car parking  |
| Transport code                      | AO10.1                           | Bicycle parking supply |
| Transport code                      | AO25.1                           | Car parking design     |

### 5.3.3.2 Assessment against development codes

Assessment has been undertaken against the applicable Performance outcome or Overall outcome and Purpose for each subject matter as follows:

#### Amenity Protection – General Development Provisions Code

The Acceptable outcome and corresponding Performance outcome is provided below:

| Performance outcome                                                                                                                           | Acceptable outcome                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| <b>PO1</b><br>Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to: | <b>AO1</b><br>No acceptable outcome provided. |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) signage;</li> <li>(e) visual amenity;</li> <li>(f) wind effects;</li> <li>(g) privacy;</li> <li>(h) vibration;</li> <li>(i) contaminating substances;</li> <li>(j) hazardous chemicals;</li> <li>(k) odour and emissions; and</li> <li>(l) safety.</li> </ul>                                                                                                                                |                                                          |
| <p><b>PO2</b></p> <p>The proposed development prevents loss of amenity and threats to health and safety, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) signage;</li> <li>(e) visual amenity;</li> <li>(f) wind effects;</li> <li>(g) privacy;</li> <li>(h) vibration;</li> <li>(i) contaminating substances;</li> <li>(j) hazardous chemicals;</li> <li>(k) odour and emissions; and</li> <li>(l) safety.</li> </ul> | <p><b>AO2</b></p> <p>No acceptable outcome provided.</p> |

**Officer's comment**

Based on the use proposed, location within a High Impact Industry Zone, the design of the development and large separation to sensitive uses, it is considered the proposed development effectively mitigates the any negative impacts from existing surrounding activities and prevents the loss of amenity to surrounding activities. Further to ensure the impacts of the spray painting workshop are controlled health have provided appropriate conditions that aim to control associated emissions.

Based on the above assessment it is considered the development complies with Performance outcomes PO1 and PO2 of the General Development Provisions Code.

**Car parking supply – Transport code**

| <b>Performance outcome</b>                                                                              | <b>Acceptable outcome</b>                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>PO1</b></p> <p>Development provides off-street car parking to accommodate the parking demand.</p> | <p><b>AO1</b></p> <p>Off-street car parking spaces are provided in accordance with Table 9.4.13-3 as follows:</p> <p><u>High impact industry-</u><br/>2 per tenancy or lot plus 1 per 50m<sup>2</sup> of TUA up to and including 500m<sup>2</sup>, and 1 per 100m<sup>2</sup> of TUA over 500m<sup>2</sup></p> |

**Officer's comment**

To comply with Acceptable outcome AO1 of the Transport code, the development must provide a minimum of 34 car parking spaces. The submitted drawings show a total of 22 car parking spaces.

Compliance with AO1 is not achieved, requiring consideration of an alternative outcome. In this regard, the applicant proposes that the facility will be operated by a maximum of 12 staff, leaving 10 spaces available for customers. The facility is to be operated by ACC Higgins which is currently based out of 10-12 Union Circuit, Yatala. Review of historical aerial photography shows that car parking is accommodated for entirely onsite as indicated by the often-vacant spaces onsite. Officers therefore have confidence that the proposed car parking supply is adequate to accommodate the expected demand. Officers have imposed a condition, limiting the number of staff to 20. Given the nature of the proposed use being for the construction of coffins, officers consider that 2 spaces will be sufficient to accommodate the occasional visitor. Compliance with PO1 is achieved through conditions of approval.

#### Access to car parking – Transport code

| Performance outcome                                                                                                   | Acceptable outcome                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PO2</b><br>Development ensures that access to car parking spaces is provided for employees and bona fide visitors. | <b>AO2</b><br>Car parking spaces for employees and visitors do not have gateways, doors or similar devices which restrict vehicular access. |

#### Officer's comment

To comply with Acceptable outcome AO2 of the Transport code, car parking spaces for staff and visitors must not have gateways, doors or similar devices which restrict access. The submitted drawings show a gate on the front boundary at both vehicle access points. Officers have imposed a condition requiring the gates to remain open during the hours of operation to ensure onsite car parking is freely accessible. Compliance with PO2 is achieved.

#### Bicycle parking supply – Transport code

| Performance outcome                                                                                                                                                                                            | Acceptable outcome                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PO10</b><br>Development ensures that adequate off-street bicycle parking and end-of-trip facilities are provided to encourage use and meet the needs and volumes of predicted pedestrian and cyclist users. | <b>AO10.1</b><br>Development provides off-street bicycle parking and end-of-trip facilities in accordance with <b>Table 9.4.13-10: Bicycle parking rates</b> and <b>Table 9.4.13-11: End-of-trip facilities for active travel users</b> .<br><br><u>High impact industry</u><br>1 staff space per 800m <sup>2</sup> TUA<br>1 staff space per 200m <sup>2</sup> TUA<br>No additional end of trip facilities are required. |

#### Officer's comment

To comply with Acceptable outcomes AO10.1 of the Transport code the development must provide 3 security level B staff and 18 security level C visitor bicycle parking spaces. Additional end of trip facilities are not required. The submitted drawings show an undisclosed number of wall mounted bicycle parking spaces for staff. These are located in a narrow walkway used by pedestrians. Officers are not supportive of this outcome. The applicant previously advised that none of the staff from the existing facility currently use bikes to access the site. On this basis, officers have imposed a condition requiring provision of a dedicated area within the office to accommodate a staff bicycle. Compliance with PO10 is achieved.

**Car parking design – Transport code**

| <b>Performance outcome</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>Acceptable outcome</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>PO25</b></p> <p>Off street car parking areas are designed to:</p> <ul style="list-style-type: none"> <li>(a) provide a legible and efficient internal layout;</li> <li>(b) ensure the safety and security of users;</li> <li>(c) clearly distinguishable from pedestrian paths and entry points;</li> <li>(d) be easily negotiated by vehicles and pedestrians including persons with a disability;</li> <li>(e) ensure that there is no disruptions to or queues onto the public road network;</li> <li>(f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge; and</li> <li>(g) be marked and maintained to the current relevant standard.</li> </ul> | <p><b>AO25.1</b></p> <p>Off street car parking is designed, constructed, line marked and maintained in accordance with AS 2890.1:2004 – <i>Parking facilities – Part 1: Off-street car parking</i>, AS 2890.2–2002 <i>Parking facilities – Part 2: Off-street commercial vehicle facilities</i>, AS/NZS 2890.6:2009 <i>Parking facilities Part 6: Off-street parking for people with disabilities</i> and AS 1428.1–2009: <i>Design for access and mobility Part 1: General requirements for access – New building work</i>.</p> |

**Officer's comment**

Based on a review of the submitted drawings, officers note that the proposed off-street car parking facilities are generally compliant with the requirements of AS2890.1:2004, except as outlined below:

Sight distance to pedestrians-

With respect to the requirements for sight distance to pedestrians, the applicant proposes tubular spear top steel industrial fencing along the front boundary. This is similar in appearance to pool fencing providing approximately 80% transparency. While the fencing bounds the pedestrian sight triangle, officers are satisfied that sufficient visibility exists through the fence between drivers exiting the site and pedestrians.

Obstruction of car parking-

The submitted site plan drawing shows a hatched area referred to as a 'container zone'. The applicant has advised that this will be used infrequently for short periods of time. Officers are not supportive of this outcome as it obstructs access to car parking spaces indefinitely until the container is unloaded and relocated. A condition of approval has therefore been imposed requiring the applicant to relocate this elsewhere onsite where it will not impact access to car parking or any other important site operations.

Compliance with Acceptable outcome PO25 of the Transport code is achieved.

Based on the above assessment it is considered the development complies with the assessment benchmarks of the Transport code.

**6 INFRASTRUCTURE CHARGES**

The final estimated infrastructure charge is \$262,953.18.

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.

## Infrastructure Charge Notice

Wednesday, 05 October 2022

|                           |                                          |
|---------------------------|------------------------------------------|
| Application               | PN307555/16                              |
| Site address              | 84-160 Christensen Road South, STAPYLTON |
| Application number & code | MCU/2022/291                             |
| Application description   | HIGH IMPACT INDUSTRY (PROPOSED LOT 11)   |
| Officer name              | Tom Li                                   |

## Charge calculation

| Charges Resolution No. 1 of 2022 |       |                       |   |                   |                     |
|----------------------------------|-------|-----------------------|---|-------------------|---------------------|
|                                  | Qty   |                       |   | Rate              | Gross Charge Amount |
| High impact industry             | 2,650 | sq m Gross Floor Area | @ | \$ 78.34          | \$ 207,601.00       |
| Impervious area                  | 4,951 | Square Metres         | @ | \$ 11.18          | \$ 55,352.18        |
|                                  |       |                       |   |                   | \$ 262,953.18       |
| Net Charge Summary               |       |                       |   |                   |                     |
| Gross Charge Amount              |       | Applied Credit Amount |   | Net Charge Amount |                     |
| \$ 262,953.18                    |       | \$ 0.00               |   | \$ 262,953.18     |                     |

### Applied credit details

Credits for proposed lot 11 will be available to partially offset charges on this MCU/2022/291 once Lot 11 SP320479 has been registered.

| Office Use Only      |       |
|----------------------|-------|
| \$ 170,574.18        | DC011 |
| \$ 69,748.00         | DC013 |
| \$ 22,631.00         | DC020 |
| <b>\$ 262,953.18</b> |       |

## 7 REFERRALS

### 7.1 Internal referrals

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

| Internal referral area              | Conditions/Comments (if not included within report)                                                                                                                                                                                             |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Office of Architecture and Heritage | The following conditions are recommended to be included: <ul style="list-style-type: none"> <li>Screening of visually offensive components</li> </ul>                                                                                           |
| Health and Regulatory Services      | The following conditions are recommended to be included: <ul style="list-style-type: none"> <li>Approved drawings</li> <li>Spray painting - booth/chamber – requirements and certification</li> <li>Spray application – restrictions</li> </ul> |
| Hydraulics and Water Quality        | It appears that the subject site comprises a part of Lot 334 on SP193431 and has an area of 5,217m <sup>2</sup> which has recently been created as a new lot (Lot 11) through an industrial subdivision approval.                               |

**DELEGATED AUTHORITY REPORT FOR CODE ASSESSMENT DEVELOPMENT APPLICATION  
FOR MATERIAL CHANGE OF USE FOR HIGH IMPACT INDUSTRY AT PART OF 84-160  
CHRISTENSEN ROAD SOUTH (BEING APPROVED LOT 11 PROXIMITY PLACE), STAPYLTON  
MCU/2022/291 DIVISION NO. 1**

|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         | <p>The applicant has submitted a letter from icubed Consulting confirming the proposed development is situated within the Proximity Place Business Park where regional stormwater quantity and quality system has been provided as part of the subdivision works in accordance with the Stormwater Management Plan – Industrial Subdivision – 84-160 Christensen Road South, Stapylton prepared by icubed Consulting (Council's Ref: ROL201800026). Moreover, no contamination of stormwater due to the proposed industrial activity is envisaged on the site.</p> <p>Therefore, we have no concerns regarding hydraulics and stormwater management of the proposed development.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Landscape Assessment    | <p>The following conditions are recommended to be included:</p> <ul style="list-style-type: none"> <li>• Landscaping works</li> </ul> <p>Advice Notes</p> <ul style="list-style-type: none"> <li>• Further development permits / compliance permits</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Subdivision Engineering | <p>The following conditions are recommended to be included:</p> <ul style="list-style-type: none"> <li>• Electrical reticulation</li> <li>• Telecommunications network</li> <li>• Certification of works - Subdivision Engineering</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Transport Assessment    | <p>The following conditions are recommended to be included:</p> <ul style="list-style-type: none"> <li>• Amended drawings</li> <li>• Operational Restrictions</li> <li>• Off-street vehicle and car parking facilities</li> <li>• Security gate requirements</li> <li>• Off street bicycle parking</li> </ul> <p>Transport assessment recommend amended drawings condition be imposed to remove or relocate the container zone illustrated on the plans. The applicant states the container zone will be used for a maximum period of 24hours once a week.</p> <p>The container zone is the designated area for the delivery of a shipping container where it will then be unloaded in the 24 hours following the delivery and then removed from site. The container zone illustrated on the site plan does not illustrate the size of the container, it illustrates the zone in which the container will site and the zone which employees will work within to unload the container.</p> <p>The applicant has provided swept paths which demonstrate the design vehicle can enter and exit the site in a forward gear via the northern crossover. Further the development currently provides a surplus in car parking onsite for the proposed staff (12 staff) with Transport assessment conditioning a maximum of 20 staff on site to ensure</p> |

|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       | <p>adequate car parking is provided. The container zone therefore temporarily impedes access to the 5 southern car parks whilst in use.</p> <p>Planning Assessment consider the temporary impediment to the 5 southern car parking spaces can be resolved by ensuring these car parks are for staff parking only as measures can be put in place by the business to ensure the appropriate access is provided where necessary to these car parks.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Water and Waste       | <p>The following conditions are recommended to be included:</p> <ul style="list-style-type: none"> <li>• Timing</li> <li>• Approved drawings</li> <li>• Requirement to register easement</li> <li>• Restrictions regarding Council easements and sewer and water supply infrastructure</li> <li>• Screening of visually offensive components</li> <li>• Rectification of Council's infrastructure</li> <li>• Sewer connection</li> <li>• Water connection</li> <li>• Fire loading</li> <li>• Bin type, storage capacity and storage points</li> <li>• Storage / Servicing point – bulk bins</li> <li>• Certification of works - Water and Waste</li> <li>• Certification of works – Water and Waste (Solid Waste Management)</li> <li>• Hold point inspection – Solid Waste</li> </ul> <p>Advice Notes</p> <ul style="list-style-type: none"> <li>• Development infrastructure</li> <li>• Council water and sewer mains to be protected during site works</li> <li>• Connections and disconnections</li> <li>• Water meter sizing</li> <li>• Further development permits / compliance permits</li> <li>• Connections to, alteration or realignment of Council infrastructure</li> <li>• Operational Works meeting prior to lodgement</li> <li>• Design, Constructability and Minor change applications</li> </ul> |
| Plumbing and Drainage | <p>The following conditions are recommended to be included:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

|  |                                                                               |
|--|-------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"><li>• Plumbing and drainage works</li></ul> |
|--|-------------------------------------------------------------------------------|

## 7.2 External referrals

There is no concurrence or advice agency(s) triggered by this development application.

## 8 PUBLIC NOTIFICATION

No part of the application required public notification.

## 9 CONCLUSION

Council is in receipt of an application for a development permit for a material change of use to establish High impact industry at part of 86-160 Christensen Road South (being approved lot 11 Proximity Place), Stapylton.

After a detailed assessment, it has been determined the proposal meets the purpose of the High impact industry zone and applicable overlay and development codes.

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

## 10 NOTIFICATIONS

No new property notifications will be applied as a result of the proposed development.

## 11 RECOMMENDATION

**It is recommended that Council resolves as follows:**

**That under Delegated Authority, the Executive Coordinator Planning Assessment approves (with conditions) the issue of a development permit for a material change of use for High impact industry, in accordance with the Attachment entitled: MCU/2022/291 Decision notice – Approval 86-160 Christensen Road South, Stapylton .**

*Author:*

Thalia Allsop

Senior Planner

17/11/2022

*Authorised by:*

Roger Sharpe

Executive Coordinator Planning Assessment