

1 APPLICATION SUMMARY

Application information		
Address	28 Eastridge Street, Stapylton	
Lot and plan	Lot 117 SP316137	
Site area	4,094m ²	
Type of development and proposed use	Warehouse	
Categories of development and assessment	Code	
Properly made date	26 October 2022	
Decision due date	31 March 2023	
Applicant and Applicant's consultancy team	Eastridge 117 Pty Ltd – (Applicant) Gassman Development Perspectives – (Planning Consultant) Two Clicks Design – (Designer)	
Owner details	Eastridge 117 Pty Ltd	
City Plan version	Not applicable	
Preliminary approval	M38 Industrial Place Code	
Zone / Precinct	Low impact industry, Future low impact industry precinct, Medium impact industry, Future medium impact industry, High impact industry.	
Overlays	Not applicable	
Submissions	Objections	Support
	Not applicable	Not applicable
Key matters raised by submitters	Not applicable	
Referral agencies	Not applicable	
Officer's recommendation	Approval with conditions	

2 PROPOSAL

2.1 Site history

- MIN/2019/762: The Vantage Industrial Estate was created subsequent to a Preliminary approval to override the Planning scheme for Industry uses. The Preliminary approval included variations to the Gold Coast Planning Scheme 2003 version 1.2, overriding the Yatala Enterprise Area Place Code through the M38 Industrial Place Code.

- MIN/2020/659: On the 3 December 2020, Under delegated Authority, the Executive Coordinator Planning Assessment of the City Development Branch of Council resolved to approve a Minor change to the existing approval (Council reference MIN/2019/762) providing amended conditions relating to infrastructure.

2.2 Proposed development

The purpose of this report is to assess an application for a development permit for a Material change of use to establish a Warehouse at 28 Eastridge Street, Stapylton.

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

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

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

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

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

Development proposal	
Height	9.5 metres and a two storey ancillary office
Site cover	70%
Car parking	34 spaces including 1 PWD space.
Hours of operation	24 hours 7 days a week
Gross floor area	2,855m ²
Servicing	The development provides an internal loading bay for loading and unloading of an Heavy Rigid (HRV). An Articulated Vehicle (AV) has been demonstrated to access the site with AV servicing to be undertaken within the parking isle.

The following drawings identify the proposed development.



Figure 1: Proposed development perspective (Source: Two Clicks Design)

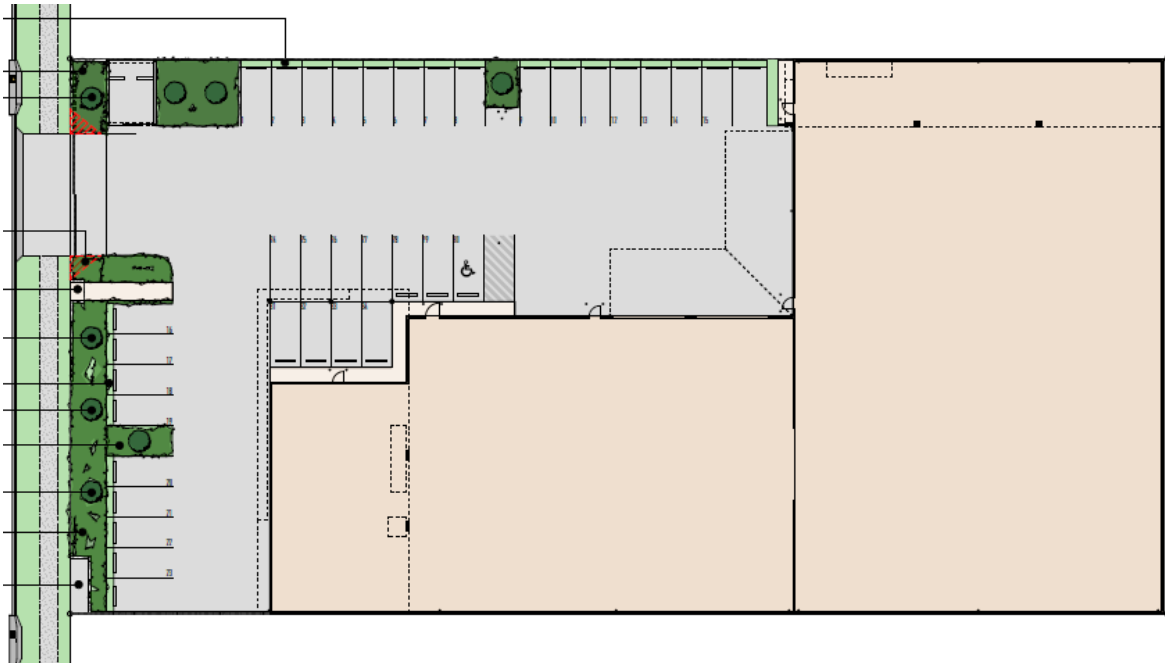


Figure 2: Proposed site plan (Source: Two Clicks Design)

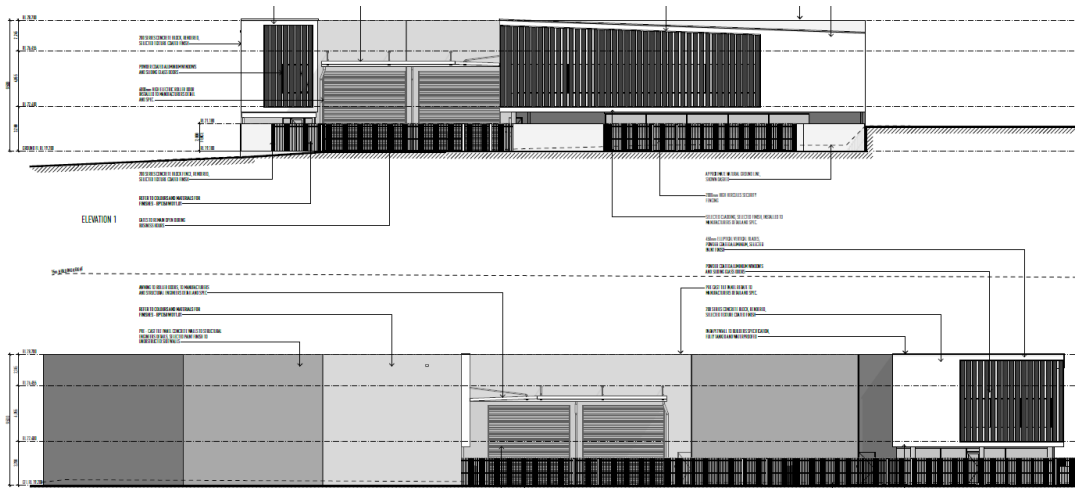


Figure 3: Proposed elevations (Source: Two Clicks Design)

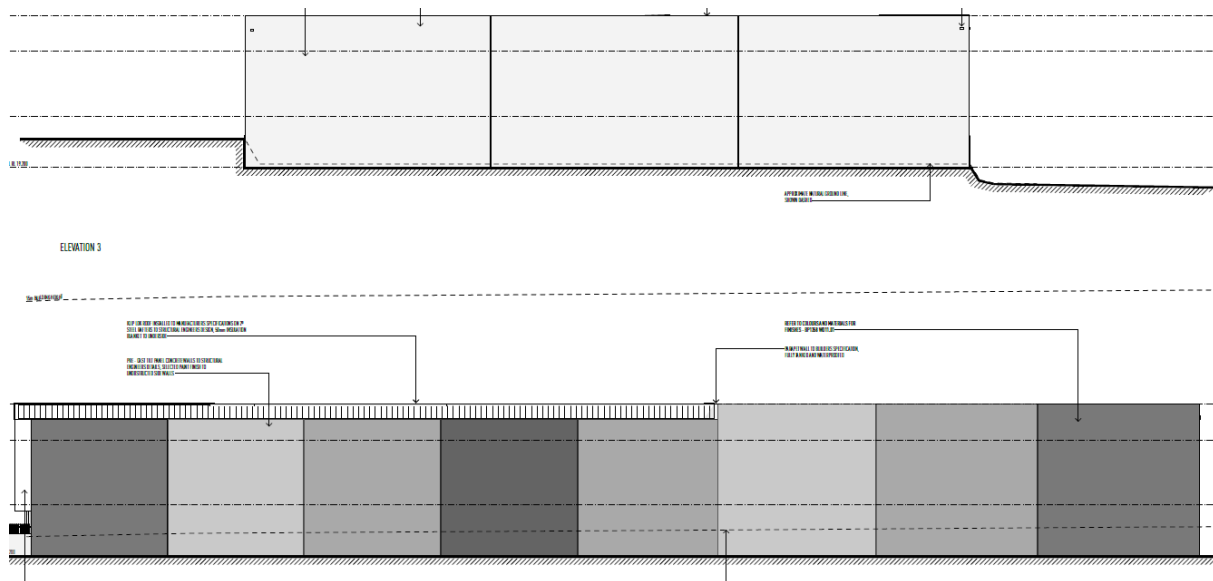


Figure 4: Proposed elevations (Source: Two Clicks Design)

3 SITE CONTEXT

3.1 Subject site and immediate context

The subject site is:

- Part of Stage 1 of the Vantage Industrial Estate (precinct B);
- Subject to the M38 Industrial Estate Place Code;
- A vacant lot clear of vegetation with no established services;
- Rectangular in shape with a flat topography; and
- Will gain singular vehicular access from Eastridge Street.



Figure 5: Aerial image of the subject site (Source: CoGC)

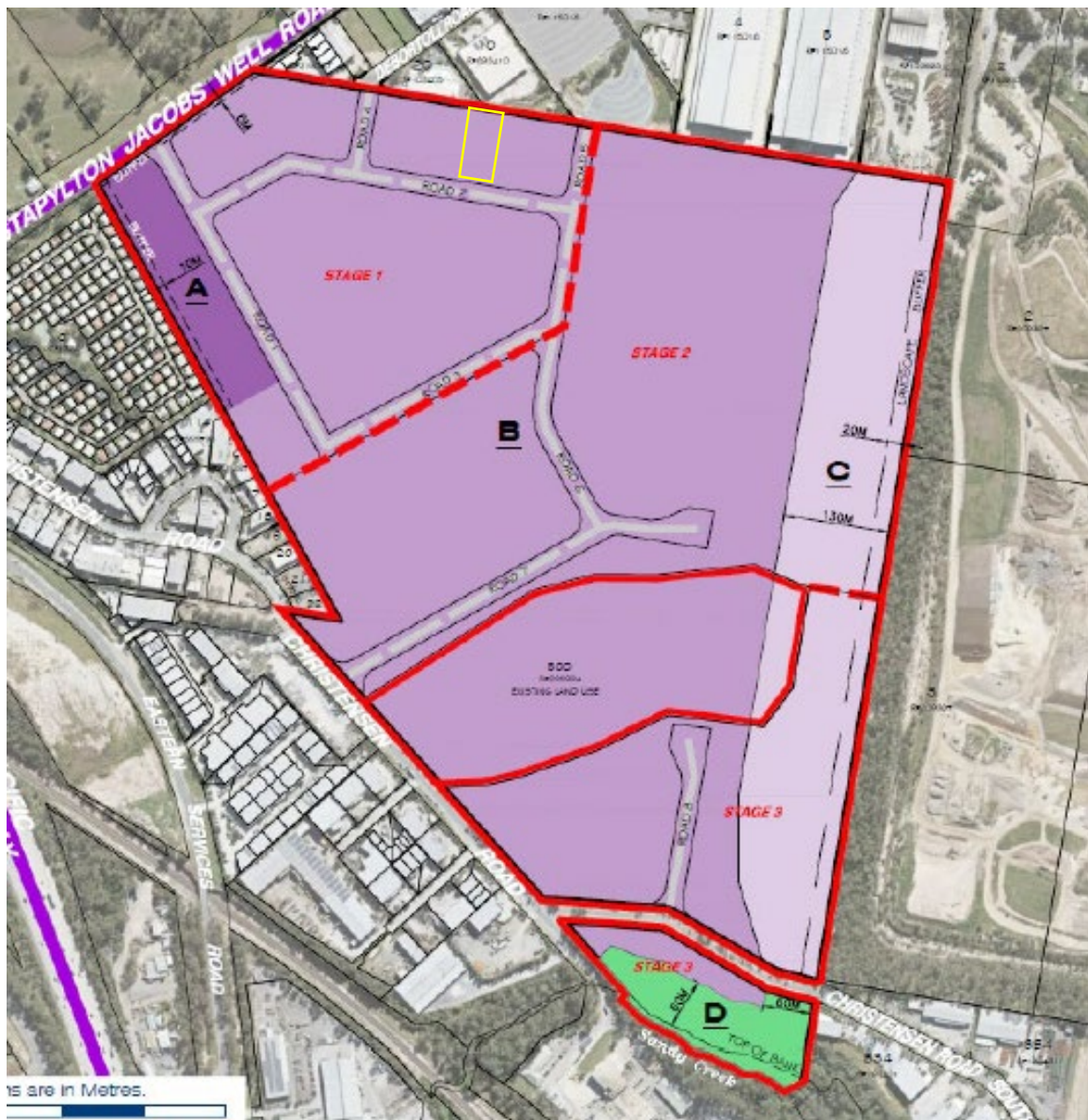


Figure 6: Subject site in the context of the Vantage Industrial Estate (Source: Plan of subdivision)

3.2 Local context

The Vantage Industrial Estate is expected to be developed for a range of different industrial uses as contemplated within the M38 Industrial Estate Place Code.

The local areas is comprised of industrial uses, landfill (Special purpose zone), and Extractive industry zone. The west of the site includes a small area of Medium density residential surrounded by Low impact industry zone (see figure 5).

The site is within close proximity, approximately 0.5km to the Pacific motorway (M1), with the nearest onramp accessed via Stapylton Jacobs Well Road.

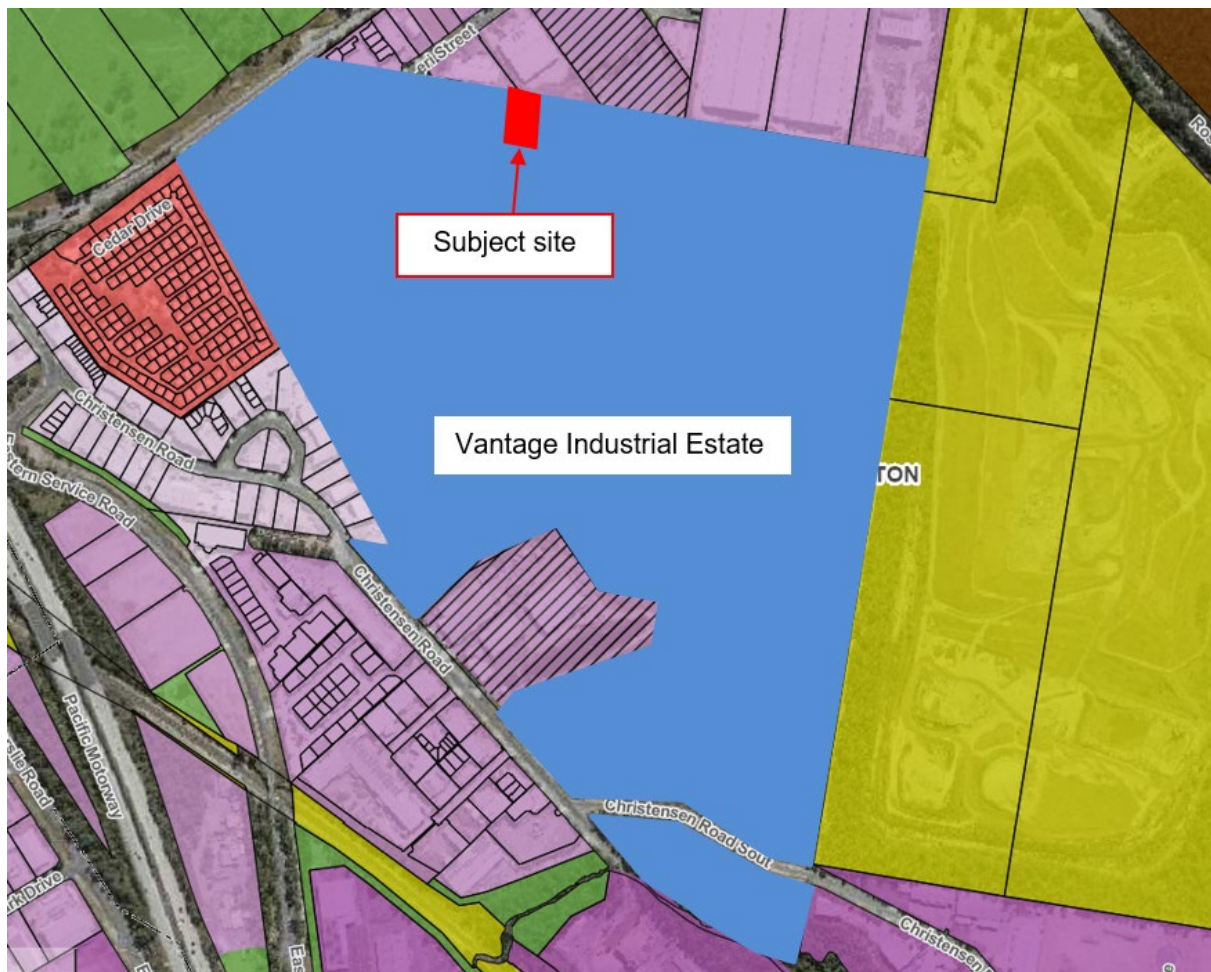


Figure 7: Aerial view of the subject site in the local zoning context (Source: CoGC)

4 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*.

4.1 State Planning instruments

The application has been assessed against the following instruments:

Instrument	Comment
State Planning Policy	The M38 Industrial Estate Place Code appropriately reflects all aspects of the State Planning Policy apart from aspects relating to natural hazards, risk and resilience (coastal hazards). The proposal does not trigger assessment against any

	assessment benchmarks relating to natural hazards, risk and resilience (coastal hazards).
South East Queensland Regional Plan	The proposal is consistent with the goals, elements and strategies; and the Southern Sub-regional directions of the South East Queensland Regional Plan 2017 (ShapingSEQ).
Planning Regulation 2017	The proposal does not trigger assessment against any assessment benchmarks listed in a Schedule of the Planning Regulation 2017.

4.2 Local categorising instruments

The application has been assessed against the following instruments:

Local categorising instrument	Comment
Temporary Local Planning Instrument	The proposal does not trigger assessment against any temporary local planning instruments.
Variation approval	The proposal does trigger assessment against a variation approval. This is discussed in section 4.2.1 within this planning report.
City Plan (Version 9)	The subject site is within the City Plan area of the City of Gold Coast. However, the City Plan is not the local categorising instrument for the proposed development. <u>Local Government Infrastructure Plan</u> There is no new trunk infrastructure required as part of this development.

4.2.1 Assessment against a variation approval

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

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

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

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

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

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
M38 Industrial Estate Place Code	Performance Criteria 4	Building setback
	Performance Criteria 14	Siting
	Performance Criteria 15	
	Performance Criteria 16	
	Performance Criteria 20	Building and layout design, safety and comfort
	Performance Criteria 25	Landscape design
	Performance Criteria 44	Access
	Performance Criteria 46 & 47	Amenity
Car Parking and Transport Integration Code	Performance Criteria 9	Access to Car Parks
	Performance Criteria 14	Loading bay and set down requirement areas

4.2.1.1 Assessment against the M38 Industrial Estate Place Code

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

Building setback - M38 Industrial Estate Place Code

The Acceptable Solution and corresponding Performance Criteria is provided below:

Performance Criteria	Acceptable Solution
PC4 The layout of buildings, structure and activities achieves an attractive and orderly appearance where development is visible from the public domain. A good standard of visual amenity is achieved through generous building setbacks and high quality landscaping.	AS4.2 Buildings are set back from frontages: a) 5 metres from the primary frontage; and b) 1.5 metres from the secondary frontage.

Officer's comment

The proposed development includes a refuse shelter within 3 metres of the primary street frontage. As such, the proposed development cannot comply with Acceptable Solution AS4.2 and assessment is required against Performance Criteria PC4.

The proposed development provides refuse storage at the front of the site in lieu of providing a drive on / drive off waste removal provision within the site. The refuse shelter houses 2 x 2000 litre bins and a single 360 litre bin, which officers consider to be an appropriate size to allow the bins to be manually moved by the waste collection team or onsite staff.

The refuse storage area is screened from the street frontage by 3 metres of landscaping as identified in the image below. The storage shelter consists of 2.8 metre high roofed structure with a painted block wall orientated to the street with access to the refuse achieved through painted aluminium sliding doors to the side of the structure. With the provision of the frontage landscaping and the built form of the refuse shelter screening the bins from the view of the public realm, the encroachment of the refuse storage in the front setback is not considered have negative visual amenity impacts to the areas viewed by the public.

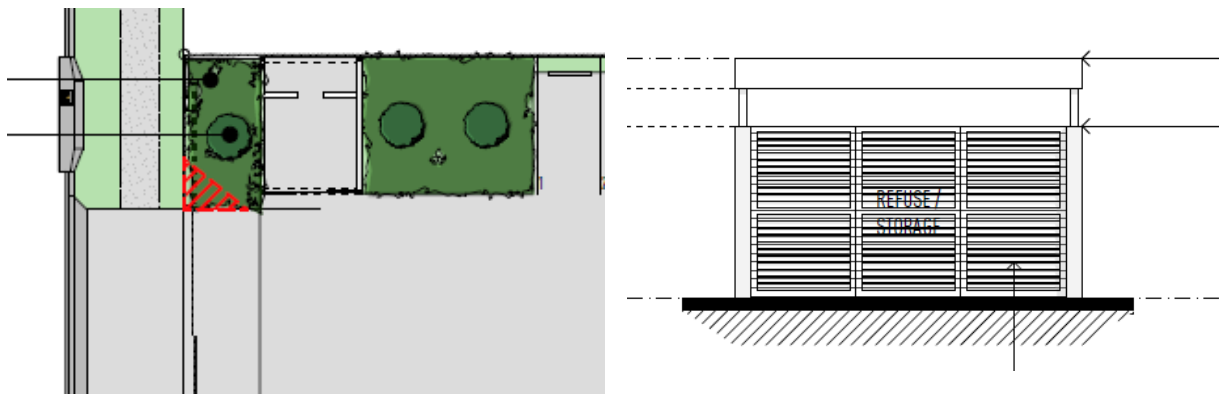


Figure 8: Refuse storage area (Source: Two Clicks Design)

The built form of the proposed Warehouse development is setback from the street frontage by 16.4 metres with the outer most point of the Warehouse being the ancillary office space. The design of the ancillary office space provides an attractive and orderly appearance from the public domain.

Based on the above assessment it is considered that the development complies with Performance Criteria PC4 of the M38 Industrial Estate Place Code.

Siting - M38 Industrial Estate Place Code

Performance Criteria	Acceptable Solution
PC14 All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis .	AS14 No acceptable solution provided.
PC15 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS15 No acceptable solution provided.

PC16 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS16 No acceptable solution provided.
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Officer's comment

No Acceptable Solutions are provided under the subject matter of Siting within the M38 Industrial Estate Place Code, therefore assessment against Performance Criteria PC14, PC15 and PC16 is required.

PC14: While the majority of the surrounding industrial estate is currently vacant, the siting of the proposed development within the subject site is cohesive with the intent of the M38 Industrial Estate Place Code. The proposed development includes generous front setbacks addressing the road frontages maintaining an appropriate interface to future industrial uses on the adjacent lots.

The built form faces south, orientating the ancillary office space to the front of the site. It is considered that this configuration is suitable for industrial functionality on the site while negating any potential conflicts between future industrial uses.

PC15: The proposed development clearly articulates a separation between public access and areas allocated for servicing the building. While car parking is provided throughout the site to meet car parking requirements, the articulation and humanising elements in the design of the ancillary office space clearly identifies the office as the main entrance for pedestrians. It is considered that the proposed site layout achieves separation between public access areas and areas intended for servicing the building.

PC16: The proposed development includes suitable landscaping of 3 metres addressing the road frontages which is designed to soften the built form of the Warehouse. Additionally, conditions are provided to ensure that any potentially visually offensive elements will be appropriately screened from the view of the street to achieve a high quality industrial appearance.

Based on the above assessment it is considered the development complies with Performance Criteria PC14, PC15 and PC16 of the M38 Industrial Estate Place Code.

Building and layout design, safety and comfort - M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance Criteria	Acceptable Solution
PC20 Building design and appearance must be conducive to the safety and comfort of all building users.	AS20.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.

Officer's comment

The proposed development includes staff/visitor car parking areas in front of the ancillary office entrance. As such the proposed development does not comply with Acceptable Solution AS20.2 and needs to be assessed against Performance Criteria PC20 of the M38 Industrial Estate Place Code.

The proposed development consists of a Warehouse inclusive of ancillary office space. As the office space is intended as the entrance for staff and visitors to the site, the car parking areas are located closely to the office entrance. To ensure that areas intended for the public and loading bays are kept separate, the building design and site layout is considered safe and practical while maintaining a high quality industrial design.

Based on the above assessment it is considered the development complies with Performance Criteria PC20 of the M38 Industrial Estate Place Code.

Landscape Design - M38 Industrial Estate Place Code

The Acceptable outcome and corresponding Performance outcome is provided below:

Performance outcome	Acceptable outcome
PC25 Landscape design is used to enhance the landscape character of the YEA.	AS25.1 Frontage setback areas are attractively landscaped, including: (a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; and (b) one metre landscaped area adjacent to building walls facing the street. AS25.2 Planting of shade trees occurs along pathways, throughout car parking areas and within public road reserve, as well as and in any other exposed areas where relief from sun and glare would be beneficial. AS25.3 Dwarf walls prevent vehicles breaching landscaped areas along frontages. AS25.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads. AS25.5 Landscape Design includes: (a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; (b) retention of existing mature vegetation, wherever possible; (c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff; (d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries. AS25.6 A minimum ten (10) metre wide north south landscape buffer is provided along the western boundary of the site adjoining the existing residential uses generally as outlined on the Landscape Intent Plan prepared by Gassman Development Perspectives and titled 5941 Landscape Intent Rev C.

	AS25.7 A minimum of twenty (20) metre wide north south landscape buffer is provided along the eastern boundary of the site (consisting of 10 metre wide 'undisturbed corridor', and 10 metre wide 'works corridor' including earthworks and landscape treatment).
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Officer's comment

The proposed development provides a reduced frontage landscaping with a minimum garden width of 1.5 metres due to the location of the water metre easement. The remainder of the frontage landscaping provides a width of 3 metres and does not achieve 5 metres of planting width for 25% of the frontage. As such compliance with Acceptable Solution AS25.1 cannot be achieved and assessment has been provided against the applicable Performance Criteria PC25 requirements.

In order to assist in demonstrating compliance with the applicable Performance Criteria, the landscape design must enhance the landscape character of the Yatala Enterprise Area. To assist demonstrating the desired landscape enhancement, a sufficient landscape buffer is recommended to be provided capable of supporting a combination of large canopy trees and screening shrub planting. The vegetation is recommended to remain unobscured (by any proposed fencing) when viewing the subject site from the adjoining public road reserve.

The proposed frontage landscape buffer varies from 1.5 metres to 3 metres in width along the front boundary. The 1.5 metre width section is limited to the 4.5 metre wide water metre location at the front boundary. The proposed 3 metre wide garden bed is considered to be of an acceptable size to support canopy trees and screening shrub plantings within the frontage to assist enhancement of the local landscape character. As reflected in Figure 9 below, the submitted Statement of Landscape Intent (SLI) is considered to reflect appropriate landscaping area to support tree planting within the frontage. Council officers recommend imposing conditions requiring large canopy tree planting to be provided at appropriate centres (6 metres) with associated accent planting to assist demonstrating compliance with the applicable Performance Criteria.

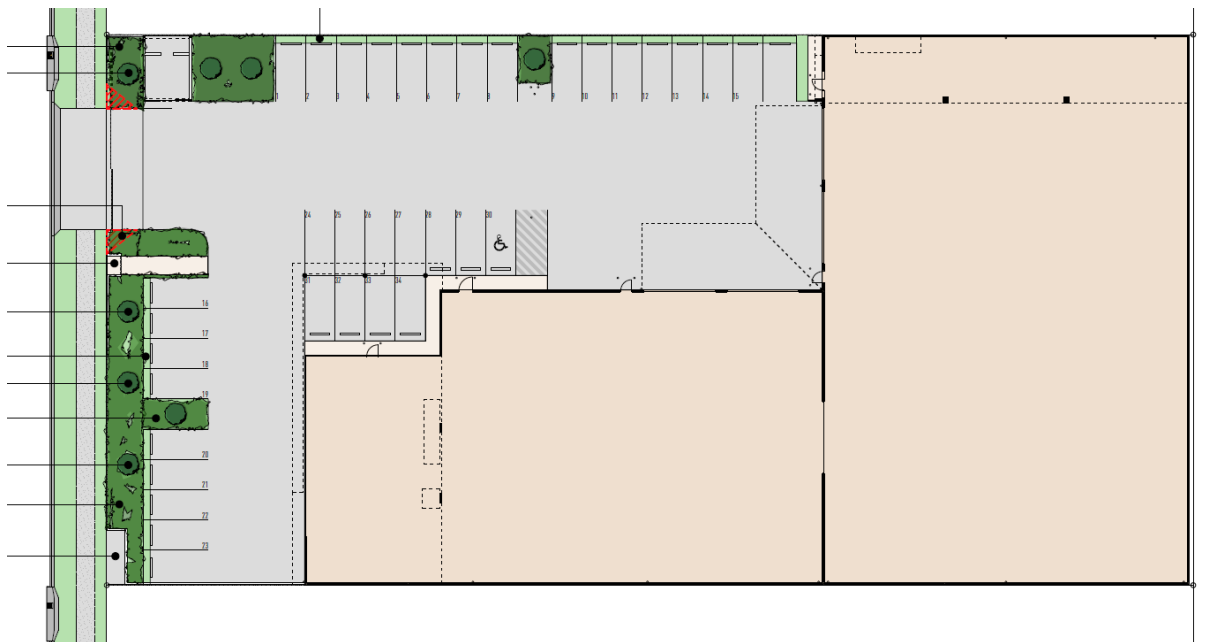


Figure 9: Proposed SLI (Source: Two Clicks Design)

Based on the above assessment it is considered the development complies with Performance Criteria PC25 of the M38 Industrial Estate Place Code.

Site Access - M38 Industrial Estate Place Code

The Acceptable Solution and corresponding Performance Criteria is provided below:

Performance Criteria	Acceptable Solution
PC44 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.	AS44 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.

Officer's comment

Pavement treatments are not proposed to differentiate the site entry points so full compliance with Acceptable Solution AS44 cannot be achieved and assessment is required against Performance Criteria PC44.

The proposed landscape treatment of access points visually distinguishes the entry locations and maintains appropriate site lines/distances in accordance with PC44.

Based on the above assessment it is considered the development complies with Performance Criteria PC44 of the M38 Industrial Estate Place Code.

Amenity protection - M38 Industrial Estate Place Code

The Acceptable Solution and corresponding Performance Criteria is provided below:

Performance Criteria	Acceptable Solution
PC46 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a. noise; b. hours of operation; c. traffic; d. lighting; e. signage; f. visual amenity; g. privacy; h. odour and emissions.	AS46 No acceptable solution provided.
PC47	AS47

The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of: a. noise; b. hours of operation; c. traffic; d. lighting; e. signage; f. visual amenity; g. privacy; h. odour and emissions; i. dust; and j. vibration.	No acceptable solution provided.
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Officer's comment

The M38 Industrial Estate Place Code does not provide Acceptable Solutions for the prevention of loss of amenity and threats to health and safety. As such, the development must be assessed against Performance Criteria PC46 and PC47 to maintain compliance with the M38 Industrial Estate Place Code.

(a) Noise:

PC46: It is considered that the proposed development includes measures which adequately mitigate noise emissions from the use and meet acoustic quality objectives and reduce the opportunity for nuisance to be created. Compliance with PC46 will be ensured through conditions of approval and is considered to be achieved.

PC47: Due to the Industrial nature of the site and surrounding areas a level of noise emissions is expected but it is not considered to impact negatively on the proposed development. \

(b) Hours of operation:

PC46: The proposed development is envisioned for the industrial estate, including extended hours of operation to facilitate logistic requirements. It is not anticipated that the proposed hours of operation will have negative impact on the surrounding industrial land uses.

PC47: The surrounding area will support other industrial activities expected to operate similarly to the proposed development including 24/7 operations. It is considered that the surrounding operating hours of the industrial area will have negligible impacts on the proposed development.

(c) Traffic:

PC46: The proposed land use of a Warehouse is accepted development within the M38 Industrial Place Code. It is expected that the Warehouse involves activities which will increase traffic through the wholesale of merchandise and goods stored and dispatched. It is considered that the traffic generated from the proposed development will be managed effectively to mitigate possible negative impacts on amenity.

PC47: The site and surrounding area is located close to the Pacific Motorway, common for industrial estates within the area. As such, there is an anticipated level of traffic expected to be generated from

industrial areas. The traffic impacts have been considered in the prior staged approval and are not anticipated to have any negative impacts to the amenity of the subject site.

(d) Lighting:

PC46: No part of the proposed development includes any light spillage from the site which may impact the amenity of the surrounding area.

PC47: There are no existing activities in the surrounding area which includes lighting that may cause negative impact on the proposed development. Standard conditions have been included in the officer's recommendation to ensure this outcome is achieved.

(e) Signage:

PC46: The proposed development has not included any signage, including signage which may detract from the surrounding amenity.

PC47: There are no existing activities in the surrounding area which includes signage which may cause negative impact on the proposed development.

(f) Visual amenity:

PC46: The proposed development consists of a high quality industrial design with ample landscaping to soften the built form. It is considered that the outward appearance of the proposed development is cohesive with the intent of the industrial estate and is unlikely to have any negative impacts to the visual amenity of the surrounding area.

PC47: As the area surrounding the site is currently vacant land, it is not considered that the proposed development is impacted negatively by any activities which could compromise the quality of the visual amenity. It is expected that considerations of visual amenity will be addressed appropriately in any future developments within the surrounding industrial area.

(g) Privacy:

PC46: The proposed development is located within an industrial estate and all interfaces include other industrial land uses. As the nearest sensitive land use is sighted approximately 300m away and is separated from the subject site by other industrial land uses, it is considered that the proposed development will have negligible impacts on surrounding privacy.

PC47: It is not considered that any surrounding activities within the industrial estate will contribute negatively to the privacy of the proposed development, none the less the proposed development includes substantial landscaping providing screening.

(h) Odour and emissions:

PC46: No part of the proposed development includes any activities which are anticipated to produce odour and emissions from the site which may impact the amenity of the surrounding area.

PC47: The surrounding area supports industrial uses, which can be expected to produce a reasonable level of odour or emissions. It is not considered that the surrounding land uses will contribute negatively to the amenity of the proposed development through odour and emissions.

(i) Dust:

PC47: It is considered unlikely that the amenity of the proposed development will be impacted by an unreasonable level of dust from the surrounding industrial area.

(a) Vibration:

PC47: It is considered unlikely that the amenity of the proposed development will be impacted by vibrations from the surrounding industrial area.

Based on the above assessment it is considered the development complies with Performance Criteria PC46 and PC47 of the M38 Industrial Estate Place Code.

4.2.1.2 Assessment against the Constraint Codes

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

Car park gateways - Car parking, Access and Transport Integration Code

The Acceptable Solution and corresponding Performance Criteria is provided below:

Performance Criteria	Acceptable Solution
PC9 Access to car parking spaces must be provided for employees and visitors.	AS9.1 Car park areas have no gateways, doors or similar devices which restrict vehicular access by employees or visitors.

Officer's comment

To comply with Acceptable Solution AS9.1 of Car Parking and Transport Integration Code, car parking spaces for employees or visitors must not have gates, which restrict vehicular access. The development includes security gates; therefore, compliance with AS9.1 is not achieved, requiring consideration against Performance Criteria PC9.

The applicant has confirmed that all gates are to remain open during the proposed operating hours. A condition of approval has been imposed requiring that all gates remain open during operating hours to allow access for employees and visitors.

Based on the above assessment it is considered the development complies with Performance Criteria PC9 of the Car Parking and Transport Integration Code.

Loading bay and set down requirement areas - Car parking, Access and Transport Integration Code

The Acceptable Solution and corresponding Performance Criteria is provided below:

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

Officer's comment

The proposed development provides a service bay for a Heavy Rigid Vehicle (HRV) but due to spatial limitations within the site and the built form, a formal service bay cannot be established for an Articulated Vehicle (AV). As such compliance cannot be achieved with Acceptable Solution 14.1 and assessment is required against Performance Criteria PC14.

The proposed Warehouse development includes an internal service bay for loading and unloading of HRVs. Submitted plans annotated a service bay within the Warehouse to accommodate an AV. Assessment of the vehicle swept paths has determined that an AV is unable to access the internal service bay (figure 10). Table to Acceptable Solution AS14.1 indicates that Industry uses established on a site exceeding 4,000m² are to accommodate AVs.

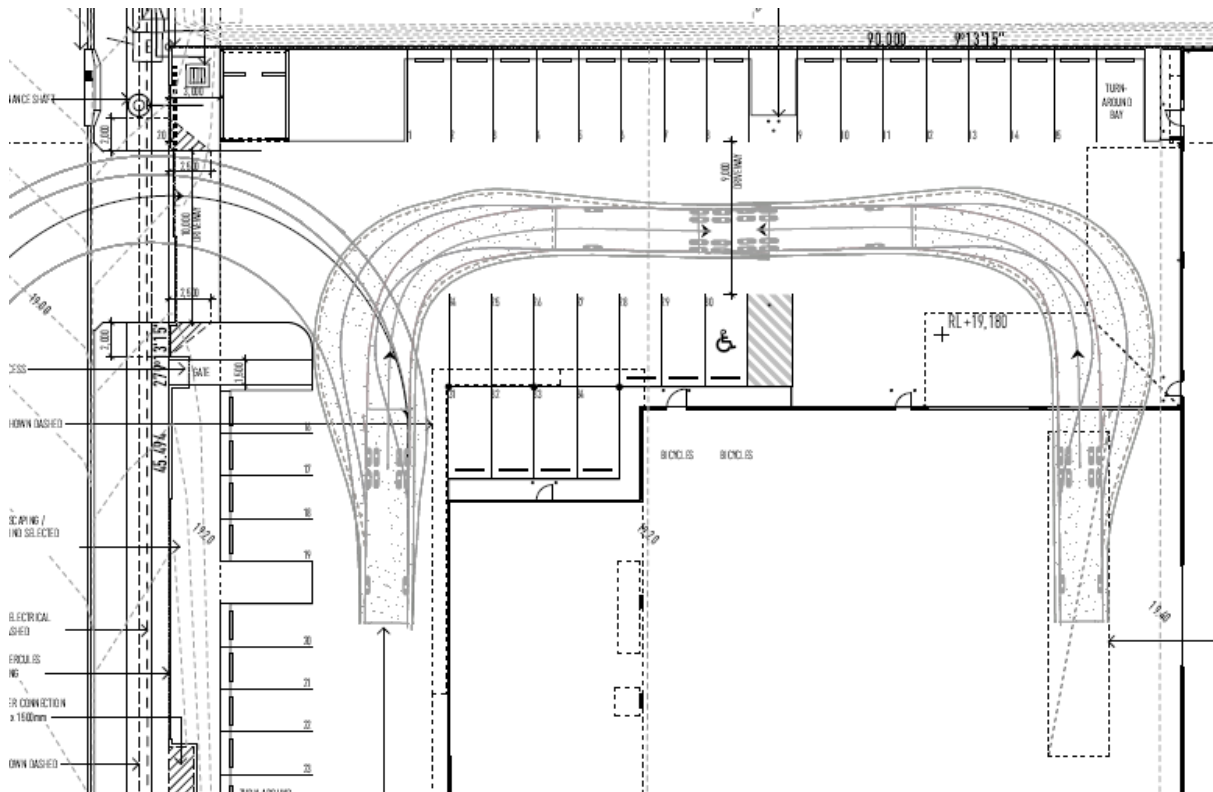


Figure 10: Proposed swept path and servicing areas (Source: Two Clicks Design)

Given that the area of the subject site only exceeds the 4,000m² requirement by 94m², in the case of this development officers accept that AVs can load / unload within the parking aisle on site. As the proposed plans have nominated an AV service bay, officers have recommended a condition of approval amending the service bay to the dimensions of a HRV.

Based on the above assessment it is considered the development complies with Performance Criteria PC14 of the Car Parking and Transport Integration Code.

6 INFRASTRUCTURE CHARGES

The final estimated infrastructure charge is \$174,606.13.

For further information on this matter, refer to the draft notice attached to this report entitled as Attachment: Infrastructure charges notice for the approved development.

Charge calculation

Charges Resolution No. 1 of 2022				
	Qty		Rate	Gross Charge Amount
Impervious area	3,987.58	Square Metres	@	\$ 11.29
Other industry	2,855.57	sq m Gross Floor Area	@	\$ 56.45
				\$ 45,019.78
				\$ 161,196.93
				\$ 206,216.70
Net Charge Summary				
Gross Charge Amount	Applied Credit Amount		Net Charge Amount	
\$ 206,216.70	\$ 31,610.57		\$ 174,606.13	

Applied credit
details

Standard lot credit applied.

Office Use Only	
\$ 116,940.92	DC011
\$ 43,549.01	DC013
\$ 14,116.20	DC020
\$ 174,606.13	

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 the City Architect	Office of the City Architect have reviewed the proposed development and recommend the following conditions: Amenity: Screening of visually offensive components
City Assets	City Assets have reviewed the proposed development and recommend the following conditions: - Engineering: - Rectification of Council's infrastructure; and - Driveways and vehicular crossings
Hydraulics and Water Quality	Hydraulics and Water Quality reviewed the proposed development and have provided the following conditions: - Stormwater Drainage: - Overland flow paths and hydraulic alterations; and - Erosion and sediment control.
Landscape Assessment	Landscape Assessment reviewed the proposed development and have provided the following conditions: - Environmental and Landscaping – landscaping works; and - Engineering – Existing structures and services.

Plumbing and Drainage	Plumbing and Drainage reviewed the proposed development and have provided the following conditions: • Plumbing and Drainage Act 2018 – Plumbing and drainage works
Transport Assessment	Transport Assessment reviewed the proposed development and have recommend the following conditions: • Transport: Security gate requirements
Water and Waste	Water and Waste reviewed the proposed development and have provided the following conditions: • General: - Timing; - Approved drawings; • Property: - Requirement to register easement; - Restriction regarding Council easements and infrastructure; • Amenity – Screening of visually offensive components; • Engineering – Rectification of Council's infrastructure • Sewer and Water Works: - Sewer connection – reuse existing sewer connection; - Water connection; - Fire loading; and • Construction Management : Certification of works

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 a Warehouse at 28 Eastridge Street, Stapylton. Assessment reveals the proposal has addressed the relevant benchmarks of the M38 Industrial Place Code.

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

10 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 (Code assessment) for a Material change

**of use for a Warehouse, in accordance with the Attachment entitled: Decision notice —
approval (with conditions).**

Author:

Natasha Sidabutar

Planner

March 2023

Authorised by:

Roger Sharpe

Executive Coordinator Planning Assessment