

1 APPLICATION SUMMARY

Application information		
Address	29 Homestead Drive, Stapylton	
Lot and plan	Lot 108 SP316137	
Site area	2,913m ²	
Type of development and proposed use	Material change of use for Food industry	
Categories of development and assessment	Code assessment	
Properly made date	23 March 2023	
Decision due date	5 June 2023	
Applicant and Applicant's consultancy team	Projects QLD 101 Pty Ltd – (Applicant) Marc Joyce Town Planning and Heritage Consultant – (Planning Consultant) Two Clicks Design – (Designer)	
Owner details	Projects QLD 101 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, subject to 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.
- ROL/2020/123: On 19 February 2021 Stage 1 of the Vantage Industrial Estate was approved under the Preliminary approval. The Development permit approved a 1 into 22 lot subdivision intended for future industrial uses. The subject site of this application forms part of Stage 1.

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 Food Industry at 29 Homestead Drive, Stapylton.

The proposal includes the internal fit-out of an established industrial building including ancillary office space 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 Clause 3.1 identifies land use definitions which have been compiled specifically for the M38 Industrial Estate Place Code only. Where applicable, these specific use definitions override those contained within Part 4, Division 1, Chapters 1-3 of the Gold Coast City Planning Scheme 2003, as amended. Clause 3.2 defines the proposed Food industry use as follows:

'Premises used for the manufacturing, producing, processing, storing or distributing of food or food related products for human consumption.'

The proposed development includes low intensity food packaging operations consisting of mixing and packaging of sports supplements (powders). Production includes the receipt of the bulk product, weighing and blending activities, and the packaging of goods in preparation for dispatch.

Table A of the Yatala Enterprise Area Local Area Plan Table of Development (As Modified) – Material Change of Use identifies Food industry development within Precinct A (Low Impact and Service Industry) as Code Assessable.

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	60%
Car parking	26 spaces including 1 PWD space.
Hours of operation	7:00am to 8:00pm Monday to Friday
Gross floor area	1,753m ²
Servicing	On-site provision for 20 m Articulated Vehicles (AV)

The following drawings identify the proposed development.



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

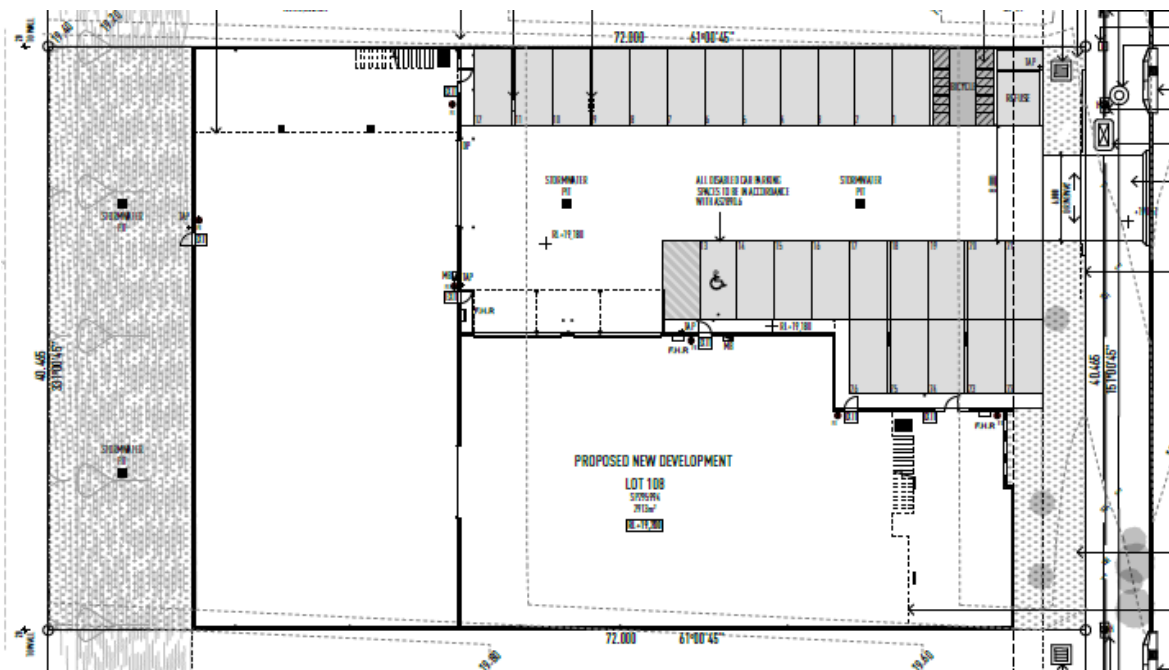


Figure 2: Proposed site plan (Source: Two Clicks Design)

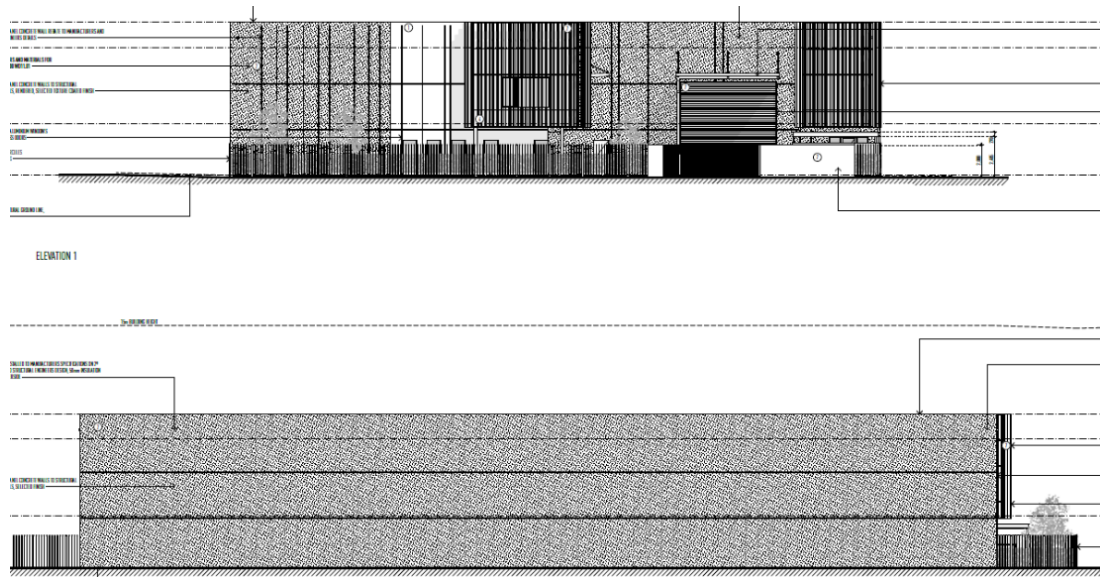


Figure 3: Proposed elevations (Source: Two Clicks Design)

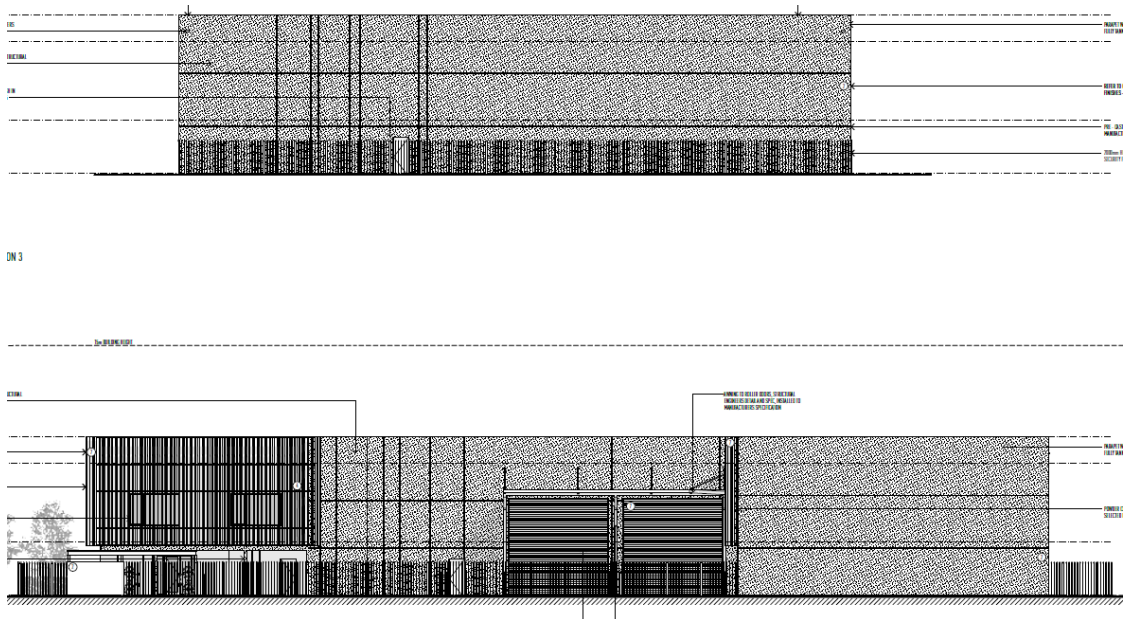


Figure 4: Proposed elevations (Source: Two Clicks Design)

3 SITE CONTEXT

3.1 Subject site and immediate context

The subject site is:

- Part of Stage 1 of the Vantage Industrial Estate (Precinct A);
- Subject to the M38 Industrial Estate Place Code;
- Improved by an existing industrial building
- Rectangular in shape;
- Benefitted with a generally flat topography excluding the non-vegetated 1 in 1 batter located at the rear of the lot; and
- Will gain singular vehicular access from Homestead Drive.



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

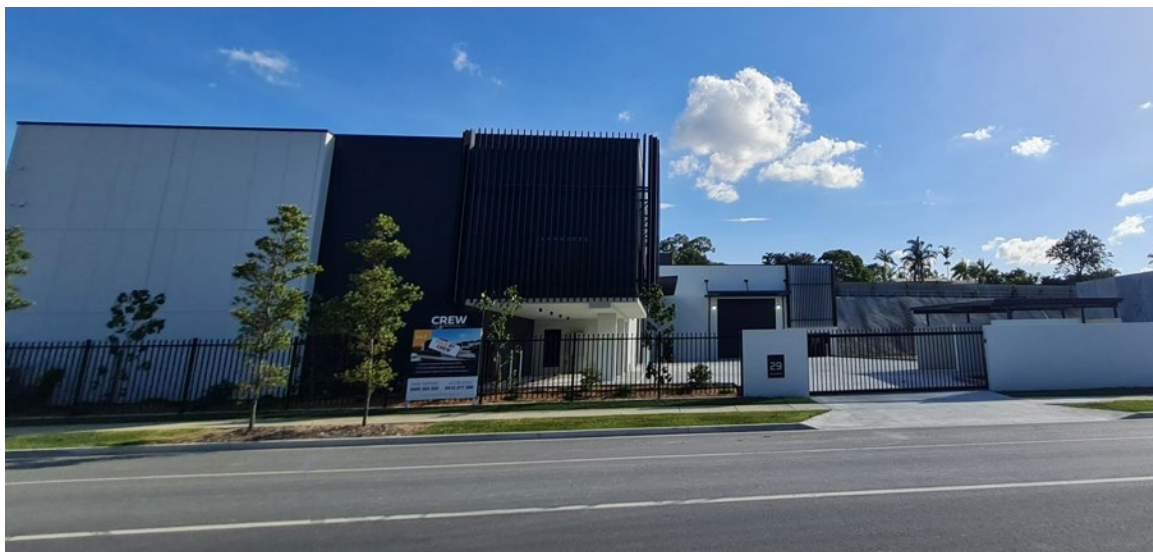


Figure 6: View of the subject site from Homestead Drive (Source: City officer)

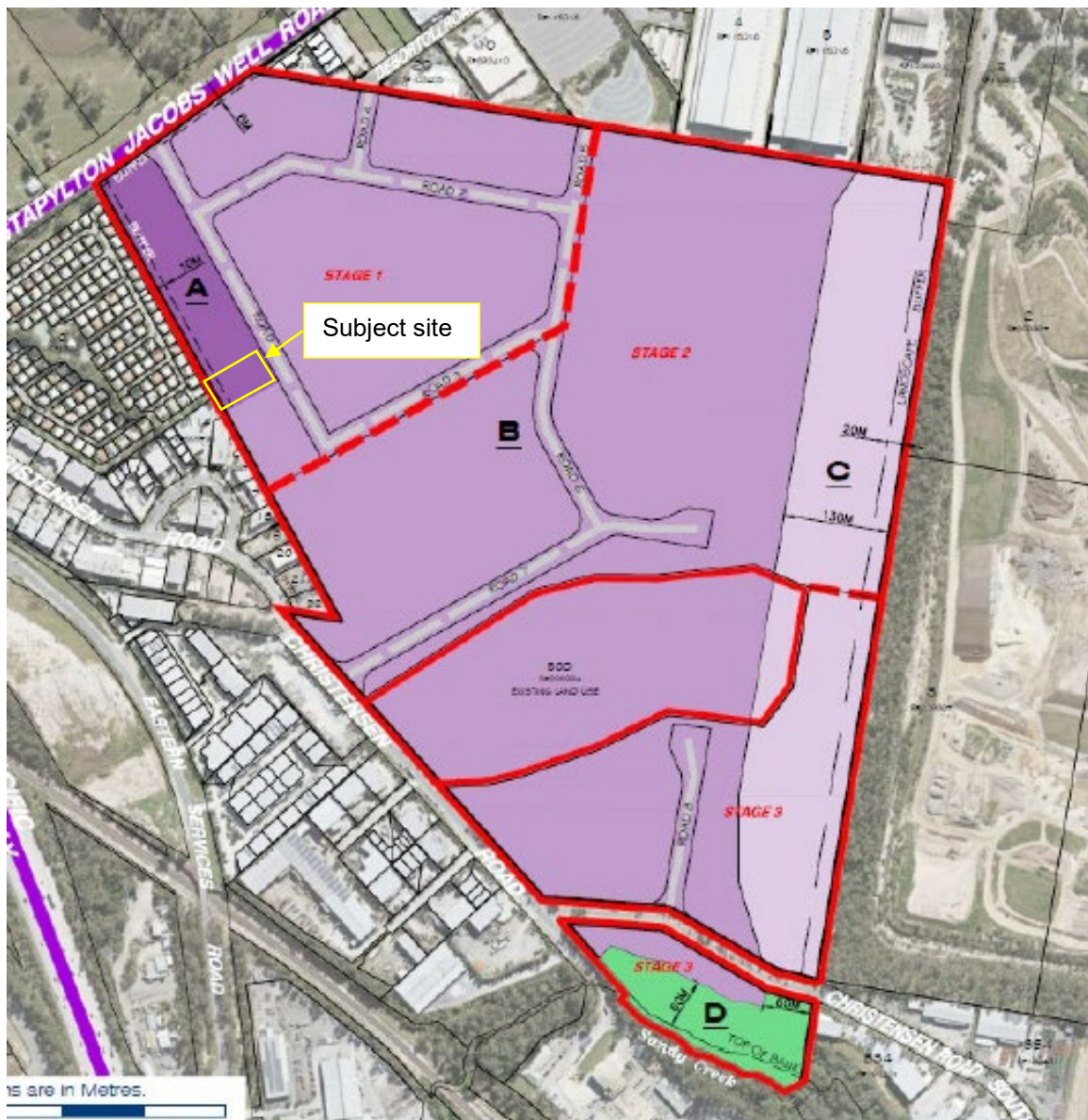


Figure 7: Subject site in the context of the Vantage Industrial Estate (Source: Plan of subdivision)

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 comprises 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 8).

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

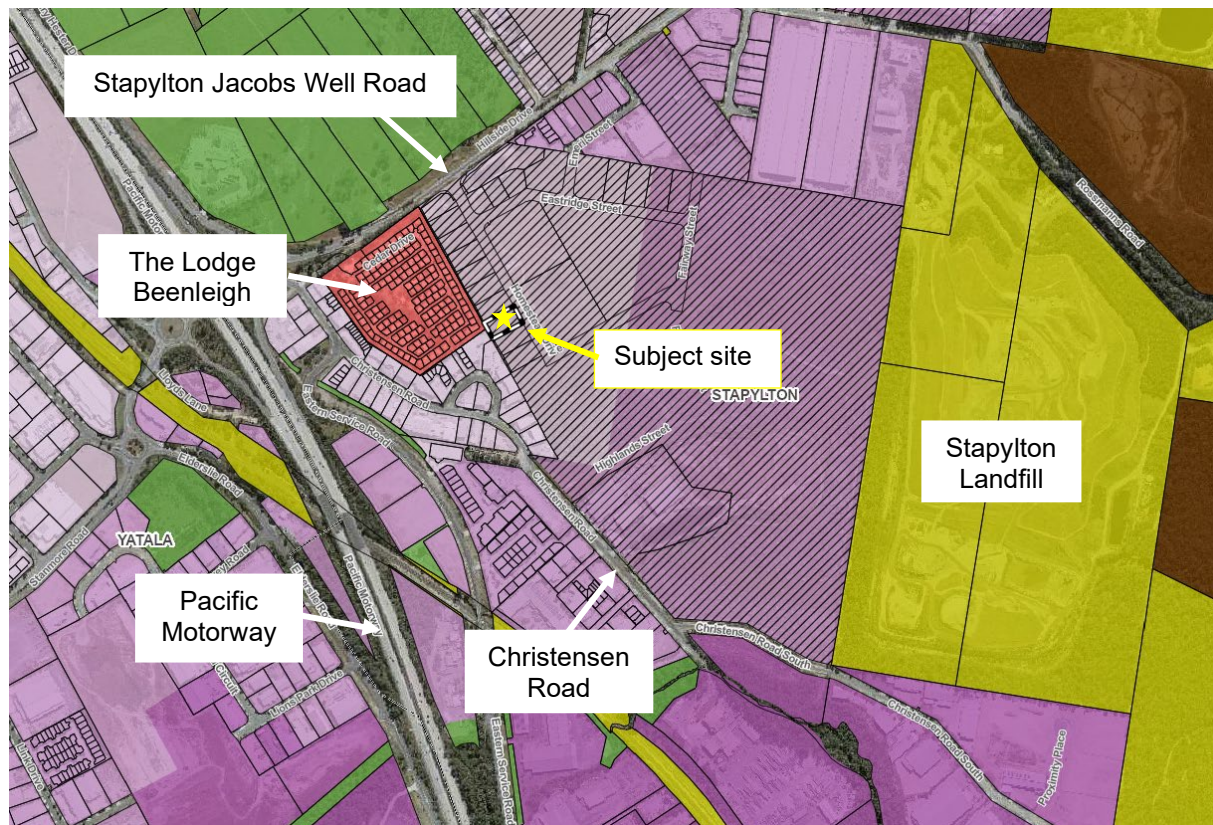


Figure 8: Aerial view of the subject site in the local zoning context (Source: CoGC)

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 8	Vehicular parking
	Performance Criteria 14	Siting
	Performance Criteria 15	
	Performance Criteria 16	
	Performance Criteria 20	Building and layout design, safety and comfort
	Performance Criteria 44	Access
	Performance Criteria 45	Access
	Performance Criteria 46 & 47	Amenity
Car Parking and Transport Integration Code	Performance Criteria 9	Access to Car Parks
	Performance Criteria 13	Loading bay and set down requirement areas
	Performance Criteria 14	

4.2.1.1 Assessment against the M38 Industrial Estate Place Code

Officers acknowledge that the proposed development is limited to an internal fit-out of an established industrial building and does not include any changes to the built form, established landscaping or car parking provision. Nonetheless, for the sake of transparency 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 and does not meet the 5 metre front setback requirement. 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 allowing 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 2.4 metre high roofed structure with painted block walls orientated to the street with access to the refuse achieved through an opening 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.

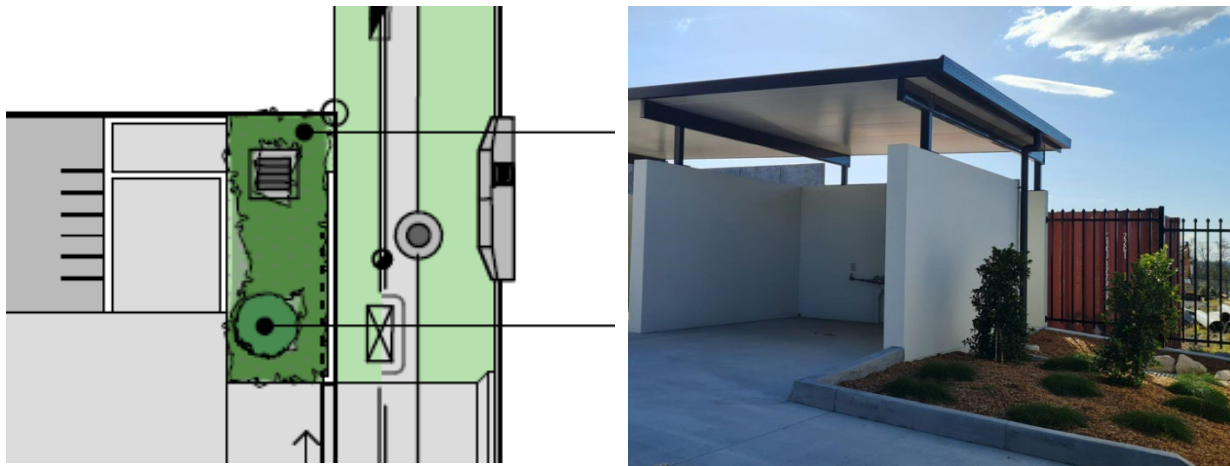


Figure 9: Refuse storage area (Source: Two Clicks Design and City officer)

The built form of the existing industrial building is setback from the street frontage by 5 metres with the outer most point of the building being the ancillary office space. The design of the ancillary office space provides an attractive and orderly appearance from the public domain (figure 10).



Figure 10: Existing industrial building and established frontage landscaping (Source: City officer)

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

Car parking supply - M38 Industrial Estate Place Code

Performance Criteria	Acceptable Solution
PC8 On-site vehicle parking is provided to meet expected demand, having regard to: (a) The size of the proposed workforce; (b) The likely number of visitors to the site; (c) The likely size and number of service and transport vehicles to be on the site at any one time; (d) On-site parking and loading/unloading activities within sites; (e) The availability of conveniently located on-street parking; (f) Any possible future expansion, redevelopment or change of use.	AS8.1.1 The number of car parking spaces provided on-site generally meets the standards set out in the Constraint Code 4 – Car Parking, Access and Transport Integration in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007), as follows: <u>Industry</u> – 2.5 spaces per 100m² of GFA

Officer's comment

To comply with Acceptable solution AS8.1.1, the proposed Food industry use (1,763.12 m² GFA) would require 45 car parking spaces. Drawings show a total of 26 car parking spaces on-site; therefore, compliance with AS8.1.1 is not achieved.

Notwithstanding this, the proposed use would not be expected to generate a higher parking demand than the existing established industrial use. In addition, if an application for the equivalent land use (Medium impact industry) was lodged under City Plan, a total of 25 car parking spaces would be required. The existing supply of 26 car parking spaces is therefore considered sufficient to cater for the expected demand.

Based on the above assessment it is considered that the development complies with Performance Criteria PC8 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	AS16 No acceptable solution provided.

otherwise designed and screened to enhance their appearance, when viewed from the street.

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: The existing siting of the industrial building within the subject site is cohesive with the intent of the M38 Industrial Estate Place Code. The development includes generous front setbacks addressing the road frontages maintaining an appropriate interface to future industrial uses on the adjacent lots. The establishment of the proposed Food industry use within the established industrial building maintains the industrial character and the predominant built form.

PC15: The industrial 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. The establishment of the proposed Food industry use within the existing industrial building maintains an appropriate separation between public access areas and areas intended for servicing the building.

PC16: The existing development includes suitable landscaping of 3 to 5 metres addressing the road frontages which is designed to soften the built form of the industrial building. 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 existing development provides 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 is required to be assessed against Performance Criteria PC20 of the M38 Industrial Estate Place Code.

The proposed development maintains the existing built form and car parking layout which consists of a industrial building 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 sperate, 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.

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 established 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 The proposed development must take into account and seek to ameliorate any negative aspects of the	AS47 No acceptable solution provided.

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.	
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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: The proposed development includes low intensity food packaging operations consisting of mixing and packaging of sports supplements (powders). Production includes the receipt of the bulk product, weighing and blending activities, and the packaging of goods in preparation for dispatch. Mechanical equipment required for the proposed packaging activities are small scale and it is considered that the existing built form provides building treatments which adequately mitigate noise emissions from the use and meet acoustic quality objectives to 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 commensurate with the intended development within the industrial estate but given the close proximity of the subject site to the adjacent Medium density residential development, development controls including limited hours of operation are recommended to ensure that operations do not conflict with the reasonable amenity expectations associated with residential development.

PC47: The surrounding area will support other industrial activities expected to operate similarly to the proposed development. 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 Food industry is envisioned development within the M38 Industrial Place Code. It is expected that the industrial use 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. Standard conditions have been included in the officer's recommendation to ensure this outcome is achieved.

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

(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 maintains the existing 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 being developed, 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 but shares 10 metres of the rear boundary with the adjacent residential development. The subject site is located significantly lower than the neighbouring site to the rear and is setback from the rear property boundary by 10 meters. The 10 metre separation includes a 1 in 1 batter as identified in the image below. Additionally the existing built form does not include any openings which would impinge on the privacy of the residential land use. With consideration of the orientation of the industrial building and the significant setback it is considered that the development does not negatively impact on surrounding privacy.

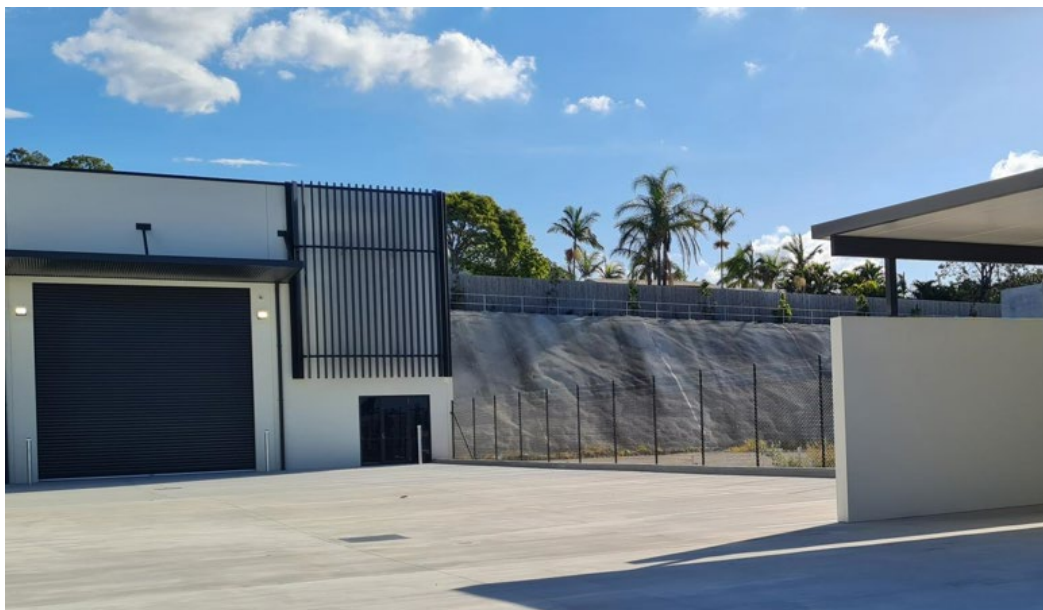


Figure 11: Interface with the residential development to the rear of Precinct A (Source: City officer)

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.

(j) 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 advised that the security gate will remain open during operating hours. A condition has been included within Officers recommendation 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
PC13	AS13

Development must make provision for loading bays and set down areas for the: (a) collection and set down of passengers; (b) parking of trailers; (c) service vehicle parking; (d) loading and unloading of goods.	Loading and set down areas are provided consistent with the AS2890.2 – Off Street Parking Part 2: Commercial Vehicles . Vehicle
Performance Criteria	Acceptable Solution
PC14 Development must provide for the required 'design service vehicle' to service the development.	AS14.1 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1.
	AS14.2 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1 , as follows: - Service bay required for an AV - Restricted manoeuvring permitted for an AV; full on-site manoeuvring required all other classes of service vehicle.

Officer's comment

To comply with Acceptable solutions AS13, AS14.1 and AS14.2, the development is required to provide a service bay on-site for a 20 metre Articulated Vehicle, with restricted manoeuvring permitted for an AV (i.e. a reverse movement onto the site). While an AV can be accommodated on-site, a dedicated service bay is not provided. Compliance with AS14.2 is not achieved.

An AV would stand within the parking aisle to perform servicing activities, consistent with the existing servicing operations on-site. On this basis, the development provides for the required 'design service vehicle' to service the development and compliance with Performance criteria PC14 is deemed to be achieved.

Based on the above assessment it is considered the development complies with Performance Criteria PC13 and PC14 of the Car parking, Access and Transport Integration Code.

6 INFRASTRUCTURE CHARGES

No infrastructure charges have been incurred relating to the proposed internal fit-out.

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)
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:

	• General: Approved drawings; • Transport: - Security gate requirement; - Off street vehicle and car parking facilities; - Off street bicycle parking facilities; and - Loading and unloading (excluding waste collection vehicles)
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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 Food industry at 29 Homestead Drive, 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 Food industry, in accordance with the Attachment entitled: Decision notice — approval (with conditions).

Author:

Natasha Sidabutar

Planner

May 2023

Authorised by:

Roger Sharpe

Executive Coordinator Planning Assessment