

1 INFORMATION NOTE

This Accepted to Code development application has been assessed against certain assessment benchmarks, limited to the subject matter of the Required outcomes with which there is non-compliance.

This report addresses in section 5 the subject matter of the Required outcomes with which there is non-compliance.

Development conditions are only relative to the limited scope of assessment against the Required outcomes to ensure the basis for the development application is accurate.

2 APPLICATION SUMMARY

Application information	
Address	84-160 Christensen Road South, STAPYLTON QLD 4207
Lot and plan	Lot 334 SP193431 <i>*The Applicant is proposing to construct the development on approved future Lot 10 (Council reference: ROL/2018/26, most recently amended by MIN/2023/361).</i>
Site area	251,820m ² <i>Note: Approved future Lot 10 only has an area of 5,928m².</i>
Type of development and proposed use	Development permit for Medium impact industry (Metal forming and Plastic products)
Categories of development and assessment	Material change of use (Accepted, subject to requirements to Code assessment)
Properly made date	1 August 2023
Decision due date	8 December 2023
Applicant and Applicant's consultancy team	Burnside Developments Pty Ltd & Yellowstone Investments Pty Ltd – Applicant I-Plan Town Planning Pty Ltd – Town Planning Multi-Span Australia Design Construct – Building Design Traffic Engineering Consultants – Traffic Engineering Consultant
Owner details	Burnside Developments Pty Ltd & Yellowstone Investments Pty Ltd
City Plan version	City Plan 2016 (version 10)
Zone / Precinct	High impact industry zone
Overlays	Acid sulfate soils Industry, community infrastructure and agriculture land interface area Minimum lot size – 4,000m ²

	Water resource catchment <i>Note: The above overlays relate to the area of the subject premises which comprises approved future Lot 10 only (refer to section 5.3.2(4) of the City Plan).</i>	
Submissions	Objections	Support
	Not applicable	Not applicable
Key matters raised by submitters	Not applicable	
Referral agencies	Not applicable	
Officer's recommendation	Approval (with conditions)	

3 PROPOSAL

This is an application for a Development permit for a Material change of use (Accepted to code) to establish a Medium impact industry use (Metal forming and Plastic products) on approved future Lot 10, currently 84-160 Christensen Road South, Stapylton (more properly described as Lot 334 on SP193431).

The City Plan defines the proposed Medium impact industry use 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 noticeable impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise;*
- (b) *potential for noticeable 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 an elevated demand on the local infrastructure network;*
- (e) *onsite controls are required for emissions and dangerous goods risks;*
- (f) *the use is primarily undertaken indoors;*
- (g) *evening or night activities are undertaken indoors and not outdoors."*

Table 5.5.11: MCU – High impact industry zone (where not in a precinct) of the City Plan categorises the proposal as Accepted, subject to requirements. The development is elevated to Code assessment because it does not comply with one or more of the Required outcomes for certain codes (refer to section 5 for more details).

3.1 Brief description of proposed development

Development history

The subject site (84-160 Christensen Road South, Stapylton) benefits from a Development permit for Reconfiguring a lot for a one (1) into seventeen (17) lot community title scheme subdivision which was approved under Delegated Authority by the Manager of the City Development Branch of Council on 22 August 2048 (Council reference: ROL201800026 and PN307555/02/DA11) (hereafter known as 'Reconfiguring a lot approval').

Multiple minor change applications to change the Reconfiguring a lot approval have been approved. The most recent (Council reference: MIN/2023/361) approved amendments to the staging of the

development, introducing three stages. The stamped approved plans associated with a minor change application form part of the common material submitted with the lodgement of this application.

The subject site is identified as Lot 10 on the stamped approved plans for the Reconfiguring a lot approval (see Figure below).

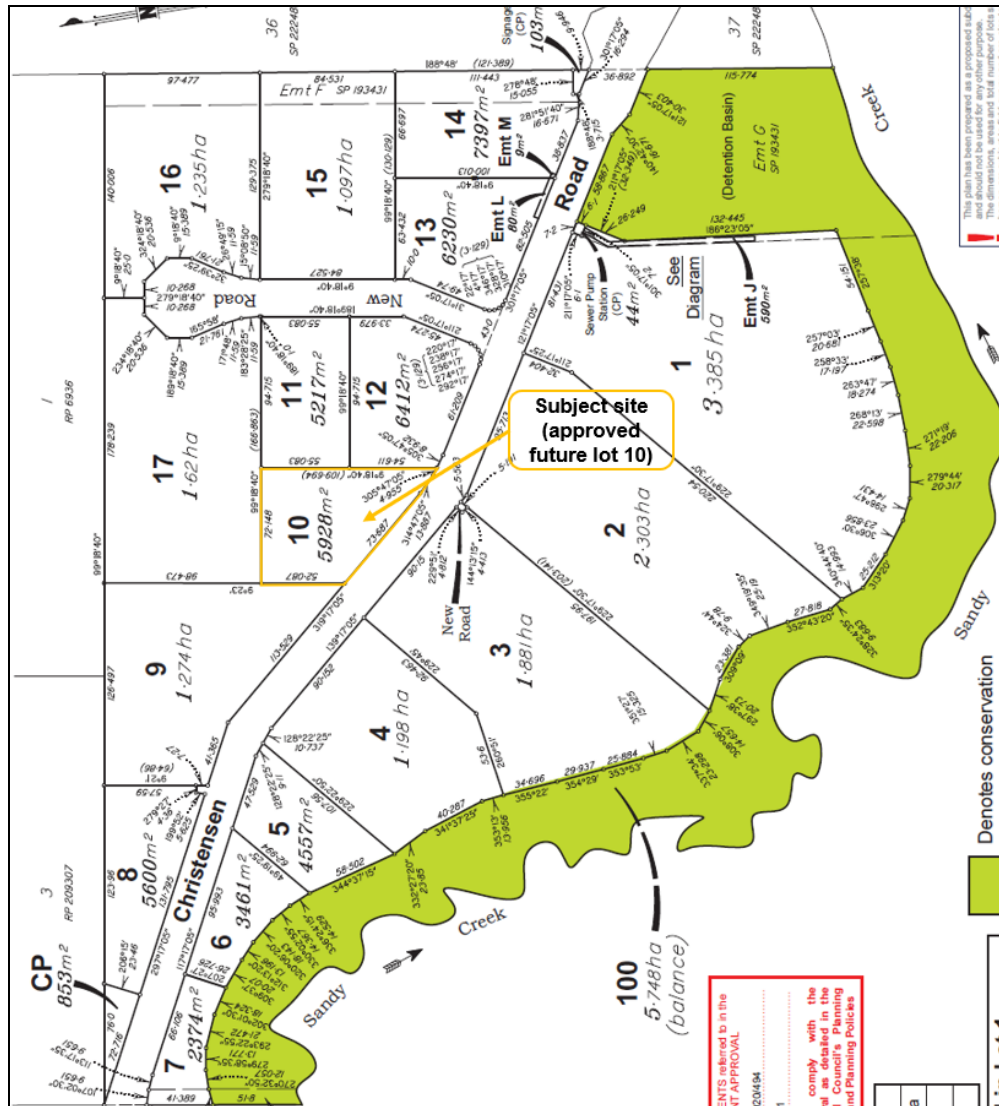


Figure 1: Approved survey plan showing future Lot 10 (Source: AJS Surveys)

Proposed development

The Applicant is proposing to construct a large factory building and associated office spaces to accommodate a Medium impact industry use on approved future lot 10 as shown on the stamped approved plans associated with the amended Reconfiguring a lot approval.

The proposed development comprises of the following elements:

- Single storey building to house manufacturing processes, including a lunch room and toilets, and an external awning;
- Ground floor office area comprising of reception area, board room and meeting room, work stations, store room, server room, lunch room, toilets, access between the levels, outdoor recreation area, and plant area;

- First floor office area comprising of two office rooms, kitchenette, toilets, access between the levels;
- Two vehicular crossings with automatic gates;
- 35 car parking spaces (inclusive of one (1) persons with disability space);
- A hydrant booster, pad mount transformer, refuse area, fire hydrants; and
- Front landscaping areas.

The Applicant has relevantly stated the following on page 6 of the submitted planning report regarding the proposed use:

“The proposed development provides a new facility for Martin Engineering which currently operates from a premises at 20 Ern Harley Drive, Burleigh Heads. Martin Engineering specialise in metal forming works for steel and aluminium products as well as the manufacture of conveyor belt cleaner and air cannon for cement and mining industries. In addition, the tenant will store and process polyurethane to make polyurethane belt cleaner. The intended use constitutes Medium Impact Industry in accordance with the Industrial Thresholds prescribed in Schedule 1 – Table SC1.1.3 of the Gold Coast City Plan 2016.

It is noted that the existing premises at Burleigh Heads includes an Environmental Authority permit for plastic manufacturing however based on the activities carried out on-site, such works are secondary and ancillary to the primary use being metal forming works.”

The Applicant also states the following on page 10 of the submitted planning report:

“The proposed medium impact industry use includes metal forming works including cutting and welding of metal and aluminium products...”

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

Development proposal	
Height	9.5m (two storey)
Setbacks	Front (south): 8.3m; Side (east): 2m; Rear (north): 1.9m; Side (west): 3.5m (to factory) and 2.3m (to plant room) <i>*Setbacks subject to final lot boundary locations.</i>
Site cover	Approximately 49% <i>*Site cover subject to final lot area.</i>
Car parking	35 car parking spaces (inclusive of one persons with disability space)
Operational parameters	24hrs, seven (7) days a week 15 staff members
Gross floor area	2,537m ² <i>*Includes an Office with a Gross Floor Area of 307m², representing approximately 12% of the factory built form. This is considered ancillary.</i>
Servicing	Two (2) vehicular crossings to Christensen Road South
Services	To be connected to all essential services

Figures 2 to 9 provide an overview of the proposed development.

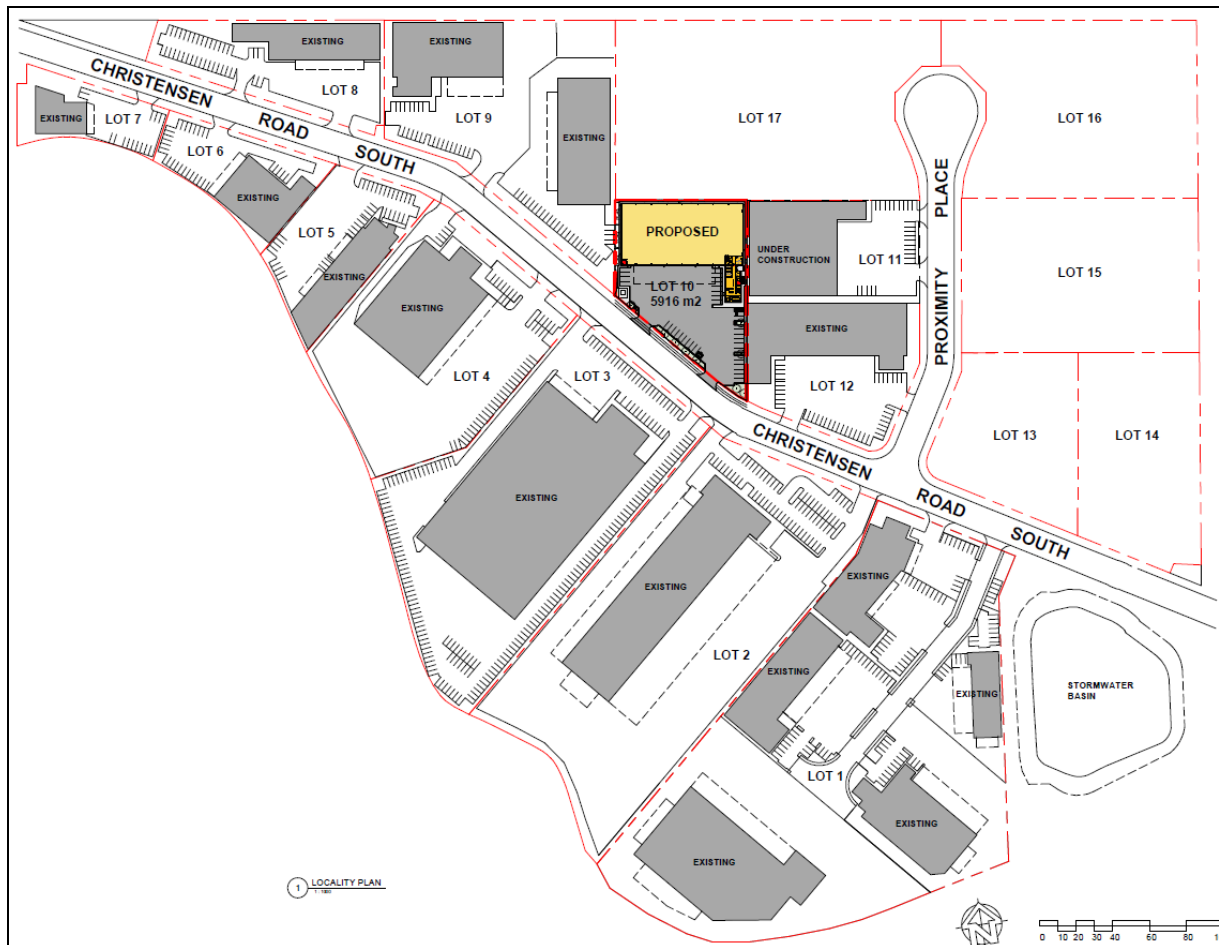


Figure 2: Site Plan showing location of future Lot 10 (Source: Multi Span Australia Design Construct)



Figure 3: Perspective (Source: Multi Span Australia Design Construct)

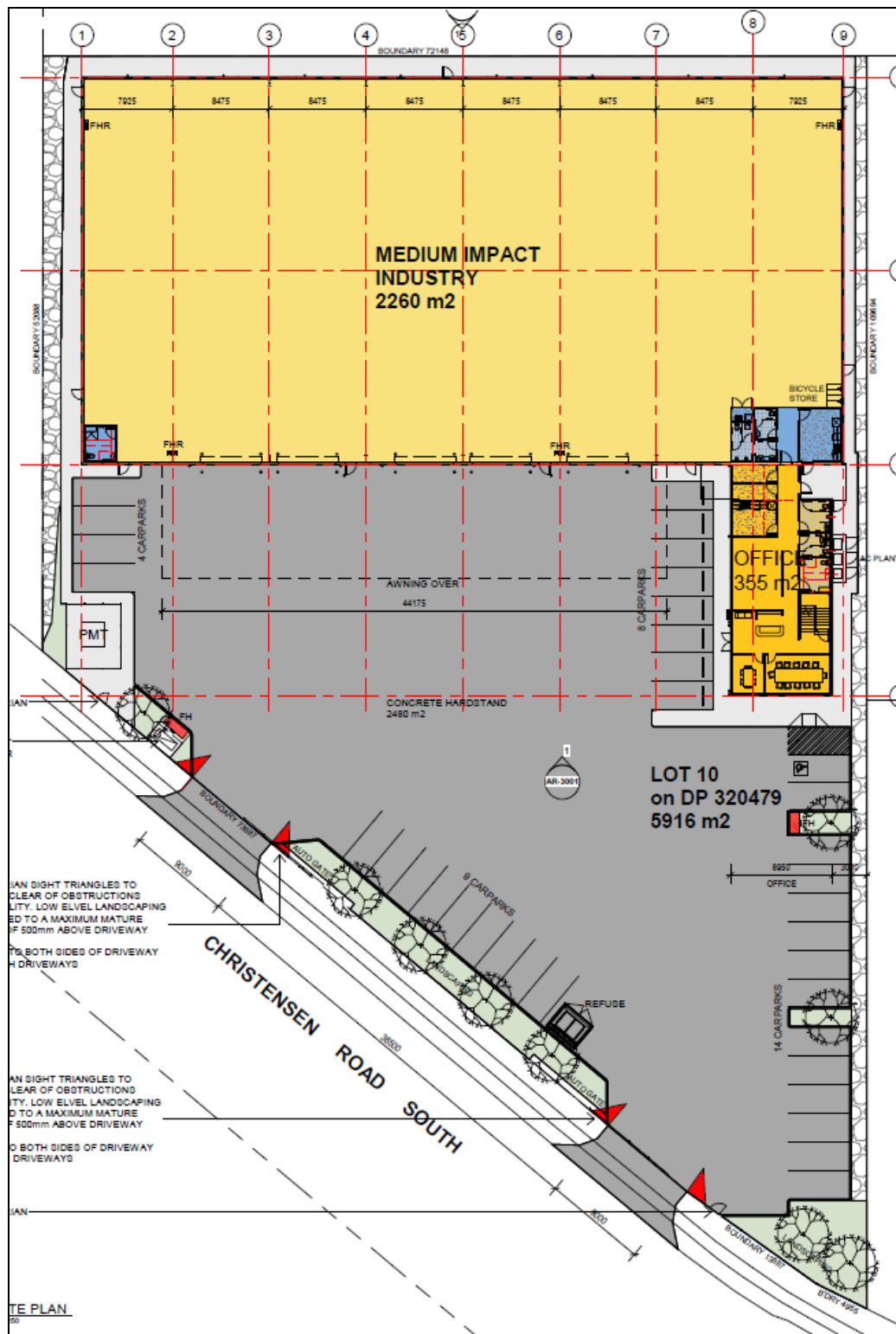


Figure 4: Lot 10 Site Plan (Source: Multi Span Australia Design Construct)

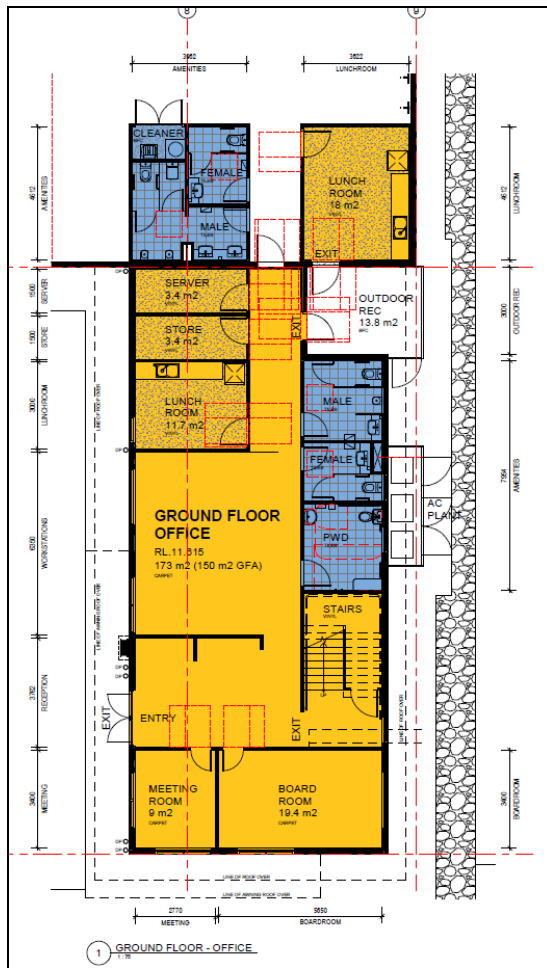


Figure 5: Ground Floor Office Plan (Source: Multi Span Australia Design Construct)

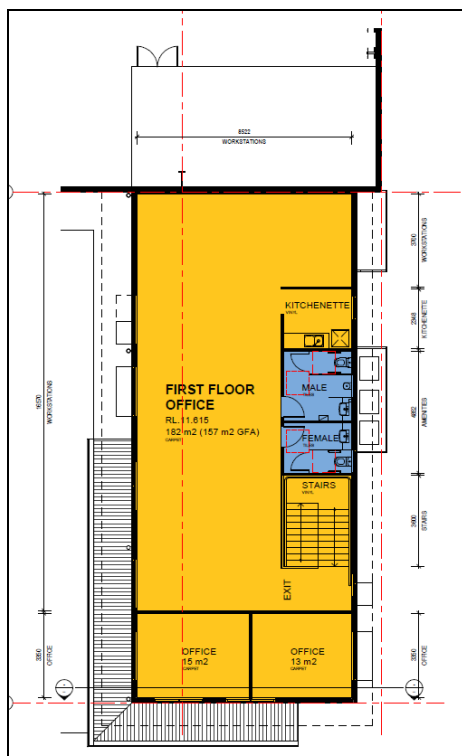


Figure 6: First Floor Office Plan (Source: Multi Span Australia Design Construct)

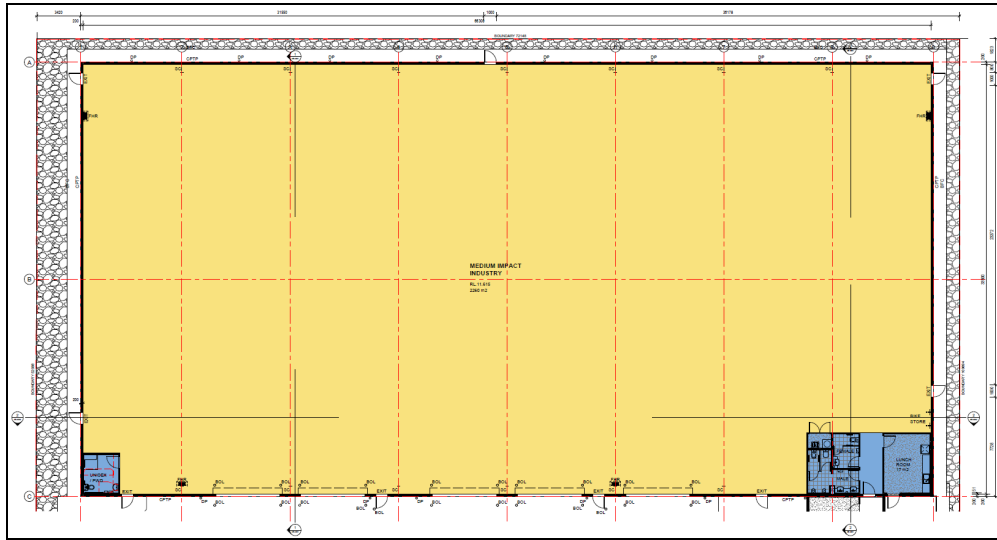


Figure 7: Warehouse Plan (Source: Multi Span Australia Design Construct)

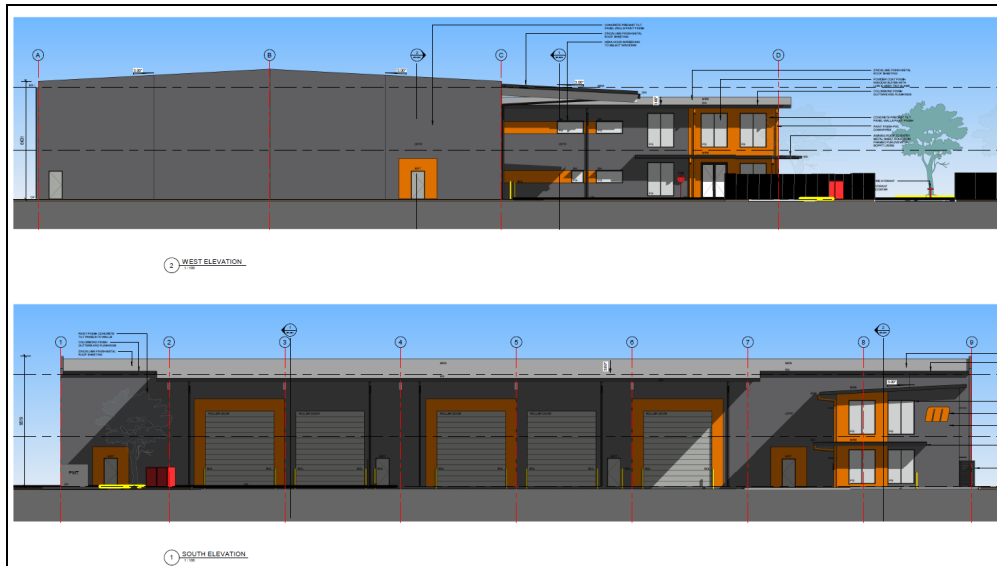


Figure 8: Elevations (West and South) (Source: Multi Span Australia Design Construct)

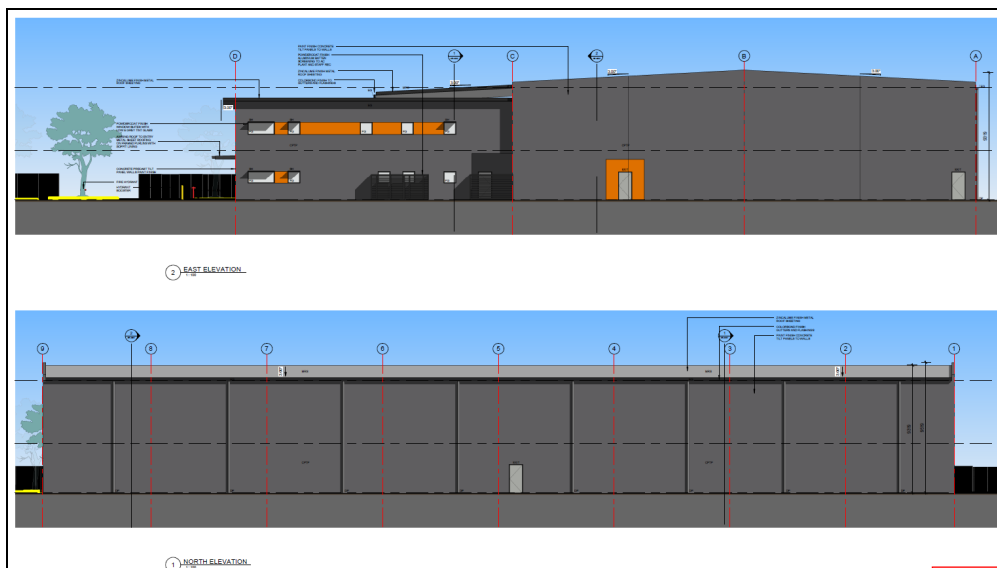


Figure 9: Elevations (East and North) (Source: Multi Span Australia Design Construct)

4 SITE CONTEXT

4.1 Subject site and immediate context

The subject site (see figure below):

- is described as approved future Lot 10 (refer to Council reference: ROL/2018/26, most recently amended by MIN/2023/361);
- is vacant and without an existing vehicular crossing;
- has an approved frontage of approximately 92.4m;
- has a site area of approximately 5,928m²;
- is an irregular rectangle shape;
- does not contain any existing vegetation;
- generally presents as flat; and
- does not contain any easements or City infrastructure.



Figure 10: View of subject site (Source: City of Gold Coast)

4.2 Local context

The subject site is located within a collection of land identified within the High impact industry zone on either side of the Railway line, east of the Pacific Motorway, in the suburb of Yatala. The subject site is south of the Stapylton Land Fill site and south-west of the Stapylton Quarry. The proximity of the subject site to the Pacific Motorway is considered to facilitate the efficient distribution of goods and services to the Gold Coast and wider South East Queensland.

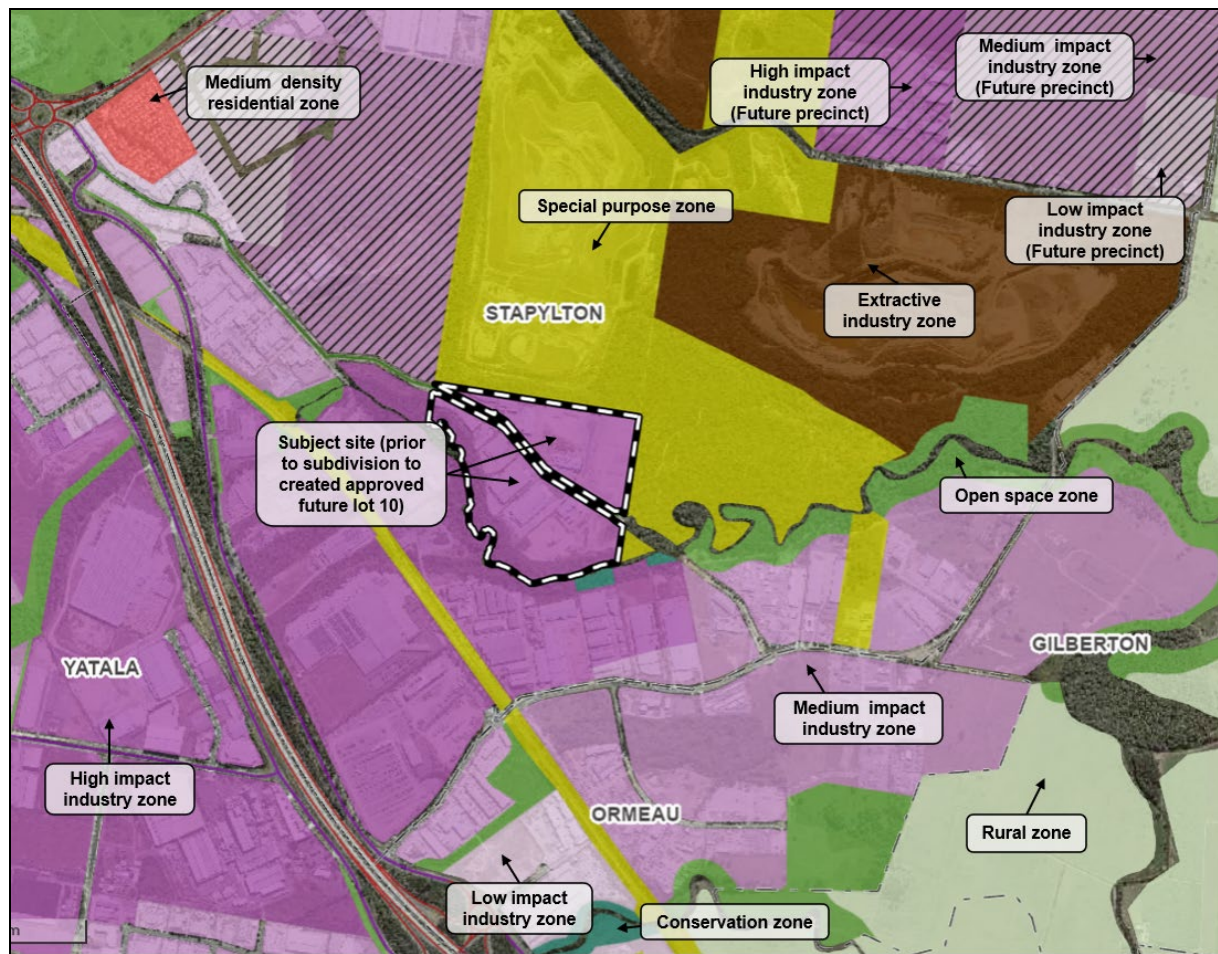


Figure 11: Local zoning map (Source: City of Gold Coast)

5 PLANNING ASSESSMENT

Where a table of assessment in Part 5 of City Plan categorises development as “accepted subject to requirements”, the development must comply with the Required outcomes set out in the applicable codes which are listed in the table of assessment.

Section 5.3.3(2) of City Plan states:

- (2) *Accepted development that does not comply with one or more of the nominated required outcomes in the relevant parts of the applicable code(s) becomes code assessable development unless otherwise specified.*

The development application must be assessed in accordance with the requirements for code assessable development applications, subject to the limitation set out in section 5.3.3(4)b)(i) of the City Plan which states:

- (4) *Code assessable development:*
- (b) *that occurs as a result of development becoming code assessable pursuant to sub-section 5.3.3(2), must:*
- i. *be assessed against the assessment benchmarks for the development application, limited to the subject matter of the required outcomes that were not complied with or were not capable of being complied with under sub-section 5.3.3(2);*

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

- (3) A **code assessment** is an assessment that must be carried out only –
- (a) against the assessment benchmarks in a categorising instrument for the development; and
 - (b) having regard to any matters prescribed by regulation for this paragraph.

5.1 State Planning instruments

The application has been assessed against the following instruments:

Instrument	Comment
State Planning Policy	The City Plan appropriately reflects all aspects of the State Planning Policy apart from aspects relating to natural hazards, risk and resilience (coastal hazards). The proposal does not trigger assessment against any assessment benchmarks relating to natural hazards, risk and resilience (coastal hazards). <i>*For clarity, the subject site as a whole contains areas mapped as 'Coastal area – medium storm tide inundation area' on the State mapping, however, this does not include the land which forms approved future Lot 10. Therefore, an assessment against the State Planning Policy is not considered relevant.</i>
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).
<i>Planning Regulation 2017</i>	The proposal does not trigger assessment against any assessment benchmarks listed in a Schedule of the <i>Planning Regulation 2017</i> .

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 2016 (version 10)	The proposal is within the City Plan area of the City of Gold Coast. <u>Local Government Infrastructure Plan</u> There is no new trunk infrastructure required as part of this development.

Further information is provided below.

5.2.1 Assessment against the Local Government Infrastructure Plan

The Local Government Infrastructure Plan - Plan for trunk sewerage infrastructure (sewage collection and treatment) (Maps 1 and 7) show a future trunk sewerage gravity main (2026) through the subject site. The future trunk sewerage gravity main is identified as Div_GST01B and Div_GST01C.

Nevertheless, Officers consider that the proposal does not trigger a requirement for new or upgraded trunk infrastructure to service the development as appropriate sewerage infrastructure is provided through the larger industrial estate which established the subject premises, being approved future Lot 10.

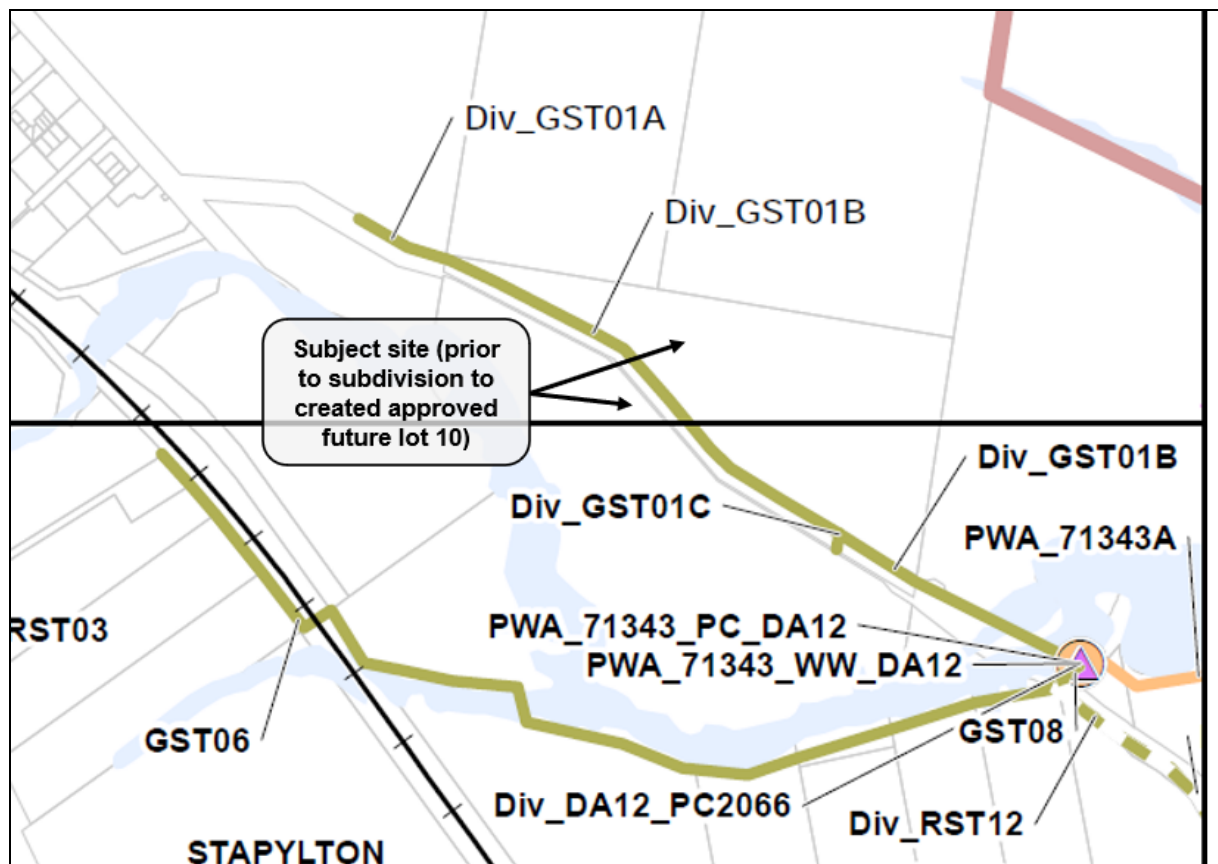


Figure 12: Extract from Plan for trunk sewerage infrastructure (sewage collection and treatment) – Map 1 and Map 7 – showing future trunk sewerage gravity mains (Source: City of Gold Coast)

5.3 City Plan

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

5.3.1 Assessment against the Strategic framework

The proposal is code assessment and does not trigger assessment against the strategic framework.

The *Planning Act 2016* requires codes assessable development (bounded assessment) to be carried out only against the assessment benchmarks stated in the categorising instrument (City Plan) and have regard to matters prescribed by the regulation.

Section 43(2)(c) of the *Planning Act 2016* states for code assessment, a strategic outcome (strategic framework) is not an assessment benchmark.

5.3.2 Zone

The site is located within the High impact industry zone, which has the following purpose:

“(1) 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 Medium impact industry (Metal forming and Plastic products) use and subject to meeting the outcomes of the zone code, is an envisaged development for the zone.

5.4 Assessment against the assessment benchmarks applicable to the subject matter of the Required outcomes with which there is non-compliance

Under the City Plan, for accepted to code development, compliance with a code can be achieved by either compliance with the Purpose and Overall outcomes of the code, or the Performance outcomes of the code where non-compliant with the Required outcomes.

The tables of assessment in Part 5 of City Plan identify the applicable assessment benchmarks for the proposal outlined in the table below:

Zone code	Overlay / Overlay codes	Development codes
High impact industry zone code	- Acid sulfate soils overlay code - Industry, community infrastructure and agriculture land interface area overlay code	- Fire services in developments accessed by common private title code - General development provisions code - Healthy waters code - Industrial design code - Transport code

The development complies with all the relevant Required outcomes identified in the codes above, with the exception of the assessment benchmarks applicable to the subject matter of the Required outcomes outlined in the table below:

Code	Acceptable / Performance Outcome	Subject matter
Industrial design code	Required outcome RO1	Design and appearance
	Required outcome RO8	Amenity
Healthy waters code	Required outcome RO1	Erosion and sediment control
Transport code	Required outcome RO2	Car parking and travel demand
	Required outcome RO4 and RO7	Active transport network
	Required outcome RO10	General

5.4.1.1 Assessment against the High impact industry zone code

Assessment has been undertaken against the applicable Required outcomes applicable to the proposed development and the proposed development is determined to comply with all relevant benchmarks.

5.3.3.2 Assessment against the overlay codes

Assessment has been undertaken against the applicable overlay codes and the proposed development is determined to comply with all relevant benchmarks.

Officers recommend the imposition of relevant conditions to ensure compliance with the applicable overlay codes.

5.3.3.3 Assessment against development codes

Assessment has been undertaken against either the applicable Performance outcome or Overall outcome and Purpose for the subject matter of each non-compliant Required outcome below:

Design and appearance – Industrial design code

The Required outcome and corresponding Performance outcome or Overall outcome and Purpose is provided below:

Performance outcome	Required outcome
PO1 Building design promotes a high quality industrial area through building articulation and presentation to the street.	RO1 Walls facing the primary street frontage are designed to provide a showcase for businesses and reduce massing and bulk by incorporating the following features: (a) variation in horizontal plane every 10m through the use of recesses, columns or blades; (b) variation in parapet design or roof height every 10m; (c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (d) windows and building openings have canopies or awnings which have a projection of at least 0.5m.

Officer's comment

The proposed development does not incorporate sufficient variation in the parapet design or roof height every 10m on the walls facing the primary street frontage, further the building composition does not contain sufficient variation in colour scheme or materials. The proposal must therefore be assessed against Performance outcome PO1 of the Industrial design code.

The built form contains awnings over doors and windows, and windows and roller doors orientated to the street front. The building has areas of wall in a paint finish and accent detailing in a contrasting paint finish.

The subject locality has an industrial character, comprising of large rectilinear and bulky forms, usually in a majority monochrome colour with accent colours and advertising devices providing contrast. Awnings and roller door openings are common with most buildings setback behind car parking areas.

Buildings with large blank walls are also common; but are not encouraged by the City Plan (see figure 10 above).

Officers contemplate that the proposed design promotes a high quality industrial area considering the character of the locality, however, Officers are concerned that the western wall, which does not contain a high level of accent elements, will be visible from the street front through the adjoining car park on adjoining approved future Lot 9. Officers are therefore recommending conditions which require the proposed accent details to be provided, and also requires additional accent details on the western wall (or an outcome in line with Required outcome RO4).

Based on the above assessment, and subject to conditions, it is considered that the development complies with Performance outcome PO1 of the Industrial design code.

Amenity – Industrial design code

The Required outcome and corresponding Performance outcome or Overall outcome and Purpose is provided below:

Performance outcome	Required outcome
PO6 Landscaping is provided to: (a) soften the built form and hardstand areas; (b) appropriately screen industrial buildings and storage areas; (c) provide a buffer to sensitive land uses and non-industrial zoned land; (d) enhance the visual amenity of the area; and (e) enhance the appearance of the use from transport corridors.	RO8 Landscaping is provided along street frontages with a minimum width of 1.5m and an average width of 3m for the full width of the boundary (excluding entry points). The area is planted with large trees that have a minimum bag size of 100L every 6m and a variety of shrubs.

Officer's comment

Required outcome RO8 requires landscaping along frontages to be a minimum width of 1.5m and an average width of 3m for the full width of the boundary. The proposed landscaping does not achieve a consistent minimum width of 1.5m or the average width of 3m and must therefore be assessed against the applicable Performance outcome.

Landscaping is provided along the entire frontage to Christensen Road South. While there are pinch points where car parking hardstand touches the frontage boundary, the gardens proposed are sufficient to accommodate a variety of shrubs and trees at regular intervals to provide a quality interface with the streetscape to soften the built form, suitably screen the industrial uses, and enhance the visual amenity of the area. Conditions have been provided to ensure that a minimum 8 trees are accommodated within the frontage. Officers consider that there is suitable space for 4 trees within the central garden area between the two crossovers, or alternatively, that an additional tree could be accommodated adjacent the refuse area while maintaining suitable separation from the booster cabinet and remaining outside of the sight triangle.

Based on the above assessment it is considered that the development complies with Performance outcome PO6 of the Industrial design code.

Erosion and sediment control – Healthy waters code

The Required outcome and corresponding Performance outcome or Overall outcome and Purpose is provided below:

Performance outcome	Required outcome
PO1 Stormwater discharge from a development site achieves the construction phase water quality objectives of SC6.12 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	RO1 Development does not involve works that will: (a) result in the exposure of a ground surface area greater than 1,200m²; or (b) require the importation or excavation of 50m³ or greater of soil.

Officer's comment

The proposed development does not meet the requirements of Required outcome RO1 and therefore must be assessed against Performance outcome PO1 of the Healthy waters code.

All proposed stormwater runoff will be directed to the kerb and channel in Christensen Road South. The Reconfiguring a lot approval for the estate incorporated the construction of a new detention and bioretention system to the south of Christensen Road which address both the quantity and quality of stormwater runoff for both individual lots and road areas. As such, the proposed stormwater discharge will achieve construction phase water quality objectives prescribed under the SC6.12 in accordance with Performance outcome PO1 of the Healthy waters code.

In addition, Officers are recommending that conditions requiring overland flow paths to be unaltered and requiring erosion and sediment control measures be undertaken are imposed to ensure the development complies with the requirements of the City Plan.

Based on the above assessment it is considered that the development complies with Performance outcome PO1 of the Healthy waters code.

Car parking and travel demand – Transport code

The Required outcome and corresponding Performance outcome or Overall outcome and Purpose is provided below:

Performance outcome	Required outcome
PO2 Car parking spaces for employees and visitors to the development are maximised and allow for efficient functioning of the site and surrounding traffic network.	RO2 Car parking spaces for employees and visitors to the development are accessible at all times and not restricted by allocation of spaces, gateways, doors or similar devices.

Officer's comment

To meet Required outcome RO2 of the Transport code, the development must not have gateways, doors or similar devices which restrict vehicular access to car parking spaces for employees and visitors. Development drawings show security gates restrict vehicular access. The proposed development therefore does not meet Required outcome RO2 of the Transport code and must be assessed against .

Officers recommend a condition of approval is imposed requiring the security gates to remain open during the operating hours to ensure the subject is functions efficiently and car parking spaces are available during the times the development is operating.

Based on the above assessment it is considered that the development complies with Performance outcome PO2 of the Transport code.

Active transport network – Transport code

The Required outcome and corresponding Performance outcome or Overall outcome and Purpose is provided below:

Performance outcome	Required outcome
PO7 Off-street bicycle parking and off-street end-of-trip facilities are provided to encourage active transport and are: (a) designed to meet the needs and volumes of pedestrians and cyclists; and (b) located in safe, convenient and highly accessible areas. Note: This PO does not apply to the following uses: - Dwelling house; - Dual occupancy; or - Multiple dwelling (where there are 3 dwellings).	RO4 Development provides off-street bicycle parking and off-street end-of-trip facilities in accordance with Table 9.4.13-10: Bicycle parking rates and 9.4.13-11: End-of-trip facilities for active travel users. Note: This RO does not apply to the following uses: - Dwelling house; - Dual occupancy; or - Multiple dwelling (where there are 3 dwellings). RO7 Development provides off-street bicycle parking within the site in accordance with the <i>Cycling Aspects of Austroads</i> and <i>AS 2890.3: Parking facilities Part 3: Bicycle parking</i> and : (a) employee and residential bicycle parking is at Security level B; (b) visitor bicycle parking is provided at Security level C; and (c) ramps and pathways are as direct as possible from the roadway and/or pathways to the bicycle parking facilities.

Officer's comment

To meet Required outcome RO4 of the Transport code, the development is required to provide a minimum of 18 bicycle parking spaces for staff, however, the proposal includes four (4) bicycle parking spaces for staff. The development therefore cannot comply with Required outcomes RO4 and RO7 and must be assessed against Performance outcome PO7 of the Transport code.

Due to the nature of development and location of the site, the proposed bicycle parking supply is considered to meet the needs and volumes of pedestrian and cyclists.

Based on the above assessment it is considered that the development complies with Performance outcome PO7 of the Transport code.

General – Transport code

The Required outcome and corresponding Performance outcome or Overall outcome and Purpose is provided below:

Performance outcome	Required outcome
PO20 Off street car parking areas: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) are clearly distinguishable from pedestrian paths and entry points; (d) are easily negotiated by vehicles and	RO10 Off-street car parking and off-street commercial vehicle facilities are provided in accordance with <i>AS/NZS 2890.1: Parking facilities Part 1: Off-street car parking</i>, <i>AS 2890.2: Parking facilities Part 2: Off-street commercial vehicle facilities</i> and <i>AS/NZS 2890.6: Parking facilities Part 6: Off-street parking for people with disabilities</i> and <i>AS 1428.1: Design for</i>

pedestrians including persons with a disability; (e) ensure that there are no disruptions to or queues onto the public road network; (f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge; (g) are designed, marked and maintained to the current relevant standard; and (h) promote driver expectations consistent with conventional road rules (e.g. keep to the left).	<i>access and mobility General requirements for access – New building work.</i>
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Officer's comment

To meet Required outcome RO10 of the Transport code, off street car parking area must be designed in accordance with Australian Standard AS2890.1.

Officers are recommending a condition of approval which requires car parking bays and pedestrian sight triangles to be fully dimensioned in accordance with the relevant requirements of Australian Standard AS2890.1:2004.

Based on the above assessment it is considered that the development complies with Performance outcome PO20 of the Transport code.

6 INFRASTRUCTURE CHARGES

The draft estimated infrastructure charge is \$185,961.71.

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

Charge calculation

Charges Resolution No. 1 of 2023					
	Qty			Rate	Gross Charge Amount
Impervious area	5,716	Square Metres	@	\$ 11.92	\$ 68,134.72
Other industry	2,537	sq m Gross Floor Area	@	\$ 59.60	\$ 151,205.20
					\$ 219,339.92
Net Charge Summary					
Gross Charge Amount		Applied Credit Amount		Net Charge Amount	
\$ 219,339.92		\$ 33,378.21		\$ 185,961.71	
Applied credit details		Standard Lot credit applied.			

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	Office of Architecture and Heritage has reviewed the application and

Heritage	have not recommended any conditions.
Health and Regulatory Services	Health and Regulatory Services has reviewed the application and have not recommended any conditions.
Hydraulics and Water Quality	Hydraulics and Water Quality has reviewed the application and have recommended the following conditions: • Overland flow paths and hydraulic alterations • Erosion and sediment control
Landscape Assessment	Landscape Assessment has reviewed the application and have recommended the following conditions: • Landscaping works • Existing structures and services Landscape Assessment has reviewed the application and have recommended the following advice notes: • Development infrastructure • Further development permits / compliance permits
OPW Assessment	OPW Assessment has reviewed the application and have recommended the following conditions: • Rectification of Council's infrastructure • Existing infrastructure, structures and services • Driveways and vehicle crossings • Construction of vehicle crossings OPW Assessment has reviewed the application and have recommended the following advice note: • Connections to, alteration or realignment of Council infrastructure
Plumbing and Drainage	Plumbing and Drainage has reviewed the application and have recommended the following conditions: • Plumbing and drainage works
Transport Assessment	Transport Assessment has reviewed the application and have recommended the following conditions: • Amended drawings • Off-street bicycle parking and end of trip facilities • Security gate requirements
Water and Waste	Water and Waste has reviewed the application and have recommended the following conditions: • Timing; • Approved drawings; • Requirement to register easements – Water supply • Restrictions regarding Council easements and sewer and water supply infrastructure • Screening of visually offensive components

	• Rectification of Council's infrastructure • Sewer connection • Water connection • Fire loading • Certification of works – Water and Waste • Certification of works – Water and Waste (Solid Waste Management) Water and Waste has reviewed the application and have recommended the following advice notes: • Works in properties other than the development land; • Development infrastructure • Council water and sewer mains to be protected during site works • Connections and disconnections • No open trenching of the road pavement for water connections across / in roadways • Water meter sizing • Further development permits / compliance permits • Separate service connection points • Connections to, alteration or realignment of Council infrastructure • Operation Works meeting prior to lodgement • Design, Constructability and Minor change applications
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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 (Accepted to code) to establish a Medium impact industry use (Metal forming and Plastic products) on approved future Lot 10, currently 84-160 Christensen Road South, Stapylton (more properly described as Lot 334 on SP193431).

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

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

- The development is industrial in nature and is appropriately located within the High impact industry zone.
- The development provides a built form which promotes a high quality industrial area and adequately addresses the street frontage.

- The development has sufficient car parking to service the development.

10 NOTIFICATIONS

Property notifications are not recommended for this application.

11 RECOMMENDATION

It is recommended that Council resolves as follows:

That under Delegated Authority, the Manager Planning Assessment approves (with conditions) the issue of a Development permit for a Material change of use for an Accepted to code assessment for a Medium impact industry (Metal forming and Plastic products) use at future Lot 10 on 84-160 Christensen Road South, Stapylton, in accordance with the Attachment entitled: Decision Notice – Approval.

Author:

Alexa Brown

Planner

November 2023

Authorised by:

Roger Sharpe

Manager Planning Assessment