



PLANNING AND REGULATORY COMMITTEE MEETING

AGENDA

26 NOVEMBER 2019

Your attendance is required at a meeting of the Planning and Regulatory Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 26 November 2019 commencing at 9.00am for transaction of the enclosed business.

A handwritten signature in black ink, appearing to be "C.P.", written in a cursive style.

CHIEF EXECUTIVE OFFICER
19 November 2019

Next Meeting Date: 28.01.20

Please note:

In accordance with the *Local Government Regulation 2012*, please be advised that all discussion held during the meeting is recorded for the purpose of verifying the minutes. This will include any discussion involving a Councillor, staff member or a member of the public.

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1 OPENING

2 PRESENT

Members Present:

Councillor C E Smith (Chairperson)
The Mayor, Councillor M F Strelow
Councillor N K Fisher
Councillor C R Rutherford
Councillor M D Wickerson

In Attendance:

Ms C Worthy – General Manager Community Services (Executive Officer)
Mr E Pardon – Chief Executive Officer

3 APOLOGIES AND LEAVE OF ABSENCE

4 CONFIRMATION OF MINUTES

Minutes of the Planning and Regulatory Committee held 12 November 2019

5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

6 BUSINESS OUTSTANDING

Nil

7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 OFFICERS' REPORTS

8.1 D/82-2019 - DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR HEALTH CARE SERVICES

File No: D/82-2019

Attachments:

1. [Locality Plan](#)↓
2. [Site Plan](#)↓

Authorising Officer: Tarnya Fitzgibbon - Coordinator Development Assessment
Doug Scott - Manager Planning & Regulatory Services
Colleen Worthy - General Manager Community Services

Author: Thomas Gardiner - Planning Officer

SUMMARY

Development Application Number: D/82-2019

Applicant: P & H Peirano

Real Property Address: Lot 2 and Lot 3 on RP606144, Parish of Rockhampton

Common Property Address: 140 William Street, Rockhampton City

Area of Site: 1,388 square metres

Planning Scheme: Rockhampton Region Planning Scheme 2015

Planning Scheme Zone: Low-Medium Density Residential Zone

Planning Scheme Overlays: Nil

Existing Development: Structure accommodating a former Motorcycle Sales facility including a workshop and office

Existing Approvals: TPC/742-1900 – Car Repair Station including retail and wholesale of motor accessories
D-R/1031-2006 – Community Facility

Approval Sought: Development Permit for a Material Change of Use for Health Care Services

Level of Assessment: Impact Assessable

Submissions: Nil

Referral Agency(s): Nil

Infrastructure Charges Area: Charge Area 2

Application Progress:

<i>Application Lodged:</i>	28 August 2019
<i>Confirmation Notice issued:</i>	30 August 2019
<i>Submission period commenced:</i>	13 September 2019
<i>Submission period end:</i>	4 October 2019
<i>Council request for additional time:</i>	5 November 2019
<i>Statutory due determination date:</i>	6 December 2019

OFFICER'S RECOMMENDATION**RECOMMENDATION A**

THAT in relation to the application for a Development Permit for a Material Change of Use for Health Care Services, made by P & H Peirano, located at 140 William Street, Rockhampton City, described as Lot 2 and Lot 3 on RP606144, Parish of Rockhampton, Council resolves to Approve the application on its merits:

- a) The proposed use will be located in an existing commercial building on the site and is surrounded by existing commercial premises which will minimise any potential land use conflict;
- b) The proposed use will not detract from the residential amenity of the surrounding area nor compromise the intent of the zone to encourage predominantly low-medium density residential development;
- c) The proposed use does not compromise the strategic framework in the *Rockhampton Region Planning Scheme 2015*;
- d) Assessment of the development against the relevant zone purpose, planning scheme codes and planning scheme policies demonstrates that the proposed development will not cause significant adverse impacts on the surrounding natural environment, built environment and infrastructure, community facilities, or local character and amenity; and
- e) The proposed development does not compromise the relevant State Planning Policy.

RECOMMENDATION B

That in relation to the application for a Development Permit for a Material Change of Use for Health Care Services, made by P & H Peirano, located at 140 William Street, Rockhampton City, described as Lot 2 and Lot 3 on RP606144, Parish of Rockhampton, Council resolves to Approve the application subject to the following conditions:

1.0 ADMINISTRATION

- 1.1 The Developer and their employee, agent, contractor or invitee is responsible for ensuring compliance with the conditions of this development approval.
- 1.2 Where these Conditions refer to "Council" in relation to requiring Council to approve or to be satisfied as to any matter, or conferring on the Council a function, power or discretion, that role may be fulfilled in whole or in part by a delegate appointed for that purpose by the Council.
- 1.3 All conditions, works, or requirements of this development approval must be undertaken, completed, and be accompanied by a Compliance Certificate for any operational works required by this development approval:
 - 1.3.1 to Council's satisfaction;
 - 1.3.2 at no cost to Council; and
 - 1.3.3 prior to the commencement of the use.unless otherwise stated.
- 1.4 Infrastructure requirements of this development approval must be contributed to the relevant authorities, where applicable, at no cost to Council, prior to the commencement of the use unless otherwise stated.
- 1.5 The following further Development Permits must be obtained prior to the commencement of any works associated with their purposes:
 - 1.5.1 Operational Works:
 - (i) Road Works;
 - (ii) Access and Parking Works;

- 1.5.2 Plumbing and Drainage Works; and
- 1.5.3 Building Works.
- 1.6 All Development Permits for Operational Works and Plumbing and Drainage Works must be obtained prior to the issue of a Development Permit for Building Works.
- 1.7 All works must be designed, constructed and maintained in accordance with the relevant Council policies, guidelines and standards, unless otherwise stated.
- 1.8 All engineering drawings/specifications, design and construction works must be in accordance with the requirements of the relevant *Australian Standards* and must be approved, supervised and certified by a Registered Professional Engineer of Queensland.
- 1.9 Lot 2 and 3 on RP606144 must be amalgamated and registered as one lot prior to the commencement of the use.

2.0 APPROVED PLANS AND DOCUMENTS

- 2.1 The approved development must be completed and maintained generally in accordance with the approved plans and documents, except where amended by any condition of this development approval:

<u>Plan/Document Name</u>	<u>Plan/Document Reference</u>	<u>Dated</u>
Proposed Site Plan	S-02, Revision 1	9 September 2019
Floor Plans	S-03, Revision 1	27 August 2019
Elevations	S-04, Revision 1	27 August 2019

- 2.2 Where there is any conflict between the conditions of this development approval and the details shown on the approved plans and documents, the conditions of this development approval must prevail.

3.0 ROAD WORKS

- 3.1 A Development Permit for Operational Works (road works) must be obtained prior to the commencement of any road works required by this development approval.
- 3.2 All road works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines*, and relevant *Australian Standards* and *Austrroads Guidelines* and the provisions of a Development Permit for Operational Works (road works).
- 3.3 The existing two (2) northern most accesses to the development site on Campbell Street must be removed and replaced by Council standard kerb and channel.
- 3.4 On-street rear-in parking spaces on Campbell Street must be lined marked for the full frontage of the development site.
- 3.5 One (1) additional parallel on-street parking space along William Street must be line marked to extend the existing two (2) parallel parking spaces.
- 3.6 Traffic signs and pavement markings must be provided in accordance with the *Manual of Uniform Traffic Control Devices – Queensland*. Where necessary, existing traffic signs and pavement markings must be modified in accordance with the *Manual of Uniform Traffic Control Devices – Queensland*.

4.0 ACCESS AND PARKING WORKS

- 4.1 A Development Permit for Operational Works (access and parking works) must be obtained prior to the commencement of any access and parking works on the development site.
- 4.2 All access and parking works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development*

- Guidelines, and Australian Standard AS2890 "Parking facilities" and the provisions of a Development Permit for Operational Works (access and parking works).*
- 4.3 All car parking and access areas must be paved or sealed to Council's satisfaction. Design and construction must be in accordance with the provisions of a Development Permit for Operational Works (access and parking works).
 - 4.4 An 'Entry Only' sign must be provided at the existing southernmost access to the site from Campbell Street (marked as 'ENTRY' on the approved plan (refer to condition 2.1)).
 - 4.5 The existing access to the development site at William Street must be redesigned as an 'exit only' access point (marked as 'EXIT' on the approved plan (refer to condition 2.1)). An 'Exit Only' sign must be provided at this access point.
 - 4.6 Any redundant vehicular crossovers must be replaced by Council standard kerb and channel.
 - 4.7 All vehicles must ingress and egress the development in a forward gear.
 - 4.8 A minimum of eleven (11) parking spaces must be provided on-site.
 - 4.9 Universal access parking spaces must be provided on-site in accordance with *Australian Standard AS2890.6 "Parking facilities - Off-street parking for people with disabilities"*.
 - 4.10 Parking spaces must be line-marked in accordance with the approved Site Plan (refer to condition 2.1) and in accordance with the *Australian Standard AS2890 "Parking facilities" and the provisions of a Development Permit for Operational Works (access and parking works).*
 - 4.11 All vehicle operations associated with the development must be directed by suitable directional, informative, regulatory or warning signs in accordance with *Australian Standard AS1742.1 "Manual of uniform traffic control devices" and Australian Standard AS2890.1 "Parking facilities – Off-street car parking"*.
 - 4.12 Road signage and pavement markings must be installed in accordance with *Australian Standard AS1742.1 "Manual of uniform traffic control devices"*.
- 5.0 PLUMBING AND DRAINAGE WORKS
- 5.1 A Development Permit for Plumbing and Drainage Works must be obtained for the removal and/or demolition of any existing structure on the development site.
 - 5.2 All internal plumbing and drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines, Water Supply (Safety and Reliability) Act 2008, Plumbing and Drainage Act 2018*, Council's Plumbing and Drainage Policies and the provisions of a Development Permit for Plumbing and Drainage Works.
 - 5.3 The development must be connected to Council's reticulated sewerage and water networks.
 - 5.4 The existing sewerage and water connection point(s) must be retained, and upgraded if necessary, to service the development.
 - 5.5 Adequate domestic and firefighting protection must be provided to the development, and must be certified by a hydraulic engineer or other suitably qualified person.
 - 5.6 Sewer connections and water meter boxes located within trafficable areas must be raised or lowered to suit the finished surface levels and must be provided with heavy duty trafficable lids.
 - 5.7 The finished sewerage access chamber surface must be at a sufficient level to avoid ponding of stormwater above the top of the chamber. A heavy duty trafficable lid must be provided in the trafficable area.
 - 5.8 Alteration, disconnection or relocation of internal plumbing and sanitary drainage

works associated with the existing building must be in accordance with regulated work under the *Plumbing and Drainage Act 2018* and Council's Plumbing and Drainage Policies.

- 5.9 Sewerage trade waste permits must be obtained for the discharge of any non-domestic waste into Council's reticulated sewerage network. Arrestor traps must be provided where commercial or non-domestic waste is proposed to be discharged into the sewer system.

6.0 ROOF AND ALLOTMENT DRAINAGE WORKS

- 6.1 All roof and allotment drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Queensland Urban Drainage Manual*, *Capricorn Municipal Development Guidelines*, and sound engineering practice.

- 6.2 All roof and allotment runoff from the development must be directed to a lawful point of discharge and must not restrict, impair or change the natural flow of runoff water or cause a nuisance to surrounding land or infrastructure.

7.0 SITE WORKS

- 7.1 Site works must be constructed such that they do not, at any time, in any way restrict, impair or change the natural flow of runoff water, or cause a nuisance or worsening to surrounding land or infrastructure.

8.0 BUILDING WORKS

- 8.1 A Development Permit for Building Works must be obtained for the development site.

9.0 LANDSCAPING WORKS

- 9.1 All landscaping must be established generally in accordance with the approved plans (refer to condition 2.1). The landscaping must be constructed and/or established prior to the commencement of the use and the landscape areas must predominantly contain plant species that have low water dependency.

10.0 ASSET MANAGEMENT

- 10.1 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be undertaken and completed at no cost to Council.

- 10.2 Any damage to existing stormwater, water supply and sewerage infrastructure, kerb and channel, pathway or roadway (including removal of concrete slurry from public land and Council infrastructure), that occurs while any works are being carried out in association with this development approval must be repaired at full cost to the developer. This includes the reinstatement of any existing traffic signs or pavement markings that may have been removed or damaged.

- 10.3 'As Constructed' information pertaining to assets to be handed over to Council and those which may have an impact on Council's existing and future assets must be provided prior to the commencement of the use. This information must be provided in accordance with the *Asset Design and As Constructed Manual (ADAC)*.

11.0 ENVIRONMENTAL HEALTH

- 11.1 Any lighting devices associated with the development, such as sensory lighting, must be positioned on the development site and shielded so as not to cause glare or other nuisance to nearby residents and motorists. Night lighting must be designed, constructed and operated in accordance with *Australian Standard AS4282 "Control of the obtrusive effects of outdoor lighting"*.

- 11.2 Noise emitted from the activity must not cause an environmental nuisance.

- 11.3 Operations on the development site must have no significant impact on the amenity of adjoining premises or the surrounding area due to the emission of light, noise or

dust.

- 11.4 When requested by Council, nuisance monitoring must be undertaken and recorded within three (3) months, to investigate any genuine complaint of nuisance caused by noise, light or dust. An analysis of the monitoring data and a report, including nuisance mitigation measures, must be provided to Council within fourteen (14) days of the completion of the investigation.

12.0 OPERATING PROCEDURES

- 12.1 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the development site. Storage of materials or parking of construction machinery or contractors' vehicles must not occur within Campbell or William Street.
- 12.2 The hours of operations for the development site must be limited to 0700 hours to 1900 hours on Monday to Friday, with no operations on weekends or Public Holidays.
- 12.3 All waste storage areas must be:
- 12.3.1 kept in a clean and tidy condition; and
 - 12.3.2 maintained in accordance with *Environmental Protection Regulation 2008*.

ADVISORY NOTES

NOTE 1. Aboriginal Cultural Heritage

It is advised that under section 23 of the *Aboriginal Cultural Heritage Act 2003*, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "cultural heritage duty of care"). Maximum penalties for breaching the duty of care are listed in the Aboriginal cultural heritage legislation. The information on Aboriginal cultural heritage is available on the Department of Aboriginal and Torres Strait Islander and Partnerships website www.datsip.qld.gov.au.

NOTE 2. Asbestos Removal

Any demolition and/or removal works involving asbestos materials must be undertaken in accordance with the requirements of the *Work Health and Safety Act 2011* and *Public Health Act 2005*.

NOTE 3. General Environmental Duty

General environmental duty under the *Environmental Protection Act 1994* prohibits unlawful environmental nuisance caused by noise, aerosols, particles, dust, ash, fumes, light, odour or smoke beyond the boundaries of the development site during all stages of the development including earthworks, construction and operation.

NOTE 4. General Safety Of Public During Construction

The *Work Health and Safety Act 2011* and *Manual of Uniform Traffic Control Devices* must be complied with in carrying out any construction works, and to ensure safe traffic control and safe public access in respect of works being constructed on a road.

NOTE 5. Infrastructure Charges Notice

Council has resolved not to issue an Infrastructure Charges Notice for this development because the new infrastructure charges arising from the development are less than or equal the credits applicable for the new development.

BACKGROUND**APPLICATION DATA**

Gross Floor Area	
Commercial / Retail / Industrial / Community Purpose	633m ²
Number of carparks	
Commercial	11

PROPOSAL IN DETAIL

The proposal is for the development of a Health Care Services facility located at 140 William Street, Rockhampton City. Its construction involves retrofitting an existing commercial building located on the site. The layout of the proposed facility will incorporate the following components:

- Ten (10) consultation rooms;
- Waiting area, staff room and reception desk; and
- A Manager's office and storage area.

There will be eleven (11) on-site car parks provided which will be located adjacent to the William Street frontage, and at the rear of the existing building which will gain access from Kent Lane. The proposal will also utilise existing on-street car parking located on Campbell and William Streets.

The facility will operate from Monday to Friday, from 7am until 7pm. It is anticipated that the use will accommodate up to 16 staff members which will be a combination of full-time, part-time and casual employees.

SITE AND LOCALITY

The subject site is located in the Low-Medium Density Residential Zone under the *Rockhampton Region Planning Scheme 2015*. The site has road frontages to Campbell and William Streets, and Kent Lane to the east, south and west respectively. Access to the site is achieved from existing crossovers located on William Street and Kent Lane. There is an existing commercial building located on the subject site. This building was previously used as a Motorcycle Sales facility with an ancillary workshop and office.

Surrounding the site is predominantly residentially zoned land. The site is in proximity to residential uses (predominantly houses and duplexes) located on Campbell Street and Kent Lane. There are also several commercial uses surrounding the site including the Citywalk Motor Inn, Harley-Davidson Motorcycles shop, Stellarossa Café, and Dingles Café.

The site is located in Council's priority infrastructure area and has access to all reticulated infrastructure networks.

PLANNING ASSESSMENT**MATTERS FOR CONSIDERATION**

This application has been assessed by relevant Council planning, engineering, environmental health, and other technical officers as required. The assessment has been in accordance with the assessment process provisions of the Development Assessment Rules, based on consideration of the relevant State Planning Policy; State Government guidelines; the Council's Town Planning Scheme, Planning Policies and other general policies and procedures, as well as other documents as considered relevant.

Development Engineering Comments – 27 September 2019

Support, subject to conditions.

Public and Environmental Health Comments

Support, subject to conditions.

Other Staff Technical Comments

Not applicable as the application was not referred to any other technical staff.

TOWN PLANNING COMMENTS**Central Queensland Regional Plan 2013**

The *Central Queensland Regional Plan 2013* is a statutory document which came into effect on 18 October 2013. The development is not required to be assessed against the Regional Plan if this document is appropriately reflected in the local planning scheme. It is considered that the Regional Plan is appropriately reflected in the current local planning scheme.

State Planning Policy 2017

The current State Planning Policy (SPP) came into effect on 3 July 2017 and replaces the previous SPP (April 2016). The new policy expresses the state's interests in land-use planning and development and contains a number of changes to better align with the *Planning Act 2016*. This policy requires development applications to be assessed against its requirements where they have not been appropriately reflected in the local planning scheme.

1. Planning for liveable communities and housing**Housing supply and diversity**

Not Applicable.

Liveable communities

Not Applicable.

2. Planning for economic growth**Agriculture**

Not Applicable.

Development and construction

Not Applicable.

Mining and extractive resources

Not Applicable.

Tourism

Not Applicable.

3. Planning for environment and heritage**Biodiversity**

Not Applicable.

Coastal environment

Not Applicable.

Cultural heritage

Not Applicable.

Water quality

Not Applicable.

4. Planning for safety and resilience to hazards**Emissions and hazardous activities**

Not Applicable.

Natural hazard, risk and resilience

Not Applicable.

5. Infrastructure

Energy and water supply

Not Applicable.

Infrastructure integration

Not Applicable.

Transport infrastructure

Not Applicable.

Strategic airports and aviation facilities

Not Applicable.

Strategic ports

Not Applicable.

Rockhampton Region Planning Scheme 2015

Strategic framework

This application is situated within the Urban Infill and Intensification designation under the scheme's strategic framework map. The strategic framework themes and their strategic outcomes, as identified within Part 3 of the *Rockhampton Region Planning Scheme 2015* are applicable:

(i) Settlement pattern

- (1) The pattern of settlement is reinforced in accordance with the Strategic framework – settlement pattern maps (SFM-1 to SFM-4) and as defined in Table 3.3.2.2 – Strategic map designations and descriptions. Sufficient land has been allocated for residential, commercial, industrial and community uses to meet the needs of the region for at least twenty (20) years.
- (2) Residential development within Rockhampton and Gracemere will occur in urban areas, urban infill and intensification areas and new urban areas (greenfield areas). These areas are shown on the strategic framework maps SFM-2 to SFM-3.
- (3) Urban development in Mount Morgan will only occur within the urban area and local centre as shown on strategic framework map SFM-4.
- (4) Residential development is compact, encourages strong neighbourhoods with attractive places for residents, makes efficient use of land and optimises the delivery and use of infrastructure and services. Expansion beyond these identified areas will not occur to ensure a focus on urban infill and intensification areas and to avoid further encroachment on natural assets and ecologically vulnerable areas.
- (5) Sufficient land for employment growth has been identified in industrial areas, new industrial areas and centres (including proposed centres) at locations that can be most efficiently serviced with infrastructure and facilities.
- (6) Future urban areas and future industrial areas are the preferred location for greenfield development beyond 2026.
- (7) The settlement pattern provides for a diverse range of housing to meet changing demographic needs, and creates opportunities for more affordable living close to services and facilities. These housing options will help stimulate centres and community focal points, and assist in making the most efficient use of infrastructure and other public investment.

- (8) Higher density development is focussed around centres and public transport nodes and corridors. Increased residential densities will be encouraged in the urban infill and intensification areas in a range of dwelling types that are located to make public transport, walking and cycling more convenient, safe and viable.
- (9) The design of the built environment (including buildings, streets and public spaces) is consistent with the existing or desired character of the area and buildings are oriented to the street and public places. Development is undertaken in accordance with urban design principles.
- (10) Centres provide for employment, retail, accommodation, entertainment and community services that meet the needs of residential communities that are well connected by the public transport network.
- (11) Centres are based on a hierarchy that ensures the scale and form of development is appropriate to the location, and that the centres' roles and functions are appropriate within the wider planning scheme area.
- (12) Centres are consolidated within designated areas, and expansion does not occur into adjoining residential areas.
- (13) An integrated and high quality public open space network caters for the needs of residents, particularly in and around centres and higher density areas.
- (14) The continuing viability of areas that provide for economic development such as industrial and specific use areas is protected from incompatible land uses.
- (15) Limited rural residential areas provide for semi-rural living; however, these areas do not expand beyond the areas designated.
- (16) The productive capacity of all rural land is protected.
- (17) Rural lands and natural areas are maintained for their rural and landscape values.
- (18) The scenic and environmental values of areas identified as nature conservation or natural corridor link are protected.
- (19) The cultural heritage of Rockhampton is conserved for present and future communities.
- (20) Development responds to natural hazards (flooding, bushfire, steep land, storm tide inundation and coastal erosion) by avoiding, mitigating, adapting and building resilience to natural hazards in areas mapped as being susceptible.

Complies. The proposal is for the development of a commercial use in a residential zone. However, the proposal is retrofitting an existing building on the site which has previously been used for commercial activities. Immediately surrounding the site are several established commercial uses which include cafes, professional services, and short-term accommodation. The proposal will provide the immediate residential community with access to a health facility which will support the health and well-being of this neighbourhood. As the proposal is re-purposing an existing commercial premises, it will not compromise the intent of the surrounding area from providing a mix of residential land use types.

(ii) **Natural environment and hazards**

- (1) The natural environment and landscape are highly valued by the community for their contribution to the planning scheme area's biodiversity, economic prosperity, culture, character and sense of place. These areas are to be protected from incompatible development.
- (2) Development does not create unsustainable impacts on:
 - (a) the natural functioning of floodplains;

- (b) environmentally significant areas, including areas of state and locally significant vegetation, which provide fauna habitat and support biodiversity; and
- (c) the quality of water entering waterways, wetlands and local catchments.
- (3) Development does not increase the risk to human life and property in areas that are affected, or potentially affected, by storm-surge, erosion, sea-level rise or other coastal processes, flooding, bushfire, or landslide. This occurs through the avoidance of natural hazards in new development areas, particularly greenfield areas and the mitigation of risks in existing built up areas.
- (4) Strategic and iconic scenic and landscape values are protected from potential adverse impacts of development.

Not applicable. There are no natural hazards affecting the subject site.

(iii) **Community identity and diversity**

- (1) The quality of life of residents is enhanced through equitable access to social infrastructure, community services and facilities necessary to support community health and well-being.
- (2) The community is self-sufficient and does not rely on services and facilities located in other regions. Development contributes to the provision of new social infrastructure, including land.
- (3) Cultural heritage including character housing and heritage buildings are conserved and enhanced.
- (4) Public places are safe, functional, characterised by good urban design, and include a range of facilities to encourage healthy and active lifestyles.
- (5) Crime prevention through environmental design is achieved in urban areas including public spaces to improve public safety.

Complies. The proposal will provide the local residential community with equitable access to a new health care facility. This infrastructure is necessary in supporting the health and well-being of this immediate community. It will also ensure that the local community is self-sufficient and self-contained, and not relying on health care facilities located in other regions.

(iv) **Access and mobility**

- (1) Connectivity is achieved between residential uses, employment centres and services through the provision of active transport infrastructure integrated with efficient public transport services.
- (2) The trunk transport network (as shown on the strategic framework maps SFM-9 to SFM-12 and in plans for trunk infrastructure in the local government infrastructure plan) supports the settlement pattern and the local economy by facilitating the efficient and safe movement of people and goods both within the planning scheme area (especially between the main urban centres of Rockhampton and Gracemere), and to and from other locations.
- (3) The transport network encourages and supports active living in centres by providing for integrated walking, cycling, and public transport infrastructure to support a progressive reduction in car dependency.
- (4) The safety and efficiency of transport infrastructure, including the Bruce and Capricorn highways and other state and local roads, rail, airport and seaports, are not compromised by development.

Complies. The subject site is located in walking distance of several residential uses located on Campbell Street and other businesses located in the Rockhampton Central Business District. This ensures that connectivity is achieved between a mix of uses, particularly residential and commercial activities in the vicinity of the site. The

layout and design of the proposal will not compromise the surrounding transport network, or larger corridors including the Bruce Highway.

(v) **Infrastructure and services**

- (1) Infrastructure and services are planned and delivered in a logical and cost efficient manner in support of the planned settlement pattern. It is fit for purpose and is sensitive to cultural and environmental values. In particular:
 - (a) efficient, affordable, reliable, timely and lasting infrastructure makes best use of public resources;
 - (b) the long-term needs of the community, industry and business are met; and
 - (c) the desired standards of service in Part 4 — Local government infrastructure plan are achieved.

Complies. The subject site is located within the Priority Infrastructure Area and maintains access to Council's reticulated infrastructure networks.

(vi) **Natural resources and economic development**

- (1) The economy of the planning scheme area continues to grow and provides the community with diverse and new employment opportunities. Rockhampton continues to strengthen as the retail, service, cultural and administrative centre for both the planning scheme area and the wider Central Queensland region.
- (2) The strategic importance of Rockhampton for transport and logistics industries is fostered, given its central location at the junction of the Bruce Highway, the Capricorn Highway (through to the Landsborough Highway) and the Burnett Highway (through to the Leichhardt Highway).
- (3) The local community continues to value its traditional economic assets and natural resources and protects and conserves them and the contribution they make to maintaining and growing the region's economic prosperity, culture, character and sense of place. The region's traditional economic sectors of tourism and agriculture (including the iconic beef industry) continue to strengthen.
- (4) Development protects and, where possible, leverages the intrinsic economic value of the region's natural resources, including productive grazing, agricultural and forestry land, extractive and mineral resources, marine and coastal resources, and existing and planned water resources, including watercourses, water bodies and groundwater.
- (5) Natural assets identified by this planning scheme are protected as they underpin current and emerging tourism opportunities and important lifestyle values for residents.

Complies. The proposal is for the construction of a new health care facility in the Rockhampton region. It is anticipated that the use will employ up to 16 staff members, providing employment opportunities for local residents. This will also reinforce Rockhampton's position as a primary health care provider within the Central Queensland region.

The performance assessment of the proposal demonstrates that the development will not compromise the *Rockhampton Region Planning Scheme 2015* strategic outcomes.

Low-Medium Density Residential Zone

The subject site is situated within the Low-Medium Density Residential Zone under the *Rockhampton Region Planning Scheme 2015*. The purpose of the Low-Medium Density Residential Zone identifies that: -

- (1) The purpose of the low-medium density residential zone code is to:

-
- (a) provide locations preferred for the consolidation of a range and mix of dwelling types developed at low-medium densities in the planning scheme area;
 - (b) minimise land use conflict and ensure that uses supporting low-medium density development predominantly develop in the zone; and
 - (c) ensure that development within the zone has appropriate standards of infrastructure and essential services.
- (2) The purposes of the zone will be achieved through the following overall outcomes:
- (a) development provides for dwellings, dual occupancies and multiple dwellings being generally a low to medium-rise built form (up to three (3) storeys in building height) and low-medium density;
 - (b) infill development and greenfield areas are developed in a manner that makes efficient use of land and can provide for the development of a range and mix of accommodation and residential types;
 - (c) **non-residential uses only occur within the zone where they:**
 - (i) **do not compromise the residential character and existing amenity of the surrounding area;**
 - (ii) **are small-scale and consistent with the surrounding urban form;**
 - (iii) **primarily function to service the needs of the immediate local residential community;**
 - (iv) **do not detract from the role and function of centres;**
 - (v) **do not result in the expansion of a centre zone;**
 - (vi) **are in proximity to higher order roads (minor urban collector or higher); and**
 - (vii) **provide for uses along Albert Street that can demonstrate a dependence on having a highway passing trade;**
 - (d) development for an office is limited in scale (200 square metres gross floor area) to ensure the primacy of the principal centre and involves the reuse of an existing building to promote renewal;
 - (e) new proposed centres within greenfield areas are not intended to accommodate full-line supermarkets;
 - (f) with the exception of a local centre at North Parkhurst (along William Palfrey Road on Lot 5 SP238731), no other neighbourhood or local centres are required within the low-medium density residential zone;
 - (g) short-term accommodation, rooming accommodation and tourist parks occur where there is access to public transport and higher order roads (minor urban collector or higher);
 - (h) **development has a built form that creates an attractive and pedestrian oriented streetscape and is integrated with nearby centres, community facilities, open space and recreation facilities via pathways, cycle ways, roads and public transport infrastructure commensurate with the needs of the use;**
 - (i) **development maximises opportunities for surveillance, activation of street fronts, integration with surrounding streetscapes, and presents an attractive appearance to the street with variations in built form, shape and colour;**
 - (j) development maintains a high level of residential amenity having regard to traffic, noise, dust, odour, lighting and other locally specific impacts;
-

- (k) new residential developments are not located in proximity to existing incompatible uses such as rural uses, industry uses and major community facilities without separation distances, buffering, landscaping and screening that minimise a loss of amenity in relation to noise, odour, dust, light, loss of privacy or other adverse impacts;
- (l) new residential developments are located and integrated with existing neighbourhoods and in proximity to existing community infrastructure;
- (m) development is sited and designed to respond to the region’s climate (sustainable practices for maximising energy efficiency, water conservation and public/active transport use), local heritage features, natural landscape features and environmental constraints; and
- (n) development is serviced by infrastructure that is commensurate with the needs of the use.

This application is not consistent with the purpose of the Zone. However, the proposal is a non-residential use which will not compromise the character or amenity of the nearby residential area. The subject site is surrounded by several established commercial uses and will not detract from the role or function of other commercial centres. The design of the proposal also fosters an attractive streetscape that integrates with adjoining and nearby commercial uses. The introduction of a new health care facility to the area will also provide the community with equitable access to this social infrastructure, which will in turn enhance the community’s quality-of-life and well-being.

Rockhampton Regional Planning Scheme Codes

The following codes are applicable to this application:

- Low-Medium Density Residential Zone code;
- Access, Parking and Transport code;
- Landscape code;
- Stormwater Management code;
- Waste Management code; and
- Water and Sewer code.

An assessment has been made against the requirements of the abovementioned codes and the proposed development generally complies with the relevant Performance outcomes and Acceptable outcomes. An assessment of the Performance outcome/s which the application is in conflict with, is outlined below:

Low-Medium Density Residential Zone	
Performance Outcome/s	Officer’s Response
PO1 Development does not adversely impact on the urban form of the surrounding low-medium density residential area and significant landscape features having regard to the scale and height of buildings, site cover and density.	The site coverage of the buildings accommodating the proposed use will cumulatively exceed 65%. However, the proposal does not involve the construction of any new buildings. The existing buildings on site will be retrofitted to accommodate the proposed Health Care Services. As such, the impact of the built form will remain unchanged from the existing situation and will not create any increased impacts to the surrounding Low-Medium Density

<p>PO9</p>	<p>Vehicle parking facilities are located and concealed to ensure an attractive streetscape and built form.</p>	<p>Residential area.</p> <p>There will be four (4) on-site car parks positioned in front of the existing building on the William Street road frontage. These car parking spaces are existing and were used as part of a former land use on the site. Their use as part of the current proposal will maintain the existing streetscape on William Street. Further, there will not be an increase in the number of on-site car parking spaces on the William Street road frontage which will detract from the streetscape. There will also be a further additional seven (7) car parking spaces located behind the main building which will gain access from Kent Lane.</p>
<p>PO11</p>	<p>Non-residential development may locate in the low-medium density residential zone when the use can demonstrate the following:</p> <ul style="list-style-type: none"> (a) it services the day-to-day needs of residents of the local neighbourhood or is a community or emergency facility that primarily services the needs of the local neighbourhood; or (b) where located on Albert Street and can demonstrate a dependence on having highway passing trade, selling: <ul style="list-style-type: none"> (i) products predominantly displayed outside of any enclosed building and are demonstrably dependent on high visibility for attracting customers or businesses and typically include outdoor sales; or (ii) products predominantly displayed inside a building, consistent with the showroom definition with gross floor area of no more than 500 square metres and is demonstrably dependent on high visibility for attracting customers or business; and (iii) services which support the broad range of needs of highway users, such as a food and drink outlet, service station, car wash and the like; (c) it does not compromise the residential character and existing amenity of the surrounding area in relation to lighting, noise, dust and odour; 	<p>The proposal will introduce a use which will provide a health service to the broader Rockhampton and Central Queensland community. Based on the size of the built form it is anticipated that the use will attract a significant number of patients to the area.</p> <p>While the use is medium in scale, it is likely that it will still provide a service need for the surrounding local community. Particularly regarding health and medical care to local residents. It is not anticipated that the use will detract from the role or function of larger centres across Rockhampton. Further, the site is located in an area which has a number of existing commercial uses in its vicinity, including cafes and offices.</p> <p>The existing building located on the site will be retrofitted to accommodate the use, meaning that there will be no additional impacts to the surrounding residential character or changes to the existing streetscape.</p>

	<ul style="list-style-type: none"> (d) is small in scale; (e) is consistent with the surrounding built form and streetscape; (f) the use does not compromise the role and function of existing centres; (g) does not adjoin an existing commercial centre zone; (h) located in proximity to public transport facilities and public transport routes; and (i) minimises impacts on local amenity and the local street network. 	
<p>PO19</p>	<p>The development minimises adverse impacts on the amenity of adjoining land use and surrounding area.</p>	<p>The proposal does not include a solid 1.8 metre high solid screen fence along side and rear boundaries.</p> <p>The subject site accommodates an existing commercial structure which has previously been used as offices and showrooms. Further, directly adjoining the site are other existing commercial land uses where adjoining buildings have very minimal separation distances. Given the existing structure on the site, the surrounding commercial development, and the operational nature of the proposed use, it is not anticipated that the use will detract from the amenity of adjoining land uses or the surrounding area.</p>
<p>PO22</p>	<p>Landscaping and streetscaping is provided to:</p> <ul style="list-style-type: none"> (a) enhance public streets and spaces; (b) create an attractive environment that is consistent with, and defines, the local character of the zone; (c) enhance the appearance of the development; (d) screen components of development from adjoining sensitive land uses or from the street; (e) separate and screen residential uses from industrial zoned land or a lawfully operating industrial uses; and (f) allow shading for pedestrian comfort. 	<p>The proposal accommodates less than ten per cent (10%) of landscaping on the site.</p> <p>The existing commercial use on the site did not provide any landscaping on either the William or Campbell Street road frontages. The proposed use will make provision for small gardens adjacent to the car parking area located on William Street. This additional landscaping is considered an improvement on the current scenario and will enhance the overall streetscape. The construction of garden beds will also enhance the overall appearance of the development.</p>

Access, Parking and Transport Code		
Performance Outcome/s		Officer's Response
PO1	<p>Access driveways are located to avoid conflicts and designed to operate efficiently and safely, taking into account:</p> <p>(a) the size of the parking area;</p> <p>(b) the volume, frequency and type of vehicle traffic;</p> <p>(c) the need for some land uses (for example hospitals) to accommodate emergency vehicle access;</p> <p>(d) the type of use and the implications on parking and circulation, for example long-term or short-term car parking;</p> <p>(e) frontage road function and conditions; and</p> <p>(f) the capacity and function of the adjoining street system.</p>	<p>The proposal will use an access driveway (Campbell Street) which is within 20 metres of an unsignalised intersection (Campbell Street / William Street intersection).</p> <p>This access driveway is an existing crossover which was used to access the car parking area to the former land use on the site. This driveway will also be an 'entry only' from Campbell Street with no exit movements proposed from this crossover (all exits will be from a driveway located on William Street).</p> <p>As the Campbell Street driveway is existing, and no exit movements are proposed, it is not anticipated that the crossover will compromise the efficiency and safety of the nearby intersection.</p>
PO2	<p>Access driveways do not disrupt existing road or footpath infrastructure.</p>	<p>The proposed access driveway on William Street fronts several existing on-street car parking bays.</p> <p>This driveway was constructed as part of a previous commercial use located on the site. It is not expected that the location of this driveway will affect the on-street car parking bay or road infrastructure. As the on-site car parking bay fronting William Street, only accommodates four (4) spaces, it is not anticipated that there will be a large number of vehicle movements from this crossover which would affect the safety of the William Street road network.</p>
PO5	<p>Provision is made for on-site vehicle parking:</p> <p>(a) to meet the demand likely to be generated by the development; and</p> <p>(b) to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.</p>	<p>The proposal does not comply with the minimum car parking provisions outlined in the planning scheme. The requirement is that 27 on-site car parking spaces are provided. The proposal only makes provision for 11 car parking spaces, which is a shortfall of 16 car parking spaces.</p> <p>Despite the significant shortfall in car parking spaces, there are several factors to consider when justifying the discrepancy, including:</p> <ul style="list-style-type: none"> • The site's road frontages (William and Campbell Streets) can

		<p>accommodate up to approximately seven (7) on-street car parking spaces which directly front the proposed use. This is in addition to the 11 on-site car parking spaces. This will bring the car parking yield (on-site and street parking fronting the site) to 18 spaces.</p> <ul style="list-style-type: none"> • There is an existing five (5) bay car park located directly across from the site on William Street which would be expected to be utilised by patients or patrons accessing the site. • An abundance of car parking bays and on-street car parking which are located within reasonable walking distance of the site. These include line marked car parking bays on William Street, and on-street car parking options on Campbell Street. <p>Council officers have also undertaken several audits of the site and surrounding road network to assess the availability of on-street car parks. These audits have occurred at different periods throughout the week and have demonstrated that there is a sufficient supply of on-street car parking spaces available to accommodate patients accessing the site.</p> <p>Considering the site and the existing built form, it is also not physically possible to accommodate the prescribed number of on-site car parking spaces required by the planning scheme. As such, it is considered reasonable to expect that a commercial use in proximity to Rockhampton's Central Business District will rely on on-street car parking to service its clientele.</p> <p>It is expected that utilising on-street car parking spaces will not adversely impact on the safety or efficiency of the surrounding road network.</p>
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Based on a performance assessment of the above mentioned codes, it is determined that the proposal is acceptable and generally complies with the relevant Performance outcomes and where there is deviation from the codes, sufficient justification has been provided.

Merit of application

The proposed development cannot be considered consistent with the *Rockhampton Region Planning Scheme 2015*. Council should note, however, that pursuant to the *Planning Act*

2016 a development can be approved on its merits. The merits to support the development are as follows:

- a) The proposed use will be located in an existing commercial building on the site and is surrounded by existing commercial premises which will minimise any potential land use conflict;
- b) The proposed use will not detract from the residential amenity of the surrounding area nor compromise the intent of the zone to encourage predominantly low-medium density residential development;
- c) The proposed use does not compromise the strategic framework in the *Rockhampton Region Planning Scheme 2015*;
- d) Assessment of the development against the relevant zone purpose, planning scheme codes and planning scheme policies demonstrates that the proposed development will not cause significant adverse impacts on the surrounding natural environment, built environment and infrastructure, community facilities, or local character and amenity; and
- e) The proposed development does not compromise the relevant State Planning Policy.

Having regard to all of the above, it is recommended Council, from a land use perspective, consider the proposed development favourably as there are considered merits to justify a decision that favours the alternative land uses proposed herein.

INFRASTRUCTURE CHARGES

Adopted Infrastructure Charges Resolution (No. 5) 2015 for non-residential development applies to the application and it falls within Charge Area 2. The Infrastructure Charges are as follows:

Column 1 Use Schedule	Column 2 Charge Area	Column 3 Adopted Infrastructure Charge		Column 4 Adopted Infrastructure Charge for stormwater network		Calculated Charge	
		(\$)	Unit	(\$)	Unit		
Essential Services	All uses as per AICN 4/14 Table 2.2.1	Area 2	119	per m ² of GFA			\$75,327.00
					8.50	per m ² of impervio us area	\$11,798.00
Total						\$87,125.00	
Less credit						\$87,125.00	
TOTAL CHARGE						\$0.00	

This is based on the following calculations:

- (a) A charge of \$75,327.00 for Gross Floor Area (GFA) being 633 square metres (consulting rooms, waiting areas, staff rooms and reception);
- (b) A charge of \$11,798.00 for Impervious Area being 1,388 square metres (roof area, hardstand areas, access, and parking areas); and
- (c) An Infrastructure Credit of \$87,125.00 applicable for the existing structures and impervious area which previously accommodated offices and showrooms (2,021 square metres inclusive of GFA and impervious area).

Therefore, there will be no infrastructure charges payable for the development.

CONSULTATION

The proposal was the subject of public notification between 13 September 2019 and 4 October 2019, as per the requirements of the *Planning Act 2016* and the Development Assessment Rules, and no submissions were received.

REFERRALS

The application was not subject to any referrals.

STATEMENT OF REASONS

Description of the development	The proposed development is for Material Change of Use for Health Care Services	
Reasons for Decision	<p>a) The proposed use will be located in an existing commercial building on the site and is surrounded by existing commercial premises which will minimise any potential land use conflict;</p> <p>b) The proposed use will not detract from the residential amenity of the surrounding area nor compromise the intent of the zone to encourage predominantly low-medium density residential development;</p> <p>c) The proposed use does not compromise the strategic framework in the <i>Rockhampton Region Planning Scheme 2015</i>;</p> <p>d) Assessment of the development against the relevant zone purpose, planning scheme codes and planning scheme policies demonstrates that the proposed development will not cause significant adverse impacts on the surrounding natural environment, built environment and infrastructure, community facilities, or local character and amenity;</p> <p>e) The proposed development does not compromise the relevant State Planning Policy; and</p> <p>On balance, the application should be approved because the circumstances favour Council exercising its discretion to approve the application even though the development does not comply with an aspect of the assessment benchmarks.</p>	
Assessment Benchmarks	<p>The proposed development was assessed against the following assessment benchmarks:</p> <ul style="list-style-type: none"> • Low-Medium Density Residential Zone code; • Access, Parking and Transport code; • Landscape code; • Stormwater Management code; • Waste Management code; and • Water and Sewer code. 	
Compliance with assessment benchmarks	The development was assessed against all of the assessment benchmarks listed above and complies with all of these with the exception(s) listed below.	
	Assessment Benchmark	Reasons for the approval despite non-compliance with benchmark
	Low-Medium Density Residential Zone Code	The site coverage of the buildings accommodating the proposed use will cumulatively exceed 65%.

		<p>However, the proposal does not involve the construction of any new buildings. The existing buildings on site will be retrofitted to accommodate the proposed Health Care Services. As such, the impact of the built form will remain unchanged from the existing situation and will not create any increased impacts to the surrounding low-medium density residential area.</p>
		<p>There will be four (4) on-site car parks positioned in front of the existing building on the William Street road frontage. These car parking spaces are existing and were used as part of a former land use on the site. Their use as part of the current proposal will maintain the existing streetscape on William Street. Further, there will not be an increase in the number of on-site car parking spaces on the William Street road frontage which will detract from the streetscape. There will also be a further additional seven (7) car parking spaces located behind the main building which will gain access from Kent Lane.</p>
		<p>The proposal will introduce a use which will provide a health service to the broader Rockhampton and Central Queensland community. Based on the size of the built form it is anticipated that the use will attract a significant number of patients to the area.</p> <p>While the use is medium in scale, it is likely that it will still provide a service need for the surrounding local community. Particularly regarding health and medical care to local residents. It is not anticipated that the use will detract from the role or function of larger centres across Rockhampton. Further, the site is located in an area which has a number of existing commercial uses in its vicinity, including cafes and offices.</p> <p>The existing building located on the site will be retrofitted to accommodate the use, meaning that there will be no additional impacts to the surrounding residential character or changes to the existing streetscape.</p>
		<p>The proposal does not include a solid 1.8 metre high solid screen fence along side and rear boundaries.</p> <p>The subject site accommodates an existing commercial structure which has previously been used as offices and showrooms. Further, directly adjoining the site are other existing commercial land uses where adjoining buildings have very minimal separation distances. Given the existing structure on the site, the surrounding commercial development, and the operational nature of the proposed use, it is not anticipated that the use will detract from</p>

		<p>the amenity of adjoining land uses or the surrounding area.</p> <p>The proposal accommodates less than ten per cent (10%) of landscaping on the site. The existing commercial use on the site did not provide any landscaping on either the William or Campbell Street road frontages. The proposed use will make provision for small gardens adjacent to the car parking area located on William Street. This additional landscaping is considered an improvement on the current scenario and will enhance the overall streetscape. The construction of garden beds will also enhance the overall appearance of the development.</p>
	<p>Access, Parking and Transport Code</p>	<p>The proposal will use an access driveway (Campbell Street) which is within 20 metres of an unsignalised intersection (Campbell Street / William Street intersection).</p> <p>This access driveway is an existing crossover which was used to access the car parking area to the former land use on the site. This driveway will also be an 'entry only' from Campbell Street with no exit movements proposed from this crossover (all exits will be from a driveway located on William Street).</p> <p>As the Campbell Street driveway is existing, and no exit movements are proposed, it is not anticipated that the crossover will compromise the efficiency and safety of the nearby intersection.</p> <p>The proposed access driveway on William Street fronts several existing on-street car parking bays.</p> <p>This driveway was constructed as part of a previous commercial use located on the site. It is not expected that the location of this driveway will affect the on-street car parking bay or road infrastructure. As the on-site car parking bay fronting William Street, only accommodates four (4) spaces, it is not anticipated that there will be a large number of vehicle movements from this crossover which would affect the safety of the William Street road network.</p> <p>The proposal does not comply with the minimum car parking provisions outlined in the planning scheme. The requirement is that 27 on-site car parking spaces are provided. The proposal only makes provision for 11 car parking spaces, which is a shortfall of 16 car parking spaces.</p> <p>Despite the significant shortfall in car parking spaces, there are several factors to consider when justifying the discrepancy, including:</p> <ul style="list-style-type: none"> • The site's road frontages (William and

		<p>Campbell Streets) can accommodate up to approximately seven (7) on-street car parking spaces which directly front the proposed use. This is in addition to the 11 on-site car parking spaces. This will bring the car parking yield (on-site and street parking fronting the site) to 18 spaces.</p> <ul style="list-style-type: none"> • There is an existing five (5) bay car park located directly across from the site on William Street which would be expected to utilised by patients or patrons accessing the site. • An abundance of car parking bays and on-street car parking which are located within reasonable walking distance of the site. These include line marked car parking bays on William Street, and on-street car parking options on Campbell Street. <p>Council officers have also undertaken several audits of the site and surrounding road network to assess the availability of on-street car parks. These audits have occurred at different periods throughout the week and have demonstrated that there is a sufficient supply of on-street car parking spaces available to accommodate patients accessing the site.</p> <p>Considering the site and the existing built form, it is also not physically possible to accommodate the prescribed number of on-site car parking spaces required by the planning scheme. As such, it is considered reasonable to expect that a commercial use in proximity to Rockhampton's Central Business District will rely on on-street car parking to service its clientele.</p> <p>It is expected that utilising on-street car parking spaces will not adversely impact on the safety or efficiency of the surrounding road network.</p> <p>The proposal will use an access driveway (Campbell Street) which is within 20 metres of an unsignalised intersection (Campbell Street / William Street intersection).</p> <p>This access driveway is an existing crossover which was used to access the car parking area to the former land use on the site. This driveway will also be an 'entry only' from Campbell Street with no exit movements proposed from this crossover (all exits will be from a driveway located on William Street).</p> <p>As the Campbell Street driveway is existing, and no exit movements are proposed, it is not anticipated that the crossover will compromise the efficiency and safety of the</p>
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		<p>nearby intersection.</p> <p>The proposed access driveway on William Street fronts several existing on-street car parking bays.</p> <p>This driveway was constructed as part of a previous commercial use located on the site. It is not expected that the location of this driveway will affect the on-street car parking bay or road infrastructure. As the on-site car parking bay fronting William Street, only accommodates four (4) spaces, it is not anticipated that there will be a large number of vehicle movements from this crossover which would affect the safety of the William Street road network.</p>
<p>Matters prescribed by regulation</p>	<ul style="list-style-type: none"> • The <i>State Planning Policy – Part E</i>; • The <i>Central Queensland Regional Plan</i>; • The <i>Rockhampton Region Planning Scheme 2015</i>; • Surrounding use of adjacent premises in terms of commensurate and consistent development form; and • The common material, being the material submitted with the application. 	

CONCLUSION

The proposal is not consistent with the intent of the Low-Medium Density Residential Zone. However, the proposal will be retrofitting an existing commercial building which is located on the site and is surrounded by existing commercial premises which will minimise any potential land use conflict. Further, the proposed use will not detract from the residential amenity of the surrounding area nor compromise the intent of the zone to encourage predominantly low-medium density residential development. Therefore, it is recommended that the application is supported subject to the conditions outlined in the report.

**D/82-2019 - DEVELOPMENT
APPLICATION FOR A MATERIAL
CHANGE OF USE FOR HEALTH CARE
SERVICES**

Locality Plan

Meeting Date: 26 November 2019

Attachment No: 1

D/82-2019 - Locality Plan



A4 Page scale at 1: 1,104.90
Printed from GeoCortex on 05/11/2019



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**D/82-2019 - DEVELOPMENT
APPLICATION FOR A MATERIAL
CHANGE OF USE FOR HEALTH CARE
SERVICES**

Site Plan

Meeting Date: 26 November 2019

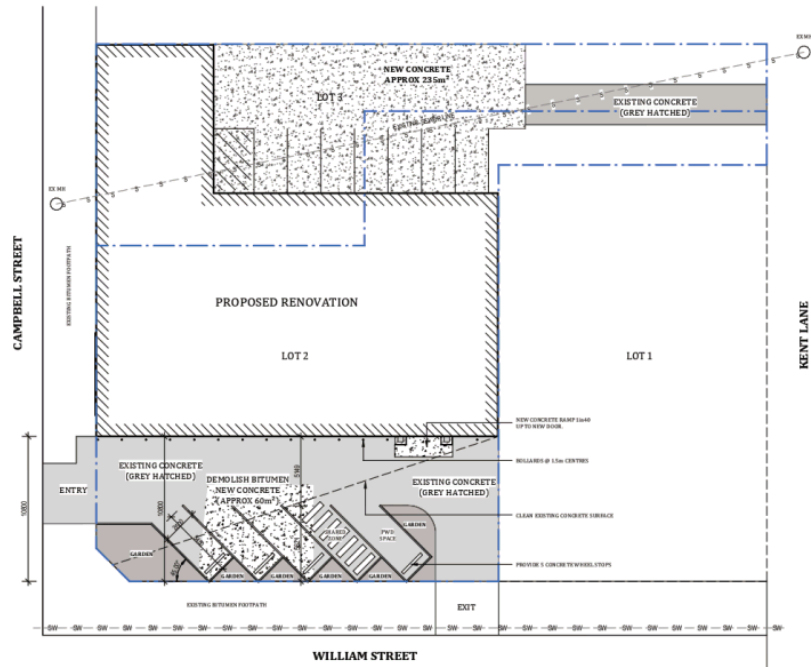
Attachment No: 2

REAL PROPERTY DESCRIPTION

Lot Number: 2 & 3
 Reg/Survey Plan Number: KP 606144

SITE DETAILS

SITE AREA: 1377m²
 BUILDING AREA: 633m²



PROPOSED SITE PLAN
 1:100

DO NOT SCALE DRAWING
 ALL DIMENSION IN MILLIMETERS

No	Description	Date
1	DA APPLICATION	27.08.19
2	BACK CAST PAVK	09.09.19

REVISIONS

ISSUED FOR
DA APPLICATION

Project Details:
HEALTH CARE SERVICE
P & H PEIRANO
140 WILLIAM STREET

Drawing Title:
PROPOSED SITE PLAN

dezinelements
 BUILDING DESIGNERS
 info@dezi

QBCC No: 1247120 #DAQ No: 0001677

Scale: As indicated	Rev: 1
Date: AUG 2019	
Drawn: NJB	
Project No: 19_014	Drawing No: S-02

8.2 AMENDED RECONFIGURATION OF A LOT INCENTIVES POLICY

File No:	11979
Attachments:	1. Draft Reconfiguration of a Lot Incentives Policy with Track Changes ↓ 2. Final Draft Reconfiguration of a Lot Incentives Policy ↓
Authorising Officer:	Doug Scott - Manager Planning & Regulatory Services Colleen Worthy - General Manager Community Services
Author:	Tarnya Fitzgibbon - Coordinator Development Assessment

SUMMARY

In 2017 Council introduced an incentive for reconfiguration of a lot approvals, by allowing the developer to pay infrastructure charges on a per lot basis either when the lot is transferred or within two (2) years of the approval (whichever is the earlier).

OFFICER'S RECOMMENDATION

THAT Council adopt the amended Reconfiguration of a Lot Incentives Policy.

BACKGROUND

On 3 October 2017 a report was taken to the Planning and Regulatory Services Committee meeting in relation to introducing a Reconfiguration of a Lot Incentives Policy. The Policy was subsequently drafted and adopted by Council.

The attached draft policy was scheduled for review in November 2019. As part of the review, clause 5.3 was added in relation to approvals and non-approvals.

Clause 5.3 provides:

“5.3 Approvals and Non-Approvals

The CEO, General Manager Community Services, Manager Planning and Regulatory Services, Coordinator Development Assessment or a Senior Planning Officer may approve incentive applications under this policy.

Council approval is required for the non-approval of incentive applications if the application is for an eligible development.”

This change requires approval by Council.

CONCLUSION

The Reconfiguration of a Lot Incentives Policy has been amended to include clause 5.3 and other minor amendments.

AMENDED RECONFIGURATION OF A LOT INCENTIVES POLICY

Draft Reconfiguration of a Lot Incentives Policy with Track Changes

Meeting Date: 26 November 2019

Attachment No: 1



1 Scope

This policy applies to large scale reconfiguration of a lot approvals within the Rockhampton Region.

2 Purpose

The purpose of this policy is to deliver significant and sustainable economic development and growth outcomes for the Region.

3 Related Documents

3.1 Primary

Nil

3.2 Secondary

Local Government Act 2009

Planning Act 2016

Planning Regulation 2017

Adopted Infrastructure Charges Resolution (No. 1) 2011

Adopted Infrastructure Charges Resolution (No. 2) 2012

Adopted Infrastructure Charges Resolution (No. 3) 2014

Adopted Infrastructure Charges Resolution (No. 4) 2014

Adopted Infrastructure Charges Resolution (No. 5) 2015

Reconfiguration of a Lot Incentives Application Form

Reconfiguration of a Lot Incentives Procedure

Rockhampton Region Planning Scheme 2015 (RockePlan)

State Planning Regulatory Provision (Adopted Charges) July 2012

4 Definitions

To assist in interpretation, the following definitions apply:

CEO	Chief Executive Officer A person who holds an appointment under section 194 of the <i>Local Government Act 2009</i> . This includes a person acting in this position.
Council	Rockhampton Regional Council.
Region	All areas covered by the Rockhampton Region Planning Scheme (RockePlan), Rockhampton City Plan (superseded), Fitzroy Shire Planning Scheme (superseded) and Mount Morgan Shire Planning Scheme (superseded).

LEGAL & GOVERNANCE USE ONLY			
Adopted/Approved:	DRAFT	Department:	Community Services
Version:	2	Section:	Planning Regulatory Services
Reviewed Date:		Page No:	Page 1 of 3

ROL	Reconfiguration of a Lot
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5 Policy Statement

This policy is designed to assist developers of approved large scale ROL in the Region to apply for incentives in order to stimulate sustainable growth within our regional economy.

Developers with an eligible development, as detailed in paragraph 5.1, have the opportunity to apply to Council to:

- (a) Have any applicable infrastructure charges allocated to each lot; and
- (b) Defer the payment of the agreed infrastructure charges until the earliest of the following:
 - (i) Ownership of the lot is transferred; or
 - (ii) Within two years of a new title being created for the lot.

It is not the purpose of this policy to enhance the viability of marginal and/or speculative development. As a discretionary scheme, Council reserves the right to approve or refuse applications for incentives made under this policy at its sole discretion.

Development that is ineligible or not approved for an incentive under this policy will be required to pay infrastructure charges in accordance with section 122 of the *Planning Act 2016*, when the survey plan is endorsed by Council.

5.1 Eligible Development

For a development to be eligible for an incentive under this policy, a development must meet the following requirements:

5.1.1 Applicable Area

Developments must be located within the Region.

5.1.2 Development

The development must be the subject of a current development permit for ROL for five lots or more for residential allotments which has taken effect.

5.2 Infrastructure Agreement

Approved applicants must enter into an infrastructure agreement in relation to the payment of infrastructure charges prior to Council endorsing the survey plan. The infrastructure agreement will include the following conditions (among others):

- (a) Infrastructure charges are to be applied in accordance with the relevant Adopted Infrastructure Charges Resolution and this policy.
- (b) The survey plan is to be lodged with the Department of Natural Resources, Mines and Energy (Titles Registry) within one month of the plan being endorsed by Council, or as otherwise approved by the CEO.
- (c) Upon receipt by Council from the Titles Registry of the title notification for each lot created, Council will attach the value of the infrastructure charges for each lot as a rate in line with section 123 of the *Planning Act 2016*.
- (d) The infrastructure charges attached to the property in line with the infrastructure agreement shall be paid when the subject lot is transferred in ownership, or within two years of the issuance of title, whichever is the earlier.
- (e) Interest on the outstanding infrastructure charges will not be applied by Council for the first two year period, however, interest will be applied to any outstanding infrastructure charges remaining unpaid after this period.

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- (f) Should the infrastructure charges not be paid within three years, Council will exercise its rights under the *Local Government Act 2009* to recover the outstanding infrastructure charges as a rate and charge against the property.

5.3 Approvals and Non-Approvals

The CEO, General Manager Community Services, Manager Planning and Regulatory Services, Coordinator Development Assessment or a Senior Planning Officer may approve incentive applications under this policy.

Council approval is required for the non-approval of incentive applications if the application is for an eligible development.

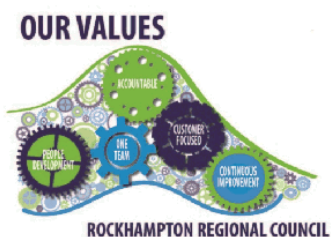
6 Review Timelines

This policy is reviewed when any of the following occur:

- (a) The related information is amended or replaced; or
- (b) Other circumstances as determined from time to time by Council.

7 Document Management

Sponsor	Chief Executive Officer
Business Owner	General Manager Community Services
Policy Owner	Manager Planning and Regulatory Services
Policy Quality Control	Legal and Governance



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AMENDED RECONFIGURATION OF A LOT INCENTIVES POLICY

Final Draft Reconfiguration of a Lot Incentives Policy

Meeting Date: 26 November 2019

Attachment No: 2

RECONFIGURATION OF A LOT INCENTIVES POLICY

COMMUNITY POLICY



1 Scope

This policy applies to large scale reconfiguration of a lot approvals within the Rockhampton Region.

2 Purpose

The purpose of this policy is to deliver significant and sustainable economic development and growth outcomes for the Region.

3 Related Documents

3.1 Primary

Nil

3.2 Secondary

Local Government Act 2009

Planning Act 2016

Planning Regulation 2017

Adopted Infrastructure Charges Resolution (No. 1) 2011

Adopted Infrastructure Charges Resolution (No. 2) 2012

Adopted Infrastructure Charges Resolution (No. 3) 2014

Adopted Infrastructure Charges Resolution (No. 4) 2014

Adopted Infrastructure Charges Resolution (No. 5) 2015

Reconfiguration of a Lot Incentives Application Form

Reconfiguration of a Lot Incentives Procedure

Rockhampton Region Planning Scheme 2015 (RockePlan)

State Planning Regulatory Provision (Adopted Charges) July 2012

4 Definitions

To assist in interpretation, the following definitions apply:

CEO	Chief Executive Officer A person who holds an appointment under section 194 of the <i>Local Government Act 2009</i> . This includes a person acting in this position.
Council	Rockhampton Regional Council.
Region	All areas covered by the Rockhampton Region Planning Scheme (RockePlan), Rockhampton City Plan (superseded), Fitzroy Shire Planning Scheme (superseded) and Mount Morgan Shire Planning Scheme (superseded).

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ROL	Reconfiguration of a Lot
-----	--------------------------

5 Policy Statement

This policy is designed to assist developers of approved large scale ROL in the Region to apply for incentives in order to stimulate sustainable growth within our regional economy.

Developers with an eligible development, as detailed in paragraph 5.1, have the opportunity to apply to Council to:

- (a) Have any applicable infrastructure charges allocated to each lot; and
- (b) Defer the payment of the agreed infrastructure charges until the earliest of the following:
 - (i) Ownership of the lot is transferred; or
 - (ii) Within two years of a new title being created for the lot.

It is not the purpose of this policy to enhance the viability of marginal and/or speculative development. As a discretionary scheme, Council reserves the right to approve or refuse applications for incentives made under this policy at its sole discretion.

Development that is ineligible or not approved for an incentive under this policy will be required to pay infrastructure charges in accordance with section 122 of the *Planning Act 2016*, when the survey plan is endorsed by Council.

5.1 Eligible Development

For a development to be eligible for an incentive under this policy, a development must meet the following requirements:

5.1.1 Applicable Area

Developments must be located within the Region.

5.1.2 Development

The development must be the subject of a current development permit for ROL for five lots or more for residential allotments which has taken effect.

5.2 Infrastructure Agreement

Approved applicants must enter into an infrastructure agreement in relation to the payment of infrastructure charges prior to Council endorsing the survey plan. The infrastructure agreement will include the following conditions (among others):

- (a) Infrastructure charges are to be applied in accordance with the relevant Adopted Infrastructure Charges Resolution and this policy.
- (b) The survey plan is to be lodged with the Department of Natural Resources, Mines and Energy (Titles Registry) within one month of the plan being endorsed by Council, or as otherwise approved by the CEO.
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- (f) Should the infrastructure charges not be paid within three years, Council will exercise its rights under the *Local Government Act 2009* to recover the outstanding infrastructure charges as a rate and charge against the property.

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The CEO, General Manager Community Services, Manager Planning and Regulatory Services, Coordinator Development Assessment or a Senior Planning Officer may approve incentive applications under this policy.

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This policy is reviewed when any of the following occur:

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7 Document Management

Sponsor	Chief Executive Officer
Business Owner	General Manager Community Services
Policy Owner	Manager Planning and Regulatory Services
Policy Quality Control	Legal and Governance



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8.3 DECISION UNDER DELEGATION - OCTOBER 2019

File No:	7028
Attachments:	Nil
Authorising Officer:	Doug Scott - Manager Planning & Regulatory Services Colleen Worthy - General Manager Community Services
Author:	Tarnya Fitzgibbon - Coordinator Development Assessment

SUMMARY

This report outlines the properly made development applications received in October 2019 and whether they will be decided under delegation or decided by Council.

OFFICER'S RECOMMENDATION

THAT this report into the applications lodged in October 2019 be received.

BACKGROUND

Matters are referred to Committee for decision where:

- Refusals;
- The development is inconsistent with the intent of the zone;
- Submissions are received during the notification period.

The following properly made applications were received in October 2019. They will be decided in the following manner:

Application type	Applicant	Address	Decision
D/91-2019 – MCU for Medium Impact Industry	Peff Super Pty Ltd Tte	9 McLaughlin Street, Kawana	Impact assessable so may go to Committee
D/92-2019 – ROL (two lots into two lots)	Rockhampton Regional Council	260 East Lane, Depot Hill	Already decided under delegation
D/93-2019 – Shop and Office	G Szombati and J Bell	68 Denham Street, Rockhampton City	Impact assessable so may go to Committee
D/94-2019 – ROL (two lots into two lots)	Condah Bay Investments Pty Ltd	102 Tomkins Street, Berserker	Delegation
D/95-2019 – ROL (three lots into thirteen lots)	Aurizon Property Pty Ltd	33-53 Knight Street, Park Avenue	Impact assessable so may go to Committee
D/96-2019 – MCU for Child Care Centre (Extension)	J & N White Investments Pty Ltd Tte	109 Caroline Street and 40 Upper Dawson Road, Allenstown	Delegation
D/97-2019 – Operational Works for Stormwater and Earthworks. Primary approvals relate to building works (Clubhouse and amenities) at Cedric	Rockhampton Regional Council	Lot 242 Fisher Street, Gracemere	Delegation

Archer Sports Reserve			
D/98-2019 – Operational Works for Road Work, Earthworks, Drainage Works, Stormwater, Water and Sewerage (Edenbrook Stage 8). The primary approval is the Preliminary Approval Overriding the Planning Scheme for Edenbrook Estate	Edenbrook Developments Pty Ltd	Lot 253 Edenbrook Drive and 79 Belmont Road, Parkhurst	Delegation
D/99-2019 – MCU for Short Term Accommodation and Relocatable Home Park	M Demedio and G Demedio	998-1002 and 1014-1016 Yaamba Road, Parkhurst	Impact assessable so may go to Committee

For some matters it is not possible to determine if they will go to Committee until the notification period ends. If there have been submissions the application will go to Committee to be decided.

CONCLUSION

This report outlines the applications received in October 2019 and the manner in which they will be decided.

8.4 CHANGES TO THE SUPPLY OF SODIUM FLUOROACETATE (1080) TO LOCAL GOVERNMENT

File No: 2557
Attachments: Nil
Authorising Officer: Doug Scott - Manager Planning & Regulatory Services
Colleen Worthy - General Manager Community Services
Author: Karen Moody - Coordinator Health and Environment

SUMMARY

This report presents to Council proposed changes to the supply of sodium fluoroacetate (1080) to Council and the associated impacts.

OFFICER'S RECOMMENDATION

THAT Council receives this report on changes to the supply of sodium fluoroacetate (1080) to Local Government.

COMMENTARY

The Department of Agriculture and Fisheries wrote to all Council's Chief Executive Officers on 21 October 2019 seeking views on the future supply of 1080 to local government. Council has responded with correspondence signed by the CEO on the 14 November 2019 outlining the potential impacts on ceasing the current arrangements.

The correspondence stated that since the 1970's the Department of Agriculture and Fisheries (DAF) have been supplying free 1080 concentrate to local government using a stockpile of 1080 powder held by the State Government. The purchase of this initial stockpile of 1080 was used for mass baiting programs during emergency disease outbreaks. At the current rate of usage the stockpile will be depleted by mid-2020. This correspondence is seen by DAF as the first step in a consultation process between DAF and local governments to develop a plan for the future supply of 1080.

Council has responded to this correspondence by advising the cessation of the provision of free 1080 may impact our current coordinated baiting programs. Council will have to purchase 1080 and either absorb the cost or pass it on to the end user (landholder). One main advantage of the current free service is the coordinated approach to baiting, which has the best impact on invasive animals. To apply a fee to the service will potentially reduce take-up of this service, and more landholders may use alternative 1080 programs in an uncoordinated approach. Council has advised DAF the provisions of 1080 to regional areas should be considered to be funded through the local government payments to the land protection fund.

BACKGROUND

Rockhampton Regional Council provides a free 1080 baiting service to our rural landholders on a biannual coordinated mass baiting campaign. Council has established a wild dog advisory group to assist with the coordination of the baiting programs. This program is built into the current budget of the Pest Management Team and uses the free supply of 1080 from DAF, Council Officers inject supplied baits from the landholder and provide the landholder with the required signage and documentation. The landholder supplies the bait material (fresh meat) at their expense and lay the baits on their private land. This arrangement has allowed the program to be a free service to our rural communities, where all stakeholders contribute to the costs.

The amount of 1080 used by Council can vary from year to year, ranging from 5L to 30L depending on the season and the uptake of the program.

If DAF decides to cease providing free 1080 to Council then a decision will have to be made to determine whether Council continues to provide this free service or charges landholders for this service.

Rockhampton Regional Council pays the State Government a significant amount of money as our contribution to the land protection fund. This fund assists the state in developing programs to control invasive animal and plants. The control of wild dogs is funded through this program in Western Queensland through fencing options. Funding the supply of free or low cost 1080 should be considered for other regional areas through this fund.

BUDGET IMPLICATIONS

The proposal may impact Councils budget. If Council decides to continue to supply the free 1080 service to our rural landholders then the cost of the concentrate would have to be found within the current budget of the unit.

If Council decides to charge for the service then appropriate fees and charges would have to be established, and a method of payment secured.

LEGISLATIVE CONTEXT

Invasive animals such as feral pigs and wild dogs that are targeted during 1080 campaigns are restricted invasive matter under the *Biosecurity Act 2014*. All landholders have a general biosecurity obligation to minimise the biosecurity risk caused by these animals. The participation in these programs goes towards the landholders meeting their obligations under the Act.

CORPORATE/OPERATIONAL PLAN

Council's Operational Plan 2019-2020 identifies in Section 3.1.3.1 targets Council to achieve the strategy outcomes of the Biosecurity Plan. Providing this service to landholders is one strategy that assists in Council meeting the objectives of this plan.

CONCLUSION

The supply of free 1080 to Councils by DAF has been utilised by Rockhampton Regional Council to provide a free service to our rural landholders. Potentially DAF will no longer provide free 1080 in the future which will impact the Council's ability to provide a free 1080 baiting service. Council pays towards the land protection fund each year, which should be investigated to contribute to a low or no cost supply of 1080.

The Pest Management team (through the Coordinator) will continue to work with DAF to ensure that a suitable arrangement can be found.

8.5 MONTHLY OPERATIONS REPORT FOR PLANNING & REGULATORY SERVICES - OCTOBER 2019

File No: 1464
Attachments: 1. **Monthly Operations Report for Planning & Regulatory Services - October 2019**[↓](#)
Authorising Officer: Colleen Worthy - General Manager Community Services
Author: Doug Scott - Manager Planning & Regulatory Services

SUMMARY

The Monthly Operations Report for Planning & Regulatory Services for October 2019 is presented for Councillors information.

OFFICER'S RECOMMENDATION

THAT the Planning & Regulatory Services Monthly Operations Report for October 2019 be 'received'

COMMENTARY

The Monthly Operations Report for Planning & Regulatory Services is attached for Council's consideration. The performance information contained within the attached report relates directly to the adopted 2019/2020 Operational Plan Key Performance Indicators.

MONTHLY OPERATIONS REPORT FOR PLANNING & REGULATORY SERVICES - OCTOBER 2019

Monthly Operations Report for Planning & Regulatory Services - October 2019

Meeting Date: 26 November 2019

Attachment No: 1

MONTHLY OPERATIONS REPORT

PLANNING & REGULATORY SERVICES

PERIOD ENDED OCTOBER 2019



(1)
(2)

1. Operational Summary

Local Laws

The Microchipping & Vaccination Program is in its first month with 45 voucher applications received. As a result, 42 microchips and 81 vaccinations have been approved.

Development Engineering

Ellida Infrastructure Agreement terms have been agreed and endorsed by Council. Prior to commencing drafting of the document, discussions are occurring with Stocklands around the other processes running in parallel and what the applicant's intentions are.

The Belmont Road widening works were to be conducted by Edenbrook as part of the Infrastructure Agreement are now complete and have been accepted on defects.

Earthworks for the next stages of the Riverside Estate to the north of the Glenmore Water Treatment Plant on Belmont Road have commenced. Officers have reinforced the importance of dust control and erosion and sediment control at the prestart meeting.

Development Assessment

The new infrastructure charges transparency legislation has been released. This will require significant changes to Councils Infrastructure Charges Register, work to amend the Register is underway. Council will also be required to publish the Register on its website and publish Infrastructure Charges Notices for each development on Council's website. The DAC is currently working with IT to implement these changes. The changes take effect on 1 January 2020.

Building, Plumbing & Compliance

The unit continues to receive a steady rate of applications for Building and Plumbing. The two day turn over for Fast Track applications is going well, as is the implementation of the new Plumbing Act and Plumbing Regulations.

Health & Environment

Proactive letters were issued to the property owners in Kabra and Westwood reminding them to make their properties less attractive to flying foxes coming into the summer months, which historically, is when Little Red Flying Foxes enter our region in large numbers.

An Officer provided a presentation on food safety and foodborne illness to the primary and secondary school students participating in the Queensland Virtual STEM Academy Disease Mitigation Grand Challenge.

Pest Management

Two deer's located at the Lakes Creek site were caught and euthanised. Carcasses supplied to Korana Crocodile Farm. Second trap has arrived and will be located on unformed Road Reserve. This trap is currently being set up. Pest Management Officers have reinstated the pig trap at Fraser Park, Mt Archer and are currently pre-feeding.

2. Customer Service Requests

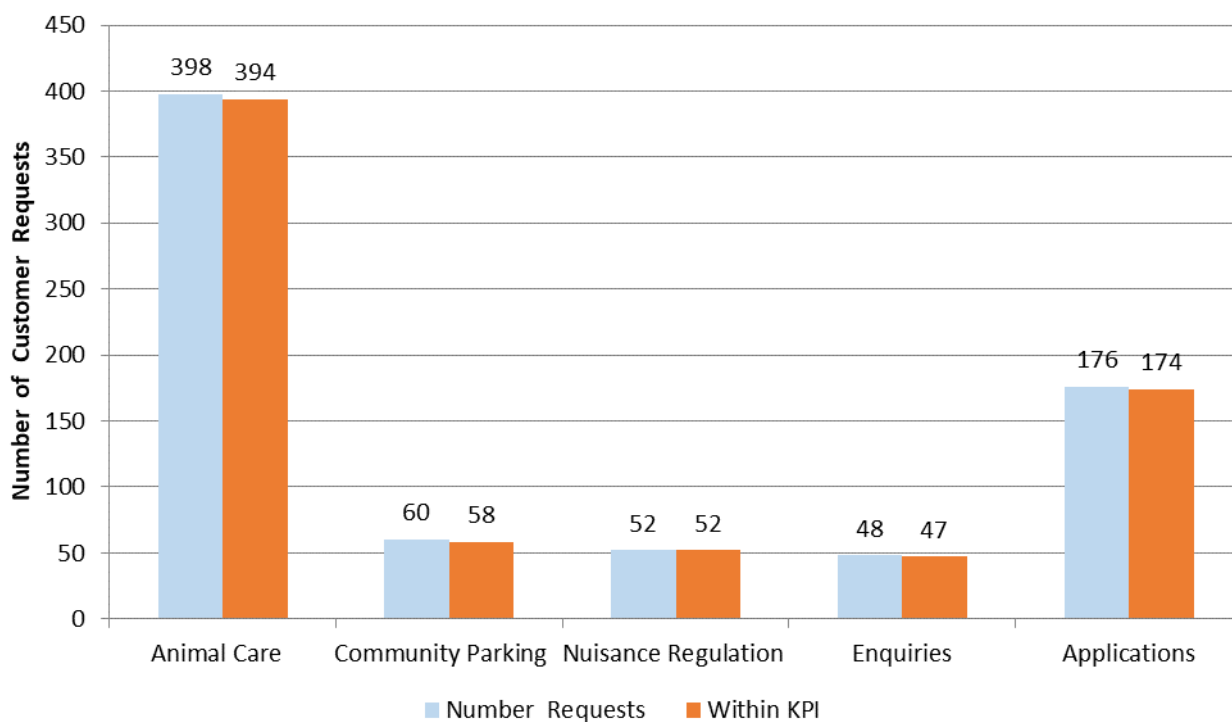
The Planning and Regulatory Services section has received 13,043 customer requests from January 2019 to date. Of these, 12,395 have been completed giving an average completion rate of 95% across the spectrum of operations.

Local Laws

- The Local Laws unit received 1,006 requests in October resolving 721 requests during the period.
- Response times for completing customer requests in this reporting period of October 2019 are within the set timeframes for our KPIs.
- 190 wandering and restrained animals for collection customer requests were received during the month with 154 of these resolved.
- 387 dog registration amendment applications received with 322 of these processed.
- 260 responses to Councils Systematic Inspection Program where received with 219 being completed.

Graph 2.1

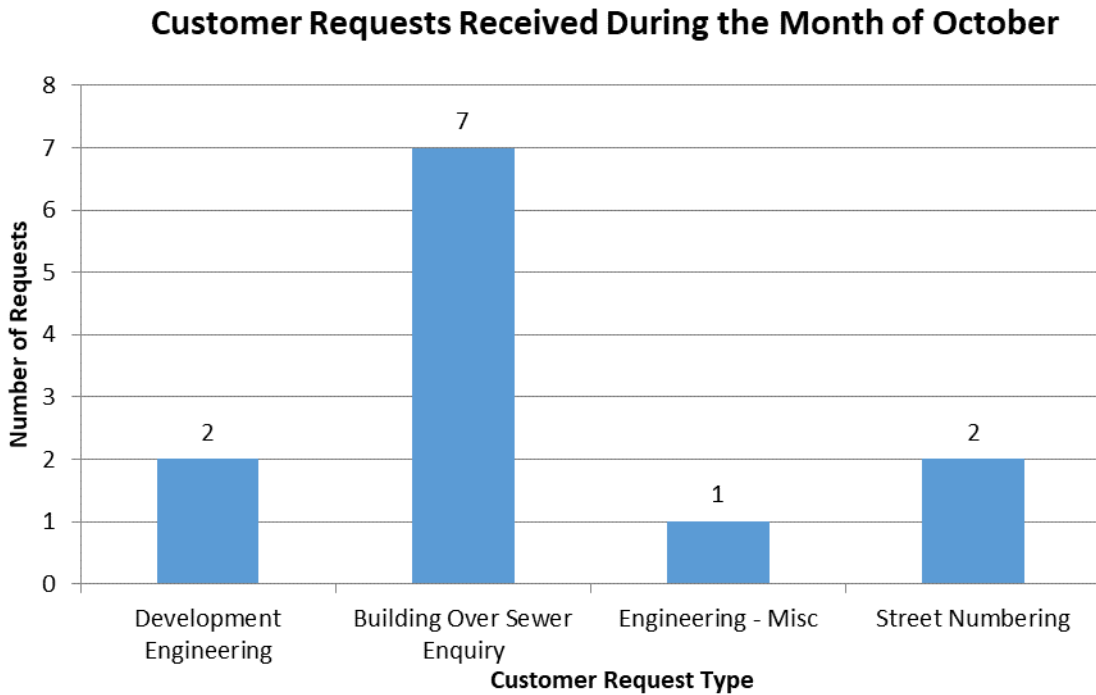
Initial Customer Request KPI Performance October 2019



Development Engineering

Response times for completing customer requests in this reporting period are within set timeframes. A number of customer requests required investigation however, frequent contact was maintained with the customers.

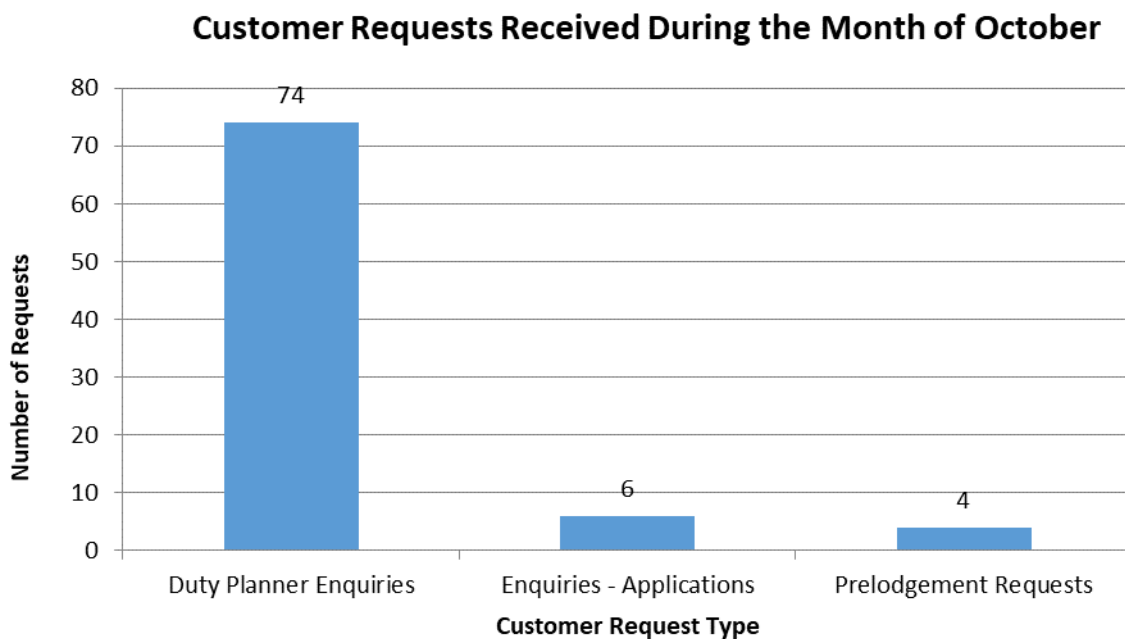
Graph 2.2



Development Assessment

The Development Assessment team received 85 customer requests during October. All customer requests were responded to within the timeframes set in the Service Level Standards.

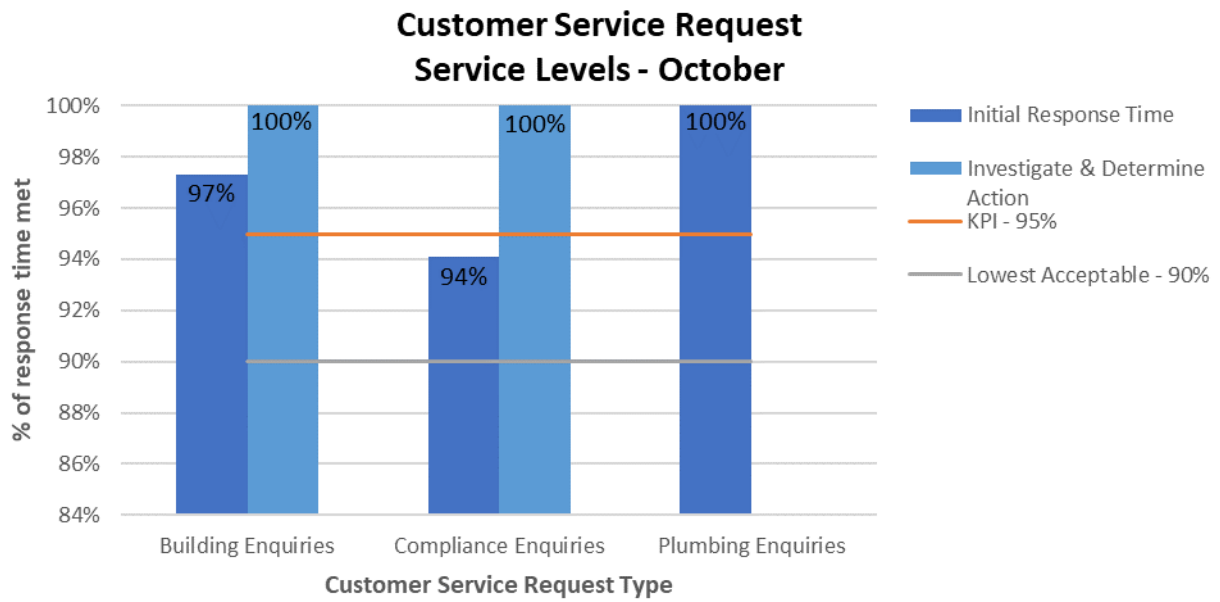
Graph 2.3



Building, Plumbing & Compliance

The unit received 78 customer requests for October. During this period one customer request was not actioned within our initial response time; this was due to the request going through other units before arriving with our unit.

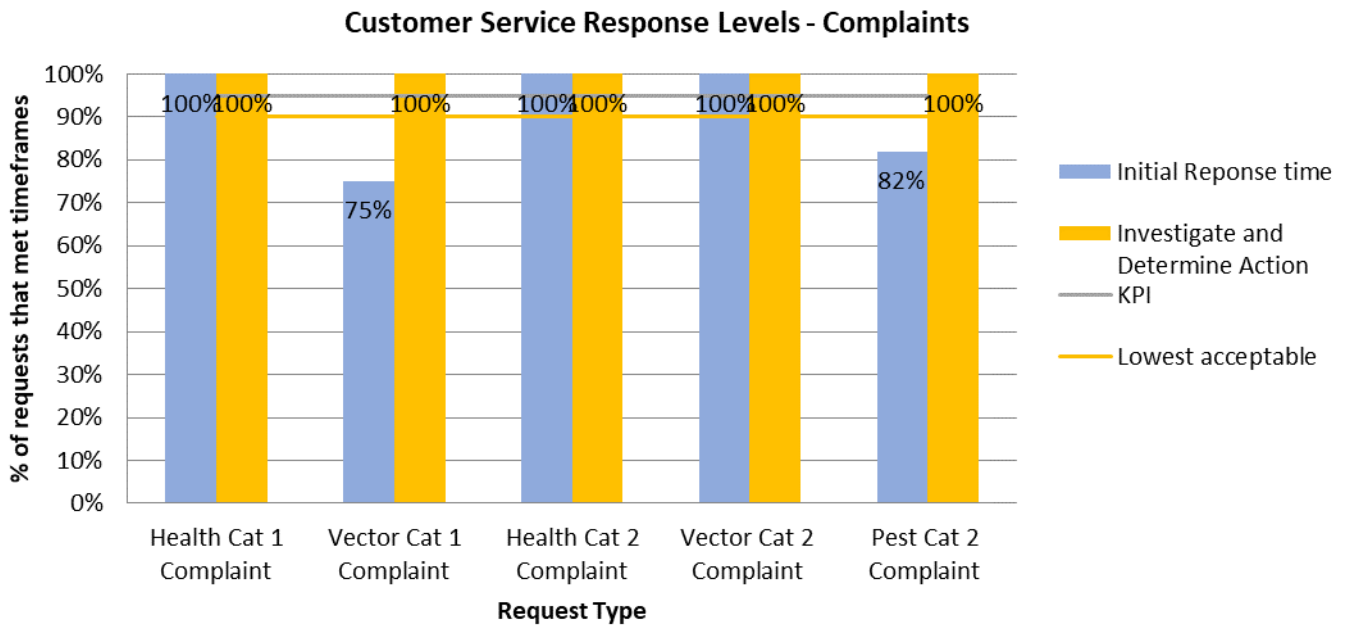
Graph 2.4



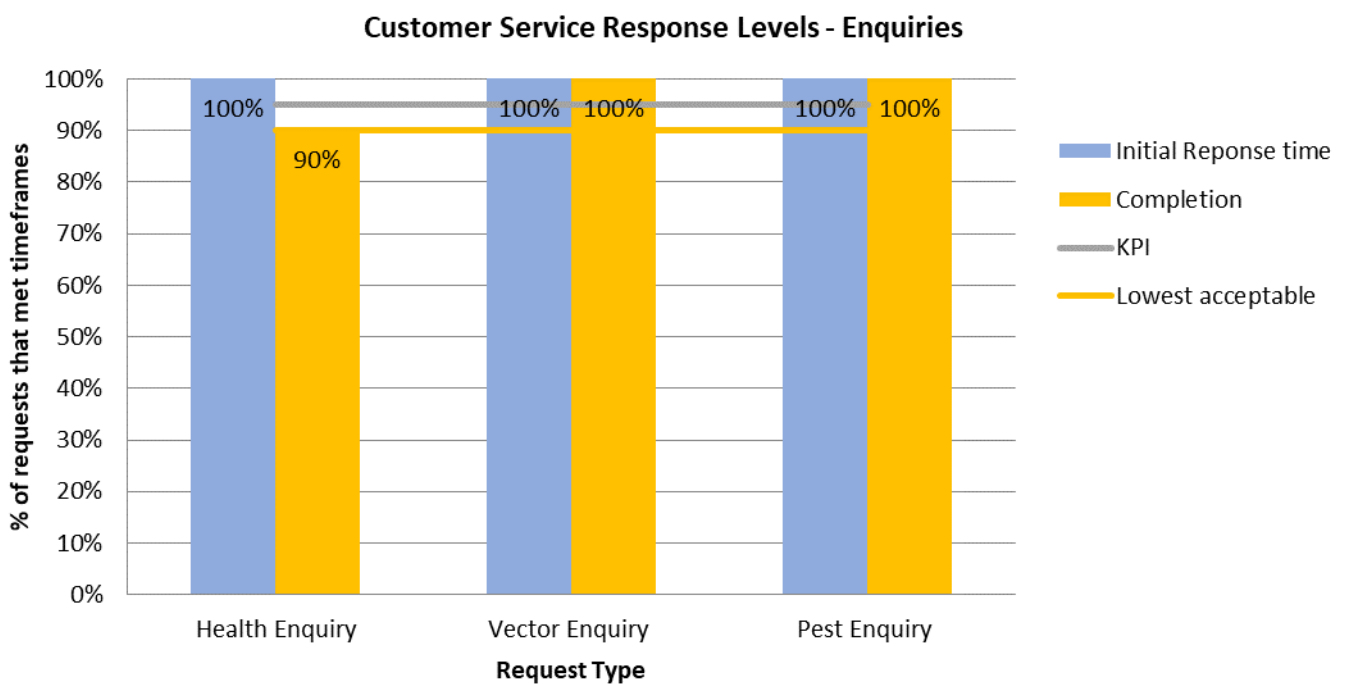
Health & Environment

The Health and Environment Unit received 81 requests during October. An increase in pest animal complaints were received, mainly in relation to feral pigs and deer. Vector management made initial contact within timeframes to three out of four category one complaints. This was due to conflicting work schedules. Pest Management made initial contact with the customer within timeframes for 24 out of 29 requests, this was due to working in remote areas.

Graph 2.5



Graph 2.6



3. Capital Projects

Details of capital projects not reported regularly to Council or a particular Committee in other project specific report updates as at period ended October – 33% of year elapsed

In terms of scope, schedule and budget, the project is;

on track generally on track, with minor issues off track

Table 3.1

Project	Planned Start Date	Planned End Date	On Track	Budget Estimate	YTD actual (incl committals)
Office Fitout – Level 2 Walter Reid Cultural Centre	June 2019	October 2019		\$180,000	\$113,751.59
Asbestos removal, structural and cosmetic work undertaken. Construction is now complete. Awaiting minor touch ups on paintwork for project to be finalised.					

4. Operational Projects

As at period ended October – 33% of year elapsed.

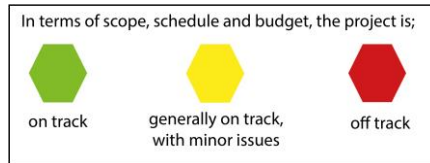


Table 4.1

Project	Planned Start Date	Planned End Date	On Track	Comment	Budget Estimate	YTD actual (incl committals)
Local Laws						
<i>Issuing of Dog Registration Renewals</i>	<i>May 19</i>	<i>Nov 19</i>		<i>Completed</i>	<i>\$20,605</i>	<i>\$21,709.40</i>
<i>Vaccination and Microchip Program</i>	<i>Oct 19</i>	<i>Mar 20</i>		<i>In Progress</i>	<i>\$40,000</i>	<i>\$25,000.00</i>
Development Engineering						
<i>Mobile Inspections</i>	<i>Commenced</i>	<i>Oct 19</i>		<i>DEU are now using the iPad for inspections and all significant issues have been resolved. Project now complete.</i>	<i>Operational</i>	<i>Within Budget</i>

5. Budget

End of Month Budget Management Report - (Operating Only) - PLANNING AND REGULATORY SERVICES



As At End Of October

Report Run: 07-Nov-2019 16:34:01 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget	Actuals	EOM Commitments	Total	Variance	On Target
	\$	\$	\$	\$	%	33.3% of Year Gone
<u>Development Engineering</u>						
Revenues	0	(243)	0	(243)	-	
Expenses	1,148,258	345,733	6,347	352,079	30.1%	
Transfer / Overhead Allocation	(449,589)	(148,161)	0	(148,161)	33.0%	
Total Unit: Development Engineering	698,669	197,329	6,347	203,676	28.2%	
<u>Development Assessment</u>						
Revenues	(741,012)	(317,575)	0	(317,575)	42.9%	
Expenses	1,761,147	427,597	17,181	444,778	24.3%	
Transfer / Overhead Allocation	31,212	(25,999)	0	(25,999)	-83.3%	
Total Unit: Development Assessment	1,051,348	84,023	17,181	101,204	8.0%	
<u>Building, Plumbing and Compliance</u>						
Revenues	(519,901)	(166,770)	0	(166,770)	32.1%	
Expenses	1,170,295	341,684	5,015	346,699	29.2%	
Transfer / Overhead Allocation	(148,286)	(58,077)	0	(58,077)	39.2%	
Total Unit: Building, Plumbing and Compliance	502,108	116,837	5,015	121,852	23.3%	
<u>Health & Environment</u>						
Revenues	(184,107)	(50,116)	0	(50,116)	27.2%	
Expenses	2,484,787	677,059	128,351	805,410	27.2%	
Transfer / Overhead Allocation	360,558	71,528	0	71,528	19.8%	
Total Unit: Health & Environment	2,661,237	698,471	128,351	826,821	26.2%	
<u>Local Laws</u>						
Revenues	(1,149,192)	(462,395)	0	(462,395)	40.2%	
Expenses	3,004,470	902,269	226,786	1,129,055	30.0%	
Transfer / Overhead Allocation	257,367	61,542	0	61,542	23.9%	
Total Unit: Local Laws	2,112,645	501,417	226,786	728,203	23.7%	
<u>Planning and Regulatory Services Management</u>						
Revenues	(15,000)	0	0	0	0.0%	
Expenses	462,495	172,829	37,015	209,843	37.4%	
Transfer / Overhead Allocation	0	25	0	25	-	
Total Unit: Planning & Regulatory Services Mgmt	447,495	172,854	37,015	209,868	38.6%	
Total Section: PLANNING & REGULATORY SERVICES	7,473,502	1,770,930	420,694	2,191,624	23.7%	

Table 5.1

Comments
<p>Development Engineering – a minor variation of 5% reported for the year to date. This variation is due to underspend.</p> <p>Local Laws - revenue is above the average due to the majority of dog registration revenue being received. Actual expenses are slightly under budget although including committals, the budget is on track.</p> <p>Health and Environment - some expenditure lines are significantly over budget – Pest Management Minor Equipment due to purchasing equipment to establish the new pig and deer traps. This will be addressed through the budget revision.</p>

6. Section Statistics

Table 6.1

<i>Local Laws</i>		
<i>Program Activity</i>	<i>Dates/s Held</i>	<i>Participant Numbers</i>
'Part of the Pack' - October	1 – 31 October 2019	44
'Part of the Pack' – Entire Program to Date	1 May – To date	629

Table 6.2

Description	July 19	Aug 19	Sept 19	Oct 19	Financial YTD
New Dogs Registered	274	621	357	337	1,629
Dog Registration Renewals	4,164	11,854	1,577	324	17,919
Total	4,438	12,475	1,934	701	19,548

Table 6.3

Description	July 19	Aug 19	Sept 19	Oct 19	Financial YTD
Dangerous Dogs Declared	2	0	2	2	6
Menacing Dogs Declared	0	2	0	0	2
Restricted Dogs Declared	0	0	0	0	0

Table 6.4

Description	July 19	Aug 19	Sept 19	Oct 19	Financial YTD
Parking Infringements Issued	386	948	203	378	1,915
Animal Infringements Issued	25	14	22	11	72
Local Law Infringements Issued	1	4	3	3	11
Total	412	966	228	392	1,998

Table 6.5

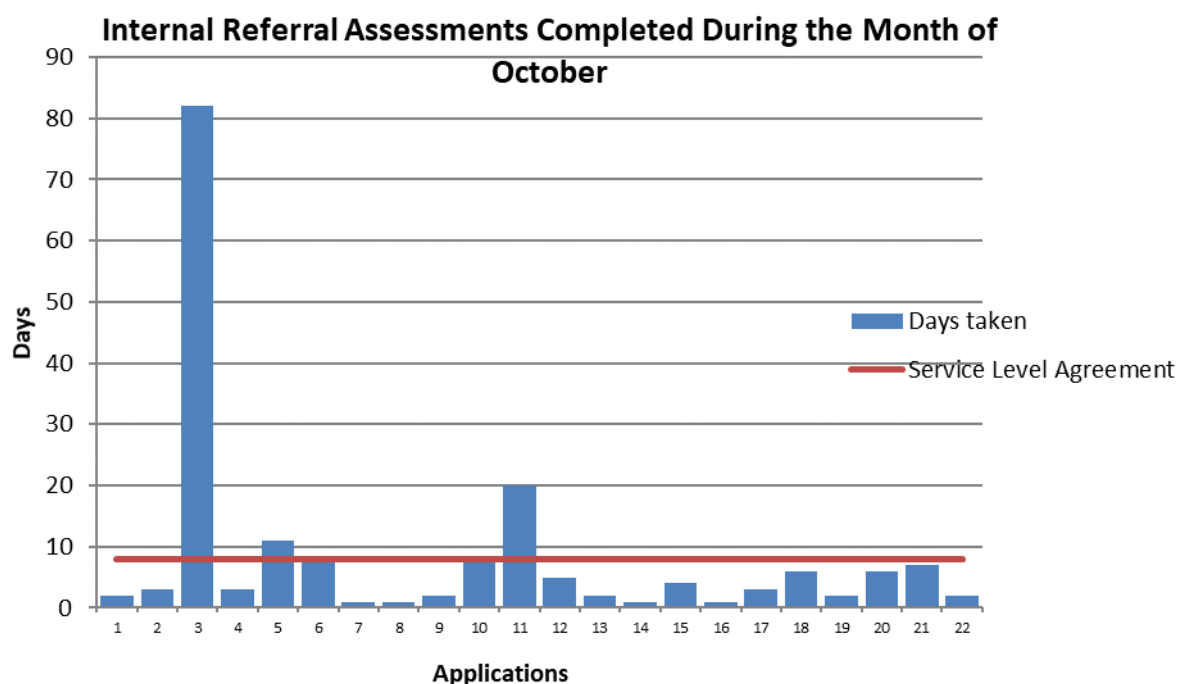
<i>Development Engineering</i>			
Service Level	Target	Current Performance	Service Level Type
Development Material Change of Use, Reconfiguration of a Lot completed in 8 days	90%	81%	Operational
Development Operational Works completed in 8 days	90%	100%	Operational
Information Requests (where required) sent out within timeframes required under <i>Sustainable Planning Act 2009</i> and <i>Planning Act 2016</i>	100%	100%	Statutory
Decisions are made within timeframes required under <i>Sustainable Planning Act 2009</i> and <i>Planning Act 2016</i>	100%	100%	Statutory

Table 6.6

Description	July 19	Aug 19	Sep 19	Oct 19	Financial YTD
Material Change of Use & Reconfiguration of a Lot referrals completed	13	13	12	16	54
Operational Works referral completed	11	16	7	6	40
Total Completed	24	29	19	22	94

This total includes referrals for all Operational Works, Material Change of Use and Reconfiguration of a Lot and responses to information requests made for applications previously submitted, survey plans and compliance checks of conditions of approvals.

Graph 6.1



22 referrals to the unit were assessed during the month, these consisted of six Operational Works applications and 16 Material Change of Use/Reconfiguration of a Lot applications. Three of the 22 applications were responded to

outside the unit's KPI of 90% within eight business days (achieved 86%). This is due to insufficient information being provided by the applicant as part of the response to the further information request and Council Officers requiring additional information be provided before conditions can be recommended. It is noted that all applications that were outside the unit's KPI have complied with the statutory timeframes per the *Planning Act 2016*.

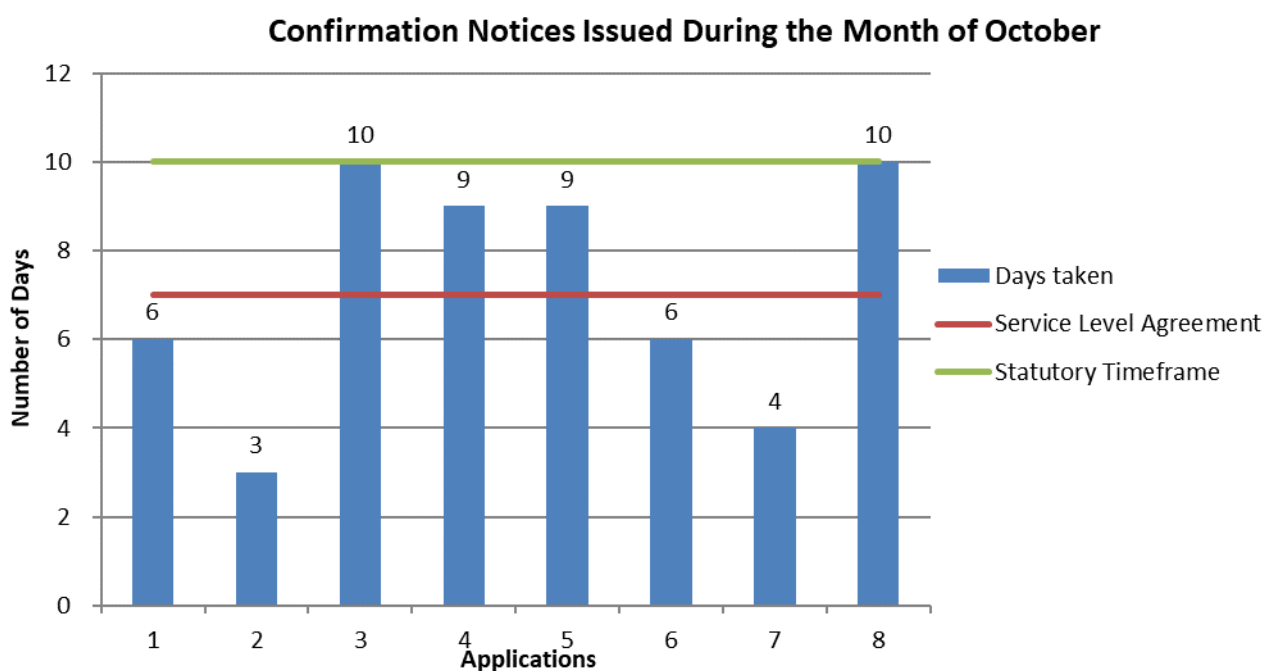
Table 6.7

Development Assessment			
Service Level	Target	Current Performance	Service Level Type
Confirmation Notices (where required) sent out within 10 business days of applications lodged	100%	100%	Statutory
Information Requests (where required) sent out within timeframes required under the <i>Sustainable Planning Act 2009</i> and <i>Planning Act 2016</i>	100%	100%	Statutory
Decisions are made within timeframes required under the <i>Sustainable Planning Act 2009</i> and <i>Planning Act 2016</i>	100%	100%	Statutory
Decision notices are issued within 5 business days of the decision being made	100%	100%	Statutory

Table 6.8

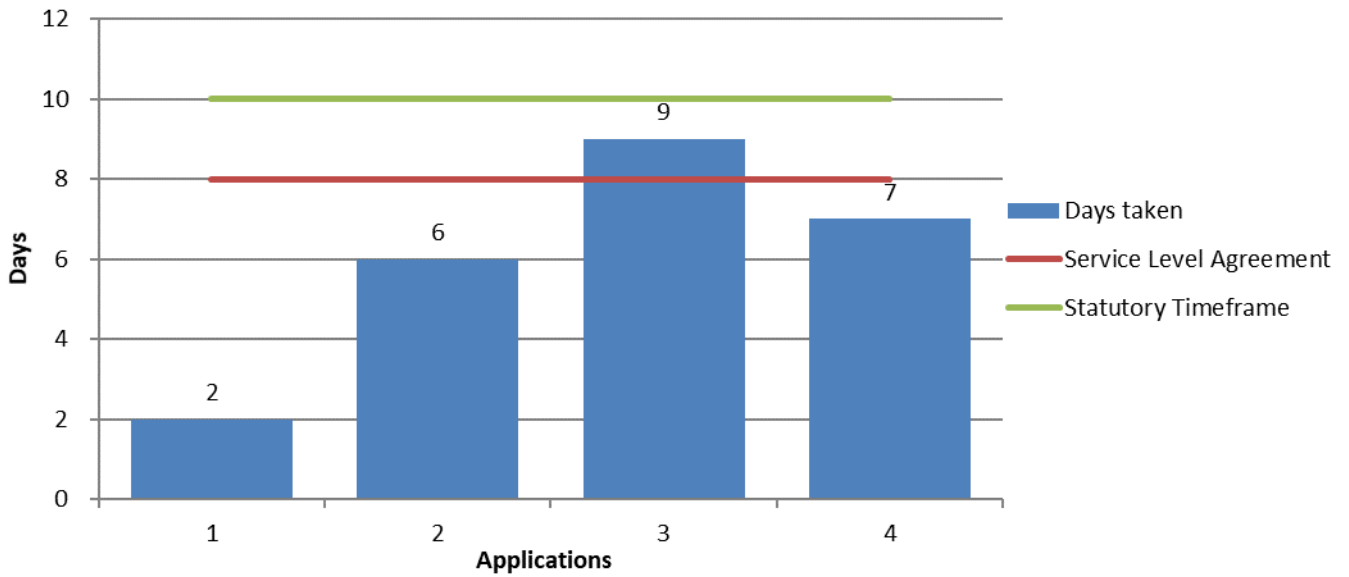
Description	July 19	Aug 19	Sep 19	Oct 19	Financial YTD
New Applications	16	16	7	10	53
Request to Change Applications	3	1	1	0	5
Development Incentives Applications	0	0	0	1	1
Total Received	19	17	8	11	55
Total Decided	13	14	11	18	56

Graph 6.2



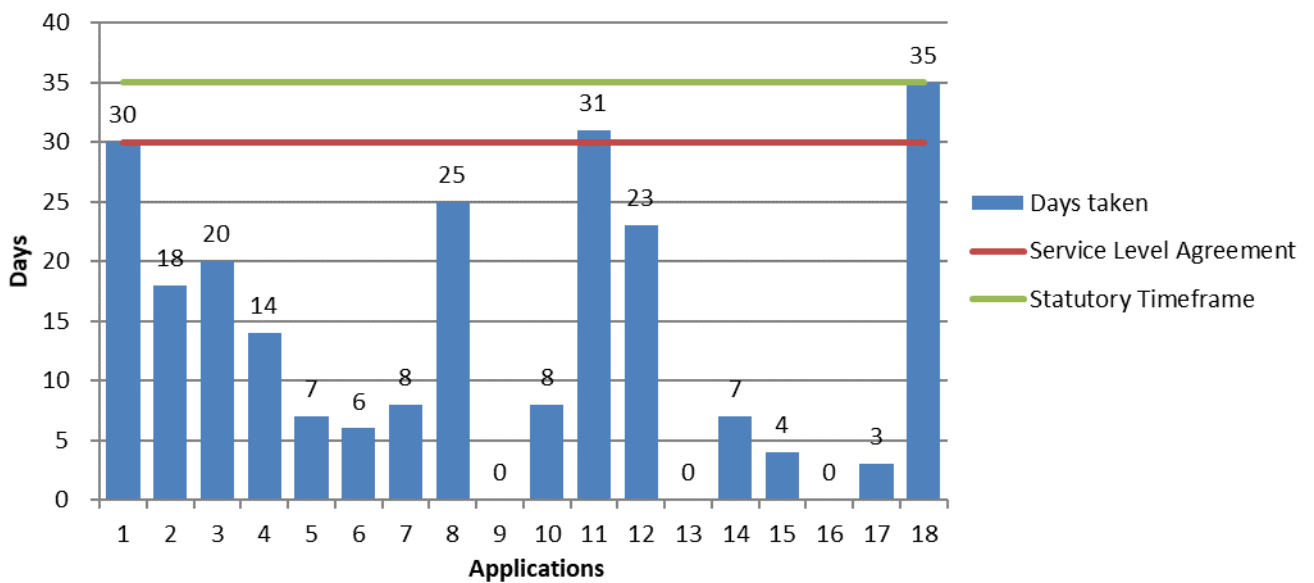
Graph 6.3

Information Requests Issued During the Month of October

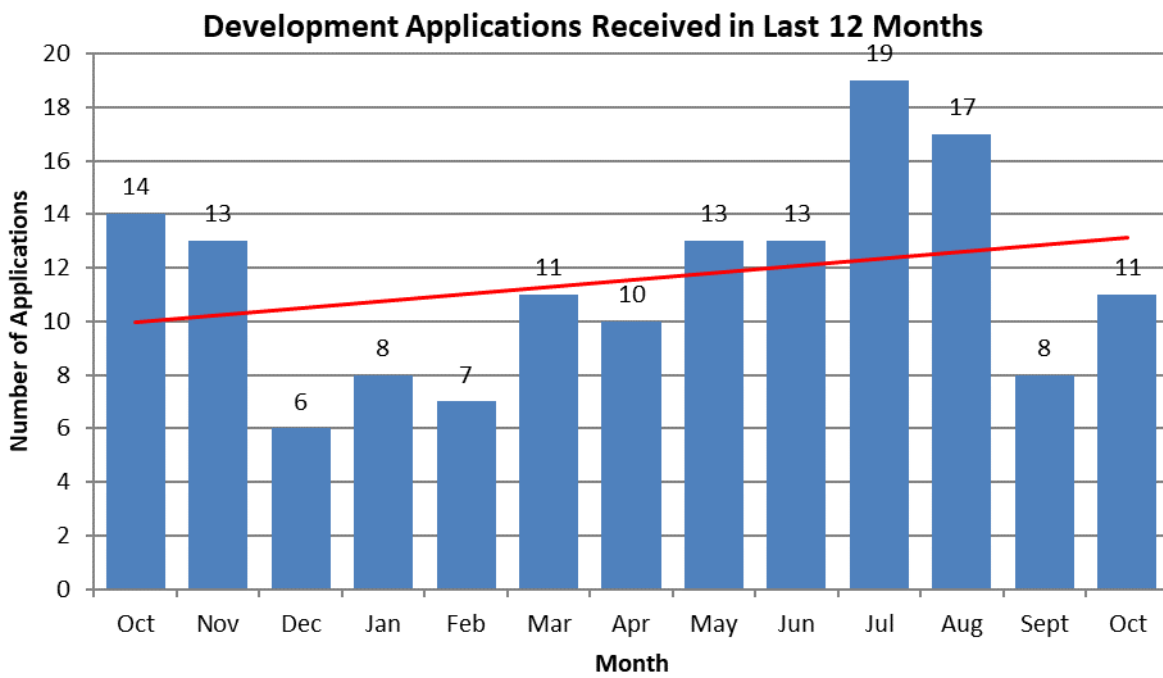


Graph 6.4

Decisions Made During the Month of October



Graph 6.5



Graph 6.6

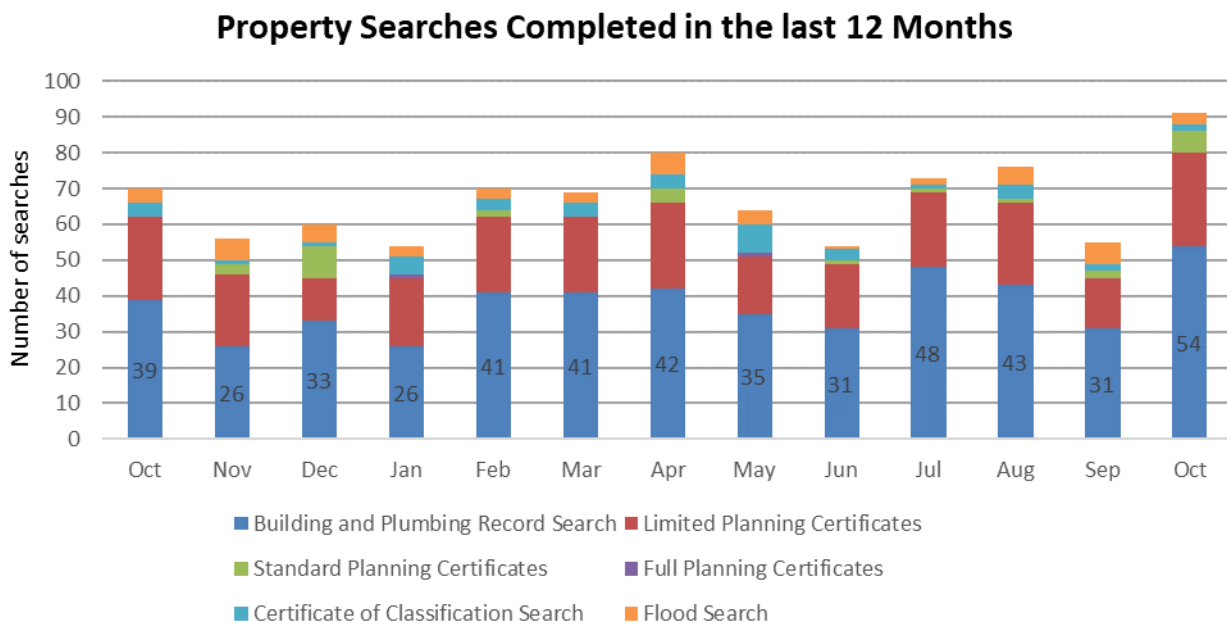


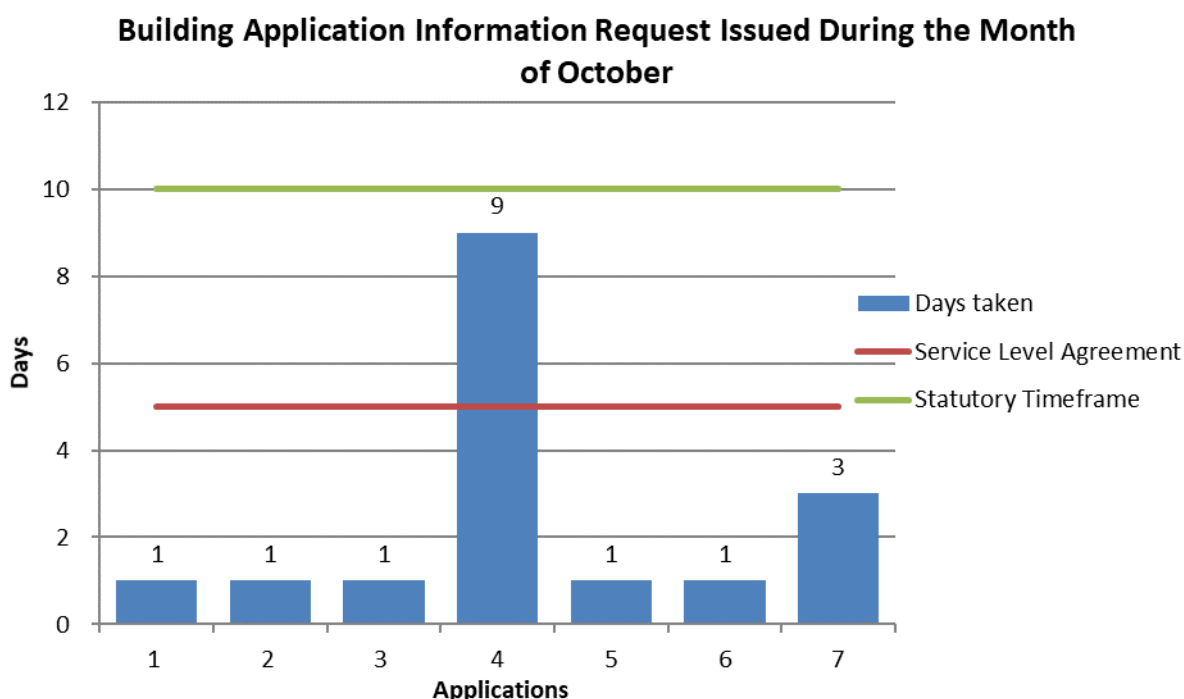
Table 6.7

<i>Building</i>			
Service Level	Target	Current Performance	Service Level Type
Action notices and confirmation notices (where required) sent out within 10 business days of applications being lodged	100%	100%	Statutory
Information requests (where required) sent out within timeframes under <i>Planning Act 2016</i>	100%	100%	Statutory
Building approvals – decisions are made within a 35 business day	100%	100%	Statutory

Table 6.8

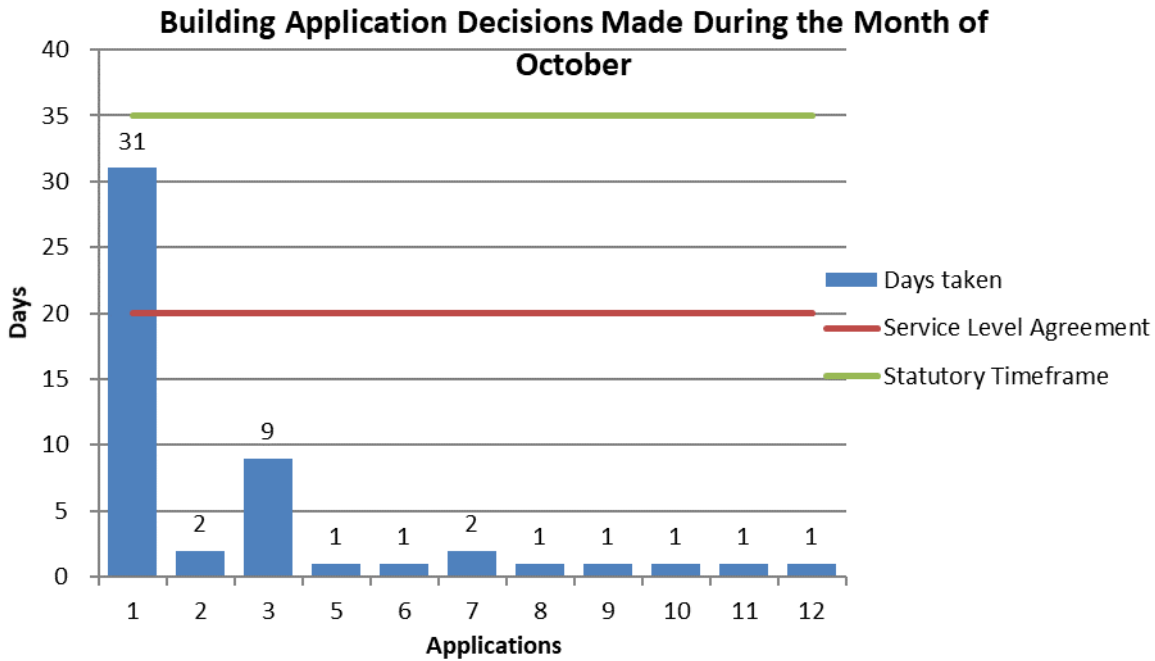
Description	July 19	Aug 19	Sep 19	Oct 19	Financial YTD
Concurrence Applications	12	13	12	9	46
Building Works	19	17	13	12	61
Total Received	31	30	25	21	107
Total Decided	33	25	27	18	103

Graph 6.7



Application four required a concurrence referral application, we allowed the applicant nine days to lodge the referral before we issued the information request. By adopting this approach, the approval timeframe was reduced.

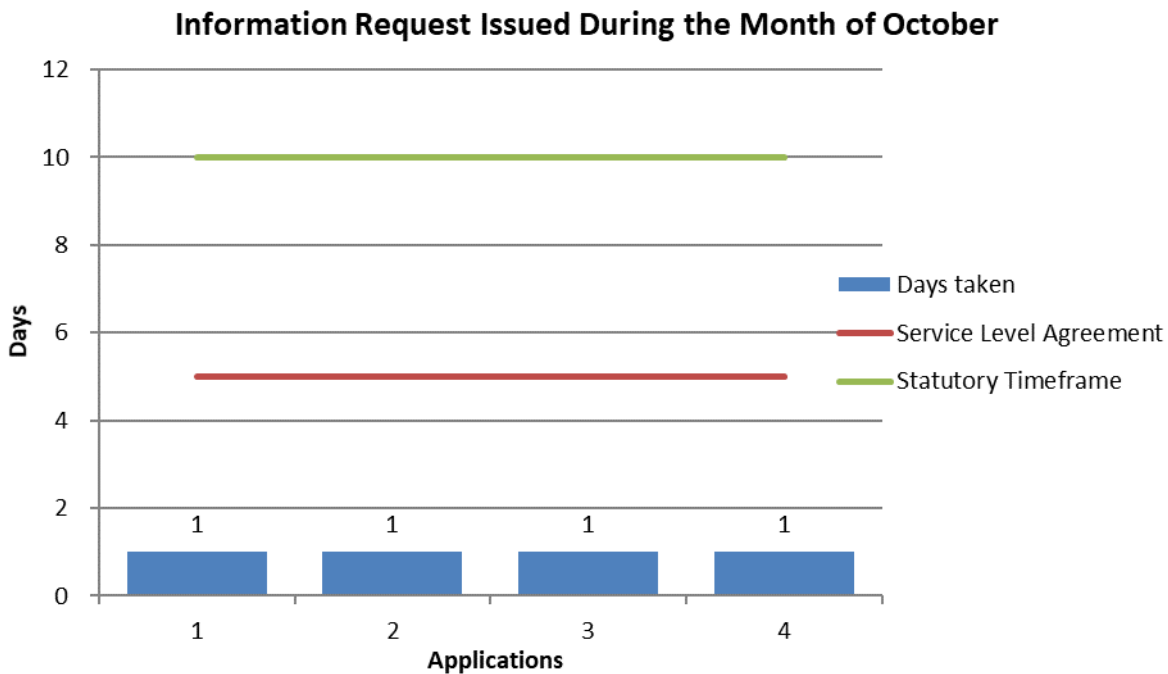
Graph 6.8



Application one was completed within the statutory timeframe. The 31 days processing time was due to seeking further advice to ensure compliance with the planning scheme and the current flood mitigation methods.

Referral Agency Applications

Graph 6.9



Graph 6.10

Referral Agency Decisions Made During the Month of October

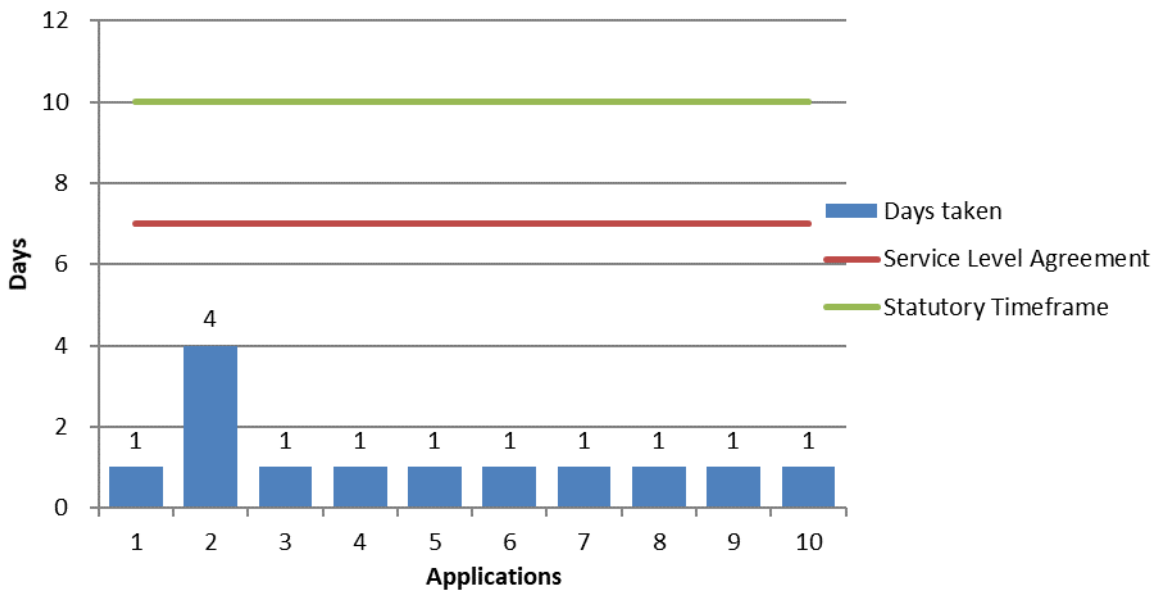


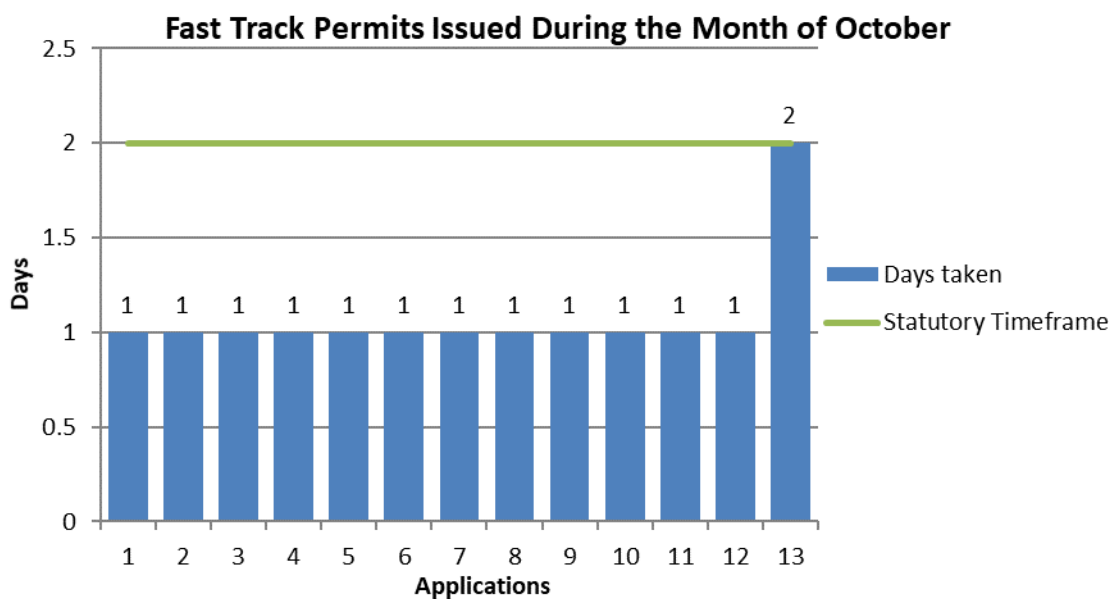
Table 6.9

<i>Plumbing</i>			
Service Level	Target	Current Performance	Service Level Type
Plumbing and Drainage Approvals – decisions are made within 20 business day	100%	100%	Operational

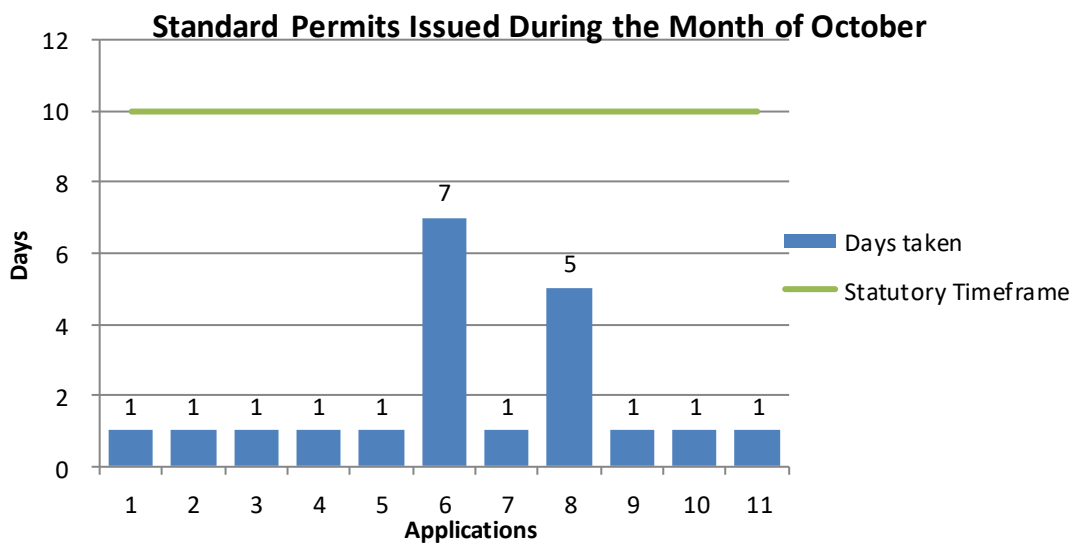
Table 6.10

Description	July 19	Aug 19	Sep 19	Oct 19	Financial YTD
New Applications	14	38	23	31	106
Total Decided	20	22	33	24	99

Graph 6.11



Graph 6.12



Plumbing applications have remained steady and applications have been completed within the statutory timeframes of the new *Plumbing and Drainage Act 2018*.

Graph 6.13

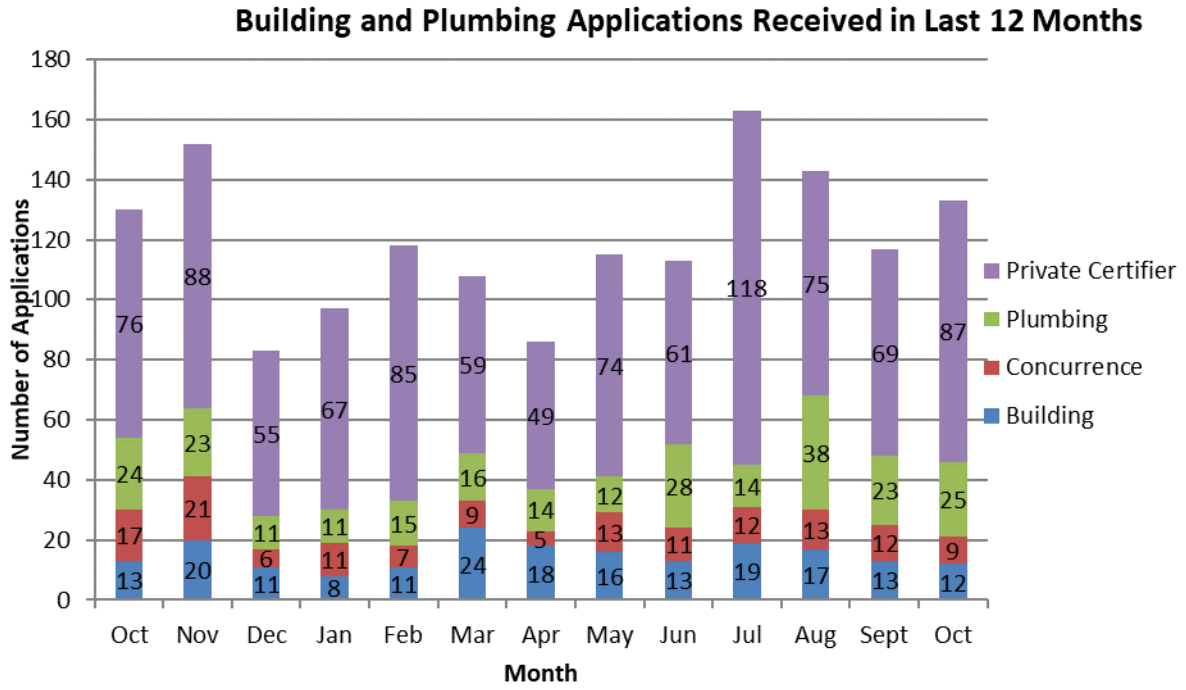


Table 6.11

<i>Health and Environment</i>			
Service Level	Target	Current Performance	Service Level Type
Annual inspection of licensed food businesses undertaken	462	33%	Operational
Annual inspection of licensed businesses that provide higher risk personal appearance services undertaken	16	25%	Operational
Annual inspection of devolved licensed environmentally relevant activities undertaken	6	17%	Operational

Table 6.12

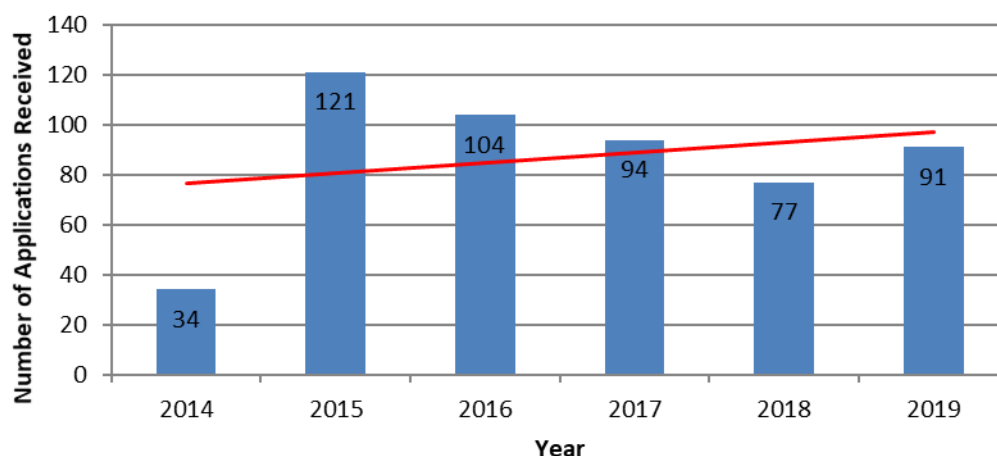
Applications/Inspections Received	Oct 19	Comments
Number of Food Business Licence Applications	0	
Number of Short Term Food Business Licence Applications	7	6 Approved, 1 currently under assessment
Number of Mobile Food Business Licence Applications	0	
Total Number of Approved Food Business Licences	465	
Licences/Inspections	Financial YTD	Comments
Total Number of Annual Inspections for Food Business Licences undertaken	151	

Table 6.13

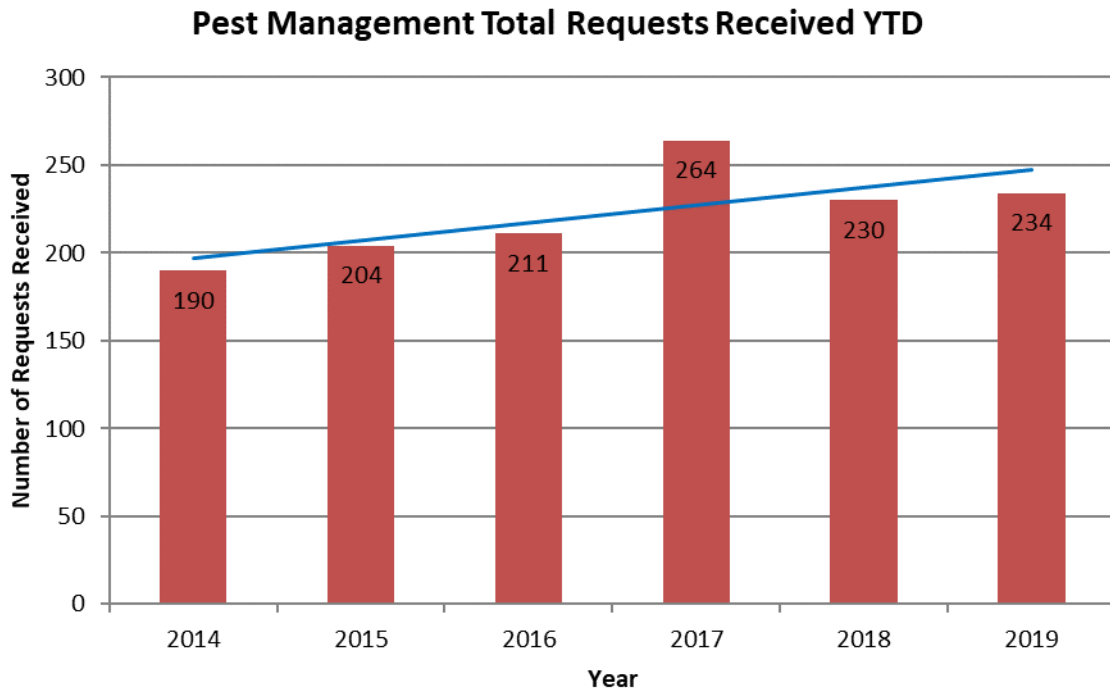
Program Activity	Dates/s Held	Inspections	Comments
Surveillance Program - October	1 – 31 Oct 2019	0	Inspection program suspended due to dry weather conditions and other priority work. To recommence after rain.
Surveillance Program Entire Program to Date	16 Aug 2019 – 31 Oct 2019	82	

Graph 6.14

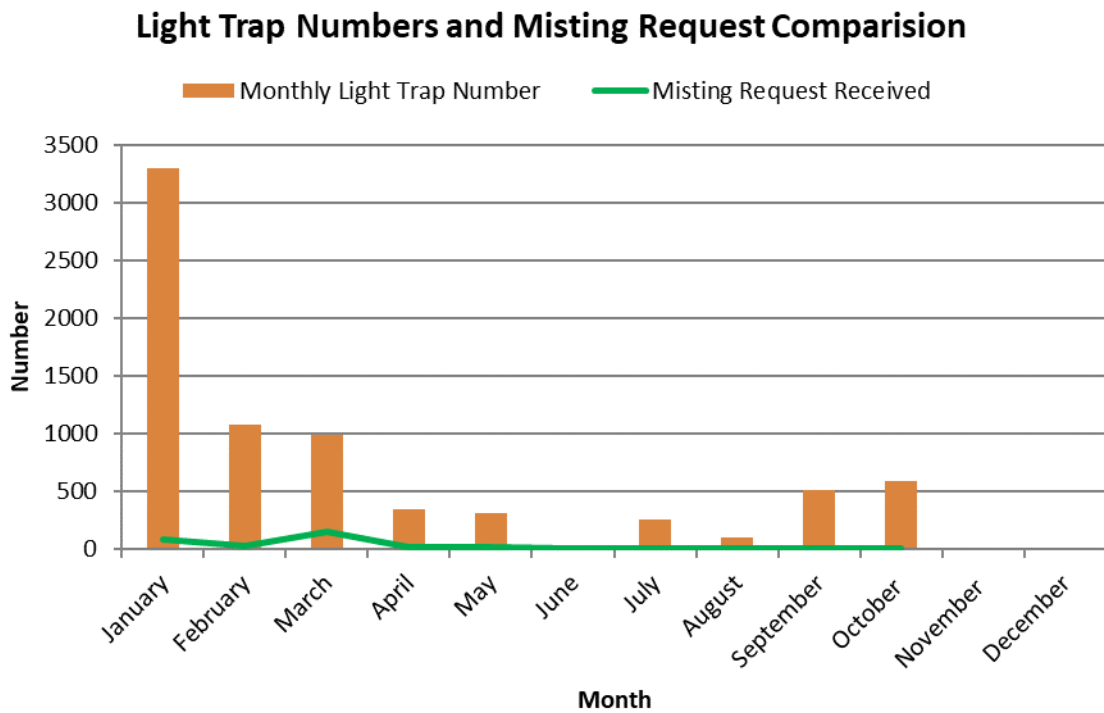
Short Term Food Business Licences (Environmental Health)



Graph 6.15



Graph 6.16



9 NOTICES OF MOTION

Nil

10 URGENT BUSINESS/QUESTIONS

Urgent Business is a provision in the Agenda for members to raise questions or matters of a genuinely urgent or emergent nature, that are not a change to Council Policy and can not be delayed until the next scheduled Council or Committee Meeting.

11 CLOSURE OF MEETING