



# **PLANNING & DEVELOPMENT COMMITTEE MEETING**

## **AGENDA**

**10 JUNE 2014**

*Your attendance is required at a meeting of the Planning & Development Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 10 June 2014 commencing at 1:30pm for transaction of the enclosed business.*

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

**CHIEF EXECUTIVE OFFICER**  
5 June 2014

Next Meeting Date: 24.06.14

**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.

## TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1	OPENING.....	1
2	PRESENT .....	1
3	APOLOGIES AND LEAVE OF ABSENCE .....	1
4	CONFIRMATION OF MINUTES.....	1
5	DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA.....	1
6	BUSINESS OUTSTANDING .....	2
	NIL .....	2
7	PUBLIC FORUMS/DEPUTATIONS .....	3
	NIL .....	3
8	OFFICERS' REPORTS.....	4
8.1	DEVELOPMENT INCENTIVES POLICY .....	4
8.2	D/288-2011 - DEVELOPMENT APPLICATION FOR OPERATIONAL WORKS FOR EARTHWORKS .....	17
8.3	D/384-2013 DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR A VEHICLE DEPOT AND OPERATIONAL WORKS FOR DRAINAGE WORKS, STORMWATER WORKS AND ACCESS AND PARKING WORKS .....	37
9	STRATEGIC REPORTS.....	60
	NIL .....	60
10	NOTICES OF MOTION.....	61
	NIL .....	61
11	URGENT BUSINESS/QUESTIONS .....	62
12	CLOSURE OF MEETING .....	63



**1 OPENING**

**2 PRESENT**

Members Present:

The Mayor, Councillor M F Strelow (Chairperson)  
Councillor C E Smith  
Councillor C R Rutherford  
Councillor G A Belz  
Councillor S J Schwarten  
Councillor A P Williams  
Councillor R A Swadling  
Councillor N K Fisher

In Attendance:

Mr E Pardon – Chief Executive Officer

**3 APOLOGIES AND LEAVE OF ABSENCE**

**4 CONFIRMATION OF MINUTES**

Minutes of the Planning & Development Committee held 27 May 2014

**5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA**

**6 BUSINESS OUTSTANDING**

Nil

**7 PUBLIC FORUMS/DEPUTATIONS**

Nil

## 8 OFFICERS' REPORTS

### 8.1 DEVELOPMENT INCENTIVES POLICY

**File No:** 5233

**Attachments:** 1. Development Incentives Policy  
(Administrative Policy)

**Authorising Officer:** Russell Claus - Manager Planning  
Robert Holmes - General Manager Regional Services

**Author:** Tarnya Fitzgibbon - Coordinator Development  
Assessment

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#### SUMMARY

*The Council adopted the Development Incentives Policy in December 2013 and it has already generated a strong level of inquiry. On 29 January 2014 Council resolved to amend the Policy to include an area bounded by North Street, Victoria Parade, Cambridge Street and Alma Street enabling limited residential uses (hotels, motels and serviced apartments) to be eligible for the Development Incentives Policy, including the fifty percent reduction in Infrastructure Charges. Some other minor amendments have been required to give the Policy its intended effect.*

#### OFFICER'S RECOMMENDATION

THAT the Development Incentives Policy be amended to include an applicable fifty (50) percent Infrastructure Charges discount on limited residential development in the area identified as Precinct 1 – Special Use Precinct, Inner City North Cultural with Part 2 – General Incentives of the Policy also being applicable to the limited residential development in that area, together with other minor amendments to give the Policy its intended effect.

#### COMMENTARY

At the Continuing Council meeting held on 11 December 2013, the Council adopted the Development Incentives Policy to provide incentives for particular developments that will deliver significant and sustainable economic development and growth outcomes in alignment with Council's planning objectives. The Policy was promoted with the development community and has generated interest in the various components and the development opportunities afforded.

In the current Rockhampton City Plan, the area bounded by Victoria Parade and North, Alma and Cambridge Streets is designated as Precinct 1 – Special Use Precinct, Inner City North Cultural and is identified as containing a range of uses including housing, motels, commercial uses and cultural/entertainment facilities.

#### PREVIOUS DECISIONS

As indicated earlier, the Development Incentives Policy was adopted by Council at its Continuing Council Committee meeting held 11 December 2013, and amended on 29 January 2014 to include the limited residential developments in the area bounded by North Street, Victoria Parade, Cambridge Street and Alma Street.

#### BUDGET IMPLICATIONS

This amendment to the policy will not significantly increase the budget impact of the current Policy.

#### CONCLUSION

Council's endorsement of an amendment to the Development Incentives Policy to incorporate that area for residential development, together with minor amendments as outlined above, is recommended.

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# **DEVELOPMENT INCENTIVES POLICY**

## **Development Incentives Policy (Administrative Policy)**

**Meeting Date: 10 June 2014**

**Attachment No: 1**



## DEVELOPMENT INCENTIVES POLICY

### (ADMINISTRATIVE POLICY)

#### 1.0 Scope:

This policy applies to development within the Rockhampton Regional Council Local Government Area, as qualified by the terms herein. Qualified developments will be eligible for both direct financial incentives and/or business development support as defined by Parts 1 and 2 of the Policy.

#### 2.0 Purpose:

The purpose of this policy is to provide incentives for particular developments that will deliver significant and sustainable economic development and growth outcomes in alignment with Council's planning objectives. It also encourages development to occur within prescribed timeframes by conditioning ongoing eligibility on realistic deadlines for completion of the development.

#### 3.0 Related Documents:

##### Primary

Nil

##### Secondary

*Sustainable Planning Act 2009*

*Sustainable Planning Regulation 2009*

Fitzroy Shire Planning Scheme 2005

Mt Morgan Shire Planning Scheme 2003

Rockhampton City Plan 2005

Rockhampton Regional Council Adopted Infrastructure Charges Resolution (No. 2) 2012

Rockhampton Regional Council Adopted Infrastructure Charges Resolution (No. 3) 2014

State Planning Regulatory Provision (adopted charges) July 2012

#### 4.0 Definitions:

To assist in interpretation, the following definitions shall apply:

Qualifying Development	A development that has made application and been granted a development incentive in accordance with the terms of this policy
Rockhampton Regional Council Area	All areas covered by the Rockhampton City Plan, Fitzroy Shire Planning Scheme and Mount Morgan Shire Planning Scheme.

## 5.0 Policy Statement:

The Rockhampton Regional Council Development Incentives Policy is designed to attract investment in qualifying developments in the Rockhampton Regional Council local government area in order to stimulate sustainable growth, diversify and value-add to our regional economy.

The Development Incentives Policy is a discretionary scheme which seeks to attract and support projects that will deliver the greatest economic benefits to the Rockhampton Regional Council area. The Development Incentives program does not replace the function or application of Adopted Infrastructure Charge Resolution (No.2), Adopted Infrastructure Charges Resolution (No. 3) or any representations made against an Adopted Infrastructure Charge Notice that may result in a Negotiated Adopted Infrastructure Charge Notice.

To qualify for the Development Incentives Program there must be a separate application on the prescribed forms. Developments that believe they may be eligible for assistance under the program are encouraged to apply and assistance will be provided to complete the application if required.

The focus of the Development Incentives Policy is on developments that will:

- Create new jobs and investment;
- Value-add through enhanced service delivery or supply chains;
- Generate growth within identified strategic industrial and commercial locations;
- Diversify and make the local economy more sustainable; and
- Activate the Rockhampton Central Business District.

This policy supports key outcomes under the Rockhampton City Plan by maintaining the Central Business District as the central service centre for the region including the highest order goods and services and large scale offices. It also supports the purpose of the recent amendment to the Fitzroy Shire Planning Scheme to encourage and provide certainty for industrial development in the Gracemere – Stanwell zone.

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

## 5.1 Eligibility Criteria

To be eligible under Part 1 and Part 2 of the Development Incentives Policy, development must meet **all** of the requirements in clause 5.1.1 to 5.1.7 (inclusive).

Development that is ineligible under this policy shall be subject to Council's Adopted Infrastructure Charges Resolution (No. 2) 2012 or Council's Adopted Infrastructure Charges Resolution (No. 3) 2014.

### 5.1.1 Commencement of Policy

The Development Incentives Policy shall only apply to development applications received by Council after 1 December 2013. No consideration shall be given to the reduction, deferment or repayment of infrastructure charges levied or received prior to this date.

### 5.1.2 Applicable Area

The Development Incentives Policy shall only apply to development that is located within the Priority Infrastructure Area (PIA) as identified in the State Planning Regulatory Provision (adopted charges) July 2012.

### 5.1.3 Use Category

The policy applies **to making a material change of use or carrying out building works** consistent with the Rockhampton City Plan, Fitzroy Shire Planning Scheme or the Mount Morgan Planning Scheme for an Eligible Use.

The Eligible Uses for the Rockhampton Central Business District are as indicated in table 1 below.

**Table 1 - Central Business District – Precincts 1 and 2 - Eligible Uses.**

<b>Column 1 Use Category</b>	<b>Column 2 Development under the Rockhampton City Plan 2005</b>
<b>Residential</b>	
Residential	<b>Multi unit dwelling</b> – except when located at ground level in precinct 1 – retail core
Accommodation (short term)	<b>Accommodation building</b> (motel) – except when located at ground level in precinct 1 – retail core <b>Hotel</b> (accommodation)
Accommodation (long term)	<b>Accommodation building</b> (serviced apartments) – except when located at ground level in precinct 1 – retail core
<b>Non-residential</b>	
Places of assembly	<b>Club</b> <b>Community facility</b> <b>Restaurant</b> (conference facility)
Commercial (bulk goods)	<b>Showroom</b> – except where the site does not have frontage to Fitzroy Street in precinct 2 – business services.
Commercial (retail)	<b>Commercial premises</b> (personal service) <b>Restaurant</b> (not including conference facility) <b>Shop</b> – except where within precinct 2 – business services, each tenancy of the proposed use, including associated existing use if the proposed use is an extension of an existing use, occupies a total Gross Floor Area within the building or buildings on the site of greater than 250m <sup>2</sup> <b>Take-away food store</b>
Commercial (office)	<b>Commercial premises</b> (office activities)
Education facility	<b>Child care centre</b> <b>Educational establishment</b>
Entertainment	<b>Cinema</b> <b>Hotel</b> (non residential component)

<b>Column 1 Use Category</b>	<b>Column 2 Development under the Rockhampton City Plan 2005</b>
Indoor sport and recreational facility	<b>Indoor sport and recreation</b>
Essential services	<b>Commercial premises</b> (health or medical service) <b>Emergency services</b> – when not on flood prone land
Specialised uses	<b>Car park</b> <b>Commercial premises</b> (tourism service)

Table 2 – Central Business District – Precinct 1 - Special Use Precinct, Inner City North Cultural – Eligible Uses

<b>Column 1 Use Category</b>	<b>Column 2 Development under the Rockhampton City Plan 2005</b>
<b>Residential</b>	
Special Use Precinct, Inner City North Cultural	<b>Accommodation building</b> <b>Multi unit dwelling</b>

The Eligible Uses for areas other than the Rockhampton Central Business District precincts 1 and 2 are as indicated in Table 3 below.

**Table 3- All Other Areas – Eligible Uses**

Column 1 Use Category	Column 2 Development under the applicable local planning instruments		
	Rockhampton City Plan 2005	Mount Morgan Shire Planning Scheme 2003	Fitzroy Shire Planning Scheme 2005
<b>Non-residential</b>			
Places of assembly	Club, Restaurant (conference facility).	Commercial premises.	Indoor entertainment, Food premises (function centres), Commercial premises (funeral parlour).
Commercial (bulk goods)	Showroom, Landscape supplies, Nursery/garden centre.	Commercial premises, Horticulture C.	Showroom, Landscape supplies, Plant nursery, Vehicle showroom.
Commercial (retail)	Shop Restaurant (not including conference facility), Take away food store, Service station, Car wash, Major shopping outlet, Commercial premises (personal service).	Commercial premises (retail).	Shop, Food premises (restaurants, cafes), Service station, Retail/commercial complex.
Commercial (office)	Commercial premises (office activities), Display home / office.	Commercial premises (office).	Commercial premises (professional services).
Education facility	Child care centre, Educational establishment.		Community purpose (Education Establishments, child care centre).
Entertainment	Hotel (non residential component), Nightclub, Cinema.	Commercial premises.	Hotel (non residential component), Indoor entertainment (nightclub).
Indoor sport and recreational facility	Indoor sport and recreation.		Indoor entertainment (indoor sports centre).

Column 1 Use Category	Column 2 Development under the applicable local planning instruments		
	Rockhampton City Plan 2005	Mount Morgan Shire Planning Scheme 2003	Fitzroy Shire Planning Scheme 2005
Industry	Low impact industry, Medium impact industry, Warehouse, Bulk store, Vehicle depot.	Industrial premises.	Low impact industry, Medium impact industry, Warehouse, Bulk store, Vehicle depot.
High impact industry	High impact industry.	Industry B.	High impact industry.
Essential services	Public facility, Emergency services, Health care, Commercial premises (health or medical service), Special needs accommodation (non residential component), Aged care accommodation (non residential component), Veterinary clinic.	Commercial premises.	Community purpose (emergency services), Commercial premises (veterinary clinic), Public facility – other.
Specialised uses	Transport terminal, Crematorium, Indoor and outdoor sport and recreation (outdoor component only), Tourist facility, (non residential component), Commercial premises (tourism service).	Tourist business (non residential component).	Transport terminal, Community purpose (crematorium), Outdoor entertainment, Motor sport facility.

**5.1.4 Economic Investment and Employment Generation**

The applicant must demonstrate that significant capital investment is being made in the development and the development will provide new permanent employment after the construction stage is complete.

**5.1.5 Commencement of Use**

This policy is to be applied to properly made development applications received by Council between 1 December 2013 and 31 December 2015. The use must commence within 3 years of the properly made development application being approved by Council. For the avoidance of doubt any approved incentive will be revoked and charges will revert to those notified on Council's adopted fees and charges schedule or in the Adopted Infrastructure Charges Notice or the Negotiated Adopted Infrastructure Charges Notice if the use is not commenced or building certificate of classification is not issued within 3 years of the properly made development application being approved by Council.

**5.1.6 Non-Government Development**

The development is not to be by or on the behalf of State or Federal Government Departments, Agencies or Government Owned Corporations.

**5.1.7 Prior Agreements**

The Development Incentives program is not available to applicants who have previously entered into an Infrastructure Agreement for the development in accordance with clause 5.6 of the Adopted Infrastructure Charges Resolution (No. 2) 2012, clause 5.6 of the Adopted Infrastructure Charges Resolution (No. 3) 2014 or have previously been granted a Development Incentive for the development.

**PART 1 – INFRASTRUCTURE CHARGES INCENTIVES****6.0 Purpose:**

*The purpose of Part 1 of this policy is to provide a concession mechanism for infrastructure charges at the discretion of Council as an incentive for particular developments that will deliver significant and sustainable economic development and growth outcomes in alignment with Council's planning objectives.*

**6.1 Infrastructure Charges Concession**

The Infrastructure Charges Concession mechanism is intended to provide an immediate and permanent concession on infrastructure charges to be paid in accordance with clause 5.5 of the Adopted Infrastructure Charges Resolution (No. 2) 2012 or clause 5.5 of the Adopted Infrastructure Charges Resolution (No. 3) 2014.

**6.1.1 Maximum Concession**

The maximum concession on payment of infrastructure charges in accordance with the Adopted Infrastructure Charges Notice is as indicated in Table 5 below.

**Table 5 – Maximum Concessions**

<b>Location</b>	<b>Maximum Concession</b>
Rockhampton Central Business District – Precinct 1	100%
Rockhampton Central Business District – Precinct 2 (where Gross Floor Area or building footprint remain unchanged)	100%
Precinct 2 (where Gross Floor Area or building footprint remain unchanged)	50%
Rockhampton Central Business District – Precinct 1 – Special Use Precinct, Inner City North Cultural – Residential development	50%
All other areas	50%

**6.1.2 Application of Concession**

The concession shall be applied to the adopted infrastructure charge at the time of payment required by clause 5.5 of Council's Adopted Infrastructure Charges Resolution (No. 2) 2012 or clause 5.5 of the Adopted Infrastructure Charges Resolution (No. 3) 2014.

**6.1.3 Treatment of Credits and Offsets**

The concession applies to the applicable net infrastructure charges payable, calculated pursuant to the Council's Adopted Infrastructure Charges Resolution (No. 2) 2012 or Adopted Infrastructure Charges Resolution (No. 3) 2014, - that is the infrastructure charges less any applicable credits or offsets.

**6.2 Ongoing Eligibility**

The following will be applied to Part 1 of this policy:

**6.2.1 Non - Commencement of Use**

In the event that the use is not commenced within 3 years of the development approval being issued by Council in accordance with clause 5.1.5 of this policy, the Infrastructure Charges Incentive granted under Part 1 of this policy shall be revoked and payment of the full value of infrastructure charges pursuant to the issued Adopted Infrastructure Charges Notice or Negotiated Adopted Infrastructure Charges Notice shall be applicable.

**6.2.2 Non-payment of Infrastructure Charges**

In the event that the infrastructure charges for a development are not received in accordance with the times of payment calculated in accordance with clause 6.1.3 of this policy, the Infrastructure Charges Incentive granted under Part 1 of this policy shall be revoked and payment pursuant to the issued Adopted Infrastructure Charges Notice or Negotiated Adopted Infrastructure Charges Notice shall be applicable.

**PART 2 – GENERAL INCENTIVES****7.0 Purpose:**

*The purpose of Part 2 of this policy is to provide for a range of general incentives and concessions at the discretion of Council as an incentive for particular developments that will deliver significant and sustainable economic development and growth outcomes in alignment with Council's planning objectives. The aim of the general incentives program is to reduce fees associated with qualifying development and processing times for development applications lodged with Council.*

**7.1 Additional Eligibility Criteria**

To be eligible under Part 2 – General Incentives, development must meet **all** of the following requirements in addition to the requirements of clause 5.1 of the Development Incentives Policy.

**7.1.1 Scale**

The development must be considered by Council to deliver significant and sustainable economic development and growth outcomes in alignment with Council's planning objectives.

**7.1.2 Scope**

Reconfiguring a Lot and Operational Works that is code assessable in relation to an Eligible Use contained in clause 5.1.3 of this policy may be considered when assessing applications for general incentives under Part 2 of this policy.

**7.2 Development Incentives and Concessions**

The General Incentive mechanisms (Sections 7.2.1 – 7.2.5) are intended to provide a range of incentives and concessions for significant development located within the Priority Infrastructure Area:

**7.2.1 Development Facilitation**

It is recognised that the process of obtaining development approvals for significant projects can be complex. Council is committed to facilitating development that meets the requirements of this policy. Council's facilitation includes:

- Access to Council's Economic Development Officer to provide advice on applicability and incentives that may be available under this policy;
- Access to Council Planning Officers through the Duty Planner arrangements to provide advice in preparing development applications;
- Pre-lodgement meetings with all relevant Council Officers free of any charges;
- Assistance with identifying and facilitating contact with the State Government agencies with a view to facilitating the development.

**7.2.2 Refunding of development application fees**

Development application fees associated with developments approved by Council under Part 2 of this policy and that have been paid to Council, will be refunded on completion of the development.

**7.2.3 Rockhampton CBD Parking Concessions**

The Council will give consideration to granting appropriate parking concessions for significant projects within the Rockhampton Central Business District Precincts 1 and 2 in particular where the intensity of use or the footprint of the development remains unchanged.

**7.2.4 Service and Connection Fees**

Council water meter and service connection fees associated with developments eligible under Part 2 will be refunded on completion of the development.

**7.3 Ongoing Eligibility**

The following will be applied to Part 2 of this policy:

**7.3.1 When is Development Completed?**

In relation to the interpretation of Part 2 of this policy, completion of development will be taken as, in the case of a material change of use - once the change happens, or in the case of building work – once the certificate of classification for the building work is issued, or in the case of operational works – once the work is placed “on defects” or in the case of reconfiguring a lot – once the survey plan is endorsed with a compliance certificate by Council

**7.3.2 Non – completion of Development**

In the event that the development is not completed within 3 years of the development application being approved by Council in accordance with clause 5.1.5 of this policy, the General Incentives granted under Part 2 of this policy shall be revoked and development application fees will not be refunded in accordance with clause 7.2.2 and service and connection fees will not be refunded in accordance with clause 7.2.4.

**8.0 Review Timelines:**

This Policy will be reviewed when any of the following occur:

1. The related information is amended or replaced;
2. Upon adoption of a new planning scheme for the Rockhampton Regional Council planning area; or
3. Other circumstances at the sole discretion of the Council.

**9.0 Responsibilities:**

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Services
Policy Owner	Manager Planning
Policy Quality Control	Corporate Improvement and Strategy

**EVAN PARDON**  
**CHIEF EXECUTIVE OFFICER**

## 8.2 D/288-2011 - DEVELOPMENT APPLICATION FOR OPERATIONAL WORKS FOR EARTHWORKS

**File No:** D/288-2011

**Attachments:**

1. Locality Plan
2. D288-2011 - Aecom 1%AEP Fitzroy River Flood Event - 60302046\_WIS\_001
3. D288-2011 - Aecom 1%AEP Fitzroy River Flood Event - 60302046\_WIS\_002
4. D288-2011 - Aecom Local Runoff Catchment - 60302046-DD-LD-01 Rev A
5. D288-2011 - Aecom Concept Fill Platform - 60302046-SK01
6. D288-2011 -Aecom Concept Fill Platform - 60302046-DD-LD-02

**Authorising Officer:** Russell Claus - Manager Planning  
Robert Holmes - General Manager Regional Services

**Author:** Tarnya Fitzgibbon - Coordinator Development Assessment

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### SUMMARY

*Development Application Number:* D/288-2011

*Applicant:* Havenfield Pty Ltd

*Real Property Address:* Lots 6 to 10 RP 606384, Parish of Rockhampton

*Common Property Address:* 91-99 Canoona Road, West Rockhampton –

*Area of Site:* 4,045 square metres

*Planning Scheme:* Rockhampton City Plan

*Rockhampton City Plan Area:* Airport Special Use Area

*Existing Development:* Nil

*Existing Approvals:* Nil

*Approval Sought:* Development Permit for Operational Works for Earthworks

*Level of Assessment:* Code Assessable

### OFFICER'S RECOMMENDATION

#### **RECOMMENDATION A**

That in relation to the application for a Development Permit for Operational Works for Earthworks, made by KHA Development Managers Ltd on behalf of Havenfield Pty Ltd, on Lots 6,7,8,9 and 10 on RP606384, Parish of Rockhampton, and located at 91-99 Canoona Road, West Rockhampton, Council resolves to **Refuse** the application for the following reasons:

- The application does not provide a whole drainage solution and relies on works by others (at some future indeterminate time) to alleviate/mitigate the flows across the subject site;
- The application does not address the incremental filling of the floodplain and how that might increase levels in the immediate vicinity of the propose development;
- The application does not address the impacts on the adjacent developed lots;

- The applicant does not provide adequate and appropriate mitigation strategies and measures for flooding impacts;
  - The interim solution outlined in the application does not provide any drainage benefits and increases water pondage on the lots in the vicinity of the proposed swale in the short term; and
- The application does not adequately address the interaction of the flows through the site with the airport drainage swale.

## **BACKGROUND**

### **Proposal in Detail**

The proposal is to place approximately 7,000 cubic metres of fill material over five lots in a high hazard floodway area. The intended use of the site is not stated in the application. Unapproved filling has occurred on the site and Council's compliance officers began investigations in June 2011 and subsequently issued a Show Cause Notice in July 2011. This operational works application is a consequence of the Show Cause Notice.

### **Site and Locality**

The subject site is located on the northern side of Canoona Road opposite the northern end of the Airport carpark within the Airport Special Use Area. The land is low lying with very flat grades sited within a High Hazard Floodway Area subject to flooding up to a Q100 event. The abutting land (23 hectares of Public Open Space) immediately to the north and west is zoned residential (The Range North Residential Area).

## **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 Integrated Development Assessment System provisions of the *Sustainable Planning Act 2009*, based on consideration of the relevant State Planning Policies; 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.

### **Infrastructure Operations Unit's Comments**

Recommends refusal

"The response to Council's Information Request provides details regarding the increase in flood levels to surrounding properties resulting from the proposed filling operation. The results show an increase in water surface levels of up to 40mm upstream of the site and velocity increases of 0.3 metres/second to the south-west of the site. Whilst these results demonstrate that during a Q100 event there was no worsening for any of the affected properties that were already inundated by a Q100 Fitzroy River Flood event, it is possible that some of these properties could become inundated during lesser events where they were unaffected in the pre-development scenario. It is for this reason that Infrastructure Operations Unit requested additional modelling of the lesser events following the applicant's draft response to the Information Request and it should be noted that this requirement is consistent with other applications affected by flooding or stormwater inundation. No additional modelling was provided in the official response dated 27 November 2013. As such, Council was unable to review the full extent of the impacts that the proposed filling operation would have on the surrounding properties during these events.

Flood Prone Land Code:

Performance Criteria P1 of the Flood Prone Land Code relates to the preservation of the capacity and function of the floodways and flood storage areas and does not allow any filling or changes in the natural surface level of the land. It is acknowledged that Council has allowed incremental filling in the floodplain in the past, however this undesirable precedent does not override the need to demonstrate that the filling will not cause an actionable nuisance to adjoining properties or infrastructure.

Filling and Excavation Code:

Performance Criteria P5 of the Filling and Excavation Code requires that 'any development that involves the excavation or filling of land is carried out in such a way that no worsening of floodwater levels or flows results'. It is difficult to argue that any filling within the floodplain will not result in increased flood levels however given the size and volume of the floodplain, in many cases, the increase is negligible.

Comment on Incremental Filling:

Despite the fact that in many cases, small amounts of fill within the floodplain will not result in an 'actionable nuisance', it should be noted that eventually, continued incremental filling will adversely affect the capacity of the floodplain and flood levels within it, potentially worsening the situation over the wider area for a number of properties. This situation places Council in a difficult position when refusing subsequent applications for filling within the floodplain in that any applicant will claim that Council has unfairly stifled their development while allowing similar development to occur in the past. Council should refuse any applications for filling within the floodplain to better preserve the capacity and function of the floodways and flood storage areas into the future."

Strategic Engineering Comments –

Recommends refusal

Definition of Annual Exceedance Probability

The Annual Exceedance Probability (AEP) is the likelihood of occurrence of a flood or storm tide inundation event of a given size or larger in any one year, usually expressed as a percentage. For example, if an event has an AEP of 1% (also referred to as a Q100 event), it means that there is a 1% risk (i.e. probability of 0.01 or a likelihood of 1 in 100) of this event occurring in any one year.

Note:

A 1% AEP event should not be interpreted as only occurring once in 100 years.

Page 3 table 2 section 4.4 of stage 1 of the flood study report refers to a discrepancy in the 1% Annual Exceedance Probability level.

The 10.2 metre level is from the Willing and Partners mapping from 1999 showing flood level contours and velocities and is based on the 1992 flood study (although it is more properly described as 10.15 metres as it was rounded up). This study was undertaken to develop a Floodplain Management Policy for inclusion into Rockhampton Regional Council's Town Plan and to prepare flood maps which were suitable for use in planning purposes.

The 2011 Flood Study Report has determined the new 1% AEP level is 9.38 metres at the gauge (Fitzroy River) which is lower than the 1992 study, thus the discrepancy. At the application site, the 2011 Flood Study maps have the water level at 9.85 metres while the 1991 flood height of 9.388 metres is taken from a map on which a number of surveyed heights from 1991 were recorded and was taken at the corner of Western and Namoi Streets, some 350 metres from the application site.

The proposed minimum filling level of 10.35 metres provides 500 millimetres of freeboard above the 2011 Flood Study 1% AEP level of 9.85 metres, but only 150 -200 millimetres above the current planning level of 10.20 (10.15) metres.

The two closest properties (lot 2 RP608636 and lot 11 RP606384) were not surveyed/modelled for a change in water levels presumably because they were not in the local catchment (refer plan 60320246-DD-LD-01 Rev A). It is not unreasonable to assume these two properties would be affected by water backing up onto the properties.

The Rockhampton Regional Council design drawings for the airport long term car park opposite/downstream of the site show the grade on the new concrete invert through the grass swale area to be 0.25% - extremely flat. A note on the design drawings states: "Note: Proposed works to rectify ease of maintenance issues and does not address overall drainage issues at this site".

The designed drainage is different to what was constructed. The design shows a two (2) metre wide invert and a batter slope of 1:2 from the invert while the constructed drain is about a 0.6 metre wide half pipe with a slightly sloping grass verge of about two (2) metres width on both sides of the half pipe before the stone batter (about 1:2 slope) commences. This width is a better result than the design as it allows more water through the drain.

Reportedly at the time of construction of the Airport swale, the existing drain downstream of the long term car park to and beyond Hunter Street was cleaned out to enable improved stormwater flows away from the area.

The cross-sectional area of the applicant's swale design is 50% larger than the Rockhampton Regional Council's design and had the Airport swale drain been constructed to design, the reduction in cross-sectional area would have been problematical. However the cross-sectional area of the constructed airport swale is about 20% larger again, so the issue becomes one of the tailwater effects. There is no mention of tailwater levels in the applicant's flood study. When a drain at 1% grade meets a drain at 0.25% grade, some discussion or mention of the tailwater level in the Rockhampton Regional Council drain would have been appropriate to prove there would be no effect on the flow passing through the applicant's swale. It is likely that depending on the depth of tailwater in the airport swale the full flow capacity of the applicant's swale would have been reduced. The report simply says the conveyance characteristics of the proposed channel through the development site generally match the characteristics of the downstream channel through the airport car parking areas.

It is also noted the report states the Airport swale is even flatter (than design) at 0.12% rather than at 0.25%, which would indicate a further reduction in flow capacity.

The application provides for a swale within a proposed easement through the subject site, however there will be no benefit as the culvert (under Canoona Rd) is not being replaced nor installed on the grade line between the proposed swale and the Airport swale. (Note: The applicant has not offered to replace the culverts even though advice was provided that the installation/replacement of new culverts was not a priority for Council). It would also seem reasonable to ensure the culverts were sized to allow the 1% AEP local catchment flow through the culverts without restriction. The existing pondage upstream of the culverts will continue to exist and would actually be deeper under the proposed scenario.

In proving the 1% AEP flows for both the river and the local catchment, the possibility of incremental filling of the flood plain has not been addressed in the applicant's report. The reasoning of the applicant's engineers would have more validity if they had attempted to model a fully developed catchment (as could be reasonably foreseen) to determine the ultimate rise in upstream water levels.

The application should be refused on these grounds:

- The application does not provide a whole drainage solution and relies on works by others (at some future indeterminate time) to alleviate/mitigate the flows across the lot;
- The application does not address the incremental filling of the floodplain and how that might increase levels in the immediate vicinity of the proposed development;
- The application does not address the impacts on the adjacent developed lots;

- The application does not provide for adequate and appropriate mitigation strategies and measures for flooding impacts;
- The interim solution outlined in the application does not provide any drainage benefits and increases water pondage on the lots in the vicinity of the proposed swale in the short term; and
- The application does not adequately address the interaction of the flows through the site with the airport drainage swale.

If the application should address all the above concerns satisfactorily, including the Rockhampton Planning Scheme Codes, then the application could be approved; however, in its current form, the application should not be approved.

### **Town Planning Comments Central Queensland Regional Plan 2013**

The Central Queensland Regional Plan is a statutory document which came into effect on 18 October 2013. The development is not required to be assessed against the regional plan as 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**

This policy came into effect on 2 December 2013 and replaced all former State Planning Policies. This policy requires development applications to be assessed against its requirements until the identified state interests have been appropriately reflected in the local planning scheme. The State Planning Policy is not relevant to this operational works application.

### **Rockhampton City Plan Codes**

The following primary and secondary codes are applicable to this application: -

- Filling or Excavation Code
- Flood Prone Land Code

**An assessment has been made against the performance criteria of the abovementioned codes and the following performance criteria are not being achieved or justified for non-compliance.**

<b>Filling or Excavation Code</b>		
<b>Performance Criteria</b>		<b>Officer's Response</b>
P5	Any development that involves the excavation or filling of land is carried out in such a way that 'no worsening' of floodwater levels or flows results.	The proposed development does not meet this criterion because it will not result in a 'no worsening' situation for floodwater levels and flows. The stormwater assessment states that there would be a maximum increase in water surface levels (WSL) of 40 millimetres extending 750 metres north and up to 20 millimetres extending 500 metres east and 300 metres west of the proposed fill area, in the fully developed model (Q100 event.). Further a 0.3 metres/second increase in water flow velocity southwest of the site is predicted.
P7	Traffic generated by excavation or filling does not adversely impact on the amenity of the surrounding area.	The proposed development does not meet this criterion because traffic generated by the filling is likely to impact on the amenity of the surrounding area due to the length of time taken for the filling to occur.

		The fill will be placed on site using local roads. The application states that truck movements will not exceed twenty (20) per day, for four(4) weeks in any three (3) month period. The protracted operation to fill the site may cause impacts on the businesses and community in the vicinity, especially in relation to dust and traffic.
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Flood Prone Land Code		
Performance Criteria		Officer's Response
P1	The capacity and function of floodways and flood storage areas are preserved in high and low hazard areas.	<p>The proposed development does not meet this criterion because it does not preserve the capacity and function of floodways and flood storage areas</p> <p><u>Capacity</u></p> <p>The site is within the High Hazard Flood Storage area, predominantly due to flood depths.</p> <p>The applicant predicts that the development will increase water surface levels by up to 40 millimetres upstream of the site.</p> <p>The existing upstream flood storage area is not being increased to cater for increased water levels resulting from the proposed filling.</p> <p><u>Function</u></p> <p>There is also predicted to be a localised increase in velocity of up to 0.3m/s, along with an associated localised decrease in velocity.</p> <p>The cumulative effect of minor reductions in storage capacity result in increased water levels in flood events and there will be an increase in velocity, meaning the capacity and function of the floodway and flood storage areas are not preserved.</p> <p>The applicant has advised that there is a limited prospect of implementing a flood mitigation strategy due to difficulty in providing any mitigation measures, which is not a justification to proceed with the proposal.</p>
P4	<p>The proposal prevents the intensification of the overall flood impacts within the community by:</p> <p>(a) not significantly increasing the overall level of flood damage and community disruption in high hazard areas, and</p> <p>(b) not creating any unacceptable</p>	<p>The proposed development does not prevent the intensification of the overall flood impacts within the community because it is predicted that the development will increase the water surface level by up to 40 millimetres and increase the velocity by up to 0.3m/s (to a total predicted velocity of 0.6m/s), which will result in increased disruption to properties</p>

	<p>impacts on flood levels and flows in a high hazard area i.e. a zero net loss in flood storage; and</p> <p>(c) ensuring the outside storage of any goods or equipment will not contribute to the overall level of flood damage and community disruption in both high and low hazard areas.</p>	<p>and their occupiers, including flood damage to structures.</p> <p>Flood levels in the immediate vicinity in a Q100 event will result in adverse impacts as a result of the loss of storage area. Also there will be increased water flow velocities through the proposed stormwater easement along the line of the present flowpath.</p>
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### Rockhampton City Plan – Planning Policies

Policy	Officer's Response
PSP 14 Flood Plain Management	
<p>This Policy represents a significant component of an overall strategy to help identify measures to mitigate the impacts of flooding.</p> <p>The impacts of large flood events are significant both in financial and in human terms. These costs can be categorised as:</p> <ul style="list-style-type: none"> <li>• Injury or loss of life;</li> <li>• Damage to property; and</li> <li>• Cost to the community.</li> </ul>	<p>The Applicant has not adequately addressed this Planning Scheme Policy. While the applicant's assessment of Fitzroy River Flood Impacts has provided a flood study and the impacts of the proposed filling in a Q100 event, it has not addressed the management and mitigation of the affects resulting from the proposed filling in the flood plain, especially in relation to injury or loss of life, overall damage to property and the cost to the community.</p>

### CONCLUSION

Being situated in a high hazard floodway area any alterations to the current ground levels will have measureable adverse impacts on adjoining land and land in proximity to the site, as well as adverse impacts in the low hazard floodway zone. Cumulative filling in the floodway hazard area invariably results in inundation of land at the fringes of the floodway hazard and flood storage areas that is currently not inundated in a flood event. It should further be noted that the applicant's stormwater assessment does not address the flood impacts of lesser rainfall events within the contributing catchment.

The larger contributing catchment (about 70 hectares) normally discharges downstream of the proposed works however in a flood event this catchment overtops the local catchment boundary upstream of the proposed works.

In the overall picture of the Fitzroy River flood plain management, the proposed filling appears to result in up to a 40 millimetre increase in to the water surface land. The important issues of increased Q100 flood levels and water flow velocities have not been mitigated to an acceptable level that complies with the relevant codes, which will lead to adverse impacts during a flood event and raises concerns in relation to safety, community and property.

The application should be refused on the following grounds:

- The application does not provide a whole drainage solution and relies on works by others (at some future indeterminate time) to alleviate/mitigate the flows across the lot;
- The application does not address the incremental filling of the floodplain and how that might increase levels in the immediate vicinity of the proposed development;
- The application does not address the impacts on the adjacent developed lots;
- The applicant does not provide adequate and appropriate mitigation strategies and measures for flooding impacts;

- The interim solution outlined in the application does not provide any drainage benefits and increases water pondage on the lots in the vicinity of the proposed swale in the short term; and
- The application does not adequately address the interaction of the flows through the site with the airport drainage swale.

# **D/288-2011 - DEVELOPMENT APPLICATION FOR OPERATIONAL WORKS FOR EARTHWORKS**

## **Locality Plan**

**Meeting Date: 10 June 2014**

**Attachment No: 1**



**D/288-2011 - DEVELOPMENT  
APPLICATION FOR OPERATIONAL  
WORKS FOR EARTHWORKS**

**D288-2011 - Aecom 1%AEP Fitzroy  
River Flood Event - 60302046\_WIS\_001**

**Meeting Date: 10 June 2014**

**Attachment No: 2**

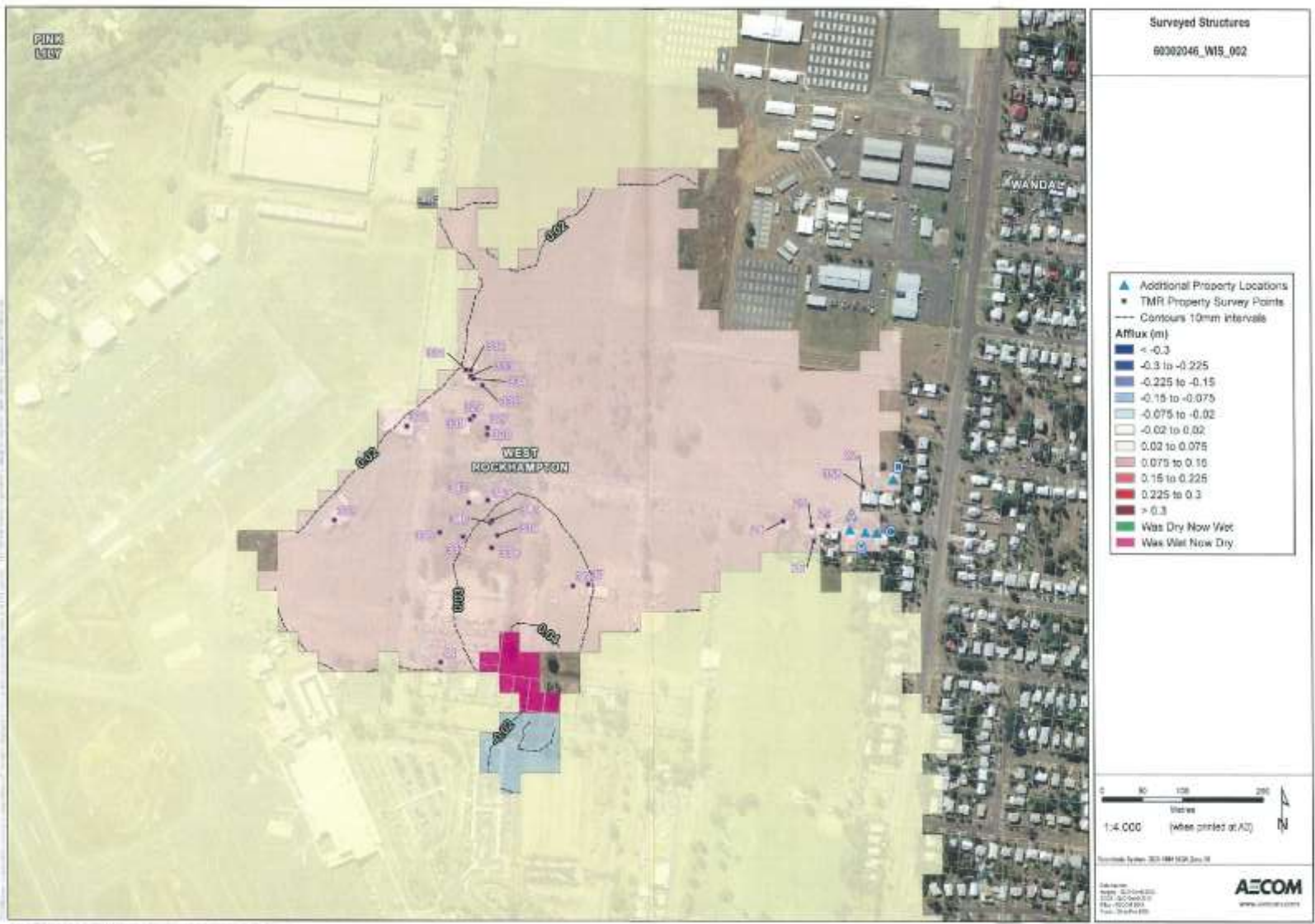


**D/288-2011 - DEVELOPMENT  
APPLICATION FOR OPERATIONAL  
WORKS FOR EARTHWORKS**

**D288-2011 - Aecom 1%AEP Fitzroy  
River Flood Event - 60302046\_WIS\_002**

**Meeting Date: 10 June 2014**

**Attachment No: 3**

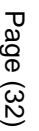


**D/288-2011 - DEVELOPMENT  
APPLICATION FOR OPERATIONAL  
WORKS FOR EARTHWORKS**

**D288-2011 - Aecom Local Runoff  
Catchment - 60302046-DD-LD-01 Rev A**

**Meeting Date: 10 June 2014**

**Attachment No: 4**



**D/288-2011 - DEVELOPMENT  
APPLICATION FOR OPERATIONAL  
WORKS FOR EARTHWORKS**

**D288-2011 - Aecom Concept Fill  
Platform - 60302046-SK01**

**Meeting Date: 10 June 2014**

**Attachment No: 5**



**D/288-2011 - DEVELOPMENT  
APPLICATION FOR OPERATIONAL  
WORKS FOR EARTHWORKS**

**D288-2011 -Aecom Concept Fill  
Platform - 60302046-DD-LD-02**

**Meeting Date: 10 June 2014**

**Attachment No: 6**



### 8.3 D/384-2013 DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR A VEHICLE DEPOT AND OPERATIONAL WORKS FOR DRAINAGE WORKS, STORMWATER WORKS AND ACCESS AND PARKING WORKS

**File No:** D/384-2013

**Attachments:**

1. Locality Plan
2. Site Plan
3. Floor Plan and Elevation Shed 1
4. Floor Plan and Elevation Shed 2

**Authorising Officer:** Tarnya Fitzgibbon - Coordinator Development Assessment  
 Russell Claus - Manager Planning  
 Robert Holmes - General Manager Regional Services

**Author:** Corina Hibberd - Planning Officer

#### SUMMARY

*Development Application Number:* D/384-2013

*Applicant:* Cameron Norman James

*Real Property Address:* Lot 1 on RP600295, Parish of Rockhampton

*Common Property Address:* 360 Campbell Street, Rockhampton City

*Area of Site:* 1,012 square metres

*Planning Scheme:* Rockhampton City Plan 2005

*Rockhampton City Plan Area:* South Rockhampton Low Impact Industrial Area - Precinct 1 - Industrial Precinct - South Rockhampton Sales and Service Industry

*Existing Development:* Vacant

*Existing Approvals:* Demolition of a House, 2007

*Approval Sought:* Development Permit for a Material Change of Use for a Vehicle Depot and Operational Works for Drainage Works, Stormwater Works and Access and Parking Works

*Level of Assessment:* Impact Assessable

*Submissions:* Nil

*Referral Agency(s):* Not Applicable

*Adopted Infrastructure Charges Area:* Charge Area One

*Application Progress:*

<i>Application Properly Made:</i>	19 August 2013
<i>Acknowledgment Notice sent:</i>	29 August 2013
<i>Request for Further Information sent:</i>	12 September 2013
<i>Request for Further Information responded to:</i>	20 February 2014
<i>Application revived:</i>	21 March 2014
<i>Submission period commenced:</i>	24 March 2014
<i>Submission period end:</i>	14 April 2014
<i>Council request for additional time:</i>	Not Applicable

<i>Last receipt of information from applicant:</i>	<i>12 May 2014</i>
<i>Statutory determination date:</i>	<i>10 June 2014</i>

**OFFICER'S RECOMMENDATION****RECOMMENDATION A**

That in relation to the application for a Development Permit for a Material Change of Use for a Vehicle Depot and Operational Works for Drainage Works, Stormwater Works and Access and Parking Works, made by Cameron Norman James on Lot 1 on RP600295, Parish of Rockhampton, and located at 360 Campbell Street, Rockhampton City, Council resolves to Approve the application despite its conflict with the planning scheme and provide the following grounds to justify the decision despite the conflict:

- a) The proposed use is to be low scale, with the size of vehicles and hours of operation to be limited. The use will therefore not greatly affect the neighbouring residential area and other low scale industrial uses by means of noise, light or dust.
- b) There are a number of other similar industrial uses, including vehicle depots located adjacent to the site which also operate at a low scale. The lot adjoins an existing vehicle depot and other industrial and commercial uses.
- c) The use does not adversely affect the amenity of the natural environment, sale or service industry or residential uses in the vicinity.
- d) Assessment of the development demonstrates that the Planning Scheme's Desired Environmental Outcomes will not be compromised.
- e) Assessment of the development against the relevant planning scheme codes 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.
- f) The proposed development does not compromise any relevant State Planning Policy.

**RECOMMENDATION B**

That in relation to the application for a Development Permit for a Material Change of Use for a Vehicle Depot and Operational Works for Drainage Works, Stormwater Works and Access and Parking Works, made by Cameron Norman James, on Lot 1 on RP600295, Parish of Rockhampton, located at 360 Campbell Street, Rockhampton City, Council resolves to Approve the application subject to the following conditions:

**PART A – MATERIAL CHANGE OF USE****1.0 ADMINISTRATION**

- 1.1 The Developer is responsible for ensuring compliance with this approval and the Conditions of the approval by an employee, agent, contractor or invitee of the Developer.
- 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 of the Council may be fulfilled in whole or in part by a delegate appointed for that purpose by the Council.
- 1.3 All conditions of this approval must be undertaken and completed to the satisfaction of Council, at no cost to Council.
- 1.4 All conditions, works, or requirements of this approval must be undertaken and completed prior to the commencement of the use, unless otherwise stated.
- 1.5 Where applicable, infrastructure requirements of this approval must be contributed to the relevant authorities, at no cost to Council, prior to the commencement of the use, unless otherwise stated.

- 1.6 The following further Development Permits must be obtained prior to the commencement of any works associated with its purposes:
- 1.6.1 Building Works; and
- 1.6.2 Plumbing and Drainage Works.
- 1.7 All Development Permits for Operational Works and Plumbing and Drainage Works must be submitted, approved, and the works finalised prior to the issue of a Development Permit for Building Works and the commencement of the Material Change of Use approval.
- 1.8 Unless otherwise stated, all works must be designed, constructed and maintained in accordance with the relevant Council policies, guidelines and standards.
- 1.9 All engineering drawings/specifications, design and construction works must comply with the requirements of the relevant *Australian Standards* and must be approved, supervised and certified by a Registered Professional Engineer of Queensland.

## 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 the conditions of this permit:

<u>Plan/Document Name</u>	<u>Plan/Document Reference</u>	<u>Dated</u>
Site Plan 360 Campbell Street	Plan 3	Undated
Floor Plan Front Shed – 360 Campbell Street	Plan 6	Undated
Floor Plan Back Shed – 360 Campbell Street	Plan 7	Undated
Building Construction Plans, Front Shed (Floor Plan and Elevation)	Plan 8 - ROCKH2-7230	Undated
Building Construction Plans, Back Shed (General Arrangement)	Plan 9 – 339704-GA	Undated
Stormwater Drainage Layout Plan	MCE131010-C-01.A	20 February 2014
Stormwater Management Plan Report	MCE131010 Rev A	20 February 2014

- 2.2 Where there is any conflict between the conditions of this approval and the details shown on the approved plans and documents, the conditions of approval must prevail.
- 2.3 Where conditions require the above plans or documents to be amended, the revised document(s) must be submitted for approval by Council prior to the submission of a Development Application for Operational Works.

## 3.0 ACCESS WORKS

- 3.1 A Development Permit for Operational Works (access works) must be obtained prior to the commencement of any access works on the site.
- 3.2 All works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Capricorn Municipal Development Guidelines*, *Australian Standard AS2890 "Parking Facilities"* and the provisions of a Development Permit for

Operational Works (access works).

- 3.3 All access, parking and hardstand areas must be sealed.

4.0 SEWERAGE WORKS

- 4.1 All 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*, and *Plumbing and Drainage Act*.
- 4.2 The development must be connected to Council's reticulated sewerage network.
- 4.3 Any 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.
- 4.4 Any proposed sewerage access chambers located within a park or reserve, or below a Q100 flood event, must be provided with bolt down lids.
- 4.5 Construction works proposed in the vicinity of Council's existing sewerage infrastructure must not adversely affect the integrity of the infrastructure. Any restoration works required on the sewerage infrastructure, caused by the construction must be at no cost to Council.

5.0 WATER WORKS

- 5.1 All 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*, and *Plumbing and Drainage Act*.
- 5.2 The development must be connected to Council's reticulated water network.
- 5.3 The existing water connection point(s) must be retained and upgraded if necessary to service the development.
- 5.4 Water meter boxes located within trafficable areas must be raised or lowered to suit the finished surface levels and must be provided with trafficable lids.

6.0 PLUMBING AND DRAINAGE WORKS

- 6.1 All 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*, *Plumbing and Drainage Act*, Council's Plumbing and Drainage Policies and the provisions of a Development Permit for Plumbing and Drainage Works.
- 6.2 All Internal Plumbing and Sanitary Drainage works must be in accordance with regulated work under the *Plumbing and Drainage Act* and Council's Plumbing and Drainage Policies.
- 6.3 Sewerage/amended sewerage trade waste permits must be obtained for the discharge of any non-domestic waste into Council's sewerage reticulation. Arrester traps must be provided where commercial or non-domestic waste water is proposed to be discharged into the system.

7.0 ROOF AND ALLOTMENT DRAINAGE WORKS

- 7.1 A Development Permit for Operational Works (roof and allotment drainage works) must be obtained prior to the commencement of any drainage works on the site.
- 7.2 All roof and allotment drainage must be in accordance with the requirements of the *Queensland Urban Drainage Manual* and the *Capricorn Municipal Development Guidelines*.
- 7.3 All roof and allotment drainage must be discharged such that it does not restrict, impair or change the natural flow of runoff water or cause a nuisance to adjoining properties or infrastructure.

- 7.4 The proposed development must not increase peak stormwater runoff for a selected range of storm events up to and including the one in one hundred year storm event (100 year Average Recurrence Interval) for the post development condition.

8.0 SITE WORKS

- 8.1 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 adjoining properties or infrastructure.

9.0 BUILDING WORKS

- 9.1 All external elements, such as air conditioners, must be adequately screened from public view, to Council's satisfaction. Noise from any external elements, such as air conditioners, must not exceed 5dB(A) (decibels) above the background ambient noise level, measured at the boundaries of the subject site.

- 9.2 Any lighting devices associated with the development, such as sensory lighting, must be positioned on the 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"*.

- 9.3 All waste storage areas must be:

9.3.1 aesthetically screened from any frontage or adjoining property or surrounded by a minimum 1.8 metre high fence that obstructs from view the contents of the bin compound by any member of the public from any public place;

9.3.2 of a minimum size to accommodate appropriately sized bins;

9.3.3 kept in a clean, tidy condition; and

9.3.4 maintained in accordance with the *Environmental Protection (Waste Management) Regulations*.

10.0 LANDSCAPING WORKS

- 10.1 All landscaping must be constructed and/or established, generally in accordance with the approved plans (refer to condition 2.1).

- 10.2 Large trees must not be planted within one (1) metre of the centreline of any sewerage infrastructure. Small shrubs and groundcover are acceptable.

- 10.3 Landscaping, or any part thereof, upon reaching full maturity, must not:

(i) obstruct sight visibility zones as defined in the *Austroads 'Guide to Traffic Engineering Practice'* series of publications;

(ii) adversely affect any road lighting or public space lighting; or

(iii) adversely affect any Council infrastructure, or public utility plant.

- 10.4 The landscaped areas must be subject to an ongoing maintenance and replanting programme (if necessary).

11.0 ELECTRICITY AND TELECOMMUNICATIONS

- 11.1 Electricity and telecommunication connections must be provided to the proposed development to the standards of the relevant authorities.

12.0 ASSET MANAGEMENT

- 12.1 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 at full cost to the Developer.

- 12.2 Any damage to existing kerb and channel, pathway or roadway (including removal of concrete slurry from public land, pathway, roads, kerb and channel and stormwater gullies and drainage lines) which may occur during any works carried out in association with the approved development must be repaired. This must include the reinstatement of the existing traffic signs and pavement markings which may have been removed.

13.0 OPERATING PROCEDURES

- 13.1 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the site. No storage of materials, parking of construction machinery or contractors' vehicles will be permitted in Campbell Street.
- 13.2 The hours of operations must be limited to:
- 13.2.1 Monday to Saturday 0600 to 1800; and
- 13.2.2 must not operate on Sundays or Public Holidays.
- 13.3 The vehicle depot is limited to a low scale. The site must not accommodate vehicles over five-tonne capacity or similar.

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 Multicultural Affairs website [www.datsima.qld.gov.au](http://www.datsima.qld.gov.au)

NOTE 2. General Environmental Duty

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

NOTE 3. General Safety Of Public During Construction

The *Workplace Health and Safety Act* 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 4. Works in Road Reserve Permit

It is advised that a Works in Road Reserve Permit (including a fee for the vehicle crossover and compliant with Standard *Capricorn Municipal Development Guideline* Drawings) may be accepted in place of the Development Permit for Operational Works (access works).

**PART B – OPERATIONAL WORKS**

14.0 APPROVED PLANS AND DOCUMENTS

- 14.1 The approved development must be completed and maintained generally in accordance with the approved plans and documents, except where amended by the conditions of this permit:

<u>Plan/Document Name</u>	<u>Plan/Document Reference</u>	<u>Dated</u>
Stormwater Management Plan Report	MCE131010 Rev A	20 February 2014
Stormwater Drainage Layout Plan	MCE131010-C-01.A	20 February 2014
Floor Plan Back Shed – 360 Campbell Street	Plan 7	Undated
Operational Control Plan	BC 140002 OP01 Rev A	18 February 2014

- 14.2 Where there is any conflict between the conditions of this approval and the details shown on the approved plans and documents, the conditions of approval must prevail.
- 14.3 Where conditions require the above plans or documents to be amended, the revised document(s) must be submitted for approval by Council prior to the submission of a Development Application for Operational Works.
- 14.4 A set of the above approved plans are returned to you as the Consultant. The Consultant is to supply one (1) Approved set to the contractor to be retained on site at all times during construction.
- 14.5 If after the issue of this permit for construction, errors, omissions or insufficient details are noted on the construction plans, such deficiencies must be made good during construction and Council reserves the right to withhold approval of construction until such remedies are complete.
- 14.6 When the approved engineering plans and the *Capricorn Municipal Development Guidelines* are silent on any matter regarding specifications for materials (to be permanently incorporated into the works) or silent on any matter regarding construction standards, then the specified requirements in the Standard Specification – Roads (Main Roads) and Standard Drawings – Roads (Main Roads) must prevail.
- 14.7 A Pre-Start meeting must be held, prior to the commencement of any construction, between the Consulting Engineer, the Principal Contractor and Council in accordance with Section CP1.08 – Notice to Commence Works and CP1.09 – Prestart Meeting of the *Capricorn Municipal Development Guidelines*. **Prestart meetings are conducted on either Tuesdays or Thursdays with a minimum of five (5) business days' notice being given to Council.**
- The following information must be presented prior or at the meeting:
- 14.7.1 a copy of the Contractor's Public Liability Insurance Policy for a minimum of ten (10) million dollars indemnifying Council against all claims resulting from the construction works of this Development; and
- 14.7.2 evidence of payment of QLeave (when applicable).
- 14.8 Under Part 1 Clause 1.10 of the *Manual of Uniform Traffic Control Devices Queensland*, Council delegates the Principal Contractor the responsibility for the erection of all regulatory signs, as outlined in the above document.
- 14.9 All works must be supervised by a Registered Professional Engineer of Queensland who is experienced in all aspects of civil construction. All works must conform with the *Capricorn Municipal Design Guidelines*.
- 14.10 Council reserves the right for uninterrupted access to the site at all times.

- 14.11 All Construction work and other associated activities are permitted only between 0630 hours and 1800 hours Monday to Saturday. No work is permitted on Sundays or public holidays. All requirements of the *Environmental Protection Act* and *Environmental Protection Regulations* must be observed at all times.
- 14.12 All works must comply with Council's Guidelines for Development Works.
- 14.13 Any proposed works within the vicinity (or zone of influence) of existing Council infrastructure will not be adversely affect the integrity of the infrastructure. Any restoration works required on existing Council infrastructure as a result of proposed works will be at developer's expense.

15.0 INSPECTION REQUIREMENTS

- 15.1 Joint inspections with the Consulting Engineer, Contractor and Rockhampton Regional Council Works Inspector are required. All works must conform with the inspection and test plan as defined by the *Capricorn Municipal Design Guidelines*.
- 15.2 Council's minimum inspection programme is as follows, however this does not preclude the requirement for further inspections if deemed appropriate by Council Engineers.

Site Works

- |        |            |             |                      |
|--------|------------|-------------|----------------------|
| 15.2.1 | earthworks | C213/visual | pre-start/completion |
| 15.2.2 | topsoil    | C273/visual | completion of works  |

Concrete Works

- |        |          |             |                         |
|--------|----------|-------------|-------------------------|
| 15.2.3 | concrete | C271/visual | pre pour/surface finish |
|--------|----------|-------------|-------------------------|

Stormwater

- |        |                    |             |                     |
|--------|--------------------|-------------|---------------------|
| 15.2.4 | pipes              | C220/visual | prior to backfill   |
| 15.2.5 | ret/det structures | visual      | progress/completion |

**NOTE:** This does not preclude the requirement for further inspections if deemed appropriate by Council Engineers.

16.0 ACCESS WORKS

- 16.1 All access, parking and hardstand areas must be sealed.
- 16.2 Vehicle access and parking will be designed and constructed to conform with the relevant Rockhampton Regional Council Planning Scheme Codes, *Capricorn Municipal Development Guidelines*, and AS/NZS 2890.

17.0 STORMWATER

- 17.1 All stormwater management systems must comply with the requirements of the *Queensland Urban Drainage Manual* and the State Planning Policy.
- 17.2 The design, construction and maintenance of the bio-filtration system is to comply with the *Queensland Urban Drainage Manual* and the *Capricorn Municipal Design Guidelines*.

18.0 SITE WORKS

- 18.1 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 adjoining properties or infrastructure.

19.0 EROSION AND SEDIMENTATION CONTROL

- 19.1 The applicant will ensure that erosion and sedimentation controls are implemented and monitored at all times during the construction phase in accordance with the

*Capricorn Municipal Design Guidelines.*20.0 ENVIRONMENTAL MANAGEMENT

- 20.1 Prior to the commencement of any works, trees marked for removal must be mulched and all mulch stockpiled on site or removed from site and stored at an approved location. All other vegetative material including shrubs, weeds, grass etc. must be removed from site and deposited at an approved location such as the Council Landfill. Burning off without the consent of the Queensland Fire and Rescue Authority is not approved.
- 20.2 All vegetation which cannot be mulched on site for use on this development or an approved place of use, must be disposed of at a suitable place of disposal. Burning is not permitted.
- 20.3 The Principal Contractor will check Erosion and Sediment Control Measures at the start and end of each day of construction adjacent to any disturbed surfaces.

21.0 UTILITY SERVICES

- 21.1 All works within three (3) metres of a gas main require a spotter.

22.0 DOCUMENTATION

- 22.1 All engineering drawings for operational works must be signed and certified by a Registered Professional Engineer Queensland as being in accordance with all relevant Australian Standards, statutory requirements and sound engineering principles. The works must be supervised on the applicant's behalf by a suitably qualified Registered Professional Engineer Queensland. All designs, specifications and management plans must be certified, by a suitably qualified professional identifying the certifier's full name and accreditation/registration number, as complying with all relevant Codes and Standards.

For the purpose of this statement, a 'suitably qualified professional' is a person with a tertiary qualification and professional affiliation in the field of engineering or science relevant to the design, specifications and/or management plan and who has at least two (2) years' experience in management in that field. Where the designs, specifications and/or management plans involve different fields, a certification is required from a suitability qualified professional for each separate field.

- 22.2 An Engineers' Certificate of Construction and As Constructed Certification must be submitted by a Registered Professional Engineer of Queensland verifying that all works have been carried out in accordance with Council approved drawings, approval conditions and specifications.

ADVISORY NOTESNOTE 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 Multicultural Affairs website [www.datsima.qld.gov.au](http://www.datsima.qld.gov.au)

NOTE 2. General Environmental Duty

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

NOTE 3. General Safety Of Public During Construction

*The Workplace Health and Safety Act and Manual of Uniform Traffic Control*

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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.

The *Capricorn Municipal Development Guidelines* Construction Specifications must be used for the construction works.

In accordance with the *Water Supply (Safety and Reliability) Act 2008*, it is an offence to interfere with a service provider's infrastructure. Rockhampton Regional Council is the service provider and FRW is the department responsible for water and sewerage services. FRW can provide cost estimates for any water and sewerage works if requested.

Please contact Rockhampton Regional Council's Plumbing Compliance section to organise a Plumbing and drainage permit for any alterations to the private plumbing pipework.

### **RECOMMENDATION C**

That in relation to the application for a Development Permit for a Material Change of Use for a Vehicle Depot and Operational Works for Drainage Works, Stormwater Works and Access and Parking Works, made by Cameron Norman James, on Lot 1 on RP600295, Parish of Rockhampton, located at 360 Campbell Street, Rockhampton City, Council resolves to not issue an Adopted Infrastructure Charges Notice.

### **BACKGROUND**

#### **Proposal in Detail**

The proposal is for a Vehicle Depot and associated operational works to occur and operate within the Low Impact Industrial Area in South Rockhampton.

The vehicles to be stored on site include:

- Three (3) to five (5) work utilities (some occasionally home garaged by staff)
- One (1) five-tonne tipper truck with chipper
- One (1) two-tonne tipper truck with chipper
- Two (2) chippers (trailers)
- Three (3) tandem trailers (one plant, one dingo and one tipping)
- Three (3) box trailers (mowing trailers)
- One (1) cherry-picker 'spiderlift' machine
- One (1) zero turn mower

The expensive vehicles and equipment (such as plant trailers and cherry picker) are housed within the sheds overnight, while the truck/chipper, utility/dingo trailer and utility/mower trailer will park on the hardstand overnight area in a circular fashion.

There are two (2) proposed sheds. The shed to the rear of the site is 7.7 metres by eleven (11) metres (84.7 square metres in area). The shed toward the front of the site is 12.6 metres by ten (10) metres (126 square metres in area). Each shed will include two (2) deep parking bays and a workshop/ storage area.

The use will generally operate between 7am to 4.30pm Monday to Friday and occasionally from 7.30am to 1pm on Saturdays, and will not operate outside 6am to 6pm Monday to Saturday.

Approximately twenty-two (22) per cent of the site will be landscaped with garden beds, vegetated swales and turf and there are three (3) designated car parks for staff. Other vehicles will park where necessary on the site and have a sufficient manoeuvring area.

**Site and Locality**

The subject site is within the existing Low Impact Industrial Area in South Rockhampton. The site is 1,012 square metres and is currently vacant. The site is relatively flat and does not contain any significant vegetation. Q100 flooding does not affect the site but is close to the adjacent lot boundary in a flood event. The area is generally characterised by low impact industrial uses, the rail yards, and some residential uses.

**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 Integrated Development Assessment System provisions of the *Sustainable Planning Act 2009*, 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.

**Infrastructure Operations Unit's Comments – 25 February 2014**

Support, subject to conditions.

**Infrastructure Operations Unit's (sewer and water) Comments – 15 August 2013**

Support, subject to conditions.

**Public and Environmental Health Comments – 28 August 2013**

Support, subject to conditions.

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

The Central Queensland Regional Plan 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 2013**

This policy came into effect on 2 December 2013 and replaced all former State Planning Policies. This policy requires development applications to be assessed against its requirements until the identified state interests have been appropriately reflected in the local planning scheme.

**Mining and extractive resources**

Not Applicable.

**Biodiversity**

Not Applicable.

**Coastal environment**

Not Applicable.

**Water quality**

Not Applicable.

**Emissions and hazardous activities**

Not Applicable.

**Natural hazards**

Not Applicable.

State transport infrastructure

Not Applicable.

Strategic airports and aviation facilities

Not Applicable.

**ROCKHAMPTON CITY PLAN 2005****Rockhampton City Plan Strategic Framework**

This application is situated within the Industrial designation under Council's Strategic Framework Map.

The following Desired Environmental Outcomes, as identified within Chapter 2 of the *Rockhampton City Plan 2005* are applicable:

- (1) *Rockhampton continues to consolidate its 'Capital of Central Queensland' role in the region.*

**Complies.** The proposal supports low scale industrial development to occur within an industrial area. The site adjoins other industrial uses of the same nature and is within an established urban area which is improved by all standard services.

- (2) *Valuable natural resources are conserved or, where required to support economic growth in Rockhampton, used sustainably.*

**Not Applicable:** The subject site is not within proximity of any significant natural resources considered vital to economic growth within the region.

- (3) *Important natural assets are, as far as is practically possible, retained in a natural state to maximise biodiversity and to maintain their scenic and biological value.*

**Complies:** The proposal will not adversely impact any natural assets.

- (4) *New development in Rockhampton City is designed and managed to minimise adverse impacts on the environment, and biodiversity.*

**Complies:** The proposal does not adversely impact the environment, or the region's biodiversity as the subject site is located within an existing urban area with limited biodiversity values.

- (5) *Commercial and retail development is accommodated in a hierarchy of centres throughout Rockhampton, which provide for a range of services, retail, commercial, entertainment and employment activities.*

**Complies:** The use is not of a commercial or residential nature and is located in the correct zone.

- (6) *Rockhampton's commercial centres are safe, attractive and readily accessible spaces for all members of the community.*

**Complies:** The development is located within an industrial area and will be improved by two small industrial sheds. The development allows for sound casual surveillance to the street and does not emit high levels of noise, light or pollution. The development will provide easy access for all necessary vehicles, staff and customers.

- (7) *Rockhampton's industrial development is consolidated in identified industrial locations throughout the City.*

**Complies:** The proposed development is located within an industrial zone, however is somewhat inconsistent with the precinct (Sales and Service). Due to the low scale of the business and limited hours of operation and low levels of noise and light emissions it is not foreseen that the use would be out of character in this precinct and is not likely to negatively affect other businesses or residences, especially outside of normal business hours.

- (8) *Rockhampton's cultural and urban heritage, both indigenous and post European, is retained and conserved for future generations.*

**Complies:** The proposal does not impact upon any cultural or urban heritage values, as it will be operating within an existing industrial area and will be conditioned regarding noise and light levels etcetera.

- (9) *Residential communities are attractive places to live, providing a range of housing types at different densities that positively contributes to the built environment, satisfies the needs of all members of the community in terms of life stages, lifestyle choices and affordability, are free from incompatible development and have access to a range of compatible urban services and facilities.*

**Complies:** The site is not within a residential zone, and it is not foreseen that the low scale nature of the use will impede on the lifestyle of nearby residences.

- (10) *Rockhampton's important community uses and health care facilities are provided and maintained in locations where they are readily accessible to all members of the community.*

**Not Applicable:** The proposal does not include any current or future community uses or health care facilities.

- (11) *New residential land subdivision and development occurs in identified areas within the City where environmentally valuable features are retained and protected, and urban services, recreational opportunities and parks are provided, along with a range of allotment sizes.*

**Not Applicable:** The proposal does not involve residential subdivision, nor will it impact on environmentally valuable features within Rockhampton.

- (12) *Infrastructure is provided and augmented in a sequenced manner in Rockhampton, resulting in appropriate, efficient, affordable, reliable, timely and lasting infrastructure provision that is not compromised by new development and is sensitive to the environment.*

**Complies:** The subject site is connected to all standard urban infrastructure services.

- (13) *Safe, accessible, efficient and convenient transport systems are provided in Rockhampton.*

**Complies:** The proposal does not include and will not impact upon any transport systems.

- (14) *Readily accessible and safe Open Space and facilities for active and passive recreational purposes are accommodated within Rockhampton City.*

**Not Applicable:** The proposal does not form part of, nor compromise any future, open space and associated facilities.

The performance assessment of the proposal demonstrates that the development will not compromise the Rockhampton City Plan Desired Environmental Outcomes.

#### **South Rockhampton Low Impact Industrial Area (Precinct 1 - Industrial Precinct - South Rockhampton Sales and Service Industry) Intent**

The subject site is situated within the South Rockhampton Low Impact Industrial Area (Precinct 1 - Industrial Precinct - South Rockhampton Sales and Service Industry) under the *Rockhampton City Plan*. The intent of the Area identifies that: -

*"The primary intent for the South Rockhampton Low Impact Industrial Area is to continue to accommodate a range of industrial uses, with an opportunity to alter the emphasis in the type and scale of industry to harmonise with the level of amenity associated with proximity to a city centre.*

*It is intended that this Precinct serve as a buffer between the core Low Impact Industrial activities in this Area, and the surrounding Planning Areas, some of which are non-industrial*

*in their primary use. This Precinct is intended to provide for a sales / retail showroom area displaying industrial products and services available and in many instances produced on site."*

The proposed use cannot be considered a consistent use within the South Rockhampton Low Impact Industrial Area (Precinct 1 - Industrial Precinct - South Rockhampton Sales and Service Industry). Council should note however, that pursuant to Section 326(b) of the *Sustainable Planning Act 2009*, the assessment manager's decision may conflict with the Planning Scheme if:

- (a) the decision does not compromise the achievement of the desired environmental outcomes for the planning scheme area; and
- (b) there are sufficient grounds to justify the decision despite the conflict.

In response to the above, the assessment of this application concludes that the proposed development, subject to conditions, is not likely to conflict with Council's Desired Environmental Outcomes. Furthermore, there are considered to be 'sufficient grounds' in this instance, to justify Council approving the development despite its conflict with the Area Intent. This application is somewhat consistent with the intent of the Area. Although the use is not a sale or service industrial use, it is consistent with the character of the immediate industrial area and will not negatively impact on other industrial areas or commercial precincts. This use will be conditioned so that the land use is and remains as a low scale use and will not detrimentally affect any business or residence in the immediate area. The hours of operation will be controlled as well as the size and capacity of the vehicles. The locality includes some similar uses in proximity to the site which are at a larger scale than the proposed use.

Sufficient grounds of justification are as follows:

- a) The proposed use is to be low scale, with the size of vehicles and hours of operation to be limited. The use will therefore not greatly affect the neighbouring residential area and other low scale industrial uses by means of noise, light or dust.
- b) There are a number of other similar industrial uses, including vehicle depots located adjacent to the site which also operate at a low scale. The lot adjoins an existing vehicle depot and other industrial and commercial uses.
- c) The use does not adversely affect the amenity of the natural environment, sale or service industry or residential uses in the vicinity.
- d) Assessment of the development demonstrates that the Planning Scheme's Desired Environmental Outcomes will not be compromised.
- e) Assessment of the development against the relevant planning scheme codes 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.
- f) 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, pursuant to Section 326(1)(b) of *Sustainable Planning Act 2009*, there are considered to be sufficient grounds to justify a decision that favours the alternative land uses proposed herein and the development is capable of occurring in a manner that is not likely to conflict with Council's Desired Environmental Outcomes.

### **Rockhampton City Plan Codes**

The following primary and secondary codes are applicable to this application:

- Industrial Use Code
  - Landscape Code
  - Parking and Access Code
-

An assessment has been made and the application is generally in accordance with the requirement of the abovementioned codes.

### **Infrastructure Charges**

Adopted Infrastructure Charges Resolution (No. 3) 2014 for non-residential development applies to the application and it falls within Charge Area 1. The Adopted 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	
Industry	Areas 1	50	per m <sup>2</sup> of GFA			\$10,535.00
				10	per m <sup>2</sup> of impervious area	\$7,851.00
<b>TOTAL</b>						<b>\$18,386.00</b>

No contribution is payable. This is based on the following calculations:

- (a) \$10,535.00 – Gross Floor Area being 210.70 square metres (two industrial sheds);
- (b) \$7,851.00 – Impervious Area being 785.10 square metres (access, parking and roof area); and
- (c) \$21,000.00 – Infrastructure Credit applicable for the existing allotment.
- (d) A remaining credit of \$2,614.00 is applicable to the lot for any future expansion or development.

### **Consultation**

The proposal was the subject of public notification between 24 March 2014 and 14 April 2014, as per the requirements of the *Sustainable Planning Act 2009*, and no submissions were received.

### **Referrals**

Nil.

### **CONCLUSION**

It is recognised that the proposal is not a consistent use within the South Rockhampton Low Impact Industrial Area (Precinct 1 - Industrial Precinct - South Rockhampton Sales and Service Industry) under the *Rockhampton City Plan 2005*. However, the assessment of this application concludes that the proposed development, subject to conditions, is not likely to conflict with the Planning Scheme's Desired Environmental Outcomes. As demonstrated in the above report, the proposal is generally consistent with the code requirements prescribed by the planning scheme and the use will not compromise the intent of the area or the viability of surrounding uses, where a number of other non-'sales and service' industries exist. It is located on a site which is suited to the development and which is accessible to all relevant services.

The proposal is therefore recommended for approval.

**D/384-2013 DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR A VEHICLE  
DEPOT AND OPERATIONAL WORKS  
FOR DRAINAGE WORKS,  
STORMWATER WORKS AND ACCESS  
AND PARKING WORKS**

**Locality Plan**

**Meeting Date: 10 June 2014**

**Attachment No: 1**



**D/384-2013 DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR A VEHICLE  
DEPOT AND OPERATIONAL WORKS  
FOR DRAINAGE WORKS,  
STORMWATER WORKS AND ACCESS  
AND PARKING WORKS**

**Site Plan**

**Meeting Date: 10 June 2014**

**Attachment No: 2**

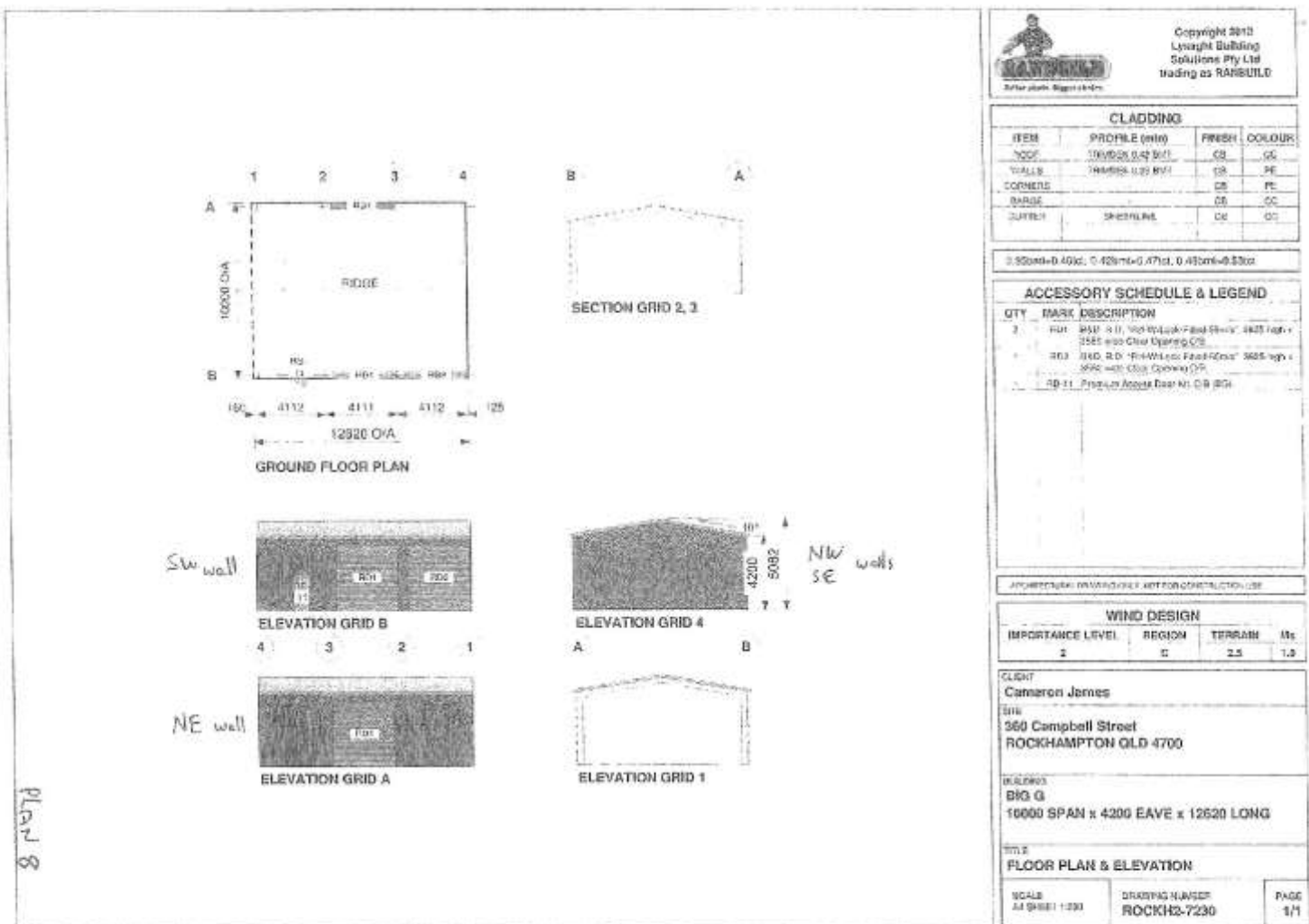


**D/384-2013 DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR A VEHICLE  
DEPOT AND OPERATIONAL WORKS  
FOR DRAINAGE WORKS,  
STORMWATER WORKS AND ACCESS  
AND PARKING WORKS**

**Floor Plan and Elevation Shed 1**

**Meeting Date: 10 June 2014**

**Attachment No: 3**

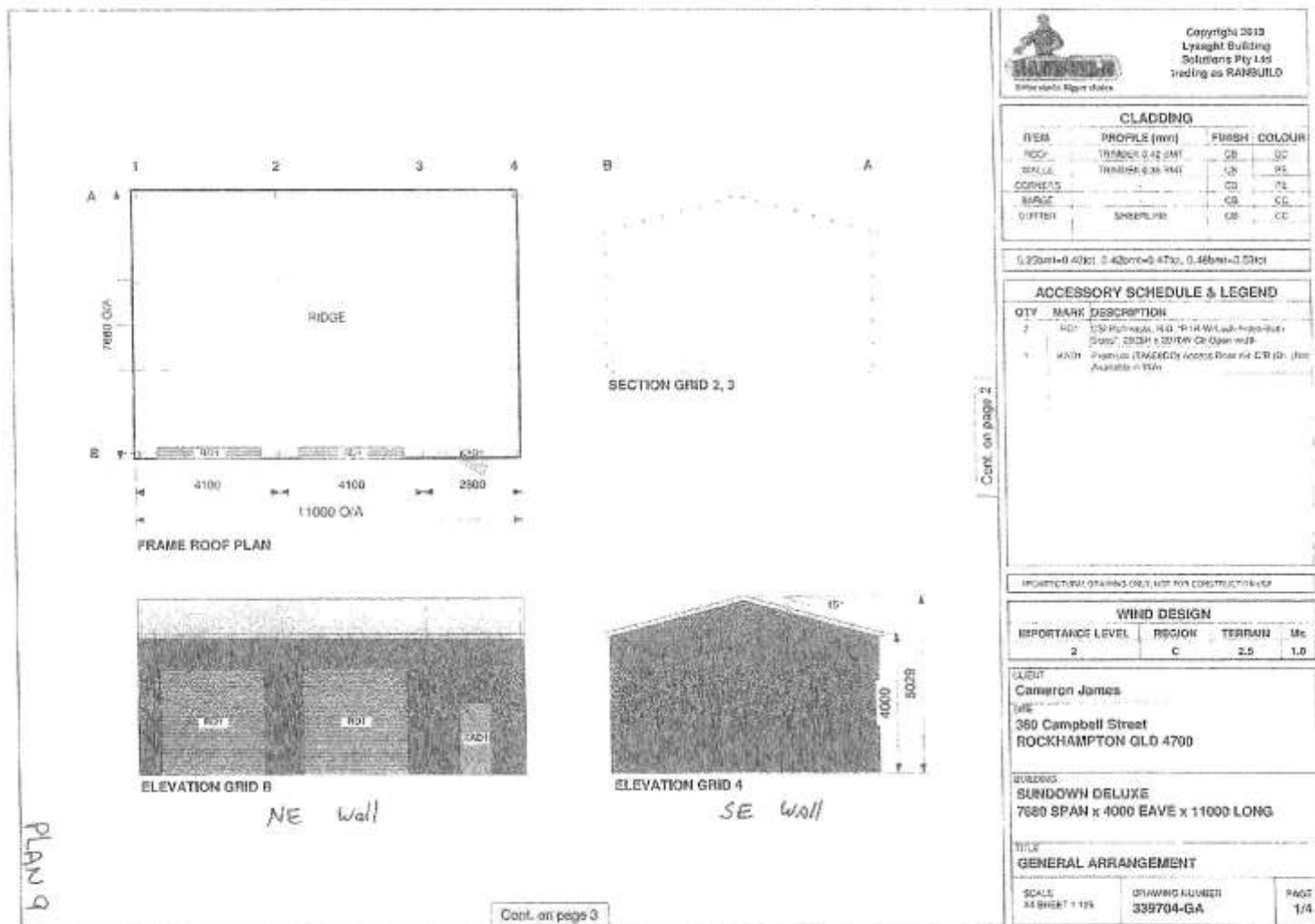


**D/384-2013 DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR A VEHICLE  
DEPOT AND OPERATIONAL WORKS  
FOR DRAINAGE WORKS,  
STORMWATER WORKS AND ACCESS  
AND PARKING WORKS**

**Floor Plan and Elevation Shed 2**

**Meeting Date: 10 June 2014**

**Attachment No: 4**



## **9 STRATEGIC REPORTS**

Nil

## **10 NOTICES OF MOTION**

Nil

## **11 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.*

## **12 CLOSURE OF MEETING**