



# **PLANNING & DEVELOPMENT COMMITTEE MEETING**

## **AGENDA**

**13 OCTOBER 2015**

*Your attendance is required at a meeting of the Planning & Development Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 13 October 2015 commencing at 1.30pm for transaction of the enclosed business.*

A handwritten signature in black ink, appearing to be "C. R.", is positioned above the printed name of the Chief Executive Officer.

**CHIEF EXECUTIVE OFFICER**  
8 October 2015

Next Meeting Date: 27.10.15

**Please note:**

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

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**1 OPENING**

**2 PRESENT**

Members Present:

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

In Attendance:

Mr E Pardon – Chief Executive Officer

**3 APOLOGIES AND LEAVE OF ABSENCE**

Councillor Rose Swadling is a Leave of Absence from 29 September 2015 to 14 October 2015.

Councillor Greg Belz has requested a Leave of Absence from 11 October 2015 to 14 October 2015.

**4 CONFIRMATION OF MINUTES**

Minutes of the Planning & Development Committee held 22 September 2015

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

## **6 BUSINESS OUTSTANDING**

### **6.1 BUSINESS OUTSTANDING TABLE FOR PLANNING AND DEVELOPMENT COMMITTEE**

**File No:** 10097

**Attachments:** 1. Business Outstanding Table for Planning and Development Committee

**Authorising Officer:** Evan Pardon - Chief Executive Officer

**Author:** Evan Pardon - Chief Executive Officer

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#### **SUMMARY**

*The Business Outstanding table is used as a tool to monitor outstanding items resolved at previous Council or Committee Meetings. The current Business Outstanding table for the Planning and Development Committee is presented for Councillors' information.*

#### **OFFICER'S RECOMMENDATION**

THAT the Business Outstanding Table for the Planning and Development Committee be received.

# **BUSINESS OUTSTANDING TABLE FOR PLANNING AND DEVELOPMENT COMMITTEE**

## **Business Outstanding Table for Planning and Development Committee**

**Meeting Date: 13 October 2015**

**Attachment No: 1**

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
28 April 2015	Montgomerie Street	THAT the previous report regarding Montgomerie Street be presented to the next Planning and Development Committee meeting for Councillors information.	Robert Holmes	12/05/2015	Matter is being further investigated and the modelling has now been obtained from the developer's consultants to assist in the review.
25 August 2015	Development Impacts on Council's Hunter Street Property	THAT Council seek an extension of time of the decision making period to allow the completion of modelling work for a fully developed airport precinct.	Martin Crow	08/09/2015	Applicant was contacted but was not agreeable to an extension of time for council to complete its modelling work. Applicant advised that they would be resubmitting a modified flood report utilising the reduced footprint of their first stage development rather than the whole property. Applicant was going to allow a 30 day EOT for them to resubmit the application and have a decision made.



## **7 PUBLIC FORUMS/DEPUTATIONS**

Nil

## 8 OFFICERS' REPORTS

### 8.1 D/79-2015 - DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR A VEHICLE DEPOT

**File No:** D/79-2015

**Attachments:**

1. Locality Plan
2. Proposal Plan

**Authorising Officer:** Tarnya Fitzgibbon - Manager Development and Building  
Robert Holmes - General Manager Regional Services

**Author:** Corina Hibberd - Planning Officer

#### SUMMARY

*Development Application Number:* D/79-2015

*Applicant:* Glen Lawrence Reynolds

*Real Property Address:* Lot 14 on R26286, Parish of Murchison

*Common Property Address:* 44 Robison Street, Park Avenue

*Area of Site:* 1,993 square metres

*Planning Scheme:* Rockhampton City Plan 2005

*Rockhampton City Plan Area:* Park Avenue Industrial Area - Precinct 1, Industrial Precinct (Park Avenue Low Impact Industry)

*Planning Scheme Overlays:* Nil

*Existing Development:* House and associated out buildings

*Existing Approvals:* Building Permit for a New Dwelling (approved 12 November 1963); Building Permit for a New Garage (approved 21 July 1965)

*Approval Sought:* Development Permit for a Material Change of Use for a Vehicle Depot

*Level of Assessment:* Code Assessable

*Submissions:* Not Applicable

*Referral Agency(s):* Nil

*Adopted Infrastructure Charges Area:* Charge Area One

*Application Progress:*

<i>Application Lodged:</i>	5 June 2015
<i>Application Properly Made:</i>	1 July 2015
<i>Request for Further Information sent:</i>	2 July 2015
<i>Request for Further Information responded to:</i>	14 July 2015
<i>Public Notification period commenced:</i>	17 August 2015
<i>Public Notification completed:</i>	8 September 2015
<i>Extension of Decision Making period:</i>	15 September 2015 (extended to 13 October 2015)
<i>Statutory due determination date:</i>	8 October 2015

**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, made by Gracemere Surveying and Planning Consultants Pty Ltd on behalf of Glen Lawrence Reynolds, on Lot 14 on R26286, Parish of Murchison, located at 44 Robison Street, Park Avenue, Council resolves to Approve the application subject to the following conditions:

**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 their purposes:
    - 1.6.1 Operational Works:
      - (i) Access Works; and
      - (ii) Water Works.
    - 1.6.2 Plumbing and Drainage Works; and
    - 1.6.3 Building Works.
  - 1.7 All Development Permits for Operational Works and Plumbing and Drainage Works must be obtained prior to the issue of a Development Permit for Building Works.
  - 1.8 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 Number</u>	<u>Dated</u>
Proposal Plan	150720-01a Sheet 1 of 1	5 June 2015
Architectural Drawings	J52900001290	No Date
Vehicle Swept Path	150720-03 Sheet 1 of 1	27 May 2015

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 endorsement 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 The proposed access to the development must be upgraded at Robison Street to comply with the requirements of the *Capricorn Municipal Development Guidelines*.

3.4 All vehicles must ingress and egress the development in a forward gear.

### 4.0 WATER WORKS

4.1 A Development Permit for Operational Works (water works) must be obtained prior to the commencement of any water works on the site.

4.2 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*, the *Plumbing and Drainage Act* and the provisions of a Development Permit for Operational Works (water works).

4.3 The development must be connected to Council's reticulated water network.

4.4 The existing 100 millimetre diameter Water Main at Robison Street must be extended (at least fifty (50) metres in length) and a Fire Hydrant must be installed at the end of the main. This non-trunk infrastructure is conditioned under section 665 of the *Sustainable Planning Act 2009*.

### 5.0 PLUMBING AND DRAINAGE WORKS

5.1 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.

### 6.0 ROOF AND ALLOTMENT DRAINAGE WORKS

6.1 All roof and allotment drainage must be in accordance with the requirements of the *Queensland Urban Drainage Manual* and the *Capricorn Municipal Development Guidelines*.

6.2 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.

### 7.0 SITE WORKS

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

### 8.0 BUILDING WORKS

8.1 All external elements, such as air conditioners and associated equipment, must be adequately screened from public view to Council's satisfaction.

8.2 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"*.

- 8.3 All waste storage areas must be aesthetically screened from any frontage or adjoining property.

9.0 LANDSCAPING WORKS

- 9.1 Where there is sufficient space, landscaping must be established between the shed and the fence along the street frontage.

- 9.2 The southern and western boundary of the shed must be bordered with a one (1) metre wide landscaping buffer. The landscaping must consist of semi-mature plants for an immediate effect. The plants must have a minimum height of 1.5 metres at full maturity.

- 9.3 All landscaping must predominantly contain plant species that are locally native to the Central Queensland region due to their low water dependency.

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

10.0 ELECTRICITY AND TELECOMMUNICATIONS

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

11.0 ASSET MANAGEMENT

- 11.1 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.

- 11.2 Any damage to existing water supply or sewerage infrastructure, 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.

12.0 OPERATING PROCEDURES

- 12.1 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the site. No storage of materials, parking of construction machinery or contractors' vehicles will be permitted in Robison Street.

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

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

- 12.4 No contaminants are permitted to be released to land or water, including soil, silt, oils, detergents, etcetera. Any wash-down areas used for the maintenance or cleaning of equipment (including vehicles) must be appropriately bunded and drained to the sewer network in accordance with a Trade Waste Permit.

- 12.5 All chemicals and/or environmentally hazardous liquids must be contained within a covered, bunded storage area that has a volume of at least that of the largest container in the bund plus twenty-five percent (25%) of the total storage capacity.

- 12.6 The hours of operations for the development must be limited to:

12.6.1 0600 hours to 1600 hours on Monday to Saturday; and

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- 12.6.2 No operations on Sunday or Public Holidays.
- 12.7 The scale of the use is limited to one (1) to two (2) staff members and the following vehicles: a single truck (6.5 tonne light rigid vehicle) and trailer, a 1.7 tonne excavator, a three (3) tonne excavator, a twenty-two (22) tonne excavator and two (2) x fifty-seven (57) HP (horsepower) cougar bobcats.
- 12.8 The use (including the storage and parking of all vehicles and ancillary equipment and other items) must not occur outside of the floor area of the shed and awning.

#### 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. Asbestos Removal

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

NOTE 3. General Environmental Duty

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

NOTE 4. General Safety Of Public During Construction

The *Work Health and Safety Act 2011* and *Manual of Uniform Traffic Control Devices* must be complied with in carrying out any construction works, and to ensure safe traffic control and safe public access in respect of works being constructed on a road. It is the responsibility of the property owner(s) to take all measures necessary to ensure that the proposed dwelling is developed and maintained in such a way as to mitigate odour and noise impacts from the surrounding lawful non-residential uses. These measures must be undertaken at the expense of the property owner(s).

NOTE 5. 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).

NOTE 6. Infrastructure Charges Notice

This application is subject to infrastructure contributions in accordance with Council policies. The contributions are presented on an Infrastructure Charges Notice.

#### **RECOMMENDATION B**

That in relation to the application for a Development Permit for a Material Change of Use for a Vehicle Depot, made by Gracemere Surveying and Planning Consultants Pty Ltd on behalf of Glen Lawrence Reynolds, on Lot 14 on R26286, Parish of Murchison, located at 44 Robison Street, Park Avenue, Council resolves to issue an Infrastructure Charges Notice for

the amount of \$13,260.00

## **BACKGROUND**

### **PROPOSAL IN DETAIL**

The proposal is for a small scale vehicle depot to operate from an existing residential property. The vehicle depot consists of a four (4) bay - 240 square metre shed, with a 120 square metre awning area. The vehicle depot will encompass the following vehicles: a single truck (6.5 tonne light rigid vehicle) and trailer, a 1.7 tonne excavator, a three (3) tonne excavator, a twenty-two (22) tonne excavator and two (2) x fifty-seven (57) HP (horsepower) cougar bobcats. A small amount of fuel and oil will be stored within the shed for servicing purposes. There will be one (1) staff member and limited hours of operation. The existing house and associated shed and impervious areas will remain unchanged on the site.

### **SITE AND LOCALITY**

The subject site is 1,993 square metres in area and is located within an existing industrial precinct of North Rockhampton. The site is relatively flat and contains no significant vegetation. The site is improved by an existing house and associated outbuildings and is bound by industrial 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 – 21 July 2015**

Support, subject to conditions.

#### **Public and Environmental Health Comments – *undated***

Support, subject to conditions.

### **TOWN PLANNING COMMENTS**

#### **Central Queensland Regional Plan 2013**

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

#### **State Planning Policy 2014**

This policy came into effect in July 2014 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.

#### **Liveable communities**

Not Applicable. The development complies with the requirements in the State Planning Policy.

#### **Mining and extractive resources**

Not Applicable. The development is not near or affected by mining or extractive resources.

Biodiversity

Not Applicable. The development does not relate to a matter of State Environmental Significance.

Coastal environment

Not Applicable. The development does not relate to a coastal management area.

Water quality

Not Applicable. The application does not affect receiving waters or the water supply in South East Queensland.

Natural hazard, risk and resilience

Not Applicable. The site is not affected by bushfire hazard, flood hazard or steep land.

Emissions and hazardous activities

Not Applicable. The development is not affected by a hazardous activity.

State transport infrastructure

Not Applicable. The development is not within 400 metres of a public passenger transport facility.

Strategic airports and aviation facilities

Not Applicable. The single storey development does not affect a strategic airport.

**Rockhampton City Plan 2005****Park Avenue Industrial Area Intent**

The subject site is situated within the Park Avenue Industrial Area - Precinct 1 - Industrial Precinct - Park Avenue Low Impact Industry under the *Rockhampton City Plan 2005*. The intent of the Area identifies that:

*"It is intended that this Low Impact Industry Precinct **support the industrial activities of this Area**, however, with **minimal negative and detrimental impacts** being experienced by the residential community in adjoining Areas. Industrial uses supported in this precinct are those that support industrial activity through servicing (including sales) of industrial goods and products; and industrial uses where impacts are managed, maintained and contained within the premises. For example, **no emissions, such as noise, dust, light or visual degradation, are emitted beyond the property boundaries of the low impact industry premise**. The proximity of this industrial precinct to residential development dictates that impacts must be kept low and carefully controlled. Hours of operation limited to the day time would also be consistent with this intent but depending on impacts may not be a necessary requirement. . It is intended that this Low Impact Industry Precinct support the industrial activities of this Area, however, with minimal negative and detrimental impacts being experienced by the residential community in adjoining Areas. Industrial uses supported in this precinct are those that support industrial activity through servicing (including sales) of industrial goods and products; and industrial uses where impacts are managed, maintained and contained within the premises. For example, no emissions, such as noise, dust, light or visual degradation, are emitted beyond the property boundaries of the low impact industry premise. The proximity of this industrial precinct to residential development dictates that impacts must be kept low and carefully controlled. Hours of operation limited."*

This application is consistent with the intent of the Area.

**Rockhampton City Plan Codes**

The following codes are applicable to this application:

- Industrial Use Code;



- Crime Prevention Through Environmental Design Code;
- External Works and Servicing Code;
- Landscape Code; and
- Parking and Access Code.

An assessment of the Performance Criteria which the application is in conflict with, is outlined below:

Industrial Use Code		
Performance Criteria		Officer's Response
P3	Infrastructure including a reticulated water supply, sewerage, stormwater drainage, electricity, telephone and a constructed road frontage (which includes kerb and channel, footpath, etc) is installed and available to the industrial use of the land.	Does Not Comply.  The development will be conditioned to install a new fire hydrant, as there is no lawful connection to an existing water fire hydrant.
P5	Boundary setbacks;  (a) create an opportunity for the attractive presentation of entrances into the site; and  (b) maintain a consistent streetscape; and  (c) provide opportunities for landscaping along the frontage of the site to any road; and  (d) ensure that buildings typically of a larger size and scale than buildings for non industrial uses, do not visually dominate or overshadow public space.	Does Not comply.  The shed is not setback from the road by 4.5 metres. This is justified, as the size of the shed and scale of the site from the street is consistent with that in the Park Avenue Industrial Area. In addition, landscaping will be conditioned to soften the frontage.

Based on a performance assessment of the above mentioned codes, it is determined that the proposal is acceptable and generally complies with the relevant Performance Criteria and where there is deviation from the codes, sufficient justification has been provided.

### INFRASTRUCTURE CHARGES

Adopted Infrastructure Charges Resolution (No. 4) 2014 for non-residential development applies to the application and it falls within Charge Area 1. 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							
	All other uses as per AICN	Areas 1	42.50	per m <sup>2</sup> of GFA			\$10,200.00
					8.50	per m <sup>2</sup> of	\$3,060.00

	4/14 Table 2.2.1					impervious area	
	Total						\$13,260.00
	Less credit						Nil Credit
	<b>TOTAL CHARGE</b>						<b>\$13,260.00</b>

This is based on the following calculations:

- (a) A charge of \$10,200.00 for Gross Floor Area being 240 square metres (enclosed shed area);
- (b) A charge of \$3,060.00 for Impervious Area being 360 square metres (roof area, hardstand areas, access, and parking areas); and
- (c) No Infrastructure Credit is applicable, as the residential use will remain on site.

Therefore, a total charge of \$13,260.00 is payable and will be reflected in an Infrastructure Charges Notice for the development.

### CONSULTATION

The proposal was subject to public notification from 17 August 2015 to 8 September 2015. No submissions were received.

### REFERRALS

Nil.

### CONCLUSION

The proposed development is considered to be in keeping with the intent of the Park Avenue Industrial Area - Precinct 1, Industrial Precinct (Park Avenue Low Impact Industry). Furthermore, the proposal generally complies with the provisions included in the applicable codes. The proposal is, therefore, recommended for approval in accordance with the approved plans and subject to the conditions outlined in the recommendation.

**D/79-2015 - DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR  
A VEHICLE DEPOT**

**Locality Plan**

**Meeting Date: 13 October 2015**

**Attachment No: 1**



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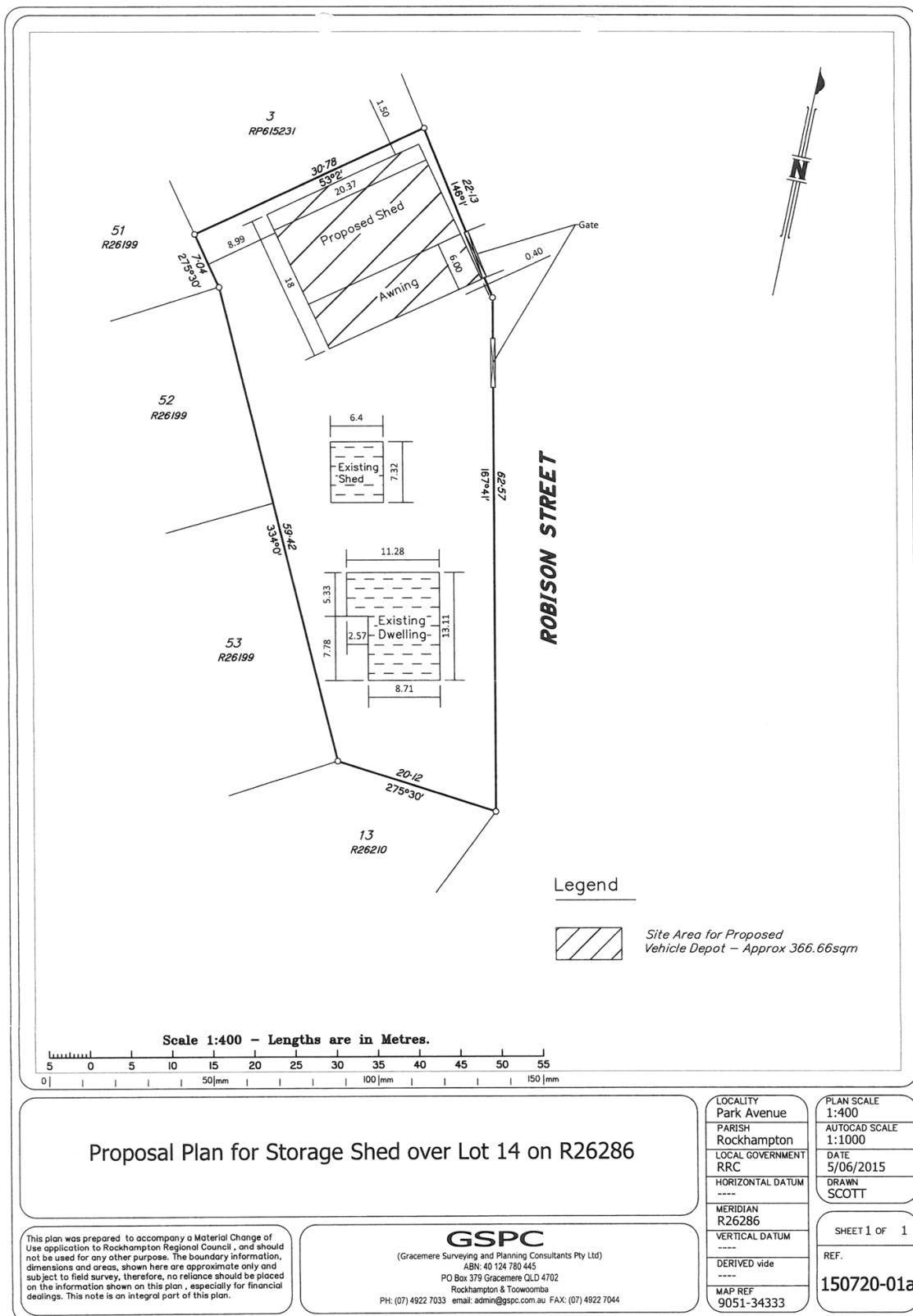


**D/79-2015 - DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR  
A VEHICLE DEPOT**

**Proposal Plan**

**Meeting Date: 13 October 2015**

**Attachment No: 2**



## 8.2 D/39-2015 - DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR A VEHICLE DEPOT

**File No:** D/39-2015

**Attachments:**

1. Locality Plan
2. Site Plan
3. Admin Building Floor Plan
4. Workshop Floor Plan
5. Elevations

**Authorising Officer:** Tarnya Fitzgibbon - Manager Development and Building  
Robert Holmes - General Manager Regional Services

**Author:** Corina Hibberd - Planning Officer

### SUMMARY

*Development Application Number:* D/39-2015

*Applicant:* Young's Bus Service

*Real Property Address:* Lot 2 on RP600286, Lot 3 on RP600286, Lot 4 on RP600286, Lot 13 on RP600293, Lot 1 on RP600287, Lot 2 on RP600287, Lot 3 on RP600287 and Lot 4 on RP600287, Parish of Rockhampton

*Common Property Address:* 274 George Street, 276-278 George Street and 280-282 George Street, Rockhampton City

*Area of Site:* 4,174 square metres

*Planning Scheme:* Rockhampton City Plan 2005

*Rockhampton City Plan Area:* Transport Industrial Area  
Depot Hill Residential Area – Precinct 2 - Western Residential Precinct

*Planning Scheme Overlays:* Railway Noise Affected Area

*Existing Development:* Vacant (previously bus depot)

*Existing Approvals:* Various historic approvals associated with demolished bus depot

*Approval Sought:* Development Permit for a Material Change of Use for a Vehicle Depot

*Level of Assessment:* Impact Assessable

*Submissions:* One (1)

*Referral Agency(s):* Department of State Development, Infrastructure and Planning

*Adopted Infrastructure Charges Area:* Charge Area 1

*Application Progress:*

<i>Application Lodged:</i>	25 March 2015
<i>Acknowledgment Notice issued:</i>	2 April 2015
<i>Request for Further Information sent:</i>	17 April 2015
<i>Government Agency Response:</i>	16 July 2015
<i>Request for Further Information responded to:</i>	23 July 2015



<i>Submission period commenced:</i>	<i>7 August 2015</i>
<i>Submission period end:</i>	<i>31 August 2015</i>
<i>Notice of Compliance received:</i>	<i>7 September 2015</i>
<i>Council request for additional time:</i>	<i>24 September 2015 (extended to 3 November 2015)</i>
<i>Statutory due determination date:</i>	<i>3 November 2015</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, made by Gannon and Gannon Pty Ltd on behalf of Young's Bus Service on Lot 2 on RP600286, Lot 3 on RP600286, Lot 4 on RP600286, Lot 13 on RP600293, Lot 1 on RP600287, Lot 2 on RP600287, Lot 3 on RP600287 and Lot 4 on RP600287, Parish of Rockhampton, located at 274 George Street, 276-278 George Street and 280-282 George 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:

- a) The proposed development offers a more attractive development on an important street in the region, and is a vast improvement to the existing disorganised site layout. There are similar scale vehicle depots in the area that have existing use rights and that do not compromise the key rural character of the area;
- b) The use has operated at this site for over sixty (60) years;
- c) The proposal eliminates the secondary access from Murray Street and the open air storage of buses;
- d) The new development is likely to result in a better local environment for residents regarding noise and light;
- e) It is a key part of Rockhampton's public transport network and is required to be based as close as possible to the Rockhampton CBD. It is located within the appropriate zone, being the Transport Industrial Area;
- f) The proposed use does not compromise the achievements of the Desired Environmental Outcomes in the *Rockhampton City Plan 2005*;
- g) Assessment of the development against the relevant zone outcomes, planning scheme codes and local planning policies demonstrates that the proposed development will not cause significant adverse impacts on the surrounding natural environment, built environment and infrastructure, community facilities, or local character and amenity; and
- h) The proposed development does not compromise the relevant State Planning Policy.

**RECOMMENDATION B**

That in relation to the application for a Development Permit for a Material Change of Use for a Vehicle Depot, made by Gannon and Gannon Pty Ltd on behalf of Young's Bus Service on Lot 2 on RP600286, Lot 3 on RP600286, Lot 4 on RP600286, Lot 13 on RP600293, Lot 1 on RP600287, Lot 2 on RP600287, Lot 3 on RP600287 and Lot 4 on RP600287, Parish of Rockhampton, located at 274 George Street, 276-278 George Street and 280-282 George Street, Rockhampton City, Council resolves to Approve the application subject to the following conditions:

**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 their purposes:
- 1.6.1 Operational Works:
- (i) Road Works;
  - (ii) Access and Parking Works;
  - (iii) Stormwater Works;
  - (iv) Site Works; and
  - (v) Landscaping Works.
- 1.6.2 Plumbing and Drainage Works;
- 1.6.3 Building Works and;
- 1.6.4 Building Works (Demolition).
- 1.7 All Development Permits for Operational Works and Plumbing and Drainage Works must be obtained prior to the issue of a Development Permit for Building Works.
- 1.8 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.
- 1.10 Lots 2, 3 and 4 on RP600286, Lots 1, 2, 3 and 4 on RP600287 and Lot 13 on RP600293 must be amalgamated and registered as one lot prior to the commencement of the use.

## 2.0 APPROVED PLANS AND DOCUMENTS

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

<u>Plan/Document Name</u>	<u>Plan/Document Number</u>	<u>Dated</u>
Proposed Site Plan	Project No. 11056, Sheet No. SD03 – Revision 14	25 February 2015
Admin Building Floor Plan	Project No. 11056, Sheet No. SD04 – Revision 3,	25 February 2015
Workshop Floor Plan	Project No. 11056, Sheet No. SD05 – Revision 3	25 February 2015

Elevations	Project No. 11056, Sheet No. SD06 – Revision 2	25 February 2015
Proposed Landscaping Plan	Project No. 11056, Sheet No. SD09 Revision 1	25 February 2015
Roadworks Plan	R14279/SK3	Undated
Existing Catchment Plan	R14279/SK11	Undated
Proposed Catchment Plan	R14279/SK12	Undated

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 endorsement by Council prior to the submission of a Development Application for Operational Works.

### 3.0 ROAD WORKS

3.1 A Development Permit for Operational Works (road works) must be obtained prior to the commencement of any road works 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*, relevant *Australian Standards* and the provisions of a Development Permit for Operational Works (road works).

3.3 A concrete pathway, with a minimum width of 2.0 metres, must be constructed for the full frontage of the site on George Street.

3.4 All pathways must incorporate kerb ramps at all road crossing points.

3.5 Traffic signs and pavement markings must be provided in accordance with the *Manual of Uniform Traffic Control Devices – Queensland*. Where necessary, existing traffic signs and pavement markings must be modified in accordance with the *Manual of Uniform Traffic Control Devices – Queensland*.

### 4.0 ACCESS AND PARKING WORKS

4.1 A Development Permit for Operational Works (access and parking works) must be obtained prior to the commencement of any access and parking works on the site.

4.2 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 and parking works).

4.3 All parking spaces, access driveway(s), and vehicular manoeuvring areas associated with this proposed development must be concrete paved or asphalted.

4.4 On-street car parking spaces must be designed as per the 'End Clearances' requirements of Australian Standard AS 2890.5-1993 *"Parking Facilities- On-street Parking"*. Non-compliant parking spaces must be removed.

4.5 The proposed southern access to the development must be limited to 'Entry' only and the northern access must be limited to 'Exit' only.

4.6 All vehicles must ingress and egress the development in a forward gear.

4.7 Direct vehicle access to the development from Murray Street is prohibited. A property note to this effect will be entered against the property.

4.8 Adequate sight distances must be provided for all ingress and egress movements at

the access driveways in accordance with *Australian Standard 2890.2 "Parking Facilities - Off Street Commercial Facilities"*.

- 4.9 Wheel stops must be installed at the proposed on-street parking for the safety of pedestrians using the footpath.
- 4.10 Line markings must be installed between the proposed access and on-street car parking spaces with appropriate clearances for buses to enter and exit the site.
- 4.11 Universal access parking spaces must be provided in accordance with *Australian Standard AS2890.6 "Parking Facilities - Off-Street parking for people with disabilities"*.
- 4.12 All vehicle operations associated with the development must be directed by suitable directional, informative, regulatory or warning signs in accordance with *Australian Standard AS1742.1 "Manual of Uniform Traffic Control Devices"* and *Australian Standard AS2890.1 "Parking Facilities – Off-street Car Parking"*.
- 4.13 Road signage and pavement markings must be installed in accordance with the *Australian Standard AS1742.1 "Manual of uniform traffic control devices"*.
- 4.14 All vehicle operation areas must be illuminated in accordance with the requirements of *Australian Standard AS1158 "Lighting for Roads and Public Spaces"*.

#### 5.0 SEWERAGE 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 sewerage network.
- 5.3 The existing sewerage connection point(s) must be retained and upgraded, if necessary, to service the development.
- 5.4 All works must be undertaken in accordance with a Council Building Over/Adjacent to Local Government Sewerage Infrastructure Policy or *Queensland Development Code, Mandatory Part 1.4 "Building over or near relevant infrastructure"*.
- 5.5 Sewer connections located within trafficable areas must be raised or lowered to suit the finished surface levels and must be provided with trafficable lids.

#### 6.0 WATER 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*, and the *Plumbing and Drainage Act*.
- 6.2 The development must be connected to Council's reticulated water network.
- 6.3 The existing water connection point(s) must be retained and upgraded, if necessary, to service the development.
- 6.4 Water meter boxes or fire hydrants located within trafficable areas must be raised or lowered to suit the finished surface level and must be provided with heavy duty trafficable lids.

#### 7.0 PLUMBING AND DRAINAGE WORKS

- 7.1 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.
- 7.2 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.
- 7.3 Hoses must be provided at the refuse container area, and washdown must be

drained to the sewer in accordance with a Plumbing and Drainage Permit and Sewerage Trade Waste Permit.

#### 8.0 STORMWATER WORKS

- 8.1 A Development Permit for Operational Works (stormwater works) must be obtained prior to the commencement of any stormwater works on the site.
- 8.2 All stormwater drainage works must be designed and constructed in accordance with the approved plans (refer to condition 2.1), *Queensland Urban Drainage Manual*, *Capricorn Municipal Development Guidelines*, sound engineering practice and the provisions of a Development Permit for Operational Works (stormwater works).
- 8.3 All stormwater must drain to a demonstrated lawful point of discharge and must not adversely affect adjoining land or infrastructure in comparison to the pre-development condition by way of blocking, altering or diverting existing stormwater runoff patterns or have the potential to cause damage to other infrastructure.
- 8.4 The Operational Works (stormwater works) application must include an assessment of how the development meets the stormwater design objectives as per the State Planning Policy Code of 'Water Quality' of the *State Planning Policy 2014*.
- 8.5 The proposed development must achieve no increase in 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.

#### 9.0 ROOF AND ALLOTMENT DRAINAGE WORKS

- 9.1 All roof and allotment drainage must be in accordance with the requirements of the *Queensland Urban Drainage Manual* and the *Capricorn Municipal Development Guidelines*.
- 9.2 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.

#### 10.0 SITE WORKS

- 10.1 A Development Permit for Operational Works (site works) must be obtained prior to the commencement of any site works.
- 10.2 Any application for a Development Permit for Operational Works (site works) must be accompanied by an earthworks' plan which clearly identifies the following:
  - 10.2.1 the location of cut and/or fill;
  - 10.2.2 the type of fill to be used and the manner in which it is to be compacted;
  - 10.2.3 the quantum of fill to be deposited or removed and finished cut and/or fill levels;
  - 10.2.4 details of any proposed access routes to the site which are intended to be used to transport fill to or from the site; and
  - 10.2.5 the maintenance of access roads to and from the site so that they are free of all cut and/or fill material and cleaned as necessary.
- 10.3 All earthworks must be undertaken in accordance with *Australian Standards, AS3798 "Guidelines on Earthworks for Commercial and Residential Developments"*.
- 10.4 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.

#### 11.0 BUILDING WORKS

- 11.1 All building works must be undertaken in accordance with a Council's Building Over/Adjacent to Local Government Sewerage Infrastructure Policy or Queensland

Development Code, Mandatory Part 1.4 “*Building over or near relevant infrastructure*”.

- 11.2 The current openings at the front and rear boundaries of the development must remain unenclosed for ventilation purposes regarding the sewer access chambers. The development must not be fully enclosed at any time.
- 11.3 Impervious paved and drained washdown areas to accommodate all refuse containers must be provided. The areas must be aesthetically screened from any road frontage or adjoining property.
- 11.4 All structures must maintain a clearance of two (2) metres to any sewerage infrastructure.
- 11.5 All existing structures on the subject land must be demolished.
- 11.6 All external elements, such as air conditioners, pool and spa pumps and associated equipment, must be adequately screened from public view to Council’s satisfaction.
- 11.7 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”*.
- 11.8 The site must be fenced along all adjoining boundaries with a 1.8 metre high solid fence to ensure privacy and security to adjoining residential properties.
- 11.9 Impervious paved and drained washdown areas to accommodate all refuse containers must be provided. The areas must be aesthetically screened from any road frontage or adjoining property.

## 12.0 LANDSCAPING WORKS

- 12.1 A Development Permit for Operational Works (landscaping works) must be obtained prior to the commencement of any landscaping works on the site.
- 12.2 Any application for a Development Permit for Operational Works (landscaping works) must be generally in accordance with the approved plans (refer to condition 2.1) and must include, but is not limited to, the following:

12.2.1 A plan documenting the “Extent of Works” and supporting documentation which includes:

- (i) location and name of existing trees, including those to be retained (the location of the trees shall be overlayed or be easily compared with the proposed development design);
- (ii) the extent of soft and hard landscape proposed;
- (iii) important spot levels and/or contours. The levels of the trees to be retained shall be provided in relation to the finished levels of the proposed buildings and works;
- (iv) underground and overhead services;
- (v) typical details of critical design elements (stabilisation of batters, retaining walls, podium/balcony planters, trees in car park areas, fences);
- (vi) details of landscape structures including areas of deep planting; and
- (vii) specification notes on mulching and soil preparation.

12.2.2 A “Planting Plan” and supporting documentation which includes:

- (i) trees, shrubs and groundcovers to all areas to be landscaped;
- (ii) position and canopy spread of all trees and shrubs;

- (iii) the extent and type of works (inclusive but not limited to paving, fences and garden bed edging). All plants shall be located within an edged garden; and
  - (iv) a plant schedule with the botanic and common names, total plant numbers and pot sizes at the time of planting.
- 12.3 Large trees must not be planted within one (1) metre of the centreline of any sewerage infrastructure. Small shrubs and groundcover are acceptable.
- 12.4 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.
- 12.5 All landscaping must be constructed and or established, in accordance with the requirements of the Development Permit for Operational Works (landscaping works), prior to the commencement of the use.
- 12.6 The landscaped areas must be subject to an ongoing maintenance and replanting programme (if necessary).
- 13.0 ELECTRICITY AND TELECOMMUNICATIONS
- 13.1 Electricity and telecommunication connections must be provided to the proposed development to the standards of the relevant authorities.
- 14.0 ASSET MANAGEMENT
- 14.1 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.
- 14.2 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.
- 15.0 ENVIRONMENTAL
- 15.1 An Erosion Control and Stormwater Control Management Plan must be implemented and maintained on-site for the duration of the works, and until all exposed soil areas are permanently stabilised (for example, turfed, hydromulched, concreted, landscaped). The prepared Erosion Control and Stormwater Control Management Plan must be available on-site for inspection by Council Officers during those works.
- 16.0 OPERATING PROCEDURES
- 16.1 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 George Street, George Lane or Murray Street.
- 16.2 The hours of operations are limited to 0500 to 2100 of any given day.
- 16.3 The loading and/or unloading of delivery and waste collection vehicles is limited between the hours of 0700 and 1900 Monday to Saturday and between the hours of 0800 and 1500 on Sundays. No heavy vehicles must enter the site outside these times to wait for unloading/loading.
- 16.4 Cleaning of plant equipment and vehicles must be carried out in an area where waste water can be suitably managed so as not to cause contaminants to release into

waterways or overland flow paths.

- 16.5 Noise emitted from the activity must not cause an environmental nuisance.
- 16.6 No contaminants are permitted to be released to land or water, including soil, silt, oils, detergents, etcetera. Any wash-down areas used for the maintenance or cleaning of equipment (including vehicles) must be appropriately bunded and drained to the sewer network in accordance with a trade waste permit.
- 16.7 All chemicals and/or environmentally hazardous liquids must be contained within a covered, bunded storage area that has a volume of at least that of the largest container in the bund plus twenty-five per cent (25%) of the total storage capacity.
- 16.8 An appropriate spill kit must be kept on-site for neutralising or decontaminating spills. The spill kit must be clearly identifiable, maintained regularly and stored in a central location that is easily accessible to employees. Staff must be adequately trained in the use of these materials. The spill kit may consist of:
- 16.8.1 a bin with a tight-fitting lid, partially filled with non-combustible absorbent material such as vermiculite;
  - 16.8.2 a broom, shovel, face shield, chemically-resistant boots and gloves; and
  - 16.8.3 waste bags and ties.
- 16.9 Any spillage of environmentally hazardous liquids or other materials must be cleaned up as quickly as practicable. Any spillage of waste and/or contaminants must not be hosed or swept to any stormwater drainage system, roadside gutter or waters.
- 16.10 All waste storage areas must be kept in a clean, tidy condition in accordance with *Environmental Protection (Waste Management) Regulations*.
- 16.11 Regulated waste and any other waste must not be released to the environment, stored, transferred or disposed of in such a manner that it will or may cause environmental harm or nuisance. This includes any waste being burnt or incinerated at the premises.
- 16.12 Adequate procedures and measures (including an inventory control system) must be in place to monitor the storage volumes within chemical tanks to prevent overflow and to detect leaks and for the inspection and maintenance of environmental control measures, for example, bunding, wastewater containment devices, interceptors and acoustic enclosures.
- 16.13 All fuel dispensing areas must be drained to a holding tank or the sewer through a trade waste approved oil interceptor/separation system.
- 16.14 The workshop must have an impervious floor that is adequately bunded and drains to a holding tank or the sewer through an approved oil interceptor/separation system.

#### 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. Asbestos Removal

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

NOTE 3. General Environmental Duty

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

NOTE 4. Licensable Activities

Should an activity licensable by Rockhampton Regional Council be proposed for the premises, Council's Environment and Public Health Unit should be consulted to determine whether any approvals are required. Such activities may include storage of flammable and combustible liquid and environmentally relevant activities such as motor vehicle workshop operations. Approval for such activities is required before 'fitout' and operation.

NOTE 5. General Safety Of Public During Construction

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

NOTE 6. Property Notes

All bus access to and from the development must be via George Street only. Direct vehicular access to the site from Murray Street is prohibited.

**RECOMMENDATION C**

That in relation to the application for a Development Permit for a Material Change of Use for a Vehicle Depot, made by Gannon and Gannon Pty Ltd on behalf of Young's Bus Service on Lot 2 on RP600286, Lot 3 on RP600286, Lot 4 on RP600286, Lot 13 on RP600293, Lot 1 on RP600287, Lot 2 on RP600287, Lot 3 on RP600287 and Lot 4 on RP600287, Parish of Rockhampton, located at 274 George Street, 276-278 George Street and 280-282 George Street, Rockhampton City, Council resolves not to issue an Infrastructure Charges Notice.

**BACKGROUND****PROPOSAL IN DETAIL**

The proposal is for the redevelopment of the Young's Bus Service vehicle depot. It consists of sheds, offices, storage and bus service areas. The vehicle depot will encompass twenty-eight (28) buses, fuel storage (which will be located at the rear of the central building), (4) bays for bus maintenance, and wash-down and refuelling areas. Bus garaging is 'mirror reverse in', and will run the length of the lot from the frontage to the rear on the northern and southern boundaries of the site. The middle building is a two (2) storey office at the George Street frontage and includes vehicle maintenance and fuel functions to the rear of this building. The ground level area of the office has a floor area of 210.94 square metres and level one (1) is 207.80 square metres in area. The eastern half of Lot 13 on RP600293 will include a storage shed and a bin storage area, and will be accessed from the main site and George Lane. Access to the site will be via George Street. The location of the maintenance area will be toward the southern boundary to help reduce the noise impacts to the residential neighbours.

The main task of housing the buses, including the most, modern longer and lower coaches, has been possible by running a one-way, 'u-shaped' driveway. There are sixteen (16) full-time staff and approximately nine (9) part-time staff. It is anticipated that the vehicle depot will operate from 5am to 9pm seven days a week including public holidays, which is consistent with the current operations and other regulating Acts.



**SITE AND LOCALITY**

The site is currently improved by the existing Young's Bus Service depot, and has been located on this site for more than sixty (60) years. The site has a total area of 4,174 square metres, and is located within the Transport Industrial Area. The current roofed area is 1,640 square metres (including the House) and the proposal roof area is 2,126 square metres. The site is relatively flat with a fall of approximately one (1) metre, and does not include any existing significant landscaping. The site is accessed from George Street with a secondary access to George Lane. The site is bound by the Queensland Rail yards to the south and east, and residential uses to the north and west. The area is generally characterised by a mix of industrial and 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.

**Development Engineering Comments – 7 August 2015**

Support, subject to conditions.

**Public and Environmental Health Comments – 15 April 2015**

Support, subject to conditions.

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

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

**State Planning Policy 2014**

This policy came into effect in July 2014 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.

**Liveable communities**

Not Applicable. The development complies with the requirements in the State Planning Policy.

**Mining and extractive resources**

Not Applicable. The development is not near or affected by mining or extractive resources.

**Biodiversity**

Not Applicable. The development does not relate to a matter of State Environmental Significance.

**Coastal environment**

Not Applicable. The development does not relate to a coastal management area.

**Water quality**

Not Applicable. The application does not affect receiving waters or the water supply in South East Queensland.

Natural hazard, risk and resilience

Not Applicable. The site is not affected by bushfire hazard, flood hazard or steep land.

Emissions and hazardous activities

Not Applicable. The development is not affected by a hazardous activity.

State transport infrastructure

Complies. The development is within 400 metres of a public passenger transport facility and complies with the requirements in the policy.

Strategic airports and aviation facilities

Not Applicable. The single storey development does not affect a strategic airport.

**Rockhampton City Plan 2005****Transport Industrial Area Intent**

The majority of the subject site is situated within the Transport Industrial Area under the *Rockhampton City Plan 2005*. The intent of the Transport Industrial Area identifies that:

*The intent of this Area is to primarily accommodate the activities of Queensland Rail, including a passenger transport terminal for its customers. **However, vehicle depots, including the existing bus depot, is also consistent with the intent for the Area, as are additional passenger transport terminals, related industrial uses such as low impact industries, bulk stores, and warehouses.** There is currently a tall office building located within this Area, however, office buildings are ideally located in Rockhampton's Central Business District, consequently, the expansion of the existing office facility that would constitute a material change in the intensity or scale of the use will not be consistent with the intent for the Area. Residential uses (apart from caretaker's residences), medium and high impact industries, commercial, and community uses are all inconsistent with the intent of this Industrial Area, although medium impact industries may be suitable in the centre of this Area, removed from its edges.*

***The Depot Hill Residential Area located on either side of this Area is sensitive to the impacts of industrial uses occurring within this Area, particularly in the vicinity of South, Murray, George, and Campbell Streets, located in the north-west corner of this Area. Consequently, activities on the edge of this Area, including existing and new uses, where in proximity to residences, will be required to implement measures to minimise and manage impacts, such as noise, fumes, traffic and the like, to ensure that the adjacent Depot Hill Residential Area is not adversely affected.***

This application is consistent with the intent of the Area.

**Depot Hill Residential Area****Precinct 2 – Western Residential Area**

One of the lots forming the subject site (Lot 13 on RP0600286) is situated within the Depot Hill Residential Area – Precinct 2 – Western Residential Area under the *Rockhampton City Plan 2005*. The intent of the Depot Hill Residential Area – Precinct 2 – Western Residential Area identifies that: -

*The development of a house on an allotment is consistent with the intent of this Precinct only when it complies with the relevant development requirements of this City Plan. Any house that existed prior to the commencement of this City Plan may be replaced with a new house, subject to compliance with the same development requirements of this City Plan. Any existing more intensive residential use on land affected by flooding, if abandoned, would not be permitted to re-commence. Likewise, any new intensive residential use such as multi-unit dwelling developments or small lot housing, would be inconsistent with the intent of this Precinct.*

*Extensions to existing houses and community uses are consistent with the intent of this Precinct, subject to compliance with the relevant development requirements. However, any extensions are not to have a detrimental impact on the residential amenity of the Precinct. Extensions to other uses are not appropriate as they are already at a scale appropriate to the Precinct (eg a corner store) or are uses inconsistent with the character and the intent of the Precinct.*

*The intent of this Precinct is not to increase the number of allotments that are located within the High Hazard Fringe Area or Floodway, which is defined in the Flood Prone Land Code and Planning Scheme Policy 6.14 – Flood Plain Management for a 1 in 100 year flood event. New allotments created in the Low Hazard Fringe Area for a 1 in 100 year flood event, however, are consistent with the intent of this Precinct, subject to compliance with the relevant development requirements set out in this City Plan. Boundary realignments that would result in an allotment being more adversely affected by flooding are not consistent with the intent of this Precinct 2.*

*Murray Street located within this Precinct is the primary access point to the Rockhampton railway station. It is the intent of this Precinct that any development along Murray Street between the station and Stanley Street contributes significantly and positively to the first or last impressions of visitors to Rockhampton by way of building design and landscaping. Development must not interfere with the existing boulevard of trees in the road reserve carriageway.*

This application is consistent with the industrial area intent, but is not consistent with the intent of the residential area. Sufficient grounds are outlined in the section below. The application only includes one (1) lot that is within the residential precinct. The lot adjoins the main depot site which fronts George Street, and has always been owned and used by the bus depot. It is currently used for secondary access, however, the proposal improves this situation by restricting access from Murray Street, and it is proposed that it will be fully fenced to this boundary and contain a storage shed only. Therefore, it can be considered that this site has existing use rights, and the proposal will decrease the use of this site for proposed redevelopment, consequently improving the amenity for adjoining residents. The proposal is supported and allows for an existing service in the region to improve and be renewed within the appropriate zone.

### Rockhampton City Plan Codes

The following codes are applicable to this application:

- Crime Prevention Through Environmental Design Code;
- Environmental Nuisance by Noise and Light Code;
- External Works and Servicing Code;
- Industrial Use Code;
- Landscape Code;
- Market Code;
- Parking and Access Code;
- Railway Noise Code; and
- Water Quality and Quantity Code.

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

Industrial Use Code		
Performance Criteria		Officer's Response
P2	Vehicular access to an industrial premises is made via Sub-Arterial Roads or higher order roads	Justified. The use involves bus movements and access is via George Street which is an 'urban access' road. This road type is

		suited to industrial development and is already able to cope with the bus movements to and from the site.
P5	<p>Boundary setbacks;</p> <p>(a) create an opportunity for the attractive presentation of entrances into the site; and</p> <p>(b) maintain a consistent streetscape; and</p> <p>(c) provide opportunities for landscaping along the frontage of the site to any road; and</p> <p>(d) ensure that buildings typically of a larger size and scale than buildings for non industrial uses, do not visually dominate or overshadow public space.</p>	<p>Justified.</p> <p>The proposal does not meet the setbacks within the acceptable solutions listed in this code. Some of the existing buildings are already built to boundary and therefore, some lenience is appropriate. According to the proposal, sixty-seven per cent (67%) of the site frontage is built to boundary. This will be organised in five (5) portions to disperse the solid façade. Portions 1, 3 and 5 will be roofed; portions 2 and 4 will be open. Landscaping will be conditioned along the frontage to soften and enhance the streetscape amenity. The proposed development offers a more attractive development on an important street in the region, and is a vast improvement to the existing disorganised site layout.</p>
P6	<p>Site design;</p> <p>incorporates on-site parking and manoeuvring for industrial vehicles and employee vehicles;</p> <p>(a) provides a sufficient area for landscaping of the site; and</p> <p>(b) has a site cover that does not result in overdevelopment of the site.</p>	<p>Justified.</p> <p>The site cover is almost one hundred per cent (100%) impervious, which is justified and appropriate due to the nature of the land use which is a key part of Rockhampton's public transport system. Landscaping on site is not appropriate, given the parking and manoeuvring areas that are required, the scale of the use, and that there is not likely to be visitors at this site. Furthermore, the site is already totally impervious. Landscaping will be conditioned within the road reserve on the eastern side of the footpath to soften the façade of the development.</p>
P14	<p>Sites are designed to have no adverse impact on nearby or adjacent sensitive receiving environments.</p>	<p>Justified.</p> <p>The use has existed on site for over sixty (60) years, and it is envisioned that this proposal improves the efficiency of the business but also greatly improves the visual amenity of the site from George Street and Murray Street. The new development is likely to result in a better local environment for residents regarding noise and light. The buses that are currently stored in open air areas will be totally concealed in roofed areas, which will decrease light pollution to adjoining neighbours. Noise conditions will be imposed in accordance with Council's Environment and Public Health Department's comments.</p>

Parking and Access Code		
Performance Criteria		Officer's Response
P6	An adequate number of car parking spaces are provided on the site to service the use having regard to the existing use of the site and buildings on the site proposed to be re-used.	<p>Justified.</p> <p>In accordance with the code, nine (9) car spaces are required on site, based on a floor area of 882 square metres. Due to the required onsite spaces for the u-bend one way access, parking and manoeuvring areas for the buses and coaches as well as the site office, only five (5) car parks can be accommodated on site. This is offset by having sixteen (16) car spaces (including one (1) disabled space) located within the road reserve. George Street has a wide road reserve, with a verge width of approximately ten (10) metres, and is currently completely impervious and used for access. The streetscape will be improved by providing clear marked car spaces and garden beds within the wide council road reserve. A detailed design will be required at operational works stage. Furthermore, this is the end of George Street, and is generally only used by those accessing the QR rail yards and train station.</p>

Based on a performance assessment of the above mentioned codes, it is determined that the proposal is acceptable and generally complies with the relevant Performance Criteria and where there is deviation from the codes, sufficient justification has been provided.

### **SUFFICIENT GROUNDS**

The proposed development cannot be considered consistent with the *Rockhampton City Plan 2005*. Council should note, however, that pursuant to Section 326(1)(b) of the *Sustainable Planning Act 2009*, the assessment manager's decision may conflict with the planning scheme if there are sufficient grounds to justify the decision despite the conflict. Sufficient grounds to support the development are as follows:

- a) The proposed development offers a more attractive development on an important street in the region, and is a vast improvement to the existing disorganised site layout. There are similar scale vehicle depots in the area that have existing use rights and that do not compromise the key rural character of the area;
- b) The use has operated at this site for over sixty (60) years;
- c) The proposal eliminates the secondary access from Murray Street and the open air storage of buses;
- d) The new development is likely to result in a better local environment for residents regarding noise and light;
- e) It is a key part of Rockhampton's public transport network and is required to be based as close as possible to the Rockhampton CBD. It is located within the appropriate zone, being the Transport Industrial Area;
- f) The proposed use does not compromise the achievements of the Desired Environmental Outcomes in the *Rockhampton City Plan 2005*;
- g) Assessment of the development against the relevant zone outcomes, planning scheme codes and local planning policies demonstrates that the proposed

development will not cause significant adverse impacts on the surrounding natural environment, built environment and infrastructure, community facilities, or local character and amenity; and

- h) The proposed development does not compromise the relevant State Planning Policy.

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

### **INFRASTRUCTURE CHARGES**

Adopted Infrastructure Charges Resolution (No. 5) 2015 for non-residential development applies to the application and it falls within Charge Area 1. The Infrastructure Charges are as follows:

Use Schedule	Use (QPP)	Charge Area	Adopted Infrastructure Charge		Adopted Infrastructure Charge for stormwater network		Calculated Charge
			(\$)	Unit	(\$)	Unit	
Industry	All other uses as per AICN 4/14 Table 2.2.1	Areas 1	42.50	per m <sup>2</sup> of GFA			\$24,028.23
					8.50	per m <sup>2</sup> of impervious area	\$34,700.74
	Total						\$58,728.97
	Less credit						\$168,000.00
	<b>TOTAL CHARGE</b>						<b>\$0.00</b>

This is based on the following calculations:

- A charge of \$24,028.23 for Gross Floor Area being 565.37 square metres (418.74 square metres administration office, 74.63 square metres for the records store, and 72 square metres for a storage shed);
- A charge of \$34,700.74 for Impervious Area being 4,082.44 square metres (roof area, hardstand areas, and access and parking areas); and

An Infrastructure Credit of \$168,000.00, applicable for the existing eight (8) allotments.

Therefore, no charge is payable and an Infrastructure Charges Notice will not be required.

There is a remaining credit for \$109,271.03 which will relate to the land.

### **CONSULTATION**

The proposal was the subject of public notification between 7 August 2015 and 31 August 2015, as per the requirements of the *Sustainable Planning Act 2009*, and one (1) properly made submission was received.

The following is a summary of the submissions lodged, with Council officer comments:

Issue	Officer's Response
Murray Street is a residential street and should stay this way.	The proposal includes only a single lot in the residential zone. This lot is currently used for secondary access and storage of buses. The site has existing use rights, however the proposal eliminates the secondary access and open air storage of buses; instead a storage shed will be located at the rear of this site and will be fenced to discontinue access to the depot from Murray Street. The proposal aims to introduce a comparable residential scale shed to reduce the intrusion of the depot in a residential precinct.
The development would be better located in the Gracemere Industrial Area.	The use has operated on site for over sixty (60) years. It is a key part of Rockhampton's public transport network and is required to be based as close as possible to the Rockhampton CBD. It is located within the appropriate zone, being the Transport Industrial Area.
The expansion of the depot will increase traffic in surrounding streets.	The redevelopment of the Young's Bus depot allows for an improved on-site function rather than an expansion of the use. The main access will be conditioned to be via George Street only. The current access via Murray Street will be prohibited. It is not envisioned that increased traffic to any surrounding streets will be generated by this use.
Noise is already heard from the existing sheds, this development moves this noise closer to residents.	The redevelopment of the site will likely decrease noise and light impacts to surrounding residential uses. The proposal has been specifically designed by a qualified architect with these key issues in mind. The use will be conditioned to comply with the relevant regulations in regard to noise and light.
Vermin control are an existing issue from the subject site, the expansion is likely to exacerbate the issue.	Vermin control is not a planning ground that can be considered as part of this assessment. This issue has been forwarded to the relevant departments within Council for consideration, separate from the development application.

## **REFERRALS**

The development application was referred to the Department of State Development, Infrastructure and Planning due to the proximity of the site to railway land.

The Department has provided conditions of approval which will be included in Council's development approval.

**CONCLUSION**

The proposed development is considered to be in keeping with the intent of the Transport Industrial Area. Although the proposal includes one residential lot located within the Depot Hill Residential Area, the lot has existing use rights and sufficient justification has been provided. Furthermore, the proposal generally complies with the provisions included in the applicable codes of the *Rockhampton City Plan 2005*. The proposal is therefore recommended for approval in accordance with the approved plans and subject to the conditions outlined in the recommendation.



**D/39-2015 - DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR  
A VEHICLE DEPOT**

**Locality Plan**

**Meeting Date: 13 October 2015**

**Attachment No: 1**



**D/39-2015 - DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR  
A VEHICLE DEPOT**

**Site Plan**

**Meeting Date: 13 October 2015**

**Attachment No: 2**



rev.	date	details	drawn
1	20/12/14	FOR PRE PLANNING MEETING	EC
2	01/01/15	FOR CLIENT REVIEW	EC
3	01/01/15	FOR CLIENT REVIEW	EC
4	01/01/15	FOR CLIENT REVIEW	EC
5	01/01/15	FOR CLIENT REVIEW	EC
6	01/01/15	FOR CLIENT REVIEW	EC
7	01/01/15	FOR CLIENT REVIEW	EC
8	01/01/15	FOR CLIENT REVIEW	EC
9	01/01/15	FOR CLIENT REVIEW	EC
10	01/01/15	FOR CLIENT REVIEW	EC
11	01/01/15	FOR CLIENT REVIEW	EC
12	01/01/15	FOR CLIENT REVIEW	EC
13	01/01/15	FOR CLIENT REVIEW	EC
14	01/01/15	FOR CLIENT REVIEW	EC

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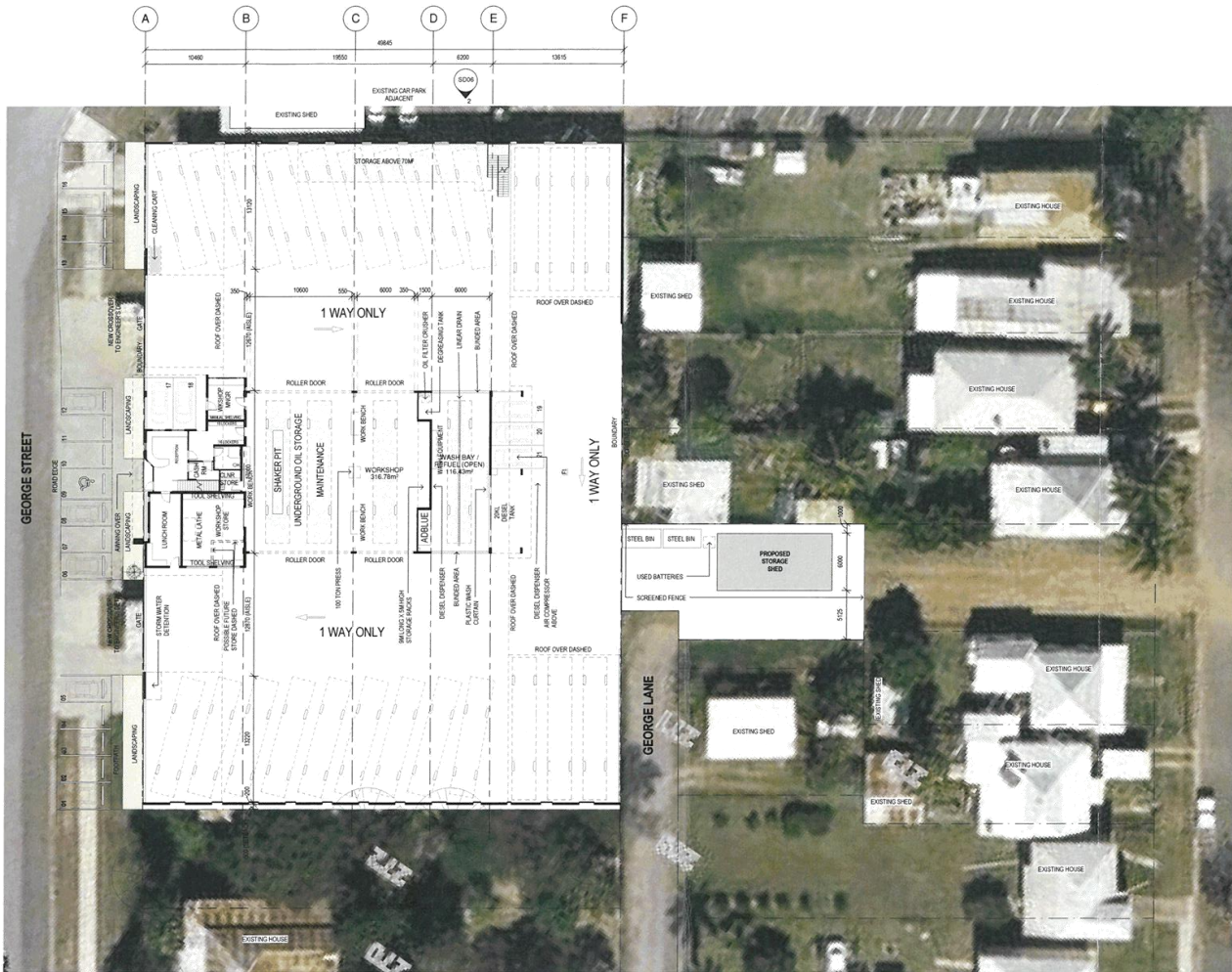
project  
**NEW VEHICLE DEPOT**

SCHEMATIC DESIGN

274 GEORGE ST, ROCKHAMPTON

YOUNGS BUSES  
client  
PROPOSED SITE PLAN

sheet	date	JANUARY 2015
scale	1:200	
drawn	EC	
checked	CI	
verified	CI	
11056	SD03	14
project no	sheet no	sheet total




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PROPOSED SITE PLAN  
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**D/39-2015 - DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR  
A VEHICLE DEPOT**

**Admin Building Floor Plan**

**Meeting Date: 13 October 2015**

**Attachment No: 3**

	date	JANUARY 2015
	scale	As indicated
	drawn	EC
	checked	CI
	verified	CI
11056	SD04	
project_no.	sheet_no.	



**D/39-2015 - DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR  
A VEHICLE DEPOT**

**Workshop Floor Plan**

**Meeting Date: 13 October 2015**

**Attachment No: 4**

rev.	date	details	by
1	19/01/2015	FOR CLIENT REVIEW	EC
2	20/02/2015	FOR APPLICATION	EC
3	26/03/2015	REVISIONS FOR NEW APPLICATION	EC

**KEYPLAN**

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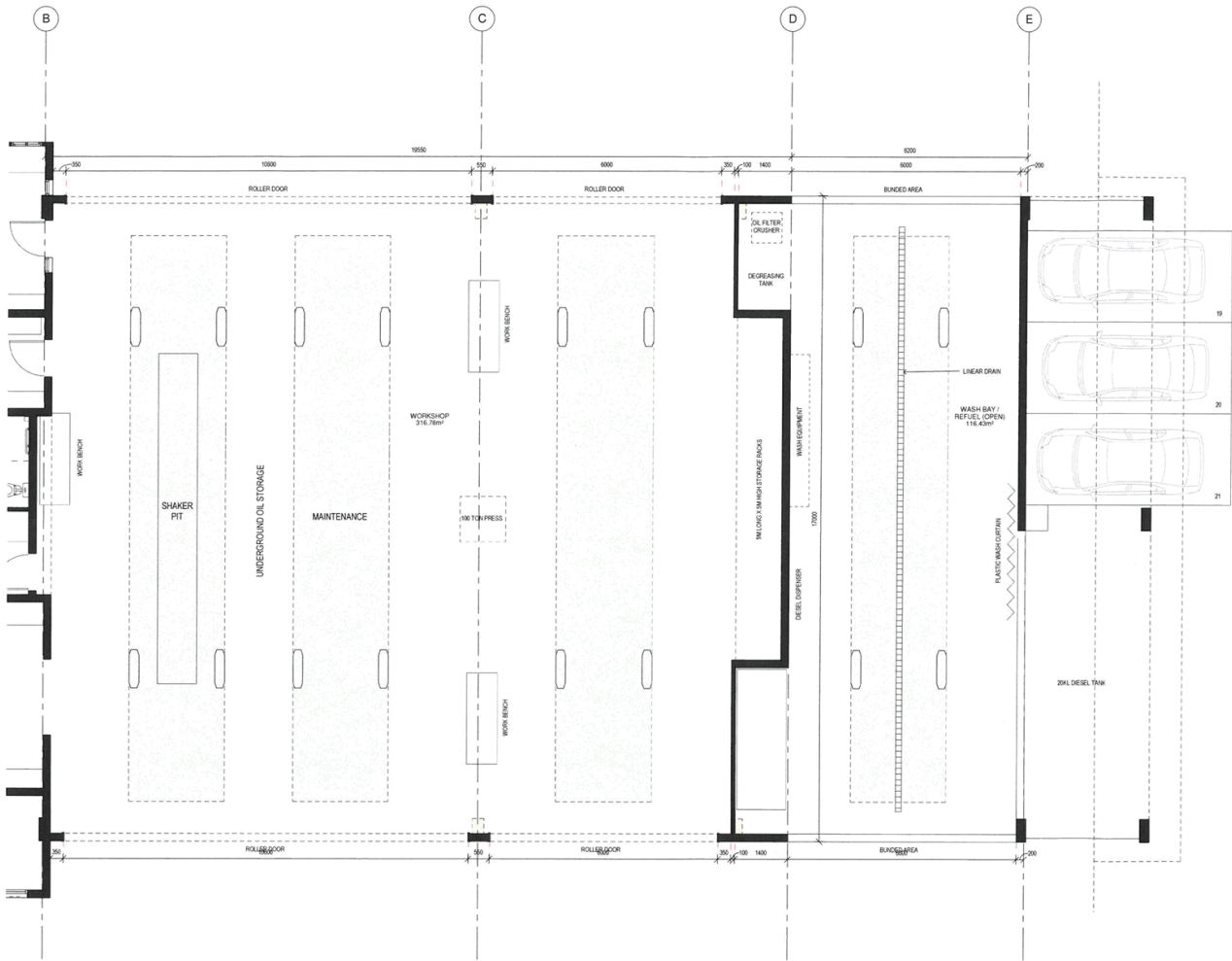
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project  
**NEW VEHICLE DEPOT**

Schematic Design  
274 GEORGE ST, ROCKHAMPTON

YOUNGS BUSES  
client  
**WORKSHOP**

sheet  
date JANUARY 2015  
scale As indicated  
drawn EC  
checked CI  
verified CI  
11056 SD05 3  
project no sheet no



1 WORKSHOP  
1 : 50



**D/39-2015 - DEVELOPMENT  
APPLICATION FOR A MATERIAL  
CHANGE OF USE FOR  
A VEHICLE DEPOT**

**Elevations**

**Meeting Date: 13 October 2015**

**Attachment No: 5**

rev.	date	details	pa.intr
1	09/02/05	MCU APPLICATION	EC
2	20/05/05	REVISIONS FOR MCU APPLICATION	EC

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## project NEW VEHICLE DEPOT

SCHEMATIC DESIGN

274 GEORGE ST, ROCKHAMPTON

YOUNGS BUSES
client
ELEVATIONS

date: JANUARY 2015	
scale: 1:200	
drawn: EC	
checked: CI	
verified: CI	
11056 project_no	SD06 sheet_no
2 revision	

## 9 STRATEGIC REPORTS

### 9.1 DEVELOPMENT INCENTIVES POLICY

**File No:** 7028

**Attachments:** 1. Development Incentives Policy

**Authorising Officer:** Robert Holmes - General Manager Regional Services

**Author:** Tarnya Fitzgibbon - Manager Development and Building

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#### SUMMARY

*Following a review of the Development Incentives Policy principles and operation, amendments are proposed to be made to the policy.*

#### OFFICER'S RECOMMENDATION

THAT the amended Development Incentives Policy be adopted.

#### BACKGROUND

The Development Incentives Policy has been in operation since December 2013. From December 2013 until 22 September 2015 there has been nine (9) applications under the Development Incentives Policy for a total of \$398,482.23 granted in incentives (this figure does not include the general incentives for service and water connection fees). There has also been one (1) clarification where it was determined that the applicant could apply for development incentives even though the property was outside the Priority Infrastructure Area. Following a discussion after the Planning and Development Committee on 22 September 2015, the Development Incentives Policy has been amended to address the issues raised during that discussion.

#### CHANGES TO THE POLICY

The main changes to the Development Incentives Policy include:

1. Residential development is now included;
2. The completion period for the projects has been reduced to 18 months;
3. The criteria for the development occurring within the Priority Infrastructure Area has been removed;
4. The policy has been extended until 31 December 2016;
5. A requirement has been added at clause 5.1.7 that locally based tradespeople are used for the development;
6. If the general incentives in Part 2 of the policy are to continue (a decision still needs to be made on this aspect), that a location requirement for general incentives be added to limit this to the Central Business District; and
7. Updating Adopted Infrastructure Charges Resolution references and references to RockePlan and development under RockePlan.

#### CONCLUSION

The Development Incentives Policy has been amended to address some issues with its recent operation and to adapt to the changing economic climate within the Rockhampton region.

# **DEVELOPMENT INCENTIVES POLICY**

## **Development Incentives Policy**

**Meeting Date: 13 October 2015**

**Attachment No: 1**



## DEVELOPMENT INCENTIVES POLICY (COMMUNITY POLICY)

### 1. 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.

**Comment [TF1]:** Amend if deleting Part 2 (General Incentives) part of the policy.

### 2. 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. Related Documents:

#### Primary

Nil

#### Secondary

*Sustainable Planning Act 2009*

*Sustainable Planning Regulation 2009*

Fitzroy Shire Planning Scheme 2005 ([Superseded](#))

Mt Morgan Shire Planning Scheme 2003 ([Superseded](#))

Rockhampton City Plan 2005 ([Superseded](#))

[Rockhampton Region Planning Scheme 2015 \(RockePlan\)](#)

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

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

[Rockhampton Regional Council Adopted Infrastructure Charges Resolution \(No. 4\) 2014](#)

[Rockhampton Regional Council Adopted Infrastructure Charges Resolution \(No. 5\) 2015](#)

State Planning Regulatory Provision (adopted charges) July 2012

### 4. Definitions:

To assist in interpretation, the following definitions 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 <a href="#">Rockhampton Region Planning Scheme (RockePlan)</a> , Rockhampton City Plan ( <a href="#">Superseded</a> ), Fitzroy Shire Planning Scheme ( <a href="#">Superseded</a> ) and Mount Morgan Shire Planning Scheme ( <a href="#">Superseded</a> ).

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**Section:** Planning

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## 5. 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 Charges Resolution (No.2), Adopted Infrastructure Charges Resolution (No. 3), [Adopted Infrastructure Charges Resolution \(No. 4\)](#) and [Adopted Infrastructure Charges Resolution \(No. 5\)](#) 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;](#)
- [Activate the Rockhampton region building industry; and](#)
- [Encourage the use of locally based tradespeople for the construction.](#)

This policy supports key outcomes under the Rockhampton City Plan ([Superseded](#)) and [RockePlan](#) 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 ([Superseded](#)) and [RockePlan](#) 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, [Council's Adopted Infrastructure Charges Resolution \(No. 4\)](#) and [Council's Adopted Infrastructure Charges Resolution \(No. 5\)](#).

**Comment [TF2]:** Delete if deleting Part 2 of the Policy (General Incentives)

#### 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

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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.~~

#### 5.4.35.1.2 Use Category

The policy applies to **making a material change of use** or **carrying out building works** consistent with the [RockePlan](#) or the Rockhampton City Plan [\(Superseded\)](#), Fitzroy Shire Planning Scheme [\(Superseded\)](#) or the Mount Morgan Planning Scheme [\(Superseded\)](#) 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.**

Column 1 Use Category	Column 2 Development under the Rockhampton City Plan 2005	Column 3 Development under <a href="#">RockePlan</a>
<b>Residential</b>		
Residential	<b>Multi unit dwelling</b> – except when located at ground level in precinct 1 – retail core	<a href="#">Multiple dwelling</a>
Accommodation (short term)	<b>Accommodation building</b> (motel) – except when located at ground level in precinct 1 – retail core <b>Hotel</b> (accommodation)	<a href="#">Short-term accommodation</a>
Accommodation (long term)	<b>Accommodation building</b> (serviced apartments) – except when located at ground level in precinct 1 – retail core	<a href="#">Rooming accommodation</a>
<b>Non-residential</b>		
Places of assembly	<b>Club</b> <b>Community facility</b> <b>Restaurant</b> (conference facility)	<a href="#">Club</a> <a href="#">Community use</a> <a href="#">Function facility</a>
Commercial (bulk goods)	<b>Showroom</b> – except where the site does not have frontage to Fitzroy Street in precinct 2 – business services.	<a href="#">Showroom</a>

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Column 1 Use Category	Column 2 Development under the Rockhampton City Plan 2005	Column 3 Development under RockePlan
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>	<a href="#">Shop</a> <a href="#">Food and drink outlet</a>
Commercial (office)	<b>Commercial premises</b> (office activities)	<a href="#">Office</a>
Education facility	<b>Child care centre</b> <b>Educational establishment</b>	<a href="#">Child care centre</a> <a href="#">Educational establishment</a>
Entertainment	<b>Cinema</b> <b>Hotel</b> (non residential component)	<a href="#">Hotel</a> <a href="#">Nightclub entertainment facility</a>
Indoor sport and recreational facility	<b>Indoor sport and recreation</b>	<a href="#">Indoor sport and recreation</a>
Essential services	<b>Commercial premises</b> (health or medical service) <b>Emergency services</b> – when not on flood prone land	<a href="#">Emergency services</a> <a href="#">Health care services</a>
Specialised uses	<b>Car park</b> <b>Commercial premises</b> (tourism service)	<a href="#">Parking station</a> <a href="#">Tourist attraction</a>

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

Column 1 Use Category	Column 2 Development under the Rockhampton City Plan 2005	Column 3 Development under RockePlan
<b>Residential</b>		
Special Use Precinct, Inner City North Cultural	<b>Accommodation building</b> <b>Multi unit dwelling</b>	<a href="#">Multiple dwelling</a> <a href="#">Rooming accommodation</a> <a href="#">Short-term accommodation</a>

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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	<a href="#">RockePlan 2015</a>
<b>Non-residential</b>				
Places of assembly	Club, Restaurant (conference facility).	Commercial premises.	Indoor entertainment, Food premises (function centres), Commercial premises (funeral parlour).	<a href="#">Club</a> , <a href="#">Community use</a> , <a href="#">Function facility</a> .
Commercial (bulk goods)	Showroom, Landscape supplies, Nursery/garden centre.	Commercial premises, Horticulture C.	Showroom, Landscape supplies, Plant nursery, Vehicle showroom.	<a href="#">Showroom</a> , <a href="#">Bulk landscape supplies</a> , <a href="#">Garden Centre</a> , <a href="#">Warehouse</a> .
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.	<a href="#">Shop</a> , <a href="#">Shopping centre</a> , <a href="#">Food and drink outlet</a> , <a href="#">Service station</a> .
Commercial (office)	Commercial premises (office activities), Display home / office.	Commercial premises (office).	Commercial premises (professional services).	<a href="#">Office</a> .
Education facility	Child care centre, Educational establishment.		Community purpose (Education Establishments, child care centre).	<a href="#">Child care centre</a> , <a href="#">Educational establishment</a> .
Entertainment	Hotel (non residential component),	Commercial premises.	Hotel (non residential component), Indoor entertainment (nightclub).	<a href="#">Hotel</a> , <a href="#">Nightclub entertainment facility</a> .

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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	<a href="#">RockePlan 2015</a>
	Nightclub, Cinema.			<a href="#">Bar.</a>
Indoor sport and recreational facility	Indoor sport and recreation.		Indoor entertainment (indoor sports centre).	<a href="#">Indoor sport and recreation.</a>
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.	<a href="#">Low impact industry.</a> <a href="#">Medium impact industry.</a> <a href="#">Marine industry.</a> <a href="#">Research and technology industry.</a> <a href="#">Service industry.</a> <a href="#">Special industry.</a> <a href="#">Warehouse.</a>
High impact industry	High impact industry.	Industry B.	High impact industry.	<a href="#">High impact industry.</a>
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.	<a href="#">Emergency services.</a> <a href="#">Health care services.</a> <a href="#">Retirement facility.</a> <a href="#">Veterinary services.</a>
<a href="#">Residential</a>	<a href="#">House or Small lot house.</a> <a href="#">Duplex.</a> <a href="#">Multi unit dwelling.</a>	<a href="#">Dwelling unit.</a> <a href="#">Domestic premises.</a> <a href="#">Multi unit premises.</a>	<a href="#">Accommodation building.</a> <a href="#">Dual occupancy.</a> <a href="#">House.</a>	<a href="#">Dual occupancy.</a> <a href="#">Dwelling house.</a> <a href="#">Multiple dwelling.</a>

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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	<a href="#">RockePlan 2015</a>
	<a href="#">Caravan/Cabin Park, Accommodation building.</a>	<a href="#">Rural residential premises.</a>	<a href="#">Multiple dwelling.</a>	<a href="#">Rooming accommodation, Short-term accommodation, Tourist park.</a>
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.	<a href="#">Transport depot, Crematorium, Motor sport facility, Tourist attraction, Air services, Environment facility, Nature-based tourism.</a>

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#### 5.4.45.1.3 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.~~

#### 5.4.55.1.4 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~~2016. The use must commence within 18 months ~~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 18 months ~~3 years~~ of the properly made development application being approved by Council.

#### 5.4.65.1.5 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.

#### 5.4.75.1.6 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, clause 5.6 of the Adopted Infrastructure Charges Resolution (No.4) 2014, clause 5.6 of the Adopted Infrastructure Charges Resolution (No. 5) 2015 or have previously been granted a Development Incentive for the development.

#### 5.1.7 Use of locally based tradespeople

By applying for a development incentive and the development incentive being granted, the applicant is agreeing to engage locally based (Rockhampton situated) tradespeople to undertake the construction of the development.

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**PART 1 – INFRASTRUCTURE CHARGES INCENTIVES****6. 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, [clause 5.5 of the Adopted Infrastructure Charges Resolution \(No. 4\) 2014](#) or [clause 5.5 of the Adopted Infrastructure Charges Resolution \(No. 5\) 2015](#).

**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**

Location	Maximum Concession
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, [clause 5.5 of the Adopted Infrastructure Charges Resolution \(No. 4\) 2014](#) or [clause 5.5 of the Adopted Infrastructure Charges Resolution \(No. 5\) 2015](#).

**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, [Adopted Infrastructure Charges Resolution \(No. 4\) 2014](#) or [Adopted Infrastructure Charges Resolution \(No. 5\) 2015](#) - that is the infrastructure charges less any applicable credits or offsets.

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**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 ~~18 months~~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.

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**PART 2 – GENERAL INCENTIVES****7. 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.*

**Comment [TF3]:** If not deleting this part of the policy please see suggested amendments below.

**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.

**7.1.3 Location**

The development must be situated within either Precinct 1 or Precinct 2 of the Central Business District to be eligible for incentives under this Part 2 of the Development Incentives Policy.

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**7.2 Development Incentives and Concessions**

The General Incentive mechanisms (Sections 7.2.1 – 7.2.45) are intended to provide a range of incentives and concessions for significant development located within the Priority Infrastructure Area Region:

**Comment [TF4]:** This has been added as on a number of occasions the comment has been made that the refund of the application fee was only supposed to be for developments in the CBD

**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****Corporate Improvement and Strategy use only**

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Development application fees associated with developments [located in Precinct 1 and Precinct 2 of the Central Business District and](#) approved by Council under Part 2 of this policy and that have been paid to Council, will be refunded on completion of the development.

**Comment [TF5]:** This has been added as on a number of occasions the comment has been made that the refund of the application fee was only supposed to be for developments in the CBD

#### 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 [18 months3-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. 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. Responsibilities:

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Services

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Policy Owner	Manager <a href="#">Planning Development and Building</a>
Policy Quality Control	Corporate Improvement and Strategy

EVAN PARDON  
CHIEF EXECUTIVE OFFICER

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**9.2 DEVELOPMENT AND BUILDING SECTION - AUGUST OPERATIONS REPORT**

**File No:** 7028  
**Attachments:** 1. Monthly Report - August 2015  
**Authorising Officer:** Robert Holmes - General Manager Regional Services  
**Author:** Tarnya Fitzgibbon - Manager Development and Building

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**SUMMARY**

*The monthly operations report for the Development and Building Section as at 31 August 2015 is presented for Councillors information.*

**OFFICER'S RECOMMENDATION**

THAT the Development and Building Section report for August be received.

**COMMENTARY**

The monthly operations report for the Development and Building Section is attached for Council's consideration. The performance information contained within the attached report relates directly to the adopted 2015/16 Operational Plan Key Performance Indicators.

The Manager's performance summary for each of the units is provided below.

**Development Assessment**

The Development Assessment Unit has worked hard and achieved its targets of 100% for all acknowledgement notices, information requests, decisions and decision notices.

**Building Compliance**

This reporting period has been similar as for the last 2 periods, we are operating not fully staffed but still achieving most of the time frames.

The building figure lag can be attributed to crossover of reporting period and some files going to information request.

Concurrence agency referrals have also remained steady in this period.

**CONCLUSION**

It is recommended that the monthly operations report for the Development and Building Section be received.

# **DEVELOPMENT AND BUILDING SECTION - AUGUST OPERATIONS REPORT**

## **Monthly Report - August 2015**

**Meeting Date: 13 October 2015**

**Attachment No: 1**

**MONTHLY OPERATIONS REPORT**  
**PLANNING SECTION**  
**Period Ended AUGUST 2015**

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**VARIATIONS, ISSUES AND INNOVATIONS**

***Innovations***

Nil.



















***Improvements / Deterioration in Levels of Services or Cost Drivers***

Nil.

## LINKAGES TO OPERATIONAL PLAN

### 1. COMPLIANCE WITH CUSTOMER SERVICE REQUESTS

The response times for completing the predominant customer requests in the reporting period for August are as below:

	Balance B/F	Completed in Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Under Long Term Investigation	Completion Standard (days)		Avg Completion Time (days) Current Mth		Avg Completion Time (days) 6 Months		Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)
			Received	Completed										
Building Enquiry - General Info/Admin etc	55	8	28	11	64	0	5		1.55		6.20		9.10	4.56
Other Building Compliant Issue	76	2	15	4	85	0	1		6.25		13.38		21.24	27.46
Planning Compliance Request/Enquiry	94	18	26	13	89	0	45		5.54		24.67		22.26	14.60
Duty Planner (New Enquiry)	9	5	148	139	13	3	1		0.40		0.54		0.41	0.40
Telephone Enquiry (Existing Application/Call Back)	2	2	21	21	0	0	1		0.76		0.64		0.92	0.62
Plumbing Issues General	19	3	11	7	20	0	5		2.57		8.00		9.85	3.77

### ***Comments & Additional Information***

Nil.

## 2. COMPLIANCE WITH STATUTORY AND REGULATORY REQUIREMENTS INCLUDING SAFETY, RISK AND OTHER LEGISLATIVE MATTERS

### ***Safety Statistics***

The safety statistics for the reporting period are:

	FIRST QUARTER		
	Jun	Jul	Aug
Number of Lost Time Injuries	0	0	0
Number of Days Lost Due to Injury	0	0	0
Total Number of Incidents Reported	0	0	1
Number of Incomplete Hazard Inspections	0	0	0

### ***Risk Management Summary***

Example from Section Risk Register (excludes risks accepted/ALARP)

**Please Note:** The risks listed below are 'what if' scenarios and do not necessarily reflect what has occurred.

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
Failure to address general long term planning needs for the community will result in lower quality development, less development overall, continued poor economic and community performance indicators, and lost opportunities in pursuit of achieving elevation of Rockhampton's reputation to an exceptional regional city.	Very High	Develop strategies to address threat, train existing staff to address, and hire staff with required skill sets. Educate community, develop strategic partnerships, and identify external resources.	31/12/2014		
Changes to State law that reduce revenues for essential Council services, e.g. Development Assessment will result in less capacity to provide planning services, requiring supplemental funding from other sources, e.g.	High 4	Monitor and respond when and as appropriate	N/A		

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
increased rates.					
Failure to collect revenue results in fewer funds available and lack of confidence in Council business practices.	High 5	Process and workflow to address has been developed and approved by Council.	31/12/2015		
Continuing changes to state legislation and regulatory requirements on Council increase the risk of Council not being able to fully comply with all requirements. Consequences include possible fines, further limitations on Council functions, failure to provide essential resources to enable Council to achieve regional development objectives.	Moderate 5	Respond as events occur and provide submissions to articulate impacts on RRC operations	N/A		
Failure to manage hazard conditions and negative impacts on environmental resources will result in increased property damage and loss of environmental functionality and aesthetic amenity which will damage the reputation of Council for management of these services, as well as possible lawsuits for property damage.	Moderate 5	Have incorporated relevant measures in proposed Planning Scheme. Provided information to citizens and Councillors re purpose for inclusion and impacts.	31/12/2015		

### Legislative Compliance & Standards

Legislative Compliance Matter	Due Date	% Completed	Comments
Outdated employee immunisations, tickets, and/or licenses	Various	91%	
Outdated legislative compliance mandatory training and/or qualifications	Various	87%	
Overdue performance reviews	Various	96%	

### 3. ACHIEVEMENT OF CAPITAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME

No capital projects are relevant to the Planning Section.

### 4. ACHIEVEMENT OF OPERATIONAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME

Project	Revised Budget	Actual (incl. committals)	% budget expended	Explanation
Rockhampton Regional Planning Scheme	N/A	N/A	N/A	This project is a large operational plan that spans over several years

### 5. DELIVERY OF SERVICES AND ACTIVITIES IN ACCORDANCE WITH COUNCIL'S ADOPTED SERVICE LEVELS

Service Delivery Standard	Target	Current Performance
<b>Development Assessment</b>		
Applications received: 13		
Applications decided: 18		
Acknowledgement notices (where required) sent out within 10 business days of application being properly made	100%	100%
Information requests (where required) sent out within timeframes required under SPA	100%	100%
Decisions are made within 20 business day timeframe once decision stage commences (or extended timeframe permitted under SPA)	100%	100%
Decision notices are issued within 5 business days of the decision being made	100%	100%
<b>Building</b>		
Applications received: 26		
Applications decided: 33		
Building Approvals - Decisions are made within 20 business day timeframe	100%	72%
<b>Plumbing</b>		
Applications received: 14		
Applications decided: 35		
Compliance request are decided within 20 business day timeframe	100%	97%



## FINANCIAL MATTERS

	Adopted Budget \$	Revised Budget \$	EOM Commitments \$	YTD Actual \$	Commit + Actual \$	Variance %	On target 16.7% of Year Gone
<b>REGIONAL SERVICES</b>							
<b>DEVELOPMENT &amp; BUILDING</b>							
<u>Development Assessment</u>							
Revenues	(1,755,500)	0	0	(184,930)	(184,930)	11%	✗
Expenses	1,620,559	0	149,919	196,494	346,413	21%	✗
Transfer / Overhead Allocation	35,000	0	0	3,735	3,735	11%	✓
<b>Total Unit: Development Assessment</b>	<b>(99,941)</b>	<b>0</b>	<b>149,919</b>	<b>15,299</b>	<b>165,218</b>	<b>-165%</b>	<b>✗</b>
<u>Building Compliance</u>							
Revenues	(825,000)	0	0	(135,317)	(135,317)	16%	✗
Expenses	930,368	0	0	128,176	128,176	14%	✓
Transfer / Overhead Allocation	(102,342)	0	0	(17,647)	(17,647)	17%	✓
<b>Total Unit: Building Compliance</b>	<b>3,026</b>	<b>0</b>	<b>0</b>	<b>(24,788)</b>	<b>(24,788)</b>	<b>-819%</b>	<b>✓</b>
<u>Development &amp; Building Management</u>							
Expenses	385,243	0	7,620	51,699	59,319	15%	✓
<b>Total Unit: Development &amp; Building Management</b>	<b>385,243</b>	<b>0</b>	<b>7,620</b>	<b>51,699</b>	<b>59,319</b>	<b>15%</b>	<b>✓</b>
<b>Total Section: DEVELOPMENT &amp; BUILDING</b>	<b>288,328</b>	<b>0</b>	<b>157,539</b>	<b>42,210</b>	<b>199,750</b>	<b>69%</b>	<b>✗</b>
<b>Total Department: REGIONAL SERVICES</b>	<b>288,328</b>	<b>0</b>	<b>157,539</b>	<b>42,210</b>	<b>199,750</b>	<b>69%</b>	<b>✗</b>
<b>Grand Total:</b>	<b>288,328</b>	<b>0</b>	<b>157,539</b>	<b>42,210</b>	<b>199,750</b>	<b>69%</b>	<b>✗</b>

## **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**