

DELEGATED ASSESSMENT REPORT

REFER TO:	Council's Delegate	
REPORT BY:	Tonnia Plail	
DECISION DUE BY:	9 December 2024	Doc ID: 17735961 File No: 1389592-1

APPLICATION DETAILS

Application Number & Proposed Development:	MCUI/34/2024 - Health Care Service
Lodgement Date:	4 July 2024
Type of Approval sought:	Development Permit
Site Address:	896 Kingston Road, WATERFORD WEST QLD 4133
Real Property Description:	Lot 281 RP 849284
Site Area:	705.00m ²
Owner Details:	18 BERNICE AVENUE PTY LTD (TRUSTEE) and YCL ENTERPRISE PTY LTD (TRUSTEE)
Applicant Details:	18 BERNICE AVENUE PTY LTD and YCL ENTERPRISE PTY LTD
Submissions closed:	17 October 2024
Number of Properly Made Submissions:	Two (2)

PLANNING CONSIDERATIONS

Regional Plan:	South East Queensland Regional Plan 2023
Planning Scheme:	Logan Planning Scheme 2015 version 9 (with TLPI No. 1/2023)
Zone (Precinct): Local Plan (Precinct):	<ul style="list-style-type: none">Low density residential zone - Small lot precinct
Assessment Benchmarks:	<p>The Logan Planning Scheme 2015 version 9 (with TLPI No. 1/2023) in its entirety including:</p> <p>Part 3 Strategic Framework</p> <p><u>Zone codes:</u></p> <p>6.2.5 Low density residential zone code</p> <p><u>Development Use code:</u></p> <p>9.3.3 Health care service code</p> <p><u>Development codes:</u></p> <p>9.4.2 Filing and excavation code</p> <p>9.4.3 Infrastructure code</p> <p>9.4.4 Landscape code</p> <p>9.4.7 Servicing, access and parking code</p> <p><u>Overlay codes:</u></p> <p>Nil applicable</p>
Overlays:	<p>0101B - ACID SULFATE ABOVE 5-20 METRES AHD</p> <p>Acid Sulfate Soils</p>

	1000A RESIDENTIAL AREA Residential Area
	1201A - STATE ROAD TRANSPORT NOISE CORRIDOR Transport Noise Corridor
Applicable Preliminary Approval:	Not applicable
Category of Assessment:	Impact

REPORT OVERVIEW

EXECUTIVE SUMMARY

Council is in receipt of an impact assessable application for a Development Permit for a **Material Change of Use** to establish a Health care service at 896 Kingston Road, Waterford West, referred to as Lot 281 RP 849284.

The proposed development is described as follows:

- The proposed use is a small scale Health care service (188.54m² gross floor area (GFA)) and excludes the use of the premises as a Pharmacotherapy clinic.
- The proposed Health care service may include health care practitioners, including chiropractors, dentists, general practitioners (GPs), optometrists, pharmacies (facilities), physiotherapists, podiatrists and psychologists.
- The building will be a two storey centre, with under croft car parking and vehicle access from Remaro Street.
- The proposed building height is 8.5 metres.
- The site is included in the Low density residential zone - Suburban precinct.
- The application is impact assessable, as the proposed use is not located on a higher order road (Urban Collector or Urban Arterial roads).
- A total of 19 car parking spaces are proposed, with a mixture of open and undercover spaces to be provided.
- The proposed hours of operation are 8am to 5pm, Monday to Saturday (excludes Sundays and public holidays).

The main considerations for the application were demonstrating a need for the proposed development, providing sufficient car parking spaces, demonstrating adequate vehicle manoeuvring on the site and ensuring amenity impacts to neighbouring properties were addressed. This has been resolved by the submitted needs report, which forecasted an undersupply of 26 GPs in the catchment by 2028, a compliant number of carparking spaces being provided and manoeuvring onsite being designed to Australian standards and signed by a registered professional engineer of Queensland (RPEQ).

The proposed Health care service triggered impact assessment due to the site frontage being located on a main road (State controlled road) and not being an urban arterial road or urban collector road as identified in the Logan Planning Scheme 2015 (v9 with TLPI No. 1/2023) (the planning scheme). Council's Economic Development and City Planning branch have confirmed that this was an error in the planning scheme, as a main road is a higher order road and should have been listed as a trigger for code assessment.

During the public notification period, two properly made submissions were received with objections to demonstrated need (economic need and planning need), increase in traffic generation, loss of housing, impact on local schools and aged care facilities, gross floor area (GFA) calculation, sufficient car parking and amenity. The submissions have been addressed through amended plans of development and development conditions where reasonable and relevant under the *Planning Act 2016*. The proposed use is an intended use within the Low density residential zone code and it can comply with the planning scheme through appropriate development conditions.

The State Assessment and Referral Agency (SARA) was identified as a Referral Agency for the subject application as the proposed development is located within 25 metres of a State transport corridor (Kingston Road) and within 100m of a state-controlled road intersection. SARA provided a Referral agency response with conditions relating to access to Kingston Road and managing potential stormwater impacts to Kingston Road.

The proposed development has demonstrated compliance with the relevant assessment benchmarks of the planning scheme and relevant conditions of approval have been provided to ensure compliance with the relevant provisions. Accordingly, it is recommended that this application be approved with conditions.

REPORT DETAIL

BACKGROUND

Chronology of Application

- On 4 July 2024, the application was properly made.
- On 8 July 2024, a confirmation notice was issued.
- On 22 July 2024, an information request was issued, including items requesting confirmation of whether or not earthworks were proposed, a water supply and sewer concept plan, acoustic information, a concept stormwater management plan and a concept landscape plan.
- On 16 September 2024, the information response was received, with information including an amended proposal plan, engineering concept design, acoustic assessment report, traffic impact and parking assessment.
- On 19 September 2024, a notice of intention to commence public notification was received.
- On 25 September 2024, public notification commenced.
- On 17 October 2024, public notification concluded.
- On 18 October 2024, a notice of compliance was received.
- On 21 October 2024, the consideration of submissions period commenced.
- On 1 November 2024, the consideration of submissions period ended.
- On 4 November 2024, the decision period commenced.
- On 4 December 2024, draft conditions were issued to the applicant.
- On 5 December 2024, the applicant made representations to draft conditions.
- On 5 December 2024, the applicant agreed to the updated draft conditions.

SITE DESCRIPTION

The subject site is described as Lot 281 RP 849284, with an area of 705.00m².

The subject site is square in shape, with a road frontage of approximately 22.387 metres (m) to Remaro Street, 28.387m along the western boundary, 25.146m along the northern boundary and 19.146m road frontage to Kingston Road. The site includes a single Dwelling house located towards the northern side of the site and is located at a signalised intersection at Kingston Road and Beutel Street. Access to the site is currently via a single crossover and concrete driveway located at the eastern road frontage to Remaro Street, which is an Urban access street. No easements encumber the site (**refer Figure 1: Subject Site and Surrounding Development Context**).

The site is generally flat and slopes from RL15m Australian Height Datum (AHD) at the north eastern end of the site to the lowest point at the south west of the lot at RL15.5m AHD. The site is currently connected to Council's reticulated water supply network via a 150mm diameter water supply pipe located in the southern verge of Kingston Road, parallel to the front boundary of the property. The legal point of discharge for the site is the kerb and channel located on Remaro Street with a stormwater pit in the north eastern corner. There is a sewer maintenance hole also located in the north eastern corner of the site to Remaro Street. The site is connected to overhead electrical services and telecommunications services located within the southern verge of Kingston Road (**refer Figure 2: Subject Site - Service locations**). There are no standing signs for parking along Remaro Street on the east and western side of the road (including the sites road frontage to Remaro Street), approximately 36 metres from the intersection of Remaro Street and Kingston Road.

The subject site is located within the Small lot precinct of the Low density residential zone (**refer Figure 3: Zoning**). The surrounding area comprises a mix of residential uses, including Dwelling houses within the Small lot and Suburban precincts, in conjunction with multiple dwelling developments, educational facilities (including Waterford West Primary and Pre-school on Kingston Road) and businesses directly to the south on the opposite side of Kingston Road, including a Childcare centre (Edge Early Learning), Retirement facility (Seasons Waterford West) and a Place of worship (Wesleyan Methodist Church).

The site is affected by the Acid sulfate soils overlay, Flood hazard overlay, Transport noise corridor overlay and the Residential area overlay. The site is also located in the priority infrastructure area (PIA); however, the trunk infrastructure

identified to be available to service the site has been constructed (refer **Figure 4: Priority Infrastructure – water, sewer and stormwater (including existing services)**).

Figure 1: Subject Site and Surrounding Development Context



Figure 2: Subject Site - Service locations

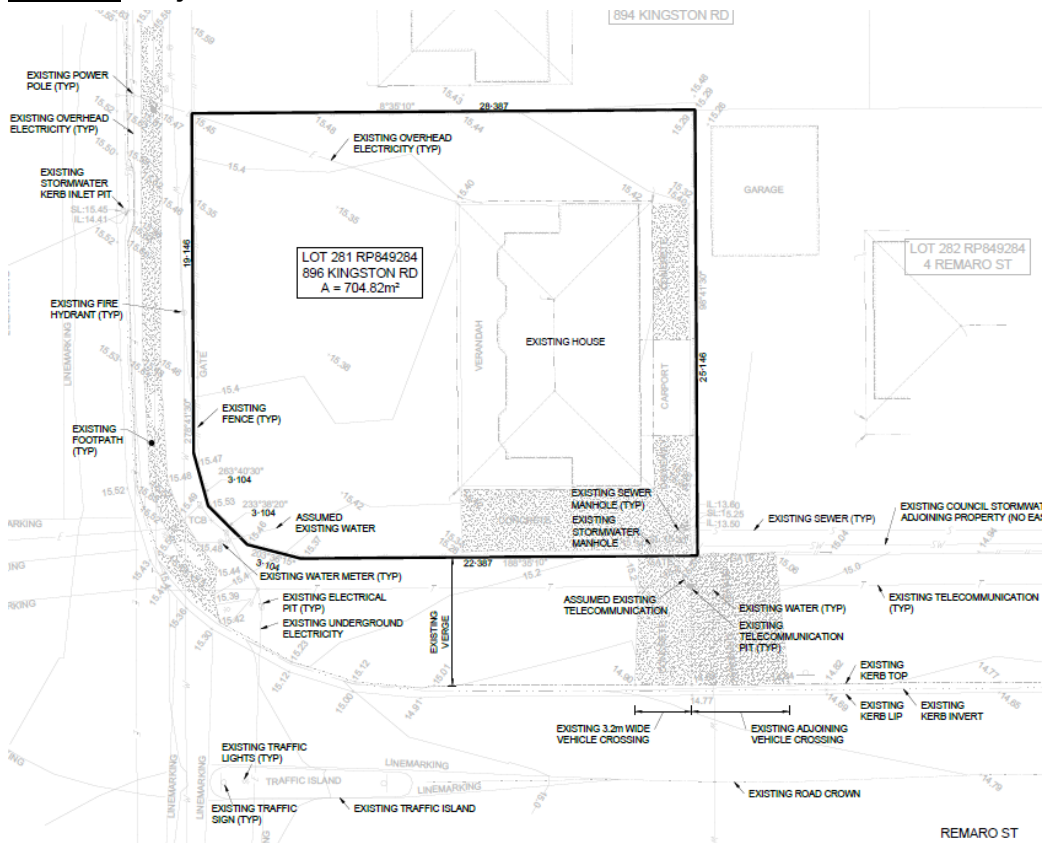


Figure 3: Subject Site - Zoning



Figure 4: Priority Infrastructure – water, sewer and stormwater (including existing services)



DESCRIPTION OF PROPOSAL

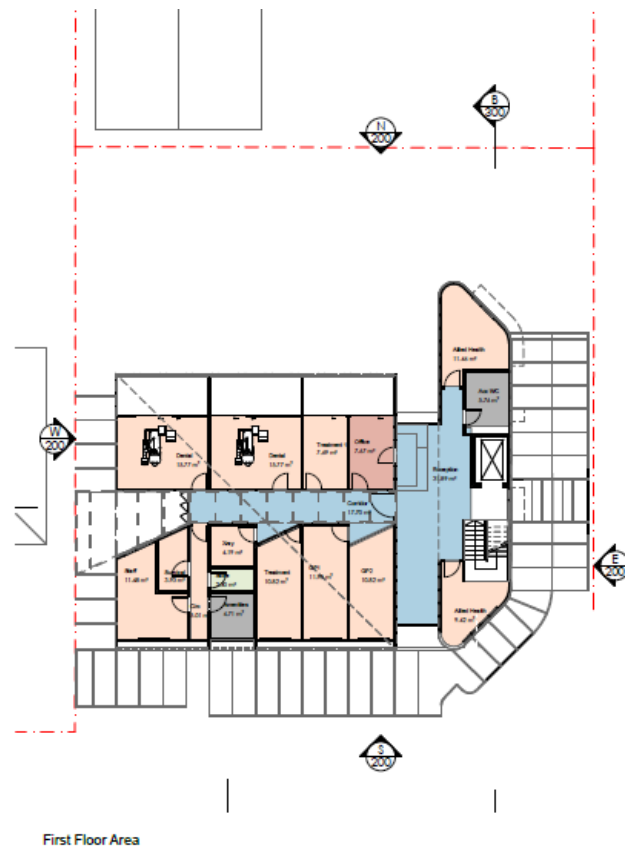
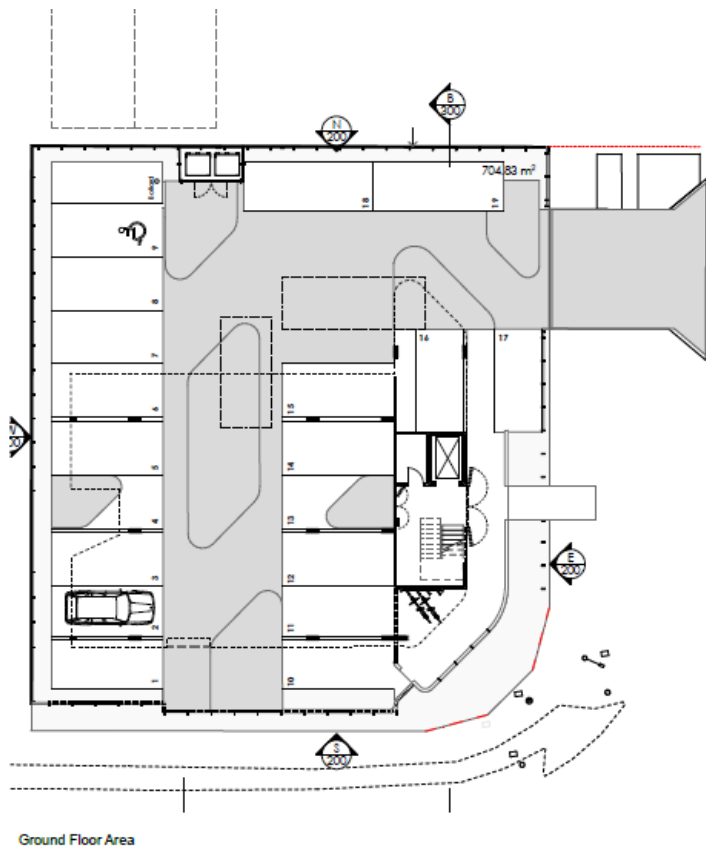
The proposed development is for the establishment of a Health care service. With the removal of the existing Dwelling house, a new, two storey building will be constructed with under croft car parking and access from Remaro Street. The total GFA of the proposed use will be 188.54m² and the proposed building will result in a site cover of approximately 36%. A total of 19 car parking spaces are proposed, including one disabled parking space proposed at the ground floor level and ambulance car parking. The undercover car park has access to the entrance and lift. The first floor will have a main reception room, two allied health rooms, two dental rooms, treatment rooms, office and spaces available for GP services. There is a central corridor that opens to the western side of the property and balconies on the northern side of the rooms marked dental, treatment and office (refer **Figure 5: Proposed Plan of Development – Conceptual Visual, Site Plan, Car Parking and GFA**).

The proposed Health care service can include health care practitioners including chiropractors, dentists, GPs, optometrists, pharmacies (facilities), physiotherapists, podiatrists and psychologists.

A crossover will be provided to the under croft car parking at the northeastern end of the site on Remaro Street, with two-way ingress and egress and pedestrian access also available from this street frontage. Landscaping is proposed at the road frontages and boundaries of the site.

The hours of operation will be Monday to Saturday (except public holidays) from 8:00am to 5:00pm, with servicing between 7:00am and 6:00pm on Monday to Saturday (except public holidays).

GFA PLANS



PLANNING CONSIDERATIONS

This application is impact assessable and has been assessed, in accordance with s45 of the *Planning Act 2016*, against the following:

When assessing the proposed development against the assessment benchmarks in a categorising instrument for the proposed development consideration has been given to the following:

- the Planning Regulation;
- the South East Queensland Regional Plan 2017;
- the State Planning Policy, part E, to the extent part E is not identified in the planning scheme;
- all relevant structure plans and master plans;
- all relevant temporary local planning instrument;
- all relevant variation approvals;
- the Logan Planning Scheme 2015; and
- the Local Government Infrastructure Plan.

Regard has also been given to the following:

- the development approvals for, and any lawful use of, the premises and adjacent premises; and
- the common material.

The Planning Regulation 2017 - Schedule 12A Walkable Neighbourhoods

On 28 September 2020, the Planning Regulation 2017, Schedule 12A (the regulation) was amended to ensure new residential subdivisions in Queensland are designed to promote healthy and active communities by creating walkable

neighbourhoods. All new reconfiguring lot applications will be assessed against benchmarks relating to walkable neighbourhoods in **Table 1: Assessment Benchmarks - PA2017 Regulation Schedule 12A**.

The schedule applies where:

- The reconfiguration is for the creation of two or more lots (each a **created lot**); and
- The lots are located (wholly or partly) in a residential zone (low density residential zone, low-medium density residential zone, medium density residential zone, high density residential zone, character residential zone or tourist accommodation zone, emerging community zone and mixed use zone); and
- At least one lot is intended mainly for a residential purpose; and
- The reconfiguration is associated with the construction or extension of a road (this excludes laneways and pedestrian or bicycle paths).

The purpose of the assessment benchmarks under Part 2 section 3 of the regulation is to "*ensure the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure and exercise in the locality of the lot*".

The development is for a material change of use and this section of the regulation is not applicable.

ShapingSEQ 2023

The subject site is located within the "Urban Footprint" of the *South East Queensland Regional Plan 2023*.

The intent of the Urban Footprint is to identify "*The Urban Footprint identifies land in which the region's urban development needs to 2046 can be accommodated in a way consistent with the outcomes and strategies of ShapingSEQ 2023*". This proposal is consistent with the intent.

State Planning Policy

The 2014 State Planning Policy is reflected within the Logan Planning Scheme 2015; however, the current 2017 State Planning Policy has not been reflected. Specific consideration has therefore been given to the following matters, which reflect the key changes to the 2017 State Planning Policy:

- Strategic ports;
- Strategic airports and aviation facilities;
- Infrastructure integration;
- Mining and extractive resources, relating to key resource areas; and
- Water quality, relating to South East Queensland (SEQ) Water resource catchments, pipelines and channels; and
- Natural hazards, risk and resilience.

Strategic ports and Strategic airports and aviation facilities

Those matters relating to Strategic ports and Strategic airports and aviation facilities have been considered but are not impacted by this application.

Infrastructure integration

The State Planning Policy states that the following state interest policies for Infrastructure integration must be appropriately integrated in planning and development outcomes:

- (1) The outcomes of significant infrastructure plans and initiatives by all levels of government are considered and reflected, where relevant.
- (2) Development achieves a high level of integration with infrastructure planning to:
 - (a) promote the most efficient, effective and flexible use of existing and planned infrastructure;
 - (b) realise multiple economic, social and environmental benefits from infrastructure investment;
 - (c) ensure consideration of future infrastructure needed to support infill and greenfield growth areas; and

- (d) optimise the location of future infrastructure within communities to provide greater access to facilities and services and enable productivity improvements.

(3) Development occurs:

- (a) in areas currently serviced by state and/or local infrastructure and associated services; or
- (b) in a logical and orderly location, form and sequence to enable the cost effective delivery of state and local infrastructure to service development.

(4) Existing and planned infrastructure is protected from development that would compromise the ability of infrastructure and associated services to operate safely and efficiently.

These policies have been addressed as part of the assessment of the proposed development against the Infrastructure code and are considered to be appropriately integrated into the proposed development.

Mining and extractive resources

The site is not located within a key resource area and therefore, those aspects of Mining and extractive resources do not apply to the assessment of the proposed development.

Water quality

The site is not located within a South East Queensland (SEQ) Water water resource catchment and is not affected by SEQ Water pipelines and/or channels. Water quality has been adequately addressed through an assessment of the proposed development against the Infrastructure code, as per the below assessment.

Natural hazards, risk and resilience.

Please see below for an assessment against the relevant assessment benchmarks:

State Planning Policy 2017 Part E - Natural hazards, risk and resilience performance outcomes	Assessment
(3) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.	The site is included in the low flood risk area under the Flood hazard overlay (TLPI). As the proposed use is not a vulnerable use, assessment against the Flood hazard overlay code is not required and as such, the proposed development will create any additional risk to people or property as a result of a natural disaster.
(4) Development supports and does not hinder disaster management response or recovery capacity and capabilities.	As noted above, the Flood hazard overlay code is not an assessment benchmark for the proposed development. As a result, the proposed development will not hinder disaster management and has access to fire management services and the ability for an ambulance to access the site.
(5) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.	As noted above, the Flood hazard overlay code is not an assessment benchmark for the proposed development and as such, it will not result in an increase in the severity of flooding or potential for damage on the site or to other properties.
(6) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided.	There are no hazardous materials proposed to be stored on the site.
(7) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.	There is no native vegetation located on the site and no earthworks are proposed in this application to change the existing landform.

A temporary local planning instrument

A new planning instrument commenced on 30 October 2023 dealing with flooding. *The Temporary Local Planning Instrument (TLPI) No. 1/2023* brings a new risk-based approach to flooding, which replaces the flooding requirements which were in place in the *Logan Planning Scheme 2015*.

The site is mapped within a low flood risk area. The TLPI Flood hazard overlay code is not an assessment benchmark for the proposed Health care service, as it is not considered a vulnerable use and therefore does not need to be located within a very low flood risk area, outside of the floodplain or the Meadowbrook flood risk area. According to Table 5.10.5.1 - Flood hazard overlay map OM-05.00 of the Categories of development and assessment, the proposed development is not within the high flood risk, moderate flood risk or flood investigation area. Therefore, the TLPI Flood hazard overlay code is not an applicable code for development assessment.

Variation Approval

Not Applicable.

Logan Planning Scheme 2015

The following is an assessment of the application against the assessment benchmarks of the Logan Planning Scheme 2015. The relevant assessment benchmarks are listed in the table below:

Zone Code	Development Codes	Overlays
6.2.5 Low density residential zone code	9.3.3 Health care service code 9.4.2 Filing and excavation code 9.4.3 Infrastructure code 9.4.4 Landscape code 9.4.7 Servicing, access and parking code	Not applicable

Zone Code

Low density residential zone code

The purpose of the Low density residential zone code is to provide for a variety of dwelling types, including dwelling houses, community uses, and small-scale services, facilities and infrastructure, to support local residents. A land use for a small scale Health care service (excluding Pharmacotherapy clinic) is supported within the zone and precinct. Development conditions have been recommended to address noise emissions, air quality and lighting to protect the amenity of the existing residents and the proposed development has demonstrated compliance with the Acceptable Outcomes associated with these matters. The submitted acoustic report is also recommended to be an approved document and the recommended 2.2m high acoustic fence along the northern boundary of the site as per this report has also been recommended to be conditioned.

The proposed development has been assessed against the Acceptable Outcomes (AOs) and Performance Outcomes (POs) of the Low density residential zone code and complies with all of these requirements, with the exception of those provisions that relate to boundary clearance (AO3). An assessment against these provisions is provided below.

Boundary clearance	
<p>PO3 Unless Dual occupancy, Relocatable home park, Residential care facility or Retirement facility development provides boundary clearances that:</p> <ul style="list-style-type: none"> a. allow for the separation of buildings or structures necessary to ensure the impacts on residential amenity and privacy are minimised; b. provide access to natural light and ventilation; c. are consistent with the character for the precinct. 	<p>AO3 Unless Dual occupancy, Relocatable home park, Residential care facility or Retirement facility development has minimum boundary clearances that comply with Table 6.2.5.3.3 - Low density residential zone boundary clearance provisions</p>
Assessment	
<p>The setbacks for the proposed development do not meet Table 6.2.5.3.3 for the road boundary clearances to Kingston Road and Remaro Street, which are 4 metres to the building in lieu of a 6 metre setback to the road boundary. Compliance with AO3 hasn't been demonstrated and an assessment against PO3 is therefore required.</p> <p>The development proposes landscaping and built form treatments to reduce the bulk of the building on the corner lot. It will have a relatively low site cover (36% site cover proposed) and fully compliance side and rear boundary</p>	

setbacks, which will also reduce the built form bulk. The size of the proposed development will be small scale, being under 200m² in GFA, which is consistent with the requirements of the zone and precinct and the established character of Kingston Road. The setbacks to neighbouring properties, in addition to landscaping and acoustic fencing, will reduce potential amenity impacts upon the nearby residents.

On this basis, the proposed development satisfies PO3.

Development Codes

The development has been assessed against all of the applicable requirements of the identified Development Codes as follows:

Health Care Service Code

The purpose of the Health care service code is to ensure a Health care service is provided in a location consistent with the intent of the zone or precinct; is compatible with adjoining uses and protects amenity; has a built form that enhances the surrounding area and protects the centre hierarchy.

The proposed development has been assessed against the AOs and POs of the Health care service code and complies with all of these requirements, with the exception of those provisions that relate to the location within 800 metres of another Health care service, demonstrating need and landscaping in a residential zone category (AO3, PO3, AO5 and PO5 respectively). An assessment against these provisions is provided below.

Health care service in a Residential zone category	
<p>PO3 A Health care service:</p> <ul style="list-style-type: none"> a. is not a Pharmacotherapy clinic; b. is small-scale; c. serves the local residents' daily needs; d. protects residential amenity; e. is consistent with the residential character; f. does not undermine the viability of a nearby centre or the centre hierarchy. 	<p>AO3 A Health care service:</p> <ul style="list-style-type: none"> a. is not a Pharmacotherapy clinic; b. has a maximum gross floor area of 200m²; c. is not within 800 metres of another Health care service.
Assessment	
<p>The proposed Health care service is not for a Pharmacotherapy clinic and will have a GFA of 188.54m² and therefore complies with AO3 (a) and (b) above; however, the proposal will be located within 800 metres of an existing Health care service, specifically the existing Health care service within the Waterford West local centre which is approximately 600-700 metres from the subject site. As such, the proposal does not comply with AO3 (c) and is referred to the corresponding PO3.</p> <p>The proposed development is considered to comply with PO3 based on the following:</p> <ul style="list-style-type: none"> • The proposal is for future health care service practitioners, which does not include a Pharmacotherapy clinic. • The proposal is considered to be small scale, as the Health care service will have a GFA of less than 200m² and an overall site cover of only 36 percent. • The proposal will not undermine the residential character of the area, as the use is to take place within a new two storey building, with appropriate landscaping provided along the frontage and throughout the site. The use is also anticipated at this scale, within this precinct and compliant side and rear boundary setbacks are proposed. • There are other existing commercial developments located opposite the site, including a Childcare centre, aged care facility and Places of Worship, so the character of Kingston Road will remain. • The proposal will protect and maintains residential amenity by limiting hours of operation to 8am to 5pm Monday to Saturday (excluding public holidays) and all noise, light and other emissions meeting the requirements of the planning scheme. • While the subject site is located within 800m of Health care services, the Economic Need and Impact report provided by Foresight Partners to support the proposal has forecast an undersupply of 26 GPs by 2028 (including approved developments) in the main service area (MSA). The need demonstrated was predicted as a strong need for a Health care service in the area. The needs assessment also asserted that the 	

proposal will not impact upon existing Health care services in the MSA, as there is a demonstrated shortage for all type of Health care services and practitioners.

- The only currently available land for a Health care service is the Specialised centre zoned area along Kingston Road, which is significantly flood affected. None of the sites are available for purchase according to the Foresight Partners report. Therefore, as only limited land is available, the proposed Health care service is considered to serve the needs of local residents and be suitably located to continue to serve the needs of local residents into the future.

On this basis, the proposed development satisfies PO3.

Health care service in a Residential zone category

PO5

Development ensures that:

- a. car parking areas do not detract from residential amenity and the residential streetscape;
- b. landscaping contributes positively to the streetscape and amenity of adjoining premises.

AO5

Development provides:

- a. a minimum 2 metre wide landscape strip for trees, shrubs and groundcovers along the primary street frontage and where adjoining public open space;
- b. a minimum 1 metre wide landscape strip for buffer planting along side and rear boundaries where adjoining residential premises.

Assessment

The proposal includes a two metre wide landscaping buffer along the frontage of the site and a 0.825 metre landscaping buffer along the northern side boundary. As such, the proposal does not comply with AO5 (b) and is referred to the corresponding Performance Outcome (PO)5.

The proposed development is considered to comply with PO5. The car parking area at the rear of the building has been configured to minimise any potential impacts on residential amenity by having the building located towards Kingston Road and the corner of Kingston Road and Remaro Street. There is covered car parking under the undercroft and open air car parking and refuse areas along the northern boundary. All boundaries of the site contain landscaping, including to the building façade to address the streetscape. While the provision of tandem parking requires a minor reduction to the 1m wide required landscaping buffer on one side of the site to facilitate sufficient space for manoeuvring, this, in addition to a driveway and hardstand area adjoins this portion of the proposed development to add an increased setback from the building to the adjoining residential development on the northern boundary. Considering the boundary will also contain a 2.2 metre acoustic fence to the boundary, this area will be screened from the adjoining neighbour. The proposed reduction in the width of the landscaping buffer is also considered to be insignificant, being a reduction of just 0.175m.

On this basis, the proposed development satisfies PO5.

Other Development Codes

Filling and excavation code

The purpose of the Filling and excavation code is to protect premises, people and natural processes from adverse impacts associated with filling or excavation.

The proposal plans submitted by the applicant indicate that earthworks are required to facilitate the construction of the driveway and hardstand areas. Retaining walls are proposed along the south-eastern side of the building and will not exceed 0.7 metres height. Council's Development Engineering officers have reviewed the proposal and are satisfied that compliance with the Infrastructure code and Planning scheme policy 5 – Infrastructure (PSP5) can be achieved, subject to conditions. Conditions have been recommended requiring detailed earthworks and retaining wall drawings and designs to be submitted for Council assessment as part of a future Operational Works application. Furthermore, conditions have been imposed requiring all earthworks and retaining walls to comply with the standards identified in PSP5 and the relevant Australian Standards. The proposal has been conditioned to comply with the Filling and excavation code.

Infrastructure code

The purpose of the Infrastructure code is to ensure that infrastructure is provided to service development. The proposed development has been assessed against the AOs and POs of the Infrastructure code and complies with all of these requirements. An assessment against these provisions is provided below.

Water and Sewer

Conditions have been recommended for the proposed development to connect to water and sewer. Water mains are located on Kingston Road, with a commercial water meter to be placed at the road frontage on Kingston Road. The applicant will be required to apply for a live works application to undertake works on Council's water and sewer services.

Stormwater Quantity

Stormwater is located in the kerb of Kingston Road and the development conditions identify the lawful point of discharge at the frontage of Remaro Street. Development conditions have been recommended for the drainage system to be connected to this and to be designed and provided in accordance with the Queensland Urban Drainage Manual (QUDM).

Electricity and Telecommunications

Development conditions have been recommended for electrical and telecommunication connections to be either underground or overhead.

Refuse

Bin storage areas will be screened and enclosed by acoustic fencing and landscaping areas adjoining it to the northern boundary. The bulk bin can be wheeled to the street, for collection by Council's contractors.

Road

The subject site is located along Kingston Road, a State controlled road and Remaro Street, which is an Urban access road. Conditions to extend the footpath from the end of the existing footpath at the corner of the site fronting Kingston Road extending to the end of the proposed new development (up to the northern boundary and along the eastern boundary of the site along Remaro Street) have been included.

Council's Technical Services officers have advised that it is not anticipated that the additional traffic generated by the proposed development will adversely impact the surrounding road network.

It is noted that SARA have provided development conditions to ensure no access is provided to Kingston Road and no stormwater impacts on Kingston Road and there will be no conflict with any Council development conditions.

Landscape code

The purpose of the Landscape code is to enhance visual amenity of the built and natural environment. The proposed development has been assessed against the AOs and POs of the Landscape code and conditions have been recommended to ensure compliance with this code.

Servicing, access and parking code

The purpose of the Servicing, access and parking code is to ensure that development satisfies the demand for parking and provides safe, functional and legible parking, access and servicing. The proposed development has been assessed against the AOs and POs of the Servicing, access and parking code and complies with all of these requirements, with the exception of those provisions that relate to car parking (AO1 and PO1). An assessment against these provisions is provided below.

Provision of parking spaces for vehicles	
PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected	AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided:

<p>demand for the number and type of vehicles likely to be generated by a use having regard to:</p> <ul style="list-style-type: none"> a. the particular circumstances of the premises including the: b. nature, intensity and hours of operation of the use; c. desirability of providing a car park and attracting vehicles to the premises; d. maximum number of employees and customers to be on the premises at any one time; e. size, levels and dimensions of the premises; f. the proximity of the premises to an existing or future Parking station, other available car park or public transport facility. 	<ul style="list-style-type: none"> a. for a use listed in Table 9.4.7.3.2 - Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. for a use not listed in Table 9.4.7.3.2 - Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of Planning scheme policy 5 - Infrastructure.
Assessment	
<p>Table 9.4.7.3.2 - Vehicle parking and servicing prescribes a parking rate of 1 space per 10m² of GFA; plus 1 ambulance space for a Health care service. A total of 19 car parking spaces and a shared ambulance and servicing bay is proposed in lieu of the 19 parking spaces, one ambulance bay and one loading bay required by Table 9.4.7.3.2. The correct number of car parking spaces for the GFA proposed will be provided and a separate ambulance bay (marked) will also be provided; however, there will not be a separate loading bay. The pick up / drop off area will instead be informally marked in the under croft area and will utilise the proposed ambulance bay. As such, the proposal will not comply with AO1 of the Service, access and parking code and an assessment against PO1 is therefore required.</p> <p>Development conditions have been recommended for hours of operation for servicing that allow waste collection to occur between 7am and 6pm on Monday to Saturday (except public holidays) and loading, unloading and delivery activities associated with the operations of the use only to occur between the hours of 7am to 6pm Monday to Saturday (except public holidays). As such, the hours for servicing currently extend 1 hour in both the morning and afternoon outside of the operational hours, which will allow time on site for servicing requirements, that do not conflict with the hours of operation for the Health care service.</p> <p>Garbage and recyclable material will be collected on street by Council using individual 1,100L bulk bins and the applicant states that Medical waste by private waste contractor (VAN) will be collected on site utilising 120L bins within each tenancy.</p> <p>The height of the under croft car parking spaces, bicycle spaces, crossover, layout and manoeuvring onsite has been provided by an RPEQ engineer and complies with the Australian/New Zealand Standards for Parking facilities for off street car parking.</p> <p>On this basis, the proposed development satisfies Performance Outcome PO1.</p>	

Overlay Codes

No overlay codes apply to the proposed development. This is because no excavating or removal of 100m³ or more of soil below 5 metres AHD is proposed to trigger the Acid sulfate soil overlay code. Furthermore, the Transport noise corridor overlay identifies areas subject to building requirements as mandated by the Queensland Development Code MP 4.4 (Building in a Transport Noise Corridor), which only apply to habitable rooms in residential buildings. The Residential areas overlay also does not have an associated code and the site is located in the low flood risk area, which does not trigger assessment for a non-vulnerable use against the Flood hazard overlay code.

LOCAL GOVERNMENT INFRASTRUCTURE PLAN

The purpose of the Local Government Infrastructure Plan (LGIP) is to:

- a. integrate infrastructure planning with the land use planning identified in the planning scheme
- b. provide transparency regarding a local government's intentions for the provision of trunk infrastructure
- c. enable a local government to estimate the cost of infrastructure provision to assist its long term financial planning;
- d. ensure that trunk infrastructure is planned and provided in an efficient and orderly manner;
- e. provide a basis for the imposition of conditions about infrastructure on development approvals.

There are no infrastructure items identified in the Schedule of Works in the LGIP for the subject site that are required to be constructed for the development. As detailed in the assessment against the Infrastructure code above, necessary infrastructure will be required and Council officers have recommended these to be conditioned accordingly.

STRATEGIC FRAMEWORK

An assessment of the proposal has been undertaken against the Strategic Framework to determine if compliance with the planning scheme can be demonstrated. The Strategic Framework of the planning scheme identifies the policy direction and forms the basis for ensuring appropriate development occurs in the City. The strategic intent states:

By 2031, Logan reflects the spatial elements identified in Figure 3.1—Strategic intent and will accommodate over 420,000 people and 130,000 jobs.

The policy is structured over eleven (11) themes. Although each theme has its own section, the Strategic Framework is to be read in its entirety as the policy direction for the planning scheme. Comments for each theme have been provided below:

Settlement pattern

The strategic intent of the Settlement pattern theme is that *"The settlement pattern comprises the Urban footprint, the Future urban area, the Priority development area, the Regional landscape and rural production area and the Rural living area identified on SFM-01.00—Strategic framework map."*

The proposal is location within an urban area of the urban footprint and provides a high quality place for people to work in accordance with this strategic outcome. It can also meet the purpose of the *South East Queensland Regional Plan 2023*.

Residential

The strategic intent of the Residential theme is that *"Over 70,000 new dwellings are built in Logan between 2009 and 2031. Residential development provides a range of housing sizes, types and tenures. Residential density is provided at an intensity that is compatible with the local context, public transport provision and infrastructure capacity. Specialised residential accommodation is provided to meet the needs of those with special accommodation needs. Rural residential development continues to provide a lifestyle housing choice in Logan."*

The development does not propose residential uses and as such, this theme does not apply.

Centres

The strategic intent of the Centres theme is that *"Logan has a hierarchy and network of interrelated centres comprising principal centres, major centres, district centres, neighbourhood centres, and specialised centres. Centres are vibrant, accessible and integrated places."*

Further to this, Specific Outcomes 3.5.8.1 state that:

1. Centre activities, other than an Accommodation activity, must be:

- a. located in a centre unless:
 - i. there is community need and economic need for the use;*
 - ii. the use is of a scale compatible with its role and function in the centre hierarchy;*
 - iii. the use does not have unacceptable adverse effects on any existing or planned centre;*
 - iv. the use:
 - A. cannot be located in a principal centre, major centre, district centre, local centre or neighbourhood centre;*
 - B. is located in the Specialised centre zone, or in an employment area where it cannot be located in a specialised centre; or*
 - C. has a specific locational need requiring its location outside a centre and the use is located in accordance with the specific locational need;***

As discussed above, the Economic Need and Impact report provided by Foresight Partners to support the proposal has forecast an undersupply of 26 GPs by 2028 (including approved developments) in the MSA. The need demonstrated was predicted as a strong need for a Health care service in the area. The needs assessment also asserted that the

proposal will not impact upon existing Health care services in the MSA, as there is a demonstrated shortage for all type of Health care services and practitioners.

The only currently available land for a Health care service is the Specialised centre zoned area along Kingston Road, which is significantly flood affected. None of the sites are available for purchase according to the Foresight Partners report. Therefore, as only limited land is available, the proposed Health care service is considered to serve the needs of local residents and be suitably located to continue to serve the needs of local residents into the future.

It is worth noting that the proposed development will also be of a scale consistent with the underlying zone and precinct. Whilst it will be located within approximately 600-700m of an existing Health care services, this is considered to be in the upper limit of the separation distance and impact assessment is only triggered based on an error in the planning scheme that doesn't identify main (State controlled) roads, as higher order roads that support code assessment. The proposed development is therefore considered to comply with the Centres theme of the Strategic Framework.

Employment

The strategic intent of the Employment theme is that *"50,000 new jobs are provided in Logan between 2009 and 2031. Logan has a strong, resilient and diversified economy based on Logan's locational advantages to provide high levels of employment growth to achieve 65 percent employment self-containment by 2031. Employment areas facilitate business and industry in locations that provide employment close to where people live. Natural economic resources are protected and managed sustainably so they provide an ongoing social, environmental and economic benefit to the region."*

While the proposed development may provide some additional employment opportunities to the City, the proposal is not located within a defined employment area and this theme is not applicable.

Community

The strategic intent of the Community theme is that *"Logan's community is well serviced and supported by community infrastructure. Open space and recreation uses and facilities are provided throughout Logan to meet the needs of the community. Local culture, heritage, and character is protected and enhanced to reinforce local community identity. Logan is a highly liveable city where development supports the wellbeing of Logan's diverse, multicultural community."*

The theme is not relevant as the proposal is not defined as a community infrastructure under the planning scheme.

Rural

The strategic intent of the Rural theme is that *"Rural land, including Agricultural Land Classification Class A and Class B land, continues to support sustainable rural production and the diverse activities associated with an active rural economy, providing social, economic and environmental benefits to the region. A range of rural enterprises complement rural production and provide employment, economic development and ancillary tourism opportunities on rural land."*

The Rural Theme is not relevant as the proposal is not located on rural land.

Natural environment

The strategic intent of the Natural environment theme is that *"The natural environment is protected and enhanced. No net loss of biodiversity and ecological values is achieved by protecting and enhancing flora and fauna species, large viable areas of habitat and connecting corridors, vegetation, waterways, wetlands and ridgelines and a sustainable and viable population of koalas. The ecosystems of waterway corridors, wetlands, and their riparian areas are protected and enhanced."*

The Natural environment is not relevant as there are no overlays affecting the site that identify environmental areas requiring protection and the site is within an urban area.

Natural hazards

The strategic intent of the Natural hazards theme is that *"People and premises are protected from and are resilient to the potential risks associated with natural hazards. Greenhouse gas emissions, and the community's reliance on greenhouse gas emitting energy sources, are reduced. Acid and metal contaminants do not adversely affect the natural and built environment, and human health and safety."*

The Natural hazards Theme is not relevant as the subject site is not affected by any applicable overlays that trigger assessment and are applicable to this Theme.

Design, place making and amenity

The strategic intent of the Design, place making and amenity theme is that *"Logan has a high quality, well designed built environment that provides places for people that are attractive, functional, safe and accessible. The built and natural environment provides people with a high level of amenity, where the qualities of the environment enhance the physical and social wellbeing of people."*

The proposal will introduce a new use, with a building design that addresses both Kingston Road and Remaro Street and will have a high level of amenity in terms of the building design, appearance, bulk, height and site coverage. The site is located on the corner of a signalised intersection and has commercial development on the opposite of the road along Kingston Road. The proposal will therefore be of a similar style and character of existing development in the area and development conditions have been recommended to address lighting, acoustic and other emissions to protect existing residential amenity. There will be no further change to the existing amenity as a result. The development will therefore satisfy the Design, place making and amenity theme of the Strategic Framework.

Transport

The strategic intent of the Transport theme is that *"Development is designed to encourage walking, cycling and the use of public transport, and reduce reliance on private vehicles. High quality pedestrian and cycle infrastructure is provided in locations of good accessibility. An efficient public transport network is provided and integrated with development. An efficient road hierarchy and network is provided and integrated with development."*

The proposal has been assessed against the requirements of the Transport Theme and no conflicts have been identified.

Infrastructure

The strategic intent of the Infrastructure theme is that *"Efficient, cost effective, functional and sustainable infrastructure networks are provided and integrated with development. Key infrastructure sites and corridors are protected. Stormwater is managed in accordance with total water cycle management and water sensitive urban design principles. Waste is reduced to the greatest extent practicable, and managed and disposed of sustainably."*

Development conditions have been recommended to address no worsening for stormwater discharge from the site, the extension of the footpath along Remaro Street and pedestrian connectivity from the development to the extended pedestrian network along Kingston Road. The proposed development will also be connected to all relevant services, including water, sewer, electrical and telecommunications.

As noted above, the proposed development is consistent with the themes of the Strategic Framework. On balance, the application is considered to comply with the Strategic Framework of the planning scheme.

Based on a balanced assessment of the proposal against the planning scheme detailed above, it is recommended that the proposed development be supported and approved subject to conditions.

Public Notification

In accordance with Part 4 (Public Notification) of the Development Assessment Rules, the applicant has informed Council that public notification was undertaken in accordance with s53 of the *Planning Act 2016*.

Start Date:	25/09/2024
End Date:	17/10/2024
Date of Final Notice:	18/10/2024
Number of Submissions:	Properly made
	2 (objection/s)
	Not properly made
	1 (objection/s)

Figure 6 shows how the submitter's properties (red star representing properly made submissions and orange oval representing a not properly made submission) are located in relation to the proposed development site (yellow square). The issues raised in the submission are outlined and responded to below in **Table 1**.

Figure 6: Location of submitters in relation to development site

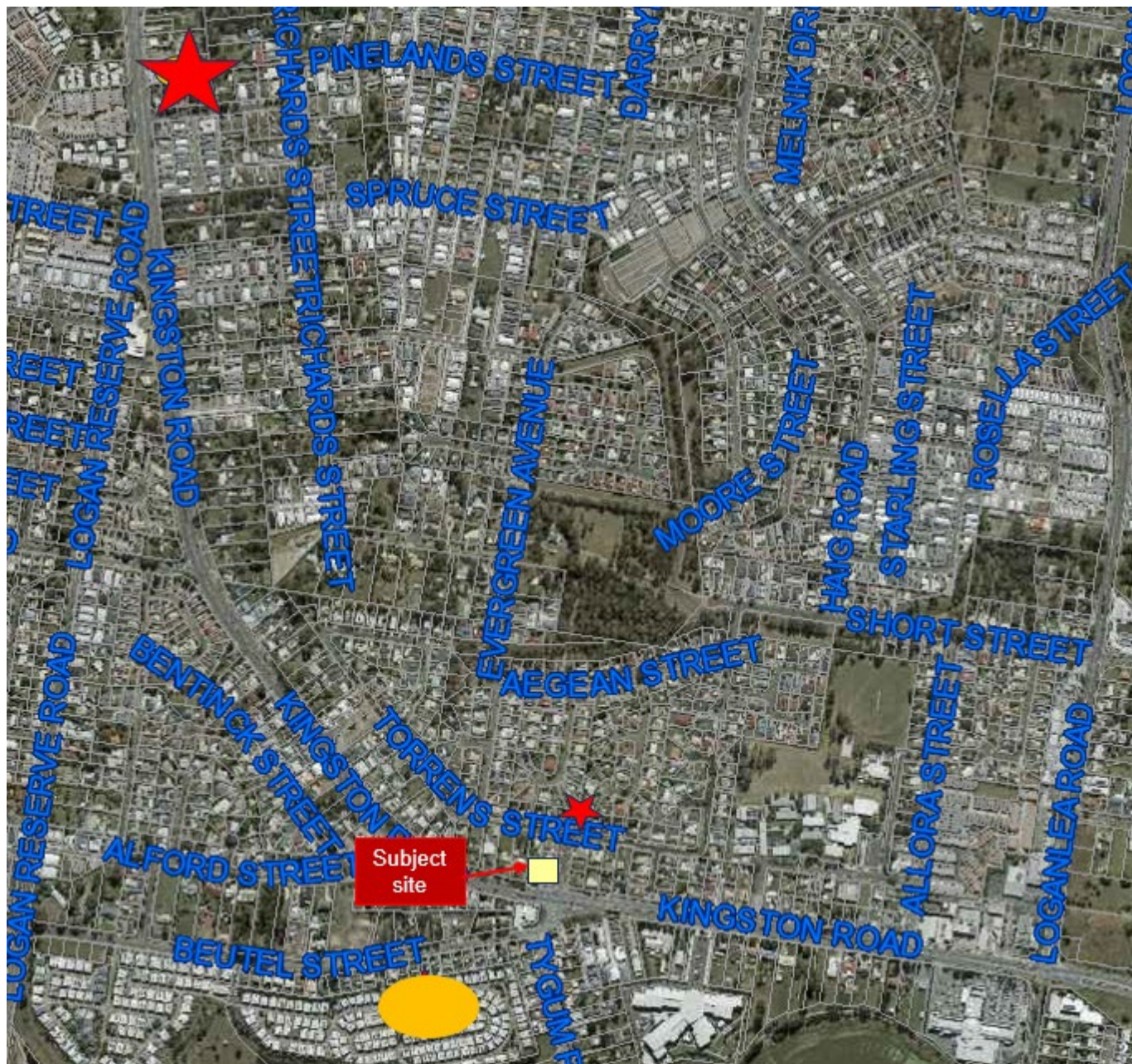


Table 1: Submitter Concerns and Council Officer Comments

Submitter Concerns	Council Officer Comments
<p>Planning and economic need. There are other suitably zoned sites along Kingston Road that could be used instead of this site.</p>	<p>The applicant has provided an Economic Need and Impact report which demonstrates that other suitably zoned sites along Kingston Road are flood affected and are otherwise not currently available for further development. A shortage of health professionals and services has been demonstrated for the service area, with shortages to all health service groups with the exception of podiatry. There is a forecast undersupply of 26 GPs in the area by 2028 to cover future population growth and a shortfall of other health care professionals including chiropractors, dentists, pharmacy facilities, physiotherapists and psychologists.</p>

Submitter Concerns	Council Officer Comments
<p>Gross Floor Area does not include the hallway and should be clarified</p>	<p>Amended plans have been provided to remove the downstairs tenancies and include a further car parking space. The GFA calculations now include the corridor area in the GFA and car parking now complies with the planning scheme for the total GFA area proposed.</p>
<p>Sufficient car parking, manoeuvring of vehicles, refuse collection and increase in traffic.</p> <p>Concerns that there is not enough car parking spaces and overflow car parking will occur on the road.</p>	<p>The proposed car parking, manoeuvring and refuse collection arrangements have been reviewed by Council officers and conditions can be imposed to ensure compliance with the relevant requirements. An RPEQ has also signed off on the submitted traffic report addressing car parking, traffic and manoeuvring for the proposal.</p> <p>The car parking spaces comply with the rate required in the planning scheme, with only the separate loading bay not being provided (to be used in conjunction with the ambulance bay).</p> <p>A Health care service requires manoeuvring for an SRV (the size of a small rigid vehicle or ambulance) as the design vehicle. This has been demonstrated and signed off by an RPEQ.</p> <p>A pick up and set down area has been provided, whilst a loading bay area can be used in other spaces (being for an SRV size) with extended hours of servicing which are one hour before and after the hours of operation. Notwithstanding this, kerbside collection can be undertaken by Council for general waste, with medical waste to be collected by private contractors on site.</p> <p>The size of the car parking spaces has been provided by a RPEQ and checked to the Australian Standards AS2890 by Council's Development Engineers.</p>
<p>Right and left turning from Kingston Road into the site, all access to the site is not addressed</p>	<p>A traffic impact and parking assessment report was provided by the applicant and reviewed by Council's Technical Services officers. They have advised that the anticipated additional traffic generated by the proposal will not adversely impact the surrounding road network. The location of the proposed crossover into the car parking area has been designed to be the furthest distance from the intersection. Vehicle access and queuing meets the commercial width to allow vehicles to enter and exit simultaneously and in a forward gear. Access to the site is available from a left or right turn at the existing traffic lights from Kingston Road, or south from Beutel Street. The length of the driveway from the crossover in Remaro Street allows a vehicle to queue if required onto the site. The traffic report submitted has been provided by a RPEQ engineer.</p> <p>Kingston Road is a State controlled road and the application has therefore been referred to SARA, who have provided a referral agency response with conditions. The conditions prevent direct access to Kingston Road and stormwater management must not cause worsening to the operating performance of the State-controlled Road.</p>
<p>SRV height clearance proposed is not sufficient</p>	<p>The Australian Standard AS/NZS 2890.1:2004 shows a van of the size proposed at 2.081m in height can meet the 2.8 metre height clearance provided. The clearance height for an SRV class design vehicle is 2.3 metres in accordance with the planning scheme. It has therefore been confirmed that there is sufficient clearance by Council's Development Engineers and the applicants traffic report to meet both the Council and the Australian Standards.</p>

Submitter Concerns	Council Officer Comments
Introduction of a commercial use in a residential area	The use proposed is an intended use for the zone (including the size of the development, being less than 200m ² GFA in size) and can be conditioned to comply with the requirements of the planning scheme.
Removal of house during a housing crisis	As noted above, the proposal is for a use that is intended in the applicable zone in the planning scheme. The proposed use is for a community benefit.
Not enough specific details on the type of Health care services proposed	The planning scheme definition for Health care services will allow for the proposal to be used for a variety of health care functions, including a GP clinic, physiotherapy, dentist, etc. Development conditions will be applied to ensure that the proposal is not used for a pharmacotherapy clinic.

Any other relevant matter

Section 60(3) of the Act states that, to the extent an application requires impact assessment, the assessment manager has the discretion to either:

- (a) approve all or part of the application;
- (b) approve all or part of the application, but impose development conditions; or
- (c) refuse the application.

In exercising this discretion and in accordance with Section 45(5) of the Act, the assessment manager of an impact assessable application may carry out an assessment against, or have regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise. As per the Act, examples of another relevant matter include planning need, the current relevance of the assessment benchmarks in the light of changed circumstances and whether assessment benchmarks or other prescribed matters were based on material errors.

In undertaking a balanced assessment of the proposal development against the planning scheme and any other relevant matters, Chapter 1, Section 5(1) of the Act states that *“an entity that performs a function under this Act must perform the function in a way that advances the purpose of this Act.”*

In accordance with Chapter 1, Section 3(1) of the Act, the purpose of the Act is *“to establish an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning (planning), development assessment and related matters that facilitates the achievement of ecological sustainability.”*

Section 3(2) of the Act further defines ecological sustainability as *“a balance that integrates—*

- (a) the protection of ecological processes and natural systems at local, regional, State, and wider levels; and*
- (b) economic development; and*
- (c) the maintenance of the cultural, economic, physical and social wellbeing of people and communities.”*

As it relates to this application, Section 3(3) of the Act provides the following guidance regarding the terms referenced in Section 3(2) of the Act:

- (a) “protecting ecological processes and natural systems includes—*
 - (i) conserving, enhancing or restoring the life-supporting capacities of air, ecosystems, soil and water for present and future generations; and*
 - (ii) protecting biological diversity; and*
- (b) achieving economic development includes achieving diverse, efficient, resilient and strong economies, including local, regional and State economies, that allow communities to meet their needs but do not compromise the ability of future generations to meet their needs; and*
- (c) maintaining the cultural, economic, physical and social wellbeing of people and communities includes—*

- (i) *creating and maintaining well-serviced, healthy, prosperous, liveable and resilient communities with affordable, efficient, safe and sustainable development; and*
- (ii) *conserving or enhancing places of special aesthetic, architectural, cultural, historic, scientific, social or spiritual significance; and*
- (iii) *providing for integrated networks of pleasant and safe public areas for aesthetic enjoyment and cultural, recreational or social interaction; and*
- (iv) *accounting for potential adverse impacts of development on climate change, and seeking to address the impacts through sustainable development (sustainable settlement patterns or sustainable urban design, for example)."*

The proposed development was subject to impact assessment and as such, involved public notification. The submissions received during this period have been reviewed and considered in the assessment of this application, as per the section above.

In consideration of the purpose of the Act and the obligation of Council to advance this purpose, and the proposal meeting the Strategic framework of the planning scheme, relevant matters were not considered in addition to these.

Based on a balanced assessment of the proposal against the planning scheme and having consideration to the relevant matters detailed above, it is recommended that the proposed development be supported and approved subject to conditions.

Human Rights Act 2019

In accordance with the *Human Rights Act 2019*, Council has considered and assessed the potential impact to human rights in the assessment of this development application. In particular, Council has considered the potential impact of this development application on a person's property rights and privacy.

Property rights and/or privacy of surrounding residents have the potential to be impacted should this development application be approved. Despite this, Council Officers consider there to be good reason to support the proposed development, as these potential impacts will be managed and mitigated appropriately through conditions of approval. These reasons include:

- Privacy to neighbours will be managed by fencing and landscape conditions.
- The bulk of the building will be located towards the road frontages of the site and all side and rear boundary clearances will comply with the requirements of the planning scheme.
- Site cover will be lower than permitted, being just 36 per cent.
- Noise will be managed through the installation of acoustic fencing along the northern boundary in accordance with the recommendations of a submitted acoustic report.
- Lighting will be managed through conditions to ensure luminance is limited and not directed to adjoining neighbours as per the development conditions.
- Hours of operation and hours for servicing will be conditioned to reduce the impact upon the existing neighbours.
- A fully compliant number of car parking spaces will be provided.

Council officers consider the potential limitations on property rights and/or privacy of surrounding residents to be fair and reasonable and adequately mitigated through conditions of approval in this instance for the reasons stated above. Therefore, Council Officers are satisfied that this development application can be approved.

REFERRALS

Referral Agencies

State Assessment and Referral Agency (SARA)

SARA was identified as a Referral Agency for the subject application as the development triggered under the Planning Regulation 2017, under Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (10.9.4.2.4.1) – Material change of use of premises within 25 metres of a state transport corridor and within 100m of a state-controlled road intersection. On the 19 August 2024, SARA provided a Referral agency response with conditions to be attached to any approval that may be given for the proposed use, which included:

- Access to State-controlled road is not permitted; and
- Stormwater management to cause no worsening to the State-controlled Road.

Internal Referrals

This application was referred to the following internal Council Branches/Units for consideration and approval conditions of development:

- Development Assessment (Engineering)
- Technical Services (Hydraulics)
- Technical Services (Traffic/Transport)
- Technical Services (Environment)
- Technical Services (Landscaping)
- Water Infrastructure Branch

CONCLUSION

After considering the development application against the applicable legislation, planning instruments, and submissions, it is recommended that the development application be approved, subject to conditions.

RECOMMENDATION

IT IS RECOMMENDED:-

That the Development Application be approved, subject to conditions, and a Development Permit for a Health care service at 896 Kingston Road, Waterford West QLD 4133 described as Lot 281 RP 849284 be issued in accordance with the attached conditions.

***INTEGRATED PLANNING ACT 1997, SUSTAINABLE PLANNING ACT 2009 AND PLANNING ACT 2016 -
DEVELOPMENT ASSESSMENT AND DISPUTE RESOLUTION***

DECISION

I am satisfied having considered the above application, matters set out in this submission and the recommendation of the officer, this application complies with the relevant standards and the *Planning Act 2016* (where applicable) and should be approved, subject to conditions for the reasons outlined in the decision notice.

Dated the 9th day of December 2024

Jessica Binch
Principal Planning Officer
Planning Assessment and Technical Services