

PLANNING REPORT

4696 — 4754 Mount Lindesay Highway, North Maclean QLD 4280

Maclean Bridge Industrial Unit Trist

Material Change of Use for Transport depot

August 2023



W O L T E R
consulting group

 Planning  Urban Design  Landscape  Environment  Surveying



W O L T E R
consulting group

Planning Urban Design Landscape Environment Surveying

Level 2, 1 Breakfast Creek Road, Newstead QLD 4006

PO Box 436 New Farm QLD 4005

P: (07) 3666 5200 F: (07) 3666 5202

brisbane@wolterconsulting.com.au

ABN: 61 147 343 084

© Wolter Consulting Group 2022

This document is and shall remain the property of Wolter Consulting Group. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

REVISION	AUTHOR	REVIEWED	SIGNATURE	DATE OF ISSUE
1.0	N. Hall	G. Savins		28/08/2023



TABLE OF CONTENTS

1.	INTRODUCTION	1
1.1.	PURPOSE OF REPORT	1
1.2.	SITE & APPLICATION DETAILS	2
2.	SITE ANALYSIS	3
2.1.	SITE LOCATION & CHARACTERISTICS	3
3.	PROPOSAL	6
3.1.	DEVELOPMENT PARTICULARS	6
3.2.	GENERAL OVERVIEW	6
3.3.	DEVELOPMENT PARTICULARS	6
3.4.	SUPPORTING TECHNICAL REPORTS	6
4.	STATUTORY PLANNING OVERVIEW	8
4.1.	INTRODUCTION	8
4.2.	PLANNING ACT 2016.....	8
4.3.	STATE PLANNING POLICY	8
4.4.	SOUTH EAST QUEENSLAND REGIONAL PLAN.....	8
4.5.	SCHEDULE 11 OF THE PLANNING REGULATION — KOALA HABITAT AREAS.....	8
5.	REFERRAL AGENCIES	9
5.1.	REFERRALS STATE DEVELOPMENT ASSESSMENT PROVISIONS	9
6.	LOCAL PLANNING FRAMEWORK	11
6.1.	STRATEGIC FRAMEWORK	11
6.2.	ZONING.....	16
6.3.	OVERLAYS	17
7	CONCLUSION AND REASONS FOR APPROVAL	22

FIGURES

Figure 1: Broader Context	3
Figure 2: Map identifying the site's locational context relative to Logan City, the local suburb of North Maclean and the immediate surroundings.....	5
Figure 3: State Mapping	10
Figure 4: Strategic Framework - strategic Intent	12

TABLES

Table A: Site and application details	2
Table B: Site characteristics.....	3
Table C: Site services.....	4
Table E: Supporting plans, reports and documents	7
Table E: Referral Requirements	9
Table F: Zoning applied to land	16
Table G: Overlays applying to the land	17
Table H: Assessable Development Summary	20

APPENDICES

Appendix A: Proposed Plans prepared by Verge Design Group.

Appendix B: Code Compliance Statements prepared by Wolter Consulting Group.

Appendix C: Noise Impact Assessment prepared by MWA Environmental.

Appendix D: Traffic Report prepared by PTT Traffic & Engineering.

Appendix E: Logan City Council Prelodgement Minutes.

Appendix F: State Assessment Referral Agency Prelodgement Meeting Minutes.

Appendix G: Searches.

Appendix H: Council Enforcement Notice No. 63471.

ABBREVIATIONS

Council	Logan City Council
LGA	Local Government Area
SPP	State Planning Policy
SEQRP	ShapingSEQ- South East Queensland Regional Plan
Planning Act	Planning Act 2016
Planning Regulation	Planning Regulation 2017
Planning Scheme	Logan Planning Scheme 2015 (version 9)
SARA	State Assessment and Referral Agency
SDAP	State Development Assessment Provisions

1. INTRODUCTION

1.1. PURPOSE OF REPORT

This report has been prepared to accompany a development application for a Transport depot at 4696 – 4754 Mount Lindesay Highway, North Maclean (Lot 1 on RP318191).

Officially, this development application seeks a:

- Development Permit for Material Change of Use for a Transport depot.

This report addresses the merits of the development with respect to the relevant provisions of the Planning Act 2016, including the Logan Planning Scheme 2015 and other relevant matters. Importantly, this report confirms the suitability of the proposed development in relation to the relevant assessment benchmarks applicable to the subject site.

This material change of use application is being lodged following receipt of an Enforcement notice issued by Council in April 23 relating to a Transport depot use occurring in the premises.

This report provides the following information with respect to the assessment of the development proposal:

- Detailed site analysis;

- Description of the proposed development;
- Statutory planning overview including State and local planning provisions;
- Discussion of key planning considerations;
- Specialist detailed reporting; and
- A summation of the report, recommendations, and conclusions.

1.2. SITE & APPLICATION DETAILS

Table A: Site and application details

Site Details

Address	4696 – 4754 Mount Lindesay Highway, North Maclean 4280		
Property Description	Lot 1 on RP 218191		
Area	134,600sqm	Owner	Parmjit Singh (trustee under instrument 721664880)
Local Government	Logan City Council	Planning Scheme	Logan Planning scheme 2015 (version 9)
Zoning	Rural	Zone Precinct	Farming
Overlays	<ul style="list-style-type: none"> ▪ OM – 2.01 – Primary vegetation management area ▪ OM – 2.01 - Secondary vegetation management area ▪ OM – 2.03 – Locally significant melaleuca irbyana (150 metre buffer area) ▪ OM – 2.04 – Matters of local environmental significance ▪ OM – 2.04 – Matters of both Local and State environmental significance 	<ul style="list-style-type: none"> ▪ OM – 3.01 – Bushfire Hazard – high potential ▪ OM – 3.01 – bushfire Hazard - Potential impact buffer area ▪ OM – 8.01 – Landslide greater than 15% slope ▪ OM – 10 – Residential overlay ▪ OM – 12 – Transport and Main Roads – State roads ▪ OM – 14.02 – Wetlands buffer area 	

Applications Details

Type of Development	<ul style="list-style-type: none"> ▪ Material Change of Use 	Required Approval	<ul style="list-style-type: none"> ▪ Development Permit for Material Change of Use
Proposed Use	Transport Depot		
Category of Assessment	Impact	Public Notification	Required (15 business days)
Referral(s)	10.9.4.2.4.1 (premises within 25m of State controlled road)		
Applicant	Maclean Bridge Industrial Unit Trust c/o Wolter Consulting Group Pty Ltd	Contact Person	Gary Savins
Contact Phone	(07) 5636 9943	Contact Email	gsavins@wolterconsulting.com.au

2. SITE ANALYSIS

2.1. SITE LOCATION & CHARACTERISTICS

The site is located at 4696 – 4754 Mount Lindesay, Highway, North Maclean and is formally described as Lot 1 on RP218191.

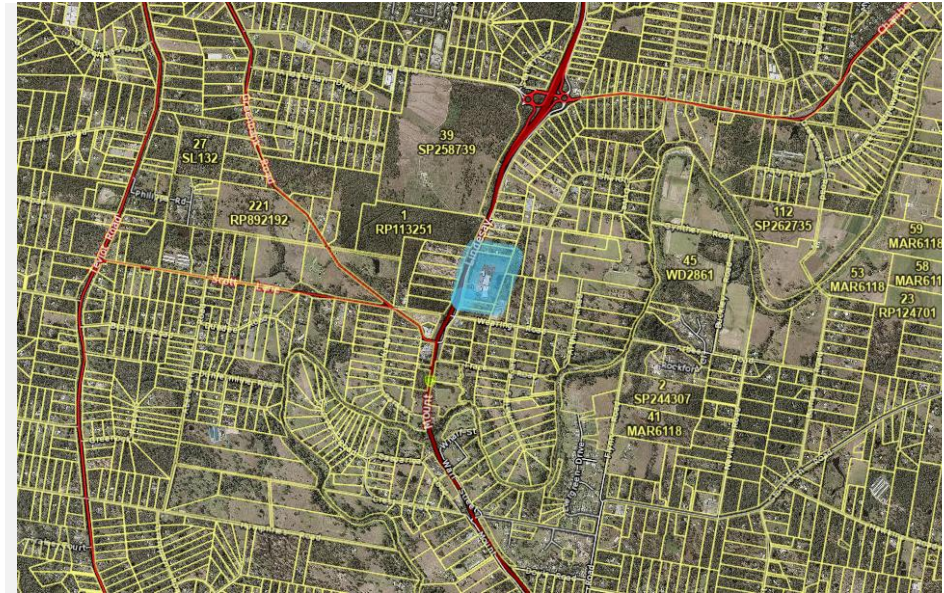
The site has a total area of 134,600m² and has a frontage of approximately 440 metres to Mount Lindesay Highway. Access to the sites is currently obtained via the existing crossover onto the slip road of the Mount Lindesay Highway. The site is improved by a large number of agricultural farm buildings and hard standard areas due to the historical mushroom farm operation undertaken on the premises.

The land to the north, east and west is zoned for rural residential uses, with several blocks containing well established homes and gardens. Further north is a long-established shopping precinct and to the southeast, a poultry farm operates.

Of particular relevant to the subject site, is the Greater Flagstone Priority Development Area (PDA) directly adjacent to the west. This part of the PDA is the major ‘Industry and Business’ area identified in terms of future development potential.

Figure 1 provides the broad contextual setting of the subject site.

Figure 1: Broader Context



SOURCE: QLD Globe May 2023

Table B further characterises the physical features of the site. Table C provides an overview of infrastructure servicing the site.

Table B: Site characteristics

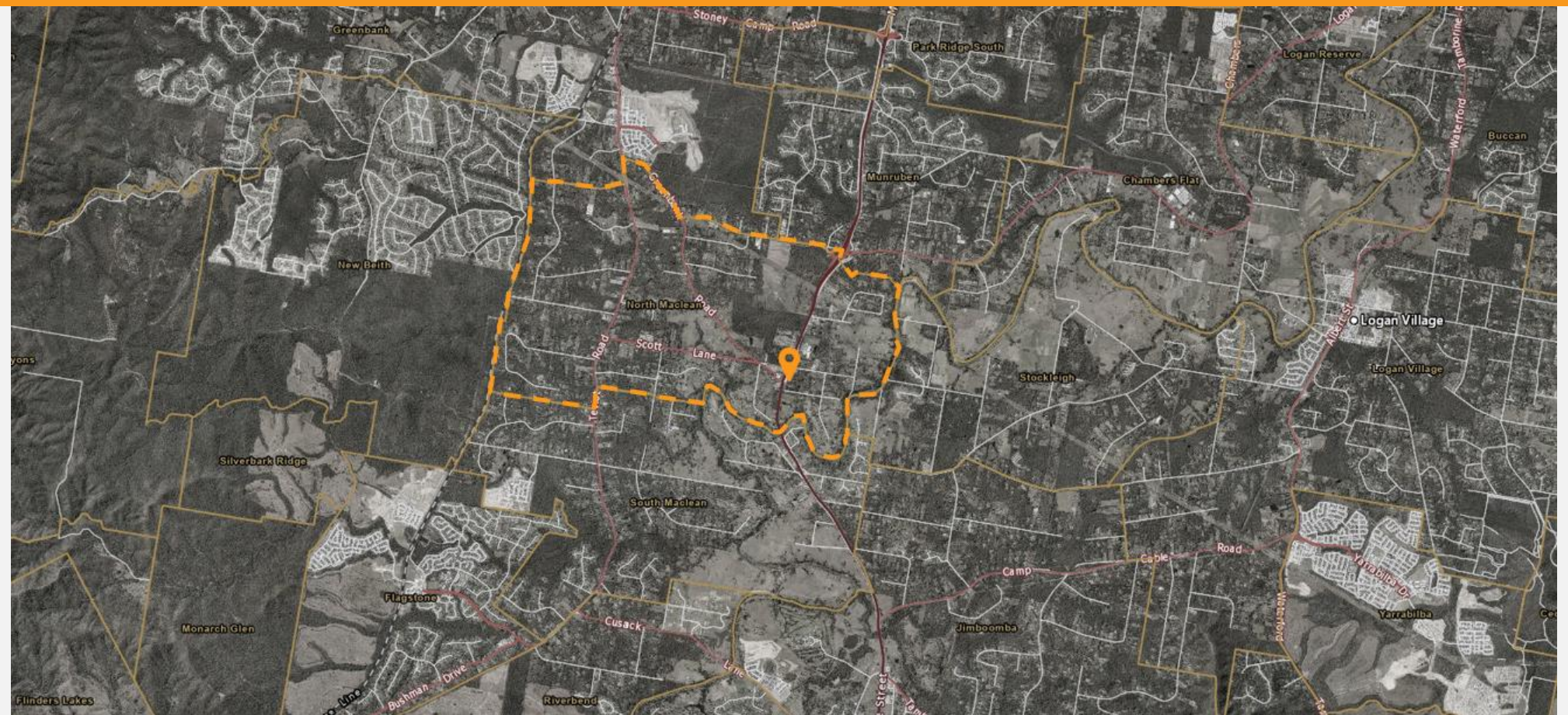
Easements	There are no easements over the subject site.
Topography	The site generally falls gently to the Mount Lindesay Highway to the west, with greater falls to the north, east and west. On the western boundary a dam is located. Given the agricultural use of the site, whilst it has this crossfall, it could still be generally described as gently sloping.

Vegetation	The site has been mostly cleared to facilitate historical uses. There is some existing vegetation around all boundaries.
Waterways / waterbodies	There is an existing dam located on the eastern boundary.
Contaminated land	The subject site is not known to be contaminated, however it is listed on the EMR due to previous petroleum/oil storage that has been undertaken.

Table C: Site services

Water Supply	There are no proposed changes in relation to servicing of the subject site as a direct result of this Transport depot application.
Sewerage	There are no proposed changes in relation to servicing of the subject site as a direct result of this Transport depot application.
Stormwater	There are no proposed changes in relation to servicing of the subject site as a direct result of this Transport depot application.
Electricity, Gas & Telecommunications	There are no proposed changes in relation to servicing of the subject site as a direct result of this Transport depot application.

Figure 2: Map identifying the site's locational context relative to Logan City, the local suburb of North Maclean and the immediate surroundings



WOLTER
consulting group

 Planning
  Urban Design
  Landscape
  Environment
  Surveying



Site Location

4696 – 4754 Mount Lindesay
Highway North 4280
Source: QLD Globe

Date

28-08-2023

3. PROPOSAL

3.1. DEVELOPMENT PARTICULARS

This development application seeks approval for the following:

- Development Permit for Material Change of Use (Transport depot).

3.2. GENERAL OVERVIEW

The proposed development is for a modest Transport depot use on the subject site which represents a functional and adaptive re-use of existing buildings and hardstand already present as a result of the historical mushroom farm operations. No new building or civil works are proposed, and the total size of the Transport depot use has been capped to ensure the scale and function of the use is compliant with both Council expectations and State Government regional planning requirements. The subject site is ideally located to accommodate a transport depot use due to its' high degree of accessibility and the use itself is able to be centrally located within the overall site area so as to minimise any potential offsite amenity impacts.

3.3. DEVELOPMENT PARTICULARS

The Transport depot activities will include light vehicle movements, light vehicle carparking, truck operations (i.e. startup, idling, trailer

connection/disconnection, reversing beepers) and ancillary mechanical workshop activities.

For the purposes of the assessment and consideration of this application, the following peak 1 hour trip rates for morning, day and evening periods have been proposed:

- 6am to 10pm Monday to Saturday – 20 truck trips per hour and 20 light vehicle trips per hour.
- 10pm to 6am Monday to Saturday – 5 truck trips per hour and 5 light vehicle trips per hour.
- 6am to 10pm Sunday – 5 truck trips per hour and 5 light vehicle trips per hour.
- 10pm to 6am Sunday – 5 truck trips per hour and 5 light vehicle trips.

Importantly, the actual vehicle trips and truck movements in and out of the site are to be lower than outlined above over a typical 24 hour period (the above represents a possible maximum number of trips for the purposes of environmental assessment).

3.4. SUPPORTING TECHNICAL REPORTS

This report is accompanied by the plans, reports and additional information as follows:

Table D: Supporting plans, reports and documents

Type	Appendix
Proposal Plans	A
Code Compliance Statements	B
Noise Impact Assessment	C
Traffic Report	D
Logan City Council Prelodgement Meeting Minutes	E
State Assessment Referral Agency Prelodgement Meeting Minutes	F
Searches	G
Council Enforcement Notice	H

4. STATUTORY PLANNING OVERVIEW

4.1. INTRODUCTION

The development application requires assessment against the relevant provisions of the Planning Act, SPP and SEQRP and Planning Regulations. Consideration of these matters is outlined below.

4.2. PLANNING ACT 2016

The statutory framework for decision making in relation to land use and development in Queensland is contained within the Planning Act 2016 and its subordinate legislation, including the Planning Regulation 2017.

4.3 STATE PLANNING POLICY

The SPP relates to 17 separate State interests grouped together under 5 broad themes and provides direction to local governments in preparation of planning documents and assessment of development applications.

As set out in Part 2.1 of the Planning Scheme, at the time of commencement of the Planning Scheme, the Minister had determined that all the State Planning Policy have been integrated into the Planning Scheme. In this regard, assessment against the benchmarks contained within the SPP is not required.

4.4 SOUTH EAST QUEENSLAND REGIONAL PLAN

The SEQRP provides the framework for managing growth, change, land use and development in the SEQ Region to the year 2041. The SEQRP represents an agreed Queensland Government position on the future of SEQ and takes precedence over all other planning instruments.

As illustrated in **Figure 3**, the site is located within the Regional and Rural Landscape Area of the SEQRP. In relation to permitted uses outside of the Urban footprint of the Regional Plan, the proposed development complies with the 27F provisions of the Planning Regulation in terms of size and scale (800sqm GFA and 1,500sqm outdoor area) for urban activities. Accordingly, referral for the use is not required in the context of any SEQRP considerations.

4.5 SCHEDULE 11 OF THE PLANNING REGULATION – KOALA HABITAT AREAS

Schedule 11 of the Planning Regulation seeks to regulate development based on mapping affecting the site and the nature of the proposed development. The site is mapped within a Priority Koala Assessable Development Area, however, given no koala habitat areas are being cleared and have not been cleared since 7 February 2022, no further assessment is required.

5. REFERRAL AGENCIES

SARA delivers a coordinated, whole-of-government approach to the State's assessment of development applications and relates to development applications where a State agency has jurisdiction. In determining whether a development application requires referral to SARA or 'other persons', the proposed development must be assessed against Schedule 9 and/or Schedule 10 of the Planning Regulation.

Schedules 9 and 10 of the Planning Regulation set out all referral agencies and their jurisdiction.

5.1 REFERRALS STATE DEVELOPMENT ASSESSMENT PROVISIONS

The SDAP provide assessment benchmarks for assessment of development applications where the Chief Executive is the assessment manager or a referral agency. Matters of state interest contained within the SDAP can be broadly categorised into two types of interests:

- Interests with the potential to impact on development (e.g. state-controlled roads); and
- Interests that must be protected from the impacts of development (e.g. marine plants).

The SDAP contains twenty-five (25) State codes, all of which are set out in a performance-based code format requiring applicants to address specific criteria.

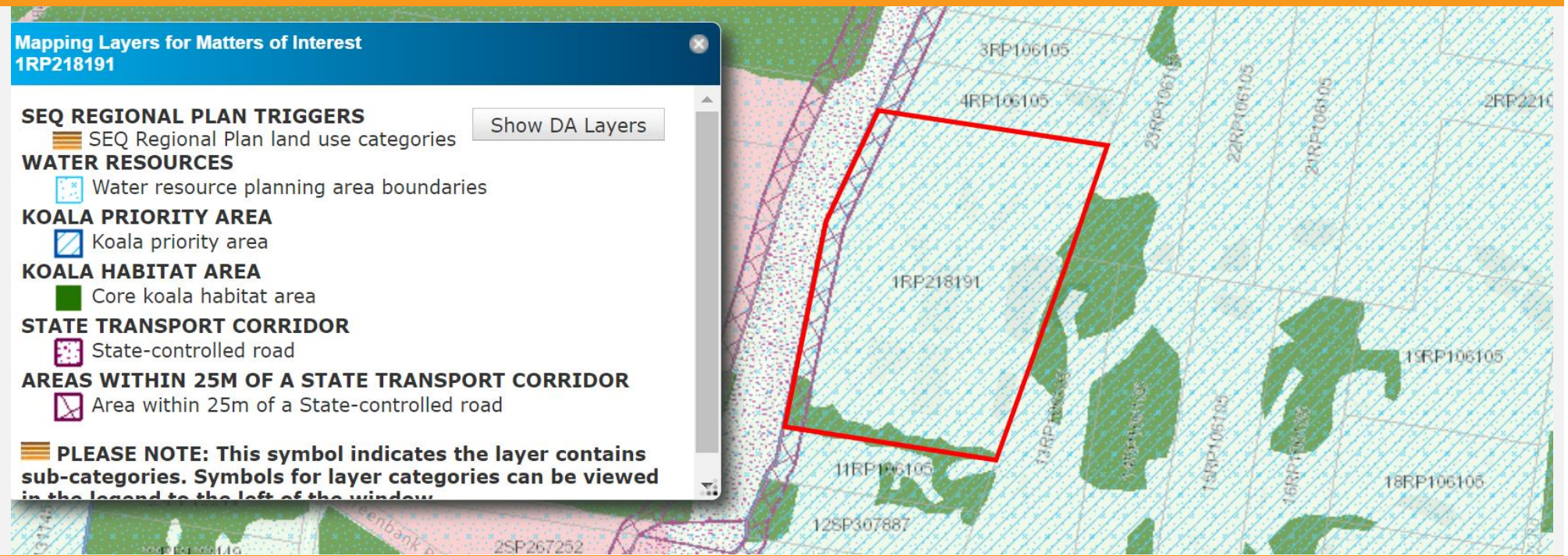
5.2 REFERRALS AND STATE DEVELOPMENT ASSESSMENT PROVISIONS

Based on a review of Schedules 9 and 10 of the Planning Regulation and the SDAP, the proposed change application triggers a referral as per **Table E** below.

Table E: Referral Requirements

Referral Trigger Reference	Aspect of Development	Referral Agency
Schedule 10, Part 9, Division 4, Subdivision 2, Table 4	Material change of use of premises near a State transport corridor or that is a future State transport corridor	The chief executive

Figure 3: State Mapping



Site Location

4696 – 4754 Mount Lindesay
 Highway North Maclean
 Source: DAMS Mapping

Date

28-08-2023

6. LOCAL PLANNING FRAMEWORK

It is noted that the Local Government Planning Scheme is the key instrument for integrating State, Regional and Local planning outcomes. Accordingly, this development application is required to be assessed against the relevant provisions of the Logan Planning Scheme 2015 (version 9). A detailed assessment of these provisions is carried out in the following sections of this report.

6.1. STRATEGIC FRAMEWORK

The Strategic Framework of Logan Planning Scheme consists of 11 unique strategic themes with targeted outcomes and elements related to each theme. As an impact assessable application, this development application will be assessed against all the relevant aspects of the strategic framework in order to ascertain the suitability against the Strategic Framework.

6.1.1. STRATEGIC INTENT

The site is in the Rural area of the Planning Scheme version 9 and the Strategic intent is stated as follows:

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

Planning Report

rural production and provide employment, economic development and ancillary tourism opportunities on rural land.

The proposed development accommodates the intent of the strategic direction as a complimentary rural enterprise to surrounding rural production and providing localized rural employment opportunities. The Transport depot use will not compromise the ability of the subject site and/or surrounding areas to accommodate rural pursuits.

6.1.2. STRATEGIC SPATIAL ELEMENT

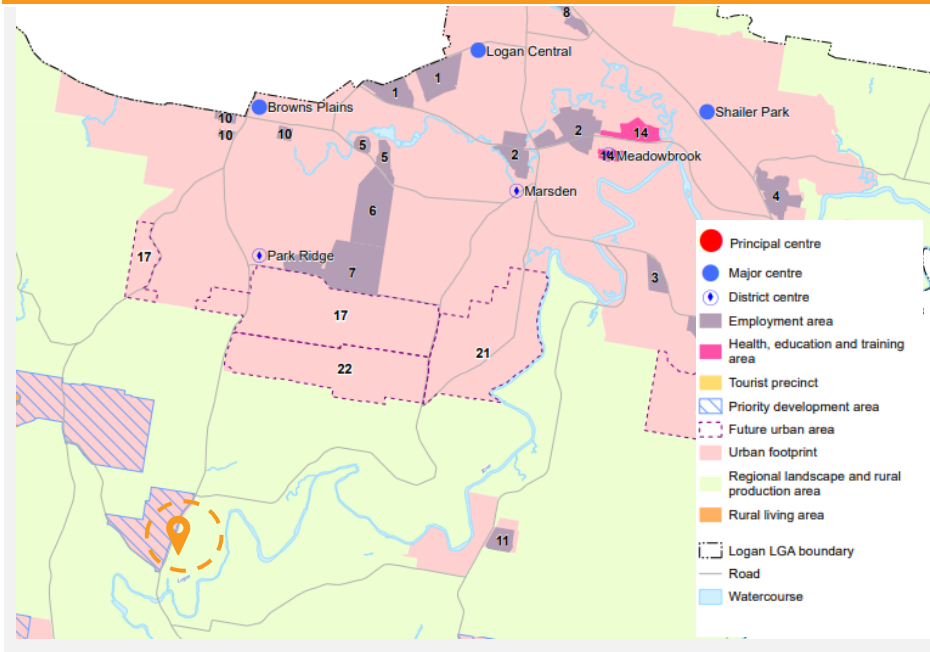
There are eleven spatial elements contained within the Planning Scheme to further illustrate and provide guidance on how to achieve this overarching strategic intent. Generally, these elements contribute towards a desired settlement pattern that ensures growing populations densities occur in appropriately designated areas, serviced by necessary infrastructure and within the vicinity of public services and employment areas.

Each spatial element is supported by specific and strategic outcomes that assist in determining the compatibility of the proposed development. Detailed discussions for each relevant section will be provided in the following section.

On the Strategic framework map the subject site is shown the regional landscape and rural production area as can be seen in **Figure 4** below.

enterprises complement rural production and provide employment, economic development and ancillary tourism opportunities on rural land.

Figure 4: Strategic Framework - strategic Intent



The relevant strategic outcomes for the rural element include that of:

- Rural 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 provides employment and economic development opportunities on rural land.

As the subject site is not mapped with Class A or B agricultural lands and the proposed use can operate concurrently and in support of rural pursuits, the proposed development supports the achievement of the rural strategic intent and related outcomes.

6.1.4. NATURAL ENVIRONMENT

This spatial element is stated within the Planning Scheme as follows:

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

6.1.3. RURAL

This spatial element is stated within the Planning scheme as follows:

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

waterway corridors, wetlands, and their riparian areas are protected and enhanced.

be avoided, managing impacts; where impacts cannot adequately be avoided or managed, values are to be offset.

The relevant strategic outcomes for the natural environment element include that of:

- No net loss of biodiversity and ecological values is achieved by protecting and enhancing: flora and fauna species, including endangered, vulnerable and near-threatened species, and their associated habitats; large viable areas of habitat and connecting corridors, to ensure movement, breeding, dispersal and genetic diversity of species; vegetation, waterways, wetlands and ridgelines that function as links and corridors; a sustainable and viable population of koalas.
- The ecosystems of waterway corridors, wetlands and their riparian areas are protected and enhanced.

It is considered that the proposed development is consistent with this spatial element. The proposed development does not remove any vegetation or earthworks, nor encroach into any ecological or waterway areas.

6.1.5. NATURAL HAZARDS

This spatial element is stated within the Planning Scheme as follows:

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.

Relevant specific outcomes related to biodiversity and waterway corridors and wetlands include that of:

- Vegetated areas and waterways are protected and enhanced to function as ecological links and corridors, benefit fauna movement and genetic exchange, improve the viability of vegetated remnants and provide scenic amenity.
- The impacts of development on vegetation are effectively managed by: avoiding impacts, where practicable; where impacts cannot practicably

The relevant strategic outcomes for the natural hazard's element include that of:

- People and premises are protected from and are resilient to the potential risks associated with natural hazards.

Relevant specific outcomes related to natural hazards include that of:

- People and premises are protected from and are resilient to natural hazards, considering the potential effects of climate change over time,

having regard to storm surge; flooding and inundation; coastal erosion; bushfire; landslide.

- A use that is vulnerable to a natural hazard is: not located in a natural hazard area; or designed to effectively mitigate the potential effects of the natural hazard.

The proposed development is consistent with these strategic outcomes as the development does not involve any new structures, the removal any vegetation or earthworks and is not to be located on parts of the subject site likely to be susceptible to hazard events.

6.1.6. TRANSPORT

This spatial element is stated within the Planning Scheme as follows:

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 relevant strategic outcomes for the transport element include that of:

- Development is designed to: encourage walking, cycling, and use of public transport; reduce reliance on private vehicles.

- High quality pedestrian and cycle infrastructure is provided in locations of good accessibility.

Relevant specific outcomes related to transport include that of:

- High quality, safe and convenient pedestrian and cycle infrastructure is integrated with development to encourage walking and cycling.
- The public transport network connects centres, employment areas and transit hubs in Logan and across the region.

This element is not considered relevant to the proposed development application as the Transport depot use does not require or include the augmentation to an movement infrastructure.

6.1.7. INFRASTRUCTURE

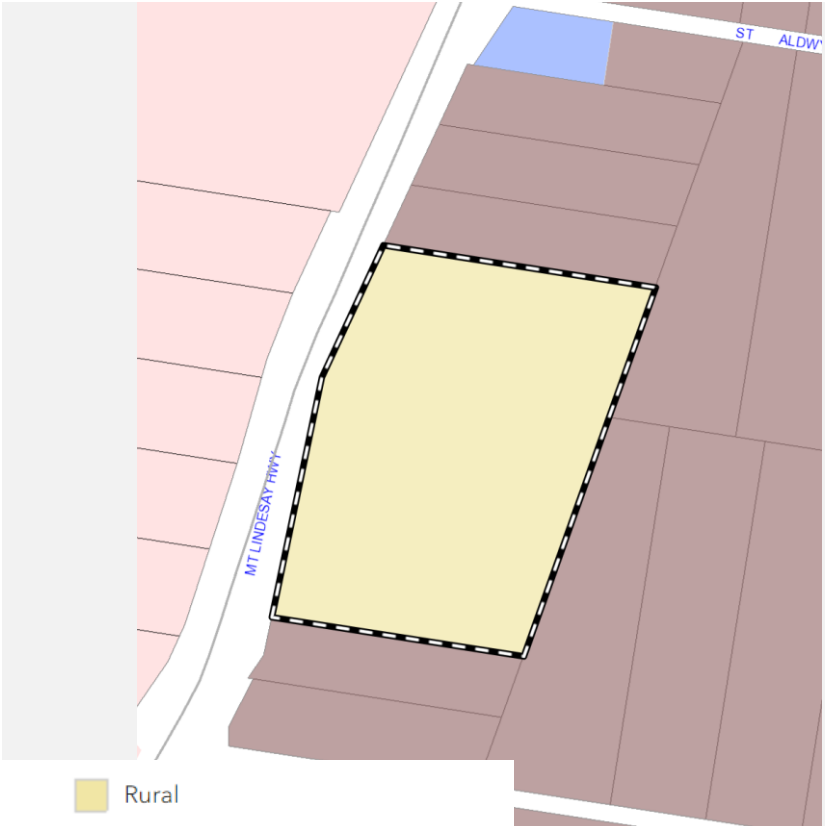
This spatial element is stated within the Planning Scheme as follows:

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.

This element is not considered relevant to the proposed development application as there are no changes to the existing infrastructure provision on this rural zoned premises.

6.2 ZONING

The following table outlines the zone details of the subject site.

Table F: Zoning applied to land	
Zone Mapping	Assessment
	<p>The subject site is located Rural Zone. This zone provides for rural uses and activities, uses compatible with existing and future uses, whilst protecting the significant natural resources and processes.</p> <p>This proposed development uses existing structures to create a use that supports on-site rural production and the surrounding rural economy.</p>

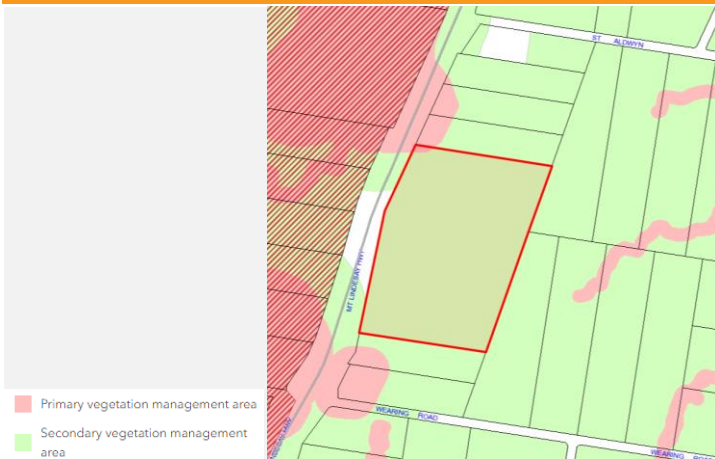
6.3 OVERLAYS

Table G below identifies the key overlays which have been applied to the land based on a review of Planning Scheme mapping and provides a brief commentary regarding the effect of each overlay with regard to the proposed development. A full assessment against the relevant overlays is provided in the Code Compliance Statements in Appendix B and the other supporting expert reports contained in the other Appendices (as relevant).

Table G: Overlays applying to the land

Overlay Mapping

Assessment



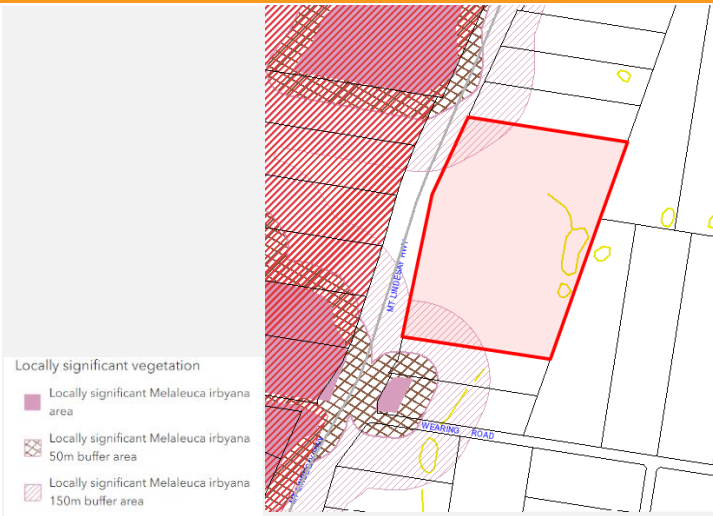
OM-02 Biodiversity Areas Overlay

The site is mapped to contain primary and secondary vegetation management areas as well as local and state environmental significance.

Given the proposed development is an existing structure, involves no earthworks and no removal of any vegetation is not considered a relevant assessment benchmark in relation to this specific application.

Table G: Overlays applying to the land
Overlay Mapping

Assessment



OM-02 Biodiversity Areas Overlay

The site is mapped to contain locally significant Melaleuca irbyana and matters of local environmental significance.

Given the small extent of intrusion and that the proposed development is an existing structure, involves no earthworks and no removal of any vegetation is not considered a relevant assessment benchmark in relation to this specific application.



OM-03 Bushfire Hazard Overlay

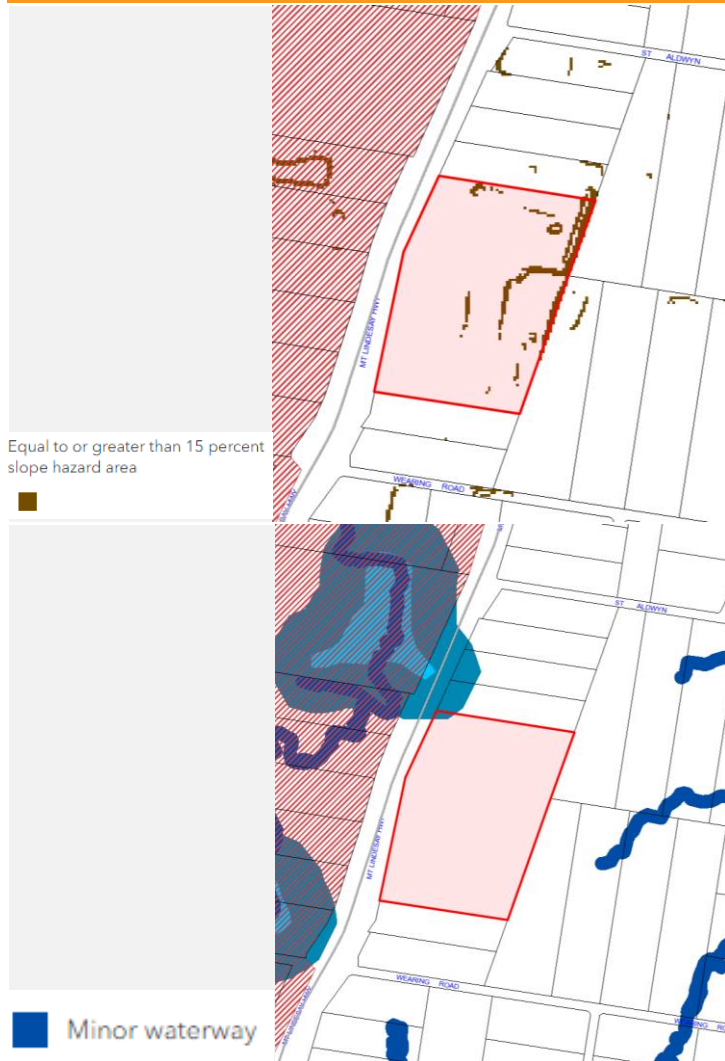
The subject site is within the Bushfire Hazard and potential impact buffer.

Given the proposed development is an existing structure and involves no earthworks and no removal of any vegetation is not considered a relevant assessment benchmark in relation to this specific application.

Table G: Overlays applying to the land

Overlay Mapping

Assessment



OM-08 Landslide Hazard and Steep Slopes Overlay

The site is mapped to contain some parts of steep slope areas equal to or greater than 15%.

Given the limited identification of landslide and steep slope hazard and that the proposed development is an existing structure involves no earthworks and no removal of any vegetation is not considered a relevant assessment benchmark in relation to this specific application.

OM-14. 00 Waterway Corridors and Wetlands Trigger

There is a small portion of mapped area on the northern end of the western boundary.

Given the very limited extent of intrusion and that the proposed development is an existing structure involves no earthworks and no removal of any vegetation is not considered a relevant assessment benchmark in relation to this specific application.

6.4 ASSESSABLE DEVELOPMENT

Following a detailed review of the relevant planning provisions, the below table summarises the level of assessment and relevant codes for all assessable development associated with the proposal.

Table H: Assessable Development Summary

Planning Provisions	Assessable Development	Relevant Codes	Location
Zone Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Rural zone code 	<ul style="list-style-type: none"> Applicable – refer Code Compliance Statements in Appendix B.
Other Development Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Filling and excavation code 	<ul style="list-style-type: none"> Not Applicable – no new earthworks are proposed.
Other Development Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Infrastructure code 	<ul style="list-style-type: none"> Not Applicable – no changes to existing infrastructure provision are proposed.
Other Development Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Landscape code 	<ul style="list-style-type: none"> Not Applicable - no changes to established site landscaping is proposed.
Other Development Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Servicing, access and parking code 	<ul style="list-style-type: none"> Applicable – refer Traffic Report in Appendix D.
Overlay Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Biodiversity areas overlay code 	<ul style="list-style-type: none"> Not Applicable – no vegetation removal or built form encroachment proposed.
Overlay Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Bushfire hazard overlay code 	<ul style="list-style-type: none"> Not Applicable – proposed use is within an established building and hardstand areas centrally located on the site.
Overlay Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Landside hazard and steep slope area overlay code 	<ul style="list-style-type: none"> Not Applicable – no new civil or structural works are proposed.
Overlay Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Transport noise corridor overlay code 	<ul style="list-style-type: none"> Not Applicable – no sensitive land uses proposed.

Table H: Assessable Development Summary

Planning Provisions	Assessable Development	Relevant Codes	Location
Overlay Code	Transport Depot (Impact Assessable)	<ul style="list-style-type: none"> Waterway corridors and wetlands overlay code 	<ul style="list-style-type: none"> Not Applicable – no change to design and siting on subject site proposed.

7 CONCLUSION AND REASONS FOR APPROVAL

In summary, the application seeks a Material Change of Use for a Transport depot on the subject site at 4696 – 4754 Mount Lindesay, Highway, North Maclean.

Through the assessment and consideration of the proposed development, the key conclusions have been determined as follows:

- The proposal is consistent with the intent of State planning instruments;
- The proposal is consistent with the purpose, overall outcomes and performance outcomes of the Rural zone;
- The proposed use of these surplus parts of the subject site for a transport depot use represent a less than 4% usage of the total site area and as a result will have no impact on any future viability and operation of any rural activity that may/could be undertaken on the site.
- The proposed use is centrally located so as to enable generous buffering to be provided to nearby premises to ameliorate any potential amenity impacts.

It is recommended council approve the proposed development subject to **reasonable** and **relevant** conditions.



WOLTER
consulting group

