



GYMPIE REGIONAL COUNCIL

LATE AGENDA

of the

ORDINARY MEETING

CHAIRMAN: Cr GC Hartwig (Mayor)

Held in the Boardroom

Town Hall

2 Caledonian Hill

Gympie Qld 4570

On Wednesday, 21 February 2024

At 9.00am



The Corporate Plan 2022-2027 provides a clear framework and direction in relation to Council's **vision, mission, values** and **key response areas**.

Gympie Regional Council has a vision for embracing opportunities, promoting wellbeing and celebrating strong communities.

Our mission is to leave a positive legacy for future generations by embracing progress through good planning and efficient service delivery.

Our values are:

Accountability

We are open, transparent and take responsibility for our actions.

Communication

We consult with the community, actively listen to and respond to the input of residents, and keep people informed.

Customer Service Focused

We meet the needs of our community in an efficient and effective manner. We strive to continually improve, show empathy and are environmentally aware in our service delivery.

Integrity

We act with honesty and respect in all we do and respect all residents, colleagues and visitors.

Teamwork and Collaboration

We recognise and support everyone's contributions. We are inclusive and contribute respectfully working as a team. We will care for ourselves and others.

Council's activities are aimed at achieving our vision and are focused into the following three key response areas/objectives:

COMMUNITY AND ENVIRONMENT

Our communities have infrastructure and spaces for living, working, learning, sport and recreation that supports and caters for growth and enables the community to be inclusive, connected and safe. Natural ecosystems are conserved and enhanced and our built environment embraces biodiversity, sustainability and heritage.

INFRASTRUCTURE AND ECONOMIC OPPORTUNITY

Our planning and infrastructure seeks to meet foreseeable future needs to support economic development, community enhancement and residents' wellbeing.

ORGANISATION

Gympie Regional Council is an organisation that understands the community, and delivers services efficiently and effectively through highly engaged staff.

The above framework informs council's decision making and guides our organisational management and operational activities.

Gympie Regional Council **ORDINARY**

Mayor GC Hartwig (Chairman),

*Crs J Milne, NG Jensen, SA Waldock, BM Devereaux, DH Stewart, HT Smerdon,
WA Polley and RA Fredman.*

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SECTION 7: COMMUNITY SUSTAINABILITY

7.2 Development Application for Material Change of Use - Transport Depot (Removalist's Depot) and Warehouse (Storage of Shipping Containers) at 427 Carlson Road, Coles Creek

PORTFOLIO: Planning and Regulatory Compliance

DIRECTORATE: Community Sustainability

DOC ID:

PREVIOUS ITEMS

7.2 - Development Application for Material Change of Use - Transport Depot (Removalist's Depot) and Warehouse (Storage of Shipping Containers) at 427 Carlson Road Coles Creek - Ordinary - 24 Jan 2024 9.00am

LINKS TO CORPORATE/OPERATIONAL PLAN

KEY RESPONSE AREAS:

Choose a theme.

1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION

A development application proposing a removalist's depot was presented to Council at its Ordinary Meeting on 24 January 2024.

At the meeting no resolution was made by Council and it has been requested the proposal be re-presented for consideration.

2. REPORT

An extract of the 24 January Ordinary Meeting Minutes is attached.

3. BUDGET IMPLICATIONS

If approved the development may have budget implications with regards to compliance action and possible additional road maintenance from the heavy vehicle traffic associated with the use. The property is also not rated as an industrial activity as other businesses in industrial zones are.

4. POLICY IMPLICATIONS

As noted previously, the proposal conflicts with Council's Planning Scheme and any decision to approve it would need to be accompanied by the 'relevant matters' relied upon.

5. CONSULTATION

Consultation is documented in the attached report.

6. CONCLUSION

The proposed use conflicts with the Strategic Outcome and Rural Zone Code of the Gympie Regional Council Planning Scheme 2013. The use is not intrinsically linked to rural activities and the development is not consistent with the rural character and amenity and the natural values of the area.

The proposed use is not considered excessively large to preclude its location on a site more suitably zoned and closer to the urban area. Additionally, the grounds submitted with the application are not considered to have addressed a demonstrated need for the proposed use to be located on this site.

The proposal is also inadequate in terms of providing sufficient information to confirm impacts (noise, visual, traffic) from the development are mitigated to an acceptable level and should Council be of a mind to support it, further information should be requested of the applicant.

ATTACHMENTS

- [1.](#) Extract Ordinary Meeting Minutes 24 January 2024

RECOMMENDATION

That Council as Assessment Manager APPROVE Development Application for Material Change of Use - Transport Depot (Removalist's Depot) and Warehouse (Storage of Shipping Containers) at 427 Carlson Road Coles Creek subject to conditions to be formulated by staff.

Further, that the approval be limited for five (5) years only, based on the business serving an immediate need and to allow the operators time to find suitably zoned premises.

SECTION 11: ATTACHMENTS

7.2	Development Application for Material Change of Use - Transport Depot (Removalist's Depot) and Warehouse (Storage of Shipping Containers) at 427 Carlson Road, Coles Creek	
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7.2 Development Application for Material Change of Use - Transport Depot (Removalist's Depot) and Warehouse (Storage of Shipping Containers) at 427 Carlson Road Coles Creek

PORTFOLIO: Planning and Regulatory Compliance

DIRECTORATE: Community Sustainability

DOC ID: 2022-0041

LINKS TO CORPORATE/OPERATIONAL PLAN

KEY RESPONSE AREAS:

1. Community and Environment

1. BACKGROUND AND PREVIOUS COUNCIL CONSIDERATION

This development application was discussed at Councillor's Workshop on 30 November 2023.

2. REPORT

2.1 Site History

The application material suggests the site is subject to an existing, lawful home occupation (being for a home office) which established 'as-of-right' in 1996.

The Widgee Shire Council Planning Scheme 1993 did make 'Home Occupation' permitted development (i.e. no consent required from Council) where in the Rural Zone (A & B).

The Home Occupation definition (**figure 1**) provided criteria to limit any home occupations to ensure an appropriate scale was maintained and did not adversely impact the amenity of the area.

Ordinary Meeting Minutes 24 January 2024

Home occupation

Any occupation carried on, in or under a dwelling house by a person resident therein and in the conduct of which:-

- 1 no source of power other than one (1) or more single phase electric motors having a total connected load of not more than 0.375kW is used; and
- 2 the floor area used (whether temporarily or permanently), does not exceed more than one-third (1/3) of the total floor area of the dwelling house or 30 square metres whichever is the lesser area; and
- 3 no persons are employed on the site; and
- 4 there is no interference, in Council's opinion, with the amenity of the neighbourhood by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil or otherwise; and
- 5 there is no display of goods on the premises; and
- 6 no load is imposed on any public utility greater than that which is normally required by other uses permitted in the zone in which the dwelling house is situated; and
- 7 no sign other than a sign not exceeding three tenths (0.3) of a square metre in area, and providing only the name of the occupier and nature of occupation are displayed; and
- 8 no part of the curtilage is used in the course of or for the purpose of the home occupation, other than for parking or access; and
- 9 there is no operation of the home occupation between the hours of 7 p.m. and 7.00 a.m.

Figure 1: Extract from Widgee Shire Council Planning Scheme 1993

Council's rates records indicate no change of ownership has occurred and the current landowners were the owners at time the dwelling was built in around 1994.

It is accepted that a home occupation may have been established lawfully which would have provided rights to use part of the dwelling as a home office for the owner's removalist business.

The use of outdoor storage areas for containers would not have been permitted, as the 'Home occupation' definition states that no part of the curtilage is to be used, other than for parking and access.

The applicant's consultant notes that the owner established the hardstand area adjacent to the dwelling for the parking of one (1) truck.

Comparing recent and historic aerial photography it appears the storage of containers has only occurred more recently.

Areas of the site have previously been cleared for hardstand and storage of vehicles and containers and to construct an additional access point off Carlson Road, as evidenced by the latest air photography.

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2.2 Proposal

A development application for material change of use has been made for a Transport Depot and Warehouse at 427 Carlson Road, Coles Creek. The proposal is described as:

- Transport Depot (Removalist Depot) for the storage of up to three (3) trucks and associated machinery (specialist forklift to cater for 20-foot containers) and Warehouse (storage of shipping containers).

Other details for the proposal are provided as follows:

- The shipping containers are to store customer's goods until required and it is not anticipated that customers will need to visit the site.
- Proposed operating hours are Monday to Friday: 8am to 5pm, Saturday and Sunday: 8am to 2pm.
- Facilities within the existing dwelling (office and toilet) will be utilised for the use.
- The Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) is a concurrency agency to the application due to the proximity of the site to a State-controlled Road (Old Bruce Highway) and they have no requirements as the proposed access is via Carlson Road.
- The proposed storage area is approximately 4,000m².

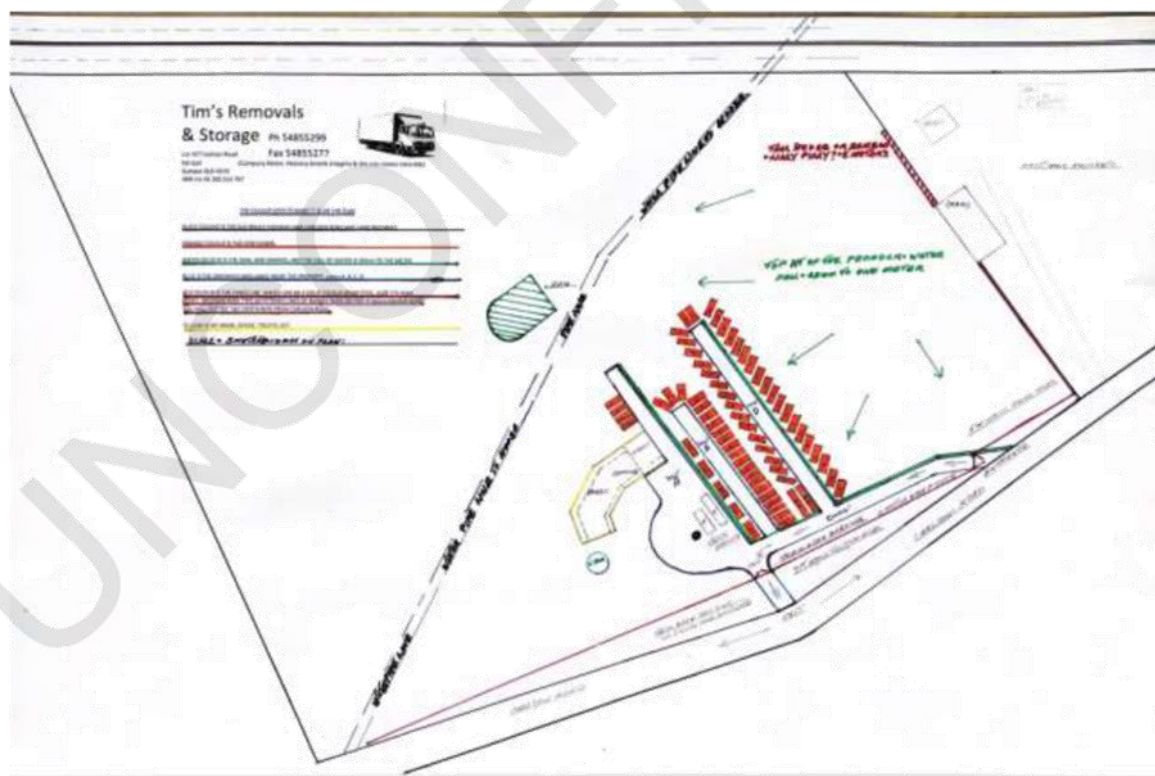


Figure 2: Proposal Plan (Drawn by applicant and submitted after public consultation ended)

The proposal plan submitted originally and that was available during the public consultation period differs to that provided in response to the RFI. The applicant did not respond to

[illegible]

2.3 Site Description

An easement traverses the site and contains Seqwater infrastructure - pipeline/channel.

The topography of the site is 70-73m AHD along the Carlson Road frontage. The site's highest point is adjacent to the Old Bruce Highway at approx. 75m AHD. The proposed area for the storage of containers is approximately 3-4% slope.

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latest air photography. The following aerial images (figures 4-8) show the site in 2020, 2014, 2010 and 2006, and imagery from Google Earth which states data: 2017-newer.

The earlier air photos show that the site did not contain large amounts of storage areas and that this activity storage has occurred in recent years.



Locality Plan

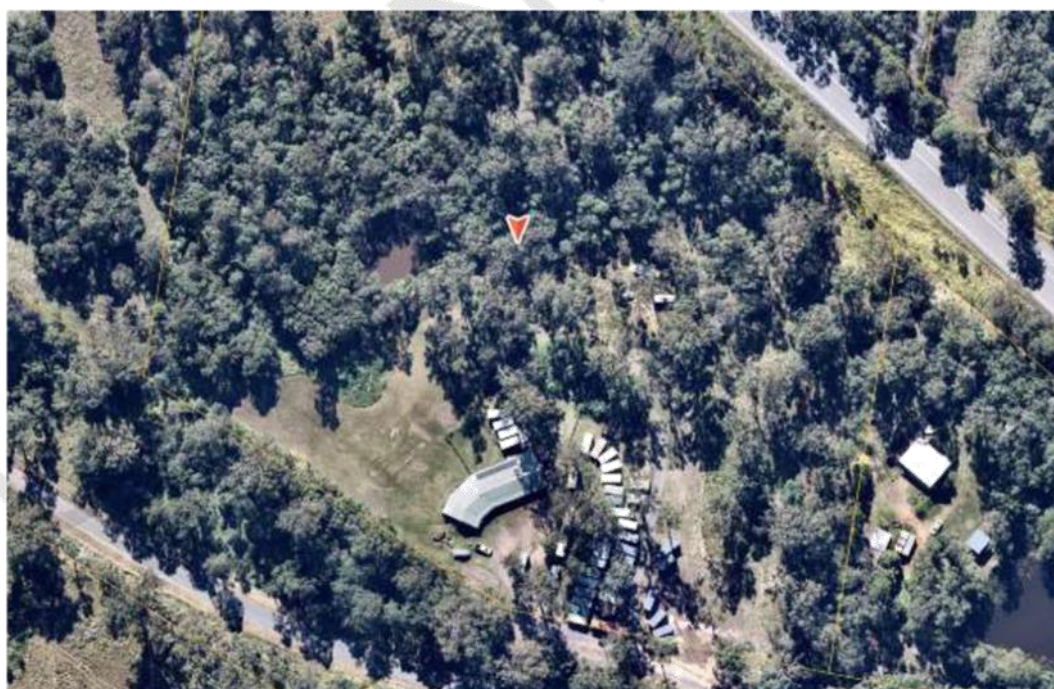


Figure 4: Subject Site (NearMap imagery 2022).



Figure 5: Subject Site (Airphoto Rural 2020).



Figure 6: Subject Site (Airphoto Rural 2014).



Figure 7: Subject Site (Air Photo Rural 2010).



Figure 8: Subject Site (Council aerial mapping - Mary Valley Townships 2006).

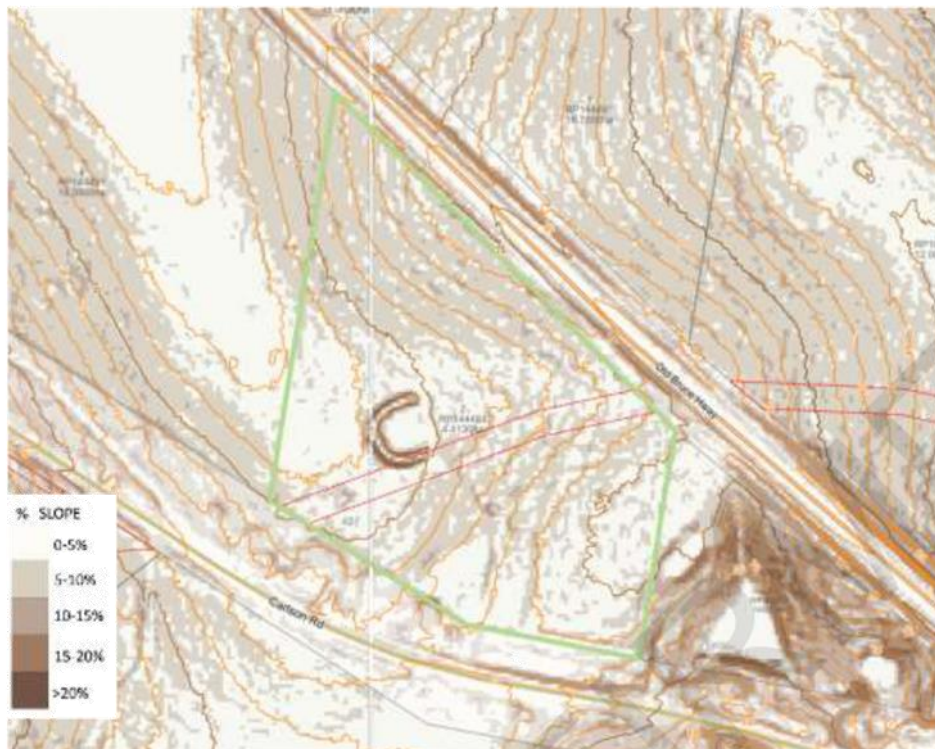


Figure 9: Contour and Slope Mapping.

2.4 Assessment Provisions

For the *Planning Act 2016*, the following categorising instruments may contain assessment benchmarks applicable to development applications:

- the *Planning Regulation 2017*
- the Planning Scheme for the local government area

Of these, the planning instruments relevant to this application are discussed in this report.

2.4.1 State Planning Policy

Agriculture

Important Agricultural Area

The site is mapped as an 'important agricultural area' and agricultural land classification – class A and B.

The state interest seeks to ensure the resources that agriculture depends on are protected to support the long-term viability and growth of the agricultural sector.

- (1) Agriculture and agricultural development opportunities are promoted and enhanced.
- (2) Agricultural Land Classification (ALC) Class A and Class B land is protected for sustainable agricultural use by:
 - (a) avoiding fragmentation of ALC Class A or Class B land into lot sizes inconsistent with the current or potential use of the land for agriculture
 - (b) avoiding development that will have an irreversible impact on, or adjacent to, ALC Class A or Class B land
 - (c) maintaining or enhancing land conditions and the biophysical resources underpinning ALC Class A or Class B land.

However, the proposed development area, based on the latest plans provided by the applicant, will utilise an area of approx. 4,000m². The storage of shipping containers will not require permanent infrastructure, apart from hardstand, and the area used for storage of containers would not have an irreversible impact on the agricultural land.

The site is mapped as containing several categories of Matters of State Environmental Significance (MSES):

- MSES - Wildlife habitat (endangered or vulnerable)
- MSES - Wildlife habitat (special least concern animal)
- MSES - Regulated vegetation (category B)
- MSES - Regulated vegetation (category C)
- MSES - Regulated vegetation (essential habitat)

The state interest seeks to ensure that matters of state environmental significance are identified and development is located in areas that avoid adverse impacts or where cannot be avoided, are minimised.

The proposed development involves the storage of shipping containers in the eastern portion of the site that is mapped as wildlife habitat and regulated vegetation.

The applicant has not provided sufficient justification to support the use and states that no further clearing is required and they are willing to accept a condition limiting any further clearing. From recent aerial imagery and site inspection it is evident that some clearing has already been undertaken in this location.

The site is also mapped within a Bushfire prone area and a bushfire management plan has not been provided. To achieve satisfactory asset protection zones further vegetation clearing could be necessary which would create further conflicts with the state interest.

The proposal conflicts with the State Interest as the impacts are not avoided or minimised.



Figure 11: SPP Mapping (Biodiversity) Source: DSDMIP

Natural Hazards, Risk and Resilience

Natural Hazards, Risk and Resilience - Flood Hazard Area (Local Government Flood Mapping)

The SPP mapping shows the site as being within a Flood Hazard Area (Level 1 - Queensland floodplain assessment overlay) and the remainder of the site within a local government flood mapping area.

Council's Flood Hazard Overlay does not provide any further flood mapping for the remainder of the site and matches the Level 1 Queensland floodplain assessment overlay.

The area impacted by flood hazard (Level 1), according to the mapping, includes part of the existing dwelling and the existing access point. The area proposed for storage of containers is outside of this mapped flood hazard area.

The state interest for natural hazards requires development for material change of use to avoid natural hazard areas or mitigate the risks to people and property to an acceptable or tolerable level.

The proposed development can avoid the hazard area and is capable of mitigating the risk to an acceptable or tolerable level via conditions which would likely relate to access to the site and having an emergency plan in place for the development during flood events.



Figure 12: SPP Mapping (Flood Hazard Area) Source: DSDMIP

Natural hazards, risk and resilience - Bushfire Prone Area

The site is mapped almost entirely as Medium Potential Bushfire Intensity with a small area of Potential Impact Buffer on the western boundary. The proposed development is located on the eastern side of the existing dwelling and involves the storage of shipping containers. The nature of the business is to store items for customers for a certain period until that container requires delivery and unloading.

The state interest seeks to ensure development in natural hazard areas avoids the natural hazard area or, where it is not possible to avoid the natural hazard area, mitigates the risks to people and property to an acceptable or tolerable level.

The proposed development will not avoid the hazard area and will be sited within the medium bushfire intensity area. The applicant has provided the following justification to support the use:

- the proposed involves the storage of sealed metal shipping containers for both proposed uses. There are 40m. wide road opening existing to the north and south of the site.

The risk to people may be considered low as the development does not propose customers to visit the site and employees are generally based off-site (ie driving trucks). The applicant's justification may demonstrate that the risk to property is mitigated as the shipping containers are 'sealed metal'. This may provide some level of protection for the stored goods however it is considered that a bushfire plan should be required as part of any approval detailing the

procedures for a bushfire event in terms of protecting people and property. The plan would also need to detail any required asset protection zones required which may necessitate further vegetation clearing, but should avoid mapped significant environmental areas.

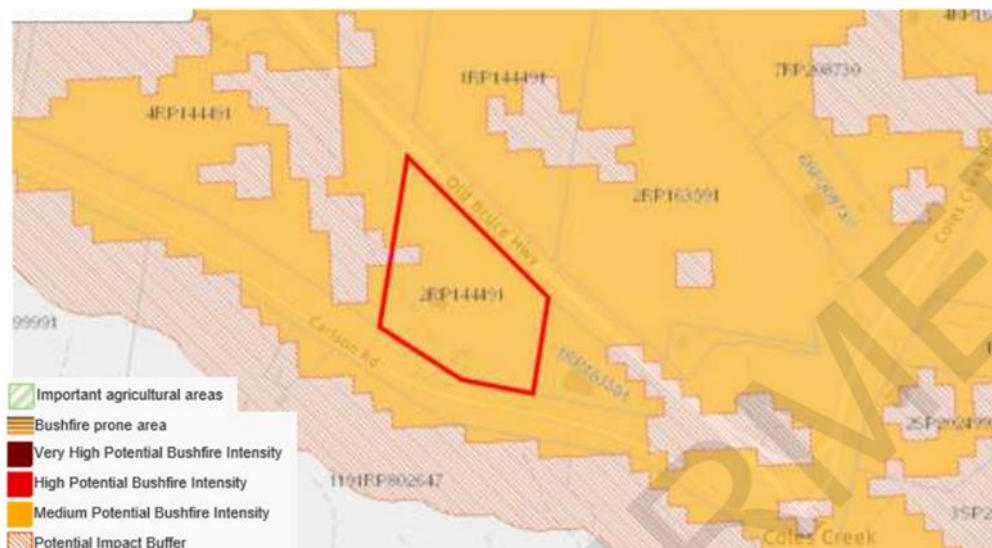


Figure 13: SPP Mapping (Bushfire) Source: DSDMIP

Energy and Water Supply (Pipelines and channels - Seqwater)

The SPP mapping (figure 15) shows Seqwater pipelines and channels traverse the site.



Figure 14: SPP Mapping (Water Supply) Source: DSDMIP

The state interest is that *'bulk water supply infrastructure locations and corridors (including easements) are protected from development that would compromise the corridor integrity, and the efficient delivery and functioning of the infrastructure.'*

The site contains a registered easement which is generally in the location of the mapped Seqwater pipeline. The proposed development is to be located outside of this area and it is not envisaged that the integrity of the Seqwater infrastructure would be compromised.

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Transport Infrastructure (State-controlled road)

The site adjoins a state-controlled road on its northern boundary (Old Bruce Highway).

The development does not propose any access to this state-controlled road.

Consequently, the State Assessment and Referral Agency were a concurrence agency to the application under the *Planning Regulation 2017* and have no requirements.

2.4.2 Planning Scheme Assessment Benchmarks

Under the *Gympie Regional Council Planning Scheme 2013*, the site is designated within the Rural Zone and is subject to impact assessment. I



Figure 15: Rural Zone (GRCPs, 2013).



Figure 16: Bushfire Hazard Overlay (GRCPs, 2013).

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Figure 17: Flood Hazard Overlay (GRCPS, 2013).



Figure 18: Conservation Significant Areas Overlay (GRCPS, 2013).

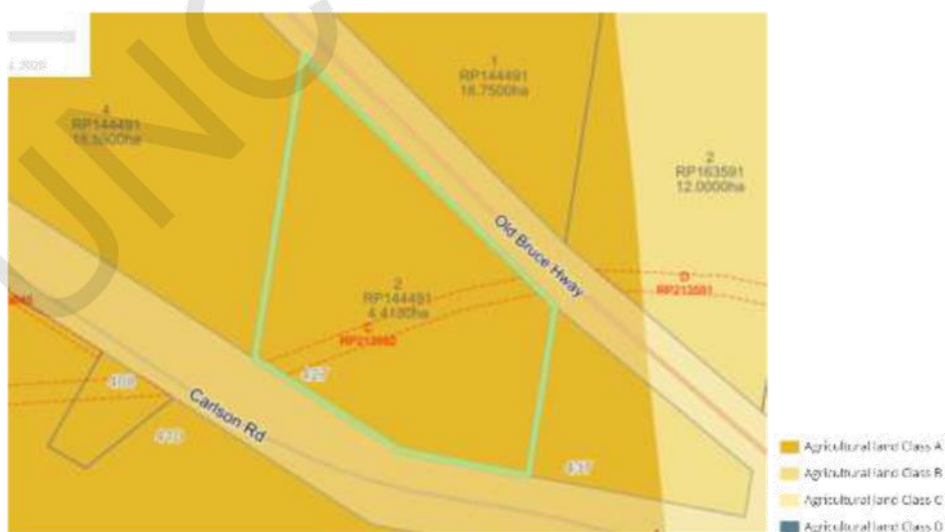


Figure 19: Good Quality Agricultural Land Overlay (GRCPS, 2013).

Rural Zone Code

The proposed use seeks approval for the storage of a large number of shipping containers on the site, in addition to increased truck movements and storage.

Although the applicant has operated some form of removalist business from this site for a number of years the site has visually maintained its rural nature, until around 2017 when the applicant undertook vegetation clearing, construction of an additional access point and hardstand areas and introduced the storage of a number of shipping containers.

The proposal, noting that the expansion of use has commenced without approval, has already necessitated clearing of significant vegetation from the site and the proposed plans indicate that further clearing is likely.

The site is included in the rural zone where the Planning Scheme focuses heavily on the preservation of rural activities and amenity.

The Rural Zone Code does anticipate some non-rural activities that may have specific locational needs and that do not compromise long term use of the land for rural purposes.

In this regard, it is accepted that the use of the existing dwelling as a Home Occupation is an existing lawful activity at its original small scale. The exponential growth of the business, however, must be considered against the provisions of the Planning Scheme, and in this regard there is no doubt that there is conflict.

The use is not one that needs to be or has specific locational reasons necessitating a location in the rural zone and it has created ongoing impacts upon nearby residents because of its more recently expanded operations.

The development application relies heavily on the historic home occupation use to justify the expansion, but this is not sufficient given home occupations are generally permitted uses in any residential/rural zones and the use has expanded well beyond the scope of any home occupation use rights.

The operation of a home based business, which is intended to be low scale and not distinguishable from other dwellings in terms of visual appearance, does not provide sufficient justification to expand the use or include new uses such as the Warehouse component.

Strategic framework

Having regard to the Strategic Framework, the proposed development conflicts with a number of the provisions including:

Settlement Pattern

(k) Low to medium impact industry is located in existing industrial areas that represent expansion of existing areas or on identified new sites;

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Comment: The proposed development is industrial in nature and is not located within an existing industrial area. The framework intends for these types of uses to be consolidated within defined industrial areas and identified areas suitable for expansion.

Rural Futures

- (1) *The capacity of productive rural lands to contribute to the Region's economy and community health is protected from incompatible land uses, enhancing the interdependence of urban and rural communities.*
- (2) *The rural production base of the Region is broadened to accommodate the widest diversity of productive land uses as is practicable.*
- (3) *Rural areas recognise that different localities within the Region have the capacity to support varying intensities of the same rural activities.*
- (4) *Non-rural activities that are ancillary or subsidiary to principal rural land uses are encouraged to widen the economic base for rural production provided that rural production in surrounding areas is not alienated.*

Comment: The proposed development is not a rural activity. It is acknowledged that some non-rural activities may be appropriate in the rural zone, although the proposal is not considered to be so as it does not create 'significant' benefits to a local or wider community and does not contain characteristics preventing it from being located in a suitable urban area. Examples of non-rural activities that may be supported are activities that are ancillary to and associated with the rural use of land such as workers accommodation, tourism, value adding to products grown or manufactured on site etc.

Further, approval of the proposal is likely to generate ongoing compliance issues for council given the site of the lot and the proximity of neighbouring residences.

Strong Economy

Rural areas, particularly good quality agricultural land, are protected to maintain a productive role that reflects their existing characteristics and future potential;

Comment: The site is mapped as Class A Good Quality Agricultural Land. The proposed use is industrial in nature and conflicts with the intent to protect rural areas and future potential.

Natural Systems and Sustainability

- (1) *Environmental protection and conservation – the intrinsic values that contribute to the Region's environment and biodiversity, attraction and liveability are protected.*

Comment: The site is mapped as containing local and state significant vegetation. The application has not demonstrated how the proposed development will avoid and/or mitigate impacts.

2.4.4 Other relevant matters

Temporary Local Planning Instrument – Protection of Biodiversity Values

The site is mapped as containing significant local and state environmental values.

Under the Temporary Local Planning Instrument (TLPI) for Protection of Biodiversity Values the site is mapped entirely as 'Priority Species Habitat'.

It is noted that vegetation clearing has been undertaken on site to provide an additional access point, internal driveway and to store containers.

The applicant declined to provide an environmental assessment and has not demonstrated how the development (shipping containers, roads, parking and services) will interact with any remaining vegetation onsite, noting that all of the vegetation listed on-site has both MLES (Matters of Local Environmental Significance) and MSSES (Matters of State Environmental Significance) biodiversity value.

The placement of new/additional infrastructure could open up further "acceptable clearing". Bushfire Asset Protection Zone requirements would need to be assessed, ensuring that the proposal is compliant with the Protection of Biodiversity Values Code in the TLPI.

The proposal does not demonstrate compliance with the TLPI or State Planning Policy in relation to the remaining vegetation or show that the proposed use can be appropriately located on the site to manage impacts and avoid additional clearing.



Figure 20: Biodiversity Overlay Mapping

Noise

There is the potential for noise emissions to be generated as part of the proposed use.

The primary noise emissions from the development, would be from truck movements and loading of shipping containers.

The application material indicates it is proposed to limit the times during which vehicles connected with the proposed use can enter and leave the site to the following:

Monday to Friday: 8am to 5pm

Saturday and Sunday: 8am to 2pm.

However, the application also states that:

It should be noted that staff are not employed to work at the site but are commonly on the roads anywhere is (sic) Australia. It is also often the practice that staff drive road transport

vehicles to their own homes so that they can depart/ return directly from/ to their home as required. Like all road transport operations it is not a clock on at 8am and clock off at 5pm operation.

Should the operation and traffic movements be limited to the daytime period it is anticipated that the relevant noise levels should not be exceeded.

Traffic

The proposed use will generate an increase in traffic. The applicant declined to provide a Traffic Report to ascertain the estimated traffic generated from the proposal and the impacts on the external road network.

In lieu of providing traffic information the applicant advised: that the visitation due to say hairdressers, bed and breakfast accommodation, homebased child care uses would be greater than for the use as proposed in the above development application. In fact the proposed use will not result in increased visitation over and above that of the existing removalist's depot.

The removalist's vehicles can be away from the site, even interstate, for extended periods of time and therefore the average visitation by vehicles associated with that use would not be as regular or intense as say many of the commercial dairy farms on surrounding rural properties.

This is not accepted as any existing use rights would not have extended to outdoor areas, nor the parking of several trucks/vehicles. It is only the parking of one (1) truck at residences that is permissible (ie if the work vehicle of a resident), with any increase in this constituting a 'Transport Depot' for the storage of additional vehicles.

The existing accesses are to a sub-standard and would require upgrading to accommodate the largest vehicle using the site.

The proposal plans show an access gate where it will impact on the vehicles waiting in the roadway potentially before the gate can be opened unless it is operated remotely. The gate would need to be relocated so that the largest vehicle may be able to wait within the site and not within the roadway. This matter would be determined based on a Traffic Impact Study (TIS).

Unfortunately, council does not have any recent traffic counts on Carlson Road (south side) with the last one done in 2001 (ID140) near 84 Carlson Road. This showed a peak count of 49 VPD (vehicles per day) and an average of 34. The roadway near the subject site is an existing 5.3m wide chip seal and the nearest intersection is the Old Bruce Highway – approximately 400m away. Carlson Road does not appear to be sign posted with a speed limit and has a default speed of 100km/hr according to council's mapping data.

The ultimate width and standard for a Rural Local Road is a 7.0m formation with 2x3.0m sealed traffic lanes and 2x0.5 shoulders. Should an approval of the proposal ensue Carlson Road should be widened from the subject lot to the old Bruce Highway to accommodate for the large vehicles. This would generally be determined based on a Traffic Impact Statement.

The applicant has not provided sufficient details of traffic generation to determine the impacts on the local road and wider network.

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Visual Amenity

The site contains an existing dwelling which is partially used for the home based business component of the removalist depot. The external areas currently used for the development namely for the parking of trucks and storage of shipping containers, is sited in the south-east part of the lot.

The Carlson Road reserve contains vegetation which may partially screen the development however the adjoining property to the east will be impacted as the containers appear to be sited approximately 80m from the existing dwelling on Lot 1 RP163591.

Removal of vegetation in the eastern portion of the site has occurred recently resulting in the development becoming visible to the adjoining property the east.

The application material indicates landscaping and fencing can be installed to the Carlson Road frontage to assist with screening and the proposal plans indicate proposed screen planting to parts of the eastern boundary.



Figure 21: Existing access (original access from Carlson Road) (Google streetview, 2022)



Figure 22: Second access point from Carlson Road, looking north-west (Google streetview, 2022)

2.5 Infrastructure Charges

The application is for 'Transport Depot' and 'Warehouse' which under Council's Infrastructure Charges Reolution 2023 (ICR) are charged per m² of gross floor area.

The Transport Depot component involves the storage of up to three (3) trucks and associated plant and equipment on site however, this will not be within an enclosed area and therefore will not constitute GFA.

The Warehouse component involves the storage of goods within shipping containers which may necessitate building approval (depending on how long they are kept) and are considered to be GFA by the definition in the ICR. Further, the use is akin to a self-storage operation in terms of traffic generation.

Warehouse is currently levied at \$57.52/m², with a 45% reduction applying given the site is not serviced by reticulated water or sewerage.

The shipping container dimensions are 6m x 2.4m, meaning 68 containers total 979m² gross floor area. This equates to infrastructure charges of \$30,971.

An Infrastructure Charges Notice would be required to be issued should Council approve the proposal.

3. BUDGET IMPLICATIONS

There are no budget implications.

4. POLICY IMPLICATIONS

The proposal conflicts with Council's Planning Scheme and any decision to approve it would need to document the 'relevant matters' relied upon.

5. CONSULTATION

Internal

The application was forwarded to the following internal council specialists and their assessment forms part of this report:

- Development Engineering
- Environmental Health
- Environmental Planning

External

The application required referral to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) as a concurrence agency due to the site having frontage to Old Bruce Highway (state-controlled road).

DSDMIP provided a referral agency response on 10 June 2022 advising they have no requirements.

Public Notification

This application was advertised for public comment from 8 September 2023 to 3 October 2023. There was one (1) submission received. The submission can be viewed on DAs Online [Gympie Regional Council - Application Tracker](#)

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The submitter is an adjoining property owner and stated they have a partial objection to the proposed development should specific conditions relating to their property not be imposed.

The submitter objected to the proposal on the following grounds:

- Visual amenity.
- Shipping containers are visible from adjoining property.
- Noise impacts from trucks on site/loading.
- Clearing of existing vegetation that has occurred since 2017.
- Installation of a second driveway without approval and within proximity to the common boundary.

A full summary of issues raised with appropriate commentary is attached to this report for Council's information.

6. CONCLUSION

The proposed use conflicts with the Strategic Outcome and Rural Zone Code of the Gympie Regional Council Planning Scheme 2013. The use is not intrinsically linked to rural activities and the development is not consistent with the rural character and amenity and the natural values of the area.

The proposed use is not considered excessively large to preclude its location on a site more suitably zoned and closer to the urban area. Additionally, the grounds submitted with the application are not considered to have addressed a demonstrated need for the proposed use to be located on this site.

The proposal is also inadequate in terms of providing sufficient information to confirm impacts (noise, visual, traffic) from the development are mitigated to an acceptable level and should Council be of a mind to support it, further information should be requested of the applicant.

ATTACHMENTS

- [1](#). Submitter concerns summary

PROPOSED RECOMMENDATION

That Council as Assessment Manager REFUSE Development Application for Material Change of Use - Transport Depot (Removalist's Depot) and Warehouse (Storage of Shipping Containers) at 427 Carlson Road Coles Creek for the following reasons:

- a) The proposal conflicts with the Rural Zone Code and Strategic Framework of the Planning Scheme.
- b) The application has not demonstrated that the proposal will contribute to the preservation of the amenity and rural character of the area in terms of impacts.
- c) The proposal has not satisfactorily demonstrated mapped local and state significant vegetation will be avoided or managed to avoid adverse impacts.
- d) The proposal has not satisfactorily assessed traffic impacts generated by the proposal on the local and wider road network.
- e) The existing home occupation use does not extend to the storage of containers and does not provide sufficient justification to warrant approval.

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The above proposed recommendation lapses due to lack of mover. With no alternative recommendation presented, the meeting moves to the next item.

UNCONFIRMED

Gympie Regional Council