

## NOTICE ABOUT DECISION - STATEMENT OF REASONS

*The following information is provided in accordance with Section 63(5) of the Planning Act 2016*

The development application for:

Proposed Development:	Medium Impact Industry
Application No:	030.2018.371.001
Street Address:	22-26 Loudoun Street, Dalby
Real Property Description:	Lots 16 & 23 on RP82504
File Ref:	A91 and LG7.6.1

On 21 November 2018, the above development application was approved in full, with conditions.

### 1. Reasons for the Decision

The reasons for this decision are:

- The subject site is located within an established industrial area which incorporates a variety of established Low Impact Industry and Medium Impact Industry uses. The proposed development is consistent with the nature and scale of development within the area and within reasonable amenity expectations of the residents of the adjacent residential properties.
- The site layout and building design will contribute positively to the built form character of the surrounding area. Specifically, the proposed building will be located adjacent to the road frontage and will incorporate architectural treatments including articulation in conjunction with materials and a corporate colour scheme to create visual interest and rationalise perceived bulk.
- Although the proposed development is for a Medium Impact Industry use in a Low Impact Industry Zone, it is suited to the land characteristics of the locality and is not in conflict with neighbouring land uses. The proposed development is considered to be suitably located.

### 2. Assessment Benchmarks

The following are the benchmarks applying to this development:

<b>Assessment Benchmarks</b>	<p>The proposed development was assessed against the following assessment benchmarks:</p> <ul style="list-style-type: none"><li>▪ State Planning Policy<ul style="list-style-type: none"><li>· Water Quality Objectives</li></ul></li><li>▪ Western Downs Planning Scheme 2017<ul style="list-style-type: none"><li>· Strategic Framework</li><li>· Low Impact Industry Zone Code</li><li>· Transport, Access and Parking Code</li><li>· Infrastructure Services Code</li><li>· Flood Hazard Overlay Code (Low Flood Hazard)</li><li>· Infrastructure Overlay Code</li><li>· Natural Resources Overlay Code</li><li>· Scenic Amenity Overlay Code</li></ul></li></ul>
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<b>Reasons for Decision</b>	The development was assessed against all of the assessment benchmarks listed above and complies with all of these with the exceptions listed below:	
	<b>Assessment Benchmark</b>	<b>Reasons for the Approval Despite Non-compliance with Benchmark</b>
	<b>Low Impact Industry Zone Code</b>	
	<p><b>Inconsistent development within the Low Impact Industry Zone includes the following:</b></p> <p><b>Medium Impact Industry</b></p>	<p>The subject site is located within an established industrial area which incorporates a variety of established Low Impact Industry and Medium Impact Industry uses. The proposed development is for an industrial use consistent with the existing use of the site for Simplicity Australia.</p> <p>All existing buildings on the site were demolished, and Simplicity Australia currently operate from several other premises in the area.</p> <p>Although the proposed use is generally consistent with the definition of a Low Impact Industry, the applicant is anticipating that the proposed use will incorporate general steel fabrication work (boiler making) in the future, a use consistent with the Medium Impact Industry definition. Boiler making is the only component of the development which is outside the Low Impact Industry definition. Notwithstanding this, the proposed use is consistent with other surrounding heavy impact uses.</p> <p>The proposed development is consistent with the nature and scale of development within the area and is within the reasonable amenity expectations of the residents of the adjacent residential properties. It is noted that no submissions were received during the public notification period.</p> <p>It is considered that although part of the proposed development is for a Medium Impact Industry use in a Low Impact Industry Zone, it is suited to the land characteristics of the locality and is not in conflict with neighbouring land uses.</p> <p>The proposed development is considered to be suitably located.</p>
<p><b>AO4.4</b></p> <p>Buildings and structures have a minimum side boundary clearance of 2 metres.</p>	<p><b>Alternative Solution</b></p> <p>The land is within the Industrial Zone, where large bulky structures are expected. The proposed shed will be built to the boundary; however, it is noted that the applicant owns the adjoining sites, and the adjoining properties themselves contain buildings which have been built to the boundary.</p> <p>Notwithstanding this, the proposed building is not considered to overshadow the adjoining properties, nor will it result in the loss of privacy or overlooking. The building character and appearance will be consistent with other newer buildings. The front setbacks are consistent with the adjoining premises.</p>	
<p><b>AO5.1</b></p> <p>A landscaping strip with a minimum width of 2 metres is provided to all road frontages.</p>	<p><b>Alternative Solution</b></p> <p>The proposed development incorporates landscaping to the site's primary frontage, Loudoun Street. The landscaping strip will have a width of approximately 0.5m, will extend for 6.5m of the site's 20m Loudoun Street frontage and will extend for approximately 14m along the site's western side boundary behind the proposed on-site car parking spaces (spaces 6-10).</p>	



	<p>Although not 2m in width, it is considered that the landscaping strip proposed will enhance the appearance of the development and contribute to the amenity of Loudoun Street and is consistent with the surrounding developments in terms of the amount of landscaping provided.</p> <p>No landscaping is proposed to the site's Lindsay Street frontage. The proposed shed will be set back 3m off the Lindsay Street property boundary. It is noted that landscaping is not provided to the Lindsay Street frontage on any of the industrial allotments within the same block as the subject site, with a number of the lots containing buildings which have been built to the boundary. A number of mature trees are existing along Lindsay Street providing buffering and enhancing the streetscape.</p>
<b>Scenic Amenity Overlay Code</b>	
<p><b>A02.1</b></p> <p>Building and structures have a maximum building height of 8.5 metres and two storeys within Scenic Route Buffer Areas identified on Scenic amenity overlay maps (OM-011)</p> <p>OR</p> <p><b>A02.2</b></p> <p>Buildings and structures are associated with Rural activities.</p>	<p><b>Alternative Solution</b></p> <p>The proposed development is consistent with the nature and scale of development within an industrial area. The proposed building height of 10m is consistent with the existing development within the area. The 10m building height is required to accommodate the equipment which will be used in association with the use. It is noted that the 10m building height of the proposed shed is compliant with the Low Impact Industry Zone Code.</p> <p>The site layout and building design will contribute positively to the built form character of the surrounding area. Specifically, the proposed building will be located adjacent to the road frontage and will incorporate architectural treatments including articulation in conjunction with materials and a corporate colour scheme to create visual interest and rationalise perceived bulk.</p> <p>A landscaping strip to the Loudoun Street frontage will enhance the appearance of the development and contribute to the urban amenity of Loudoun Street.</p>
<p><b>A02.3</b></p> <p>Buildings and structures are setback a minimum of 100 metres from Scenic Routes and waterway crossings identified on the Scenic amenity overlay maps (OM-011), unless for the following land uses:</p> <ul style="list-style-type: none"> <li>(a) Food and drink outlet;</li> <li>(b) Winery;</li> <li>(c) Tourist attraction;</li> <li>(d) Nature based tourism;</li> <li>(e) Short-term accommodation</li> </ul>	<p><b>Alternative Solution</b></p> <p>In this instance, the relevant scenic route is Loudoun Street which is a State-controlled road. The subject site is located within an established industrial area with a variety of industrial uses already established on allotments within the vicinity of the subject site.</p> <p>The proposed development is consistent with the nature and scale of development within the area. The site layout and building design will contribute positively to the built form character of the surrounding area. Specifically, the proposed building will be located adjacent to the road frontage and will incorporate architectural treatments including articulation in conjunction with materials and a corporate colour scheme to create visual interest and rationalise perceived bulk. A landscaping strip to the Loudoun Street frontage will enhance the appearance of the development and contribute to the amenity of Loudoun Street.</p>



Transport Access and Parking Code	
<p><b>AO4</b></p> <p>Car parking is provided in accordance with the requirements identified in Table 9.4.5.2 - Car parking generation rates and service vehicle requirements</p>	<p><b>Alternative Solution</b></p> <p>Table 9.4.5.2 requires on-site car parking spaces be provided at the rate of 1 space per employee plus 1 space per 100m<sup>2</sup> gross floor area (GFA) which equates to the requirement for the provision of 22 on-site car parking spaces.</p> <p>The development incorporates 10 on-site car parking spaces. In support of the reduced number of on-site car parking spaces the applicant states that:</p> <p><i>"The core activity planned for this site is Assembly/Sub Assembly, therefore its purpose is for the assembly of equipment and not for retail/commercial activities that will draw visitors to the site. That being the case, there is no significant incoming traffic from visitors to the site.</i></p> <p><i>In the event there are visitors to the site, it is expected to have a car park space vacant for these purposes, as most visitors would be coming to the site for a particular purpose.</i></p> <p><i>As the applicant owns the adjoining sites, there can be some cross utilisation in terms of parking. Whilst it is acknowledged that every development should be self-sufficient, it is considered that this solution would be acceptable, given that visitors to the site would be quite scarce due to the nature of activities occurring on the site.</i></p> <p><i>It is evident that there are dedicated on-street car parks. Given the very low nature of visitors to the site and the short time they will be at the site, it is considered that visitors could utilise these spaces, without adding any additional on-street car parking of the area.</i></p> <p><i>Lastly, visitors to the site could park within the existing Warehouse. This could be signed and any visitors to the site can be instructed to enter through the rear and park at the front roller door."</i></p> <p>Given the scale of the proposed use, whereby sufficient on-site spaces are provided to accommodate the employees, and the nature of the use where drop-in visitors to the site are minimal, the 10 on-site car parking spaces are considered sufficient for the development.</p>

### 3. Matters Raised in Submissions for Impact Assessable Development

No submissions were received to the Development Application.

