

TOWN PLANNING ASSESSMENT REPORT

APPLICATION FOR A CHANGE (OTHER) TO THE APPROVED "AGED PERSONS' HOME" AT 2327 WYNNUM ROAD WYNNUM (LOT 1 ON SP331907)



atomic TOWN PLANNING – Laurie Beverley M Urb. Dev., MPIA

DOCUMENT INFORMATION

Prepared for: Propagate Developments

Prepared by: Atomic Town Planning

Atomic Town Planning retains ownership and copyright of the contents of this document including drawings, plans, figures and other work produced by Atomic Town Planning. This document is not to be reproduced in full or in part, for any other purpose than the specific intent, unless separately approved by Atomic Town Planning.

The client may use this document only for the purpose for which it was prepared and agreed. No third party is entitled to use or rely on this document. This report is based on our opinion of the town planning issues that arise from the statutory provisions relating to this site. Comments and conclusions in or construed from this report relating to matters of law are not to be relied upon. Independent professional legal advice should be sought with respect to matters of law.

The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Atomic Town Planning is both complete and accurate. Whilst, to the best of our knowledge, the information contained in this report is accurate at the date of issue, changes may occur to the site conditions, the site context or the applicable planning framework. This report should not be used after any such changes without consulting the author of the report or a suitably qualified person.

DOCUMENT CONTROL

Submitted under Brisbane City Plan Version 36, which took effect 12 June 2026.

Revision	Date	Detail	Author
A	10/06/2026	Client Review	Laurie Beverley
B	12/06/2026	Lodgement	Laurie Beverley
C	15/06/2026	City Plan update review	Laurie Beverley

SUPPORTING DOCUMENTATION

- Proposal Plans prepared by Think Tank Architects
- Traffic Impact Statement by Rytenskild Traffic Engineering
- Legal opinion from Connor O'Meara Solicitors
- DA Forms 1 & 5
- BCC Development Application eLodgement Form
- BCC Erosion Hazard Form



Contents

1	EXECUTIVE SUMMARY.....	1
2	SITE PLANS.....	2
3	SITE DETAILS.....	3
4	SURROUNDING LAND USES.....	6
5	STATE PLANNING CONSIDERATIONS.....	11
6	BRISBANE CITY PLAN 2014.....	13
7	DEVELOPMENT CONSIDERATIONS.....	18
8	CONCLUSION.....	25
	APPENDIX A – CITY PLAN 2014 – CODE COMPLIANCE.....	A
	APPENDIX B – ARCHITECTURAL PLANS.....	B
	APPENDIX C – ADVICE PREPARED BY CONNOR O’MEARA.....	C
	APPENDIX D – TRAFFIC IMPACT STATEMENT.....	D
	APPENDIX E – BCC INTERACTIVE MAPPING.....	E



1 EXECUTIVE SUMMARY

This town planning report has been prepared in support of the Change (other) application, for the approved “Aged Persons’ Home” over the subject site. Architectural plans have been prepared by Think Tank Architects and are attached in Appendix B.

The subject site, located at 2327 Wynnum Road Wynnum (Lot 1 on SP331907), has an area of 1,490m². The subject site is affected by the Bicycle Network, Community Purposes Network, Heritage, Road Hierarchy, Streetscape Hierarchy and Transport Noise Overlays and is located within the Wynnum-Manly Neighbourhood Plan area.

The subject site is currently occupied by a two-storey building containing 14 self-contained independent living units. This use was authorised by a Consent Permit granted by Brisbane City Council’s Registration Board in 1970 for an “aged persons’ home”. Connor O’Meara Solicitors has provided formal legal advice confirming their opinion that the Consent Permit constitutes a development approval for the purposes of the Planning Act. A copy of this advice is provided in Appendix C of this report.

This application seeks to change the current approved form, to provide 9 additional independent living units. The additional units will expand a much-needed and affordable form of accommodation for older members of the community, supporting residents to age in place and remain connected to their local neighbourhood as their housing needs change over time.

The proposed “aged persons’ home” is not a defined use and therefore will be subject to Impact assessment procedures (“Any other undefined use”). As detailed in Section 6, the applicable assessment benchmarks are the Low Density Residential Zone Code, a number of secondary codes, the Bicycle Network Overlay Code, the Community Purposes Network Overlay Code, the Heritage Overlay Code, the Road Hierarchy Overlay Code, the Streetscape Hierarchy Overlay Code and the Transport Noise Corridor Overlay Code. As demonstrated in this report and the code assessment at Appendix A, the proposed changes to the “aged persons’ home” comply with the relevant assessment benchmarks of these codes.

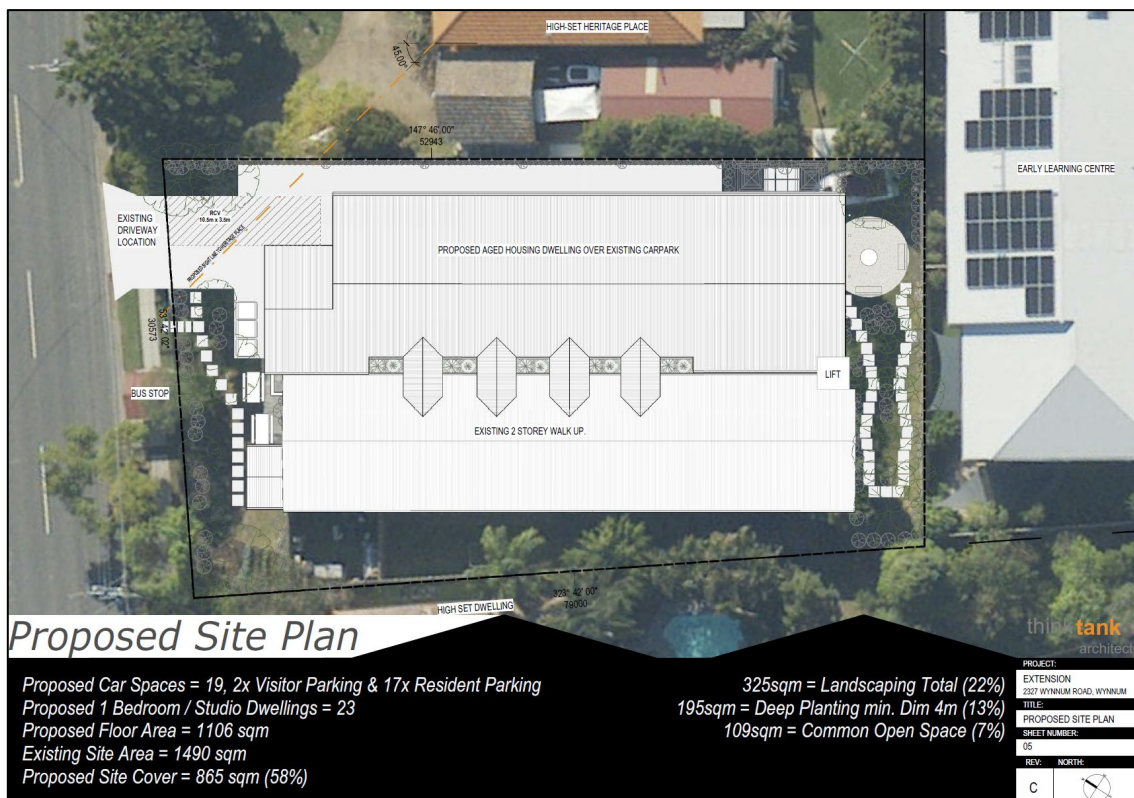
Appropriate consideration has been given to potential impacts on adjoining land uses. As demonstrated in this report and having regard to the relevant assessment benchmarks of Brisbane City Plan 2014, the proposal represents an appropriate planning outcome and warrants approval by Brisbane City Council.



2 SITE PLANS



Existing Site Plan.



Proposed Site Plan

Please refer to Appendix B for full scale plans.



3 SITE DETAILS

SITE ADDRESS: 2327 Wynnum Road Wynnum

RPD: Lot 1 on SP331907

WARD: Wynnum-Manly

SITE AREA: 1,490m²

ZONE: Low Density Residential Zone

The purpose of the Low Density Residential Zone Code is to provide for predominantly dwelling houses supported by community uses and small-scale services and facilities that cater for local residents.

NEIGHBOURHOOD PLAN: Wynnum-Manly Neighbourhood Plan

RELEVANT OVERLAYS: Bicycle Network
Community Purposes Network
Heritage
Road Hierarchy
Streetscape Hierarchy

Overlays addressed in Section 6.4 of this report

SITE IMPROVEMENTS:

The subject site is currently occupied by a two-storey building containing 14 self-contained independent living units.



View south towards the subject site.

EASEMENTS:

The subject site is not affected by any easements and none are proposed by this application. Stormwater infrastructure servicing the site is contained within an easement in favour of Brisbane City Council for stormwater along the northern boundary of 200 Stradbroke Avenue.

DEVELOPMENT APPLICATION HISTORY:

The existing use was authorised by a Consent Permit granted by Brisbane City Council's Registration Board in 1970 for an "aged persons' home".

FLOODING:

The site is not located within a Flood Overlay area per BCC Interactive Mapping.

WATERWAY CORRIDOR:

The site is not located within a Waterway Corridor overlay area.

TOPOGRAPHY:

Based on the 2002 contour mapping, which defines ground level for City Plan purposes, the site is relatively flat. This topography does not present any constraint to the proposed form of development.

PROTECTED VEGETATION:

The subject site does not contain any vegetation protected under State or local legislation. There is one street tree in front of the subject site, although as the upgraded crossover is intended to be maintained in its existing location by this application, this will not be impacted by the proposed works.

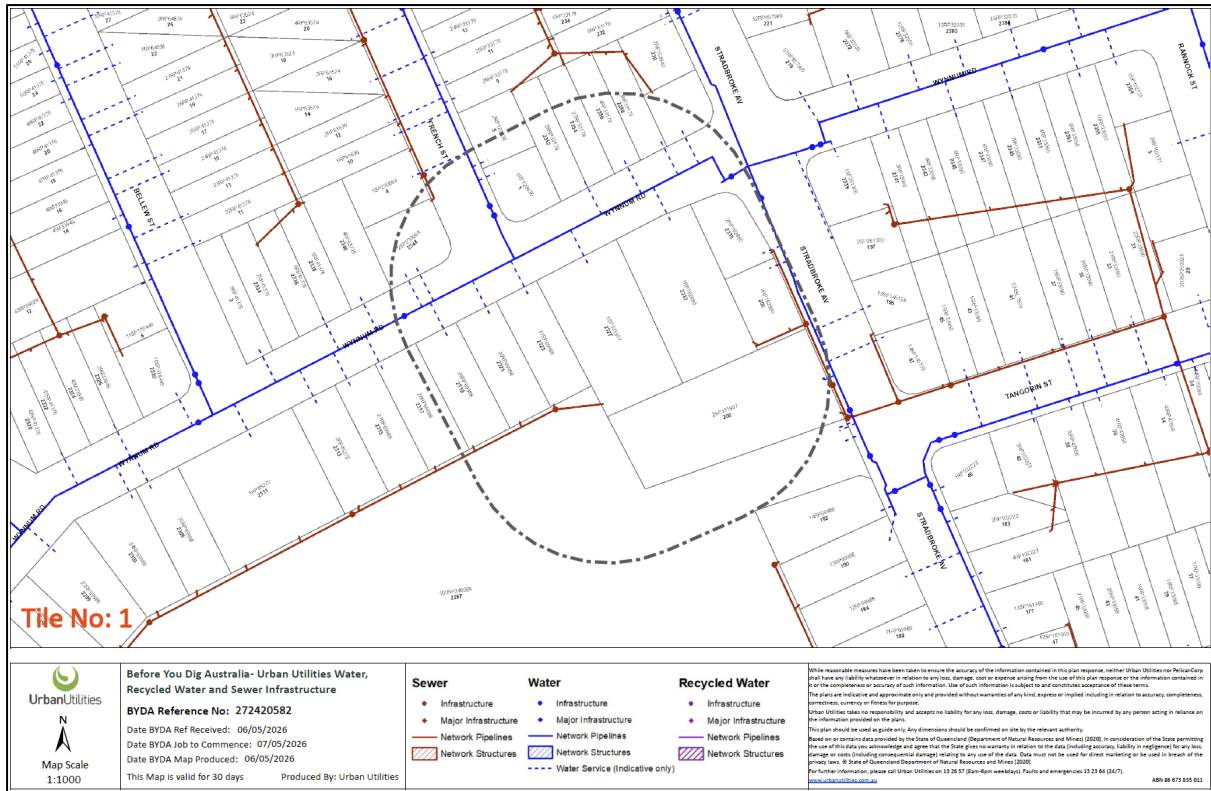
SITE CONTAMINATION:

The site is within a long-established residential area and is not listed on the Queensland Government's Environmental Management Register or Contaminated Land Register.

SERVICES / INFRASTRUCTURE:

The existing sewer mains servicing the subject site are located within the subject site. The water mains servicing the subject site are located in the road reserve in front of the subject site. Roofwater collected from the existing building is discharged to kerb and channel of Wynnum Road. Provision for upstream stormwater benefiting the subject site was also provided as part of the southern adjoining development at 200 Stradbroke Avenue. Electricity and telecommunications connections are obtained from infrastructure within Wynnum Road.





Urban Utilities sewer and water mains



4 SURROUNDING LAND USES

The subject site sits on the southern side of Wynnum Road, approximately 45m west of its intersection with Stradbroke Avenue. As detailed below, the proposed development is commensurate with surrounding land uses and will not adversely impact adjoining properties.



4.1.1 NORTH

Wynnum Road abuts the subject site to the north. Land uses on the northern side of Wynnum Road contain one and two storey dwelling houses of various ages. The pedestrian entry to the Wynnum North Train Station is located approximately 300m to the north of the subject site.



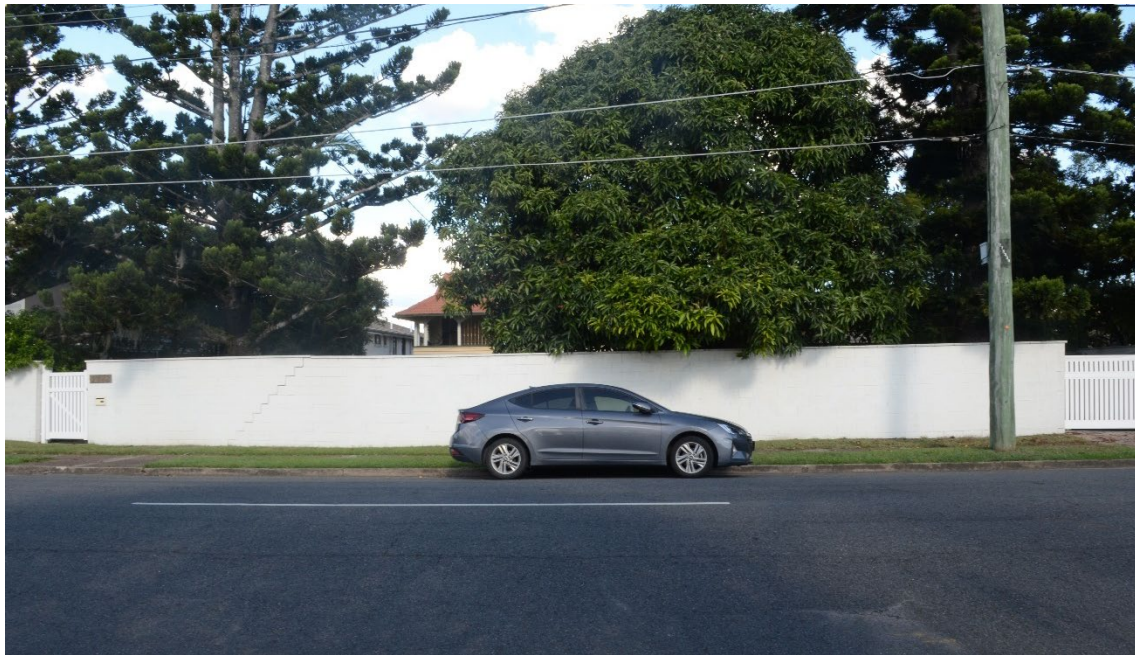
View towards 1 French Street, opposite the subject site to the north.



View towards 2352 Wynnum Road Wynnum, opposite the subject site to the north.

4.1.2 EAST

Land to the east of the subject site is residential in nature, containing one and two storey dwelling houses of various ages. The pedestrian entry from Wynnum Road to the Wynnum Train Station is located approximately 450m to the east of the subject site.



View towards 2333 Wynnum Road Wynnum, adjoining the subject site to the east. This dwelling is a Local Heritage Place (discussed further in Section 7 of this report). There are only limited sight lines to the building, due to the large mango tree and hoop pines along the front boundary.



View towards 2335 Wynnum Road Wynnum, two dwellings to the east of the subject site.

4.1.3 SOUTH

Land to the south of the subject site is to the rear and contains a recently constructed childcare centre. The Wynnum State School is also located to the south of the subject site.



View west towards the recently constructed childcare centre at 200 Stradbroke Avenue, adjoining the subject site to the south.



View west towards the Stradbroke Avenue entry point to the Wynnum State School.

4.1.4 WEST

Land to the west of the subject site is residential in nature, containing one and two storey dwelling houses of various ages.



View towards 2323 Wynnum Road Wynnum, adjoining the subject site to the west.



View towards 2321 Wynnum Road Wynnum, two dwellings to the west of the subject site.

5 STATE PLANNING CONSIDERATIONS

5.1 SOUTH EAST QUEENSLAND REGIONAL PLAN

The site is identified within the Urban Footprint under ShapingSEQ 2023. A review of the applicable regional land use category mapping and the relevant state planning framework indicates that the proposal does not give rise to any separate state assessment or referral matter under the regional plan framework.

5.2 STATE ASSESSMENT

A review of the Development Assessment Mapping System (DAMS) and Schedule 10 of the Planning Regulation 2017 has been undertaken in the preparation of this report. That review confirms that the proposal does not trigger assessment by, or referral to, the State Assessment and Referral Agency (SARA). The current Schedule 10 matters considered are identified below.

PART	CONSIDERATION	APPLICABLE
1	Airport Lands	No
2	Battery Storage Facilities	No
2A	Caboolture West Interim Structure Plan	No
3	Clearing Native Vegetation	No
4	Contaminated Land	No
5	Environmentally Relevant Activities	No
6	Fisheries	No
7	Hazardous Chemical Facilities	No
8	Heritage Place	No
9	Infrastructure-related Referrals	No
10	Koala Habitat Area	No
11	Noise Sensitive Place on Noise Attenuation Land	No
12	Operational Work for Reconfiguring a Lot	No
13	Ports	No
14	Reconfiguring a Lot under Land Title Act	No
15	SEQ Development Areas and SEQ Major Enterprise and Industrial Areas	No
16	SEQ Regional Landscape and Rural Production Area and SEQ Rural Living Area	No
16AA	Solar Farms	No
17	Tidal Works or Work in a Coastal Management District	No
18	Urban Design	No
19	Water-related Development	No
20	Wetland Protection Area	No
21	Wind Farms	No



5.3 STATE DEVELOPMENT ASSESSMENT PROVISIONS

The proposal has also been reviewed having regard to the current State Development Assessment Provisions (SDAP). While none of the SDAP state codes are triggered by the proposal, the current state codes considered in the preparation of this report are listed below for completeness.

CODE CONSIDERATION		APPLICABLE
1	Development in a State-controlled Road Environment	No
2	Development in a Railway Environment	No
3	Development in a Busway Environment	No
4	Development in a Light Rail Environment	No
5	Development in a State-controlled Transport Tunnel Environment	No
6	Protection of State Transport Networks	No
7	Maritime Safety	No
8	Coastal Development and Tidal Works	No
9	Great Barrier Reef Wetland Protection Areas	No
10	Taking or Interfering with Water	No
11	Removal, Destruction or Damage of Marine Plants	No
12	Development in a Declared Fish Habitat Area	No
13	Unexploded Ordnance	No
14	Queensland Heritage	No
15	Removal of Quarry Material from a Watercourse or Lake	No
16	Native Vegetation Clearing	No
17	Aquaculture	No
18	Constructing or Raising Waterway Barrier Works in Fish Habitats	No
19	Category 3 Levees	No
20	Referable Dams	No
21	Hazardous Chemical Facilities	No
22	Environmentally Relevant Activities	No
23	Wind Farm Development	No
24	Urban Design Outcomes for Significant Projects (advice only)	No
25	Development in South East Queensland Koala Habitat Areas	No
26	Solar Farm Development	No
27	Battery Storage Facility Development	No

Accordingly, the proposal does not trigger referral to SARA in either an advice or concurrence capacity.



6 BRISBANE CITY PLAN 2014

6.1 PRIMARY CODES

The following codes are identified as primary codes for an application to change an approval for an “aged persons’ home” within the Low Density Residential Zone:

- Low Density Residential Zone Code

6.2 PRESCRIBED SECONDARY CODES

Table 5.3.5.1 of City Plan 2014 identifies the following codes as Prescribed Secondary Codes relevant to this application:

- Filling & Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Outdoor Lighting Code
- Park Planning & Design Code
- Stormwater Code
- Transport, Access, Parking & Servicing Code
- Wastewater Code

6.3 NEIGHBOURHOOD PLAN

The subject site is located within the Wynnum-Manly Neighbourhood Plan area but is not mapped within a specific precinct. The proposed change to the existing “aged persons’ home” is consistent with the strategic and local intent of the plan and although the code contains no development benchmarks directly relevant to this application, the proposal achieves the code’s purpose.

6.4 OVERLAY CONSIDERATIONS

Although the subject site is affected by several overlays, as detailed below, the Bicycle Network Overlay, Community Purposes Network Overlay, Heritage Overlay, Road Hierarchy Overlay, Streetscape Hierarchy Overlay and Transport Noise Corridor Overlay are the only overlay codes requiring assessment.

OVERLAY	APPLICABLE / REASON	
Airport Environs	NO	There are no triggers listed in Table 5.10.2 relevant to this application.
Bicycle Network	YES	Table 5.10.3 requires applications involving an existing premises with an increase in gross floor area to be assessed against the Bicycle Network Overlay Code.



Community Purposes Network	YES	Table 5.10.7A identifies that applications involving an existing premises with an increase in gross floor area to be assessed against the Community Purposes Network Overlay Code.
Critical Infrastructure and Movement Network	NO	There are no triggers listed in Table 5.10.8 relevant to this application.
Dwelling House Character	NO	The application is not for a dwelling house.
Heritage	YES	The application is associated with a material change of use adjoining a heritage place. Table 5.10.12 indicates that assessment of Sections B and C Heritage Overlay Code is required.
Road Hierarchy	YES	Table 5.10.18 identifies that applications involving an existing premises with an increase in gross floor area to be assessed against Sections A, B and C of the Road Hierarchy Overlay Code.
Streetscape Hierarchy	YES	Table 5.10.20 identifies that applications involving an existing premises with an increase in gross floor area to be assessed against Sections A and B of the Streetscape Hierarchy Overlay Code.
Transport Noise Corridor	YES	Although Table 5.10.23 does not list “aged persons’ home” as assessable, assessment against the Transport Noise Overlay Code is nonetheless warranted given the nature of the use.

Full code compliance is detailed in Appendix A of this report.

6.5 CODE COMPLIANCE SUMMARY

Full Code Compliance assessment is contained in Appendix A of this report.

6.5.1 LOW DENSITY RESIDENTIAL ZONE CODE

The proposed “aged persons’ home” is compliant with the intent and requirements of the Low Density Residential Zone Code. The proposed additional independent living units retain the established two-storey built form and continue to provide community-oriented residential accommodation that caters for local residents. The proposal provides urban consolidation and better use of physical and social infrastructure, as intended by the code.

6.5.2 FILLING & EXCAVATION CODE

The extent of filling and excavation required by this application is minimal and will not necessitate retaining walls exceeding 1 vertical metre. The proposed works will comply with the relevant acceptable outcomes of the Filling and Excavation Code, which can be conditioned by council.



6.5.3 INFRASTRUCTURE DESIGN CODE

The proposal provides compliance with the relevant acceptable outcomes of the code. All services can be provided to the site without the need for consent from any adjoining landowner. Provision for upstream stormwater discharge is not a relevant consideration for this application. BCC can impose suitable standard conditions in this regard.

6.5.4 LANDSCAPE WORKS CODE

A landscaping concept has been included in the plans prepared by Think Tank Architects (Appendix B) to address the relevant outcomes of the Landscape Works Code and to enhance the subtropical character of the development. The proposed landscaping will complement the architectural form of the building while providing visual relief to the surrounding streetscape and adjoining properties.

The landscaping has also been designed to provide attractive and usable recreational spaces for the occupants of the building. A series of landscaped common areas is provided throughout the site, including a conversation circle designed as a calm communal gathering space, a BBQ pavilion supporting outdoor dining and social connection and a meandering garden circuit that promotes passive exercise and sensory engagement. These spaces encourage social interaction and outdoor activity, supporting the health and wellbeing of residents within a safe and accessible landscaped setting.

The landscaping has been designed to soften the built form from the public realm while maintaining sightlines to the building entrance in accordance with CPTED principles. The rear and side buffers will screen the development from adjoining residential properties, improving visual amenity without creating a sense of enclosure.

The proposed landscaping achieves compliance with the benchmarks of the Landscape Works Code.

6.5.5 OUTDOOR LIGHTING CODE

The development will provide outdoor lighting that will comply with the requirements of AS 4282-1997 - Control of the obtrusive effects of outdoor lighting. This can be conditioned by BCC. The development does not propose or require any floodlighting.



6.5.6 PARK PLANNING & DESIGN CODE

There is no park proposed or required by this application and as such the Park Planning & Design Code is not triggered.

6.5.7 STORMWATER CODE

Stormwater can be discharged to the kerb and channel of Wynnum Road without the need of any adjoining owner's consent. A legal point of discharge also exists at the rear of the property, with the stormwater infrastructure that was provided with the recently constructed childcare centre at 200 Stradbroke Avenue. Provision for upstream stormwater discharge is not a relevant consideration for this application.

6.5.8 TRANSPORT, ACCESS, PARKING AND SERVICING CODE

The application will be accessed off a District Road, with the existing crossover to be upgraded in its current location. The development provides 19 car parking spaces, more than doubling the approved baseline provision of 8 spaces. As outlined in the Traffic Impact Statement prepared by Rytenksild Traffic Engineering, this provision appropriately reflects the lower car ownership rates associated with older residents and smaller independent living units, together with the site's location within easy walking distance of two train stations and bus services at the front of the site. Onsite bulk refuse collection can be achieved. As such, suitable compliance with the Transport, Access, Parking & Servicing Code is provided for an application of this scale and nature.

6.5.9 WASTEWATER CODE

The Wastewater Code is not required to be addressed as the subject site is within a sewered area and will discharge to the existing sewerage infrastructure.

6.5.10 BICYCLE NETWORK OVERLAY CODE

Table 5.10.3 requires applications for a Material Change of Use that increases the gross floor area to be assessed against the Bicycle Network Overlay Code. A secondary cycle route is identified along Wynnum Road in front of the subject site. The proposed change to the existing "aged persons' home" will not impact upon the ongoing function of the bicycle network.



6.5.11 COMMUNITY PURPOSES NETWORK OVERLAY CODE

There are no assessment criteria within the Community Purposes Network Overlay Code relevant to this application.

6.5.12 HERITAGE OVERLAY CODE

The proposed works provide compliance with Section B of the Heritage Overlay Code. As demonstrated by the photographs of the adjoining dwelling in Section 7.6 of this report, there are only limited views towards the Heritage Place from Wynnum Road. The proposed new building elements and landscaping will not impair those views of the heritage place.

6.5.13 ROAD HIERARCHY OVERLAY CODE

Wynnum Road is classified as a Major Road (District Road). The existing road reserve is of a sufficient width and no widening requirement has been identified. The application provides suitable compliance with the requirements of the Road Hierarchy Code.

6.5.14 STREETSCAPE HIERARCHY OVERLAY CODE

The frontage of the subject site is classified as Neighbourhood Street - Minor. The existing verge has a width of approximately 4m and does not require any land dedication. An existing footpath in good condition is located within the verge in front of the subject site. Suitable compliance with the requirements of the Streetscape Hierarchy Code is achieved.

6.5.15 TRANSPORT NOISE CORRIDOR OVERLAY CODE

The proposed works will provide improved outdoor spaces for passive recreation in a manner where transport noise has been minimised. Suitable communal recreation areas, including the conversation circle and garden circuit, are located to the rear of the site and are shielded from Wynnum Road transport noise by the existing and proposed building form.



7 DEVELOPMENT CONSIDERATIONS

As outlined below, the application is simple in nature and is congruent with the established character in this part of Wynnum. A copy of the Architectural Plans prepared by Think Tank Architects are attached in Appendix B.

Application Type: Change (other)

Level of Assessment: Impact

Referral / Concurrence Agencies: N/A

7.1 EXISTING DEVELOPMENT

The subject site is currently occupied by a two-storey building containing 14 self-contained independent living units. This use was authorised by a Consent Permit granted by Brisbane City Council's Registration Board in 1970 for an "aged persons' home". The building has provided essential low-cost accommodation for older members of the community for over 50 years. Units tend to be occupied for extended periods and vacancies attract a high level of enquiry, indicating strong ongoing demand for this type of accommodation.

Notwithstanding this ongoing demand, the building is now approximately 50 years old and no longer meets contemporary standards or community expectations for accommodation for older residents. The kitchens, bathrooms and living areas of the units are original and dated, and the two-storey walk-up arrangement is increasingly unsuitable for older residents, many of whom are unable to manage stairs and require safe, dignified access to their homes. Substantial upgrades, including the refurbishment of the existing units and the installation of a lift, are required in the near future to ensure the building remains functional, safe and accessible. Without these works, the existing units will not remain viable and a vital affordable housing option would be lost at a time when the community is already facing significant housing pressures, particularly for older residents on a pension.

7.2 PROPOSED DEVELOPMENT

This application seeks to change the current approved form to provide 9 additional independent living units, intended to address the strong ongoing demand identified above and provide additional affordable housing for older members of the community.



The proposed development involves modifications to the long-established and lawfully approved “aged persons’ home”, which has operated as a residential accommodation use on the site since the early 1970s. The proposal does not seek to introduce a conventional multiple dwelling form or an unrelated non-residential use into the Low Density Residential Zone. Rather, it seeks to adapt and improve an existing approved residential accommodation use in a manner that remains compatible with the low density residential setting.

The development will retain a two-storey built form and will continue to present at a scale that is generally consistent with the established built form character of the locality. Importantly, the proposal will continue to provide a form of accommodation that contributes to housing diversity within the local neighbourhood, by offering smaller and more manageable living arrangements for residents who may not require or be suited to a traditional detached dwelling house. The existing units also represent one of the most affordable self-contained housing options for older people in the area, many of whom are on a pension or otherwise on limited incomes. Retaining and expanding this supply of low-cost accommodation responds directly to the significant housing pressures currently facing the community and is consistent with Council’s objectives to support housing diversity and meet the needs of vulnerable members of the community.

In this regard, the proposal supports the broader intent of the zone to provide housing choices that respond to the needs of different household types and individuals through different life-cycle stages. The continued use of the site for this form of accommodation assists in enabling residents to remain within their local neighbourhood as their housing needs change over time, while avoiding the need for a higher intensity built form that would be less compatible with the surrounding low density residential context.

The proposed increase in accommodation capacity will also assist in offsetting the substantial cost associated with retrofitting and upgrading the existing 14 units, which, as previously discussed, are now dated having regard to the age of the original approval and building. These works will allow the existing accommodation to be improved to a more contemporary standard and will also facilitate the installation of an elevator, improving accessibility within the building for current and future residents. The existing units will also be refurbished to the Livable Housing Australia (LHA) Gold Standard, incorporating features such as step-free access, wider doorways and corridors and bathrooms designed to support safe and independent use. This will ensure the accommodation remains comfortable and adaptable for residents as their mobility needs change over time.



The proposed modifications are not expected to result in unacceptable impacts on the high level of comfort, quiet, privacy and safety reasonably expected within a predominantly low density residential environment. Full height screening is proposed to the balconies of the new units to ensure the residential amenity of the adjoining dwelling to the east is maintained. Matters relating to traffic, parking, servicing, privacy, noise and built form impacts are capable of being appropriately managed through the design of the proposal and supporting technical assessment.

On this basis, the proposed development is considered to achieve the relevant intent and overall outcomes for the Low Density Zone, having regard to the established lawful use of the site, the retention of a two-storey built form, the improved accessibility and liveability of the existing accommodation and the continued provision of diverse residential accommodation that supports residents remaining within their local neighbourhood through different stages of life.

7.3 LOCATION

The subject site is located within an established low density residential area, approximately 15km east of the Brisbane CBD. The site has a frontage to Wynnum Road, which is designated as a District Road under the Road Hierarchy Overlay and provides good connectivity to the broader Wynnum-Manly area.

The site is particularly well-located relative to public transport. As identified on the Locality Plan prepared by Think Tank Architects (Appendix B), Wynnum North Train Station is located approximately 300m to the north of the site and Wynnum Train Station approximately 450m to the east, placing the site within a short walk of regular rail services on the Cleveland line. A bus stop servicing routes 220, 221 and 225 is located at the front of the site, providing a direct connection to the Wynnum Central retail area, which is also accessible via a single train stop. The bus services also provide access to Wynnum Plaza, located approximately 2km to the south.

The excellent public transport access and proximity to everyday services and amenities strongly support the continued use of the site for residential accommodation for older members of the community. The location enables residents to remain connected to their local neighbourhood and access services without requiring private vehicle use, supporting independence and community belonging through different life stages.



7.4 CIVIL SERVICING

A lawful point of discharge can be provided to the kerb and channel of Wynnum Road without the need for any adjoining landowner's consent. Provision for upstream stormwater connections is not a relevant consideration for this application.

The sewerage mains infrastructure that runs through the subject site will be suitable to provide an upgraded sewerage connection to the development.

Water infrastructure is located within the verge in front of the subject site, which will be suitable to provide a new water meter to the development if required.

The subject site is serviced by overhead power and telecommunications infrastructure. New services to the proposed additional units can be readily achieved from this infrastructure.

As such, the proposed changes to the existing “aged persons’ home” can be adequately serviced by standard urban infrastructure expected for a development of this nature.

7.5 SITE ACCESS

Vehicular access to the site is provided by a single existing crossover at the eastern end of the Wynnum Road frontage. The existing crossover is to be upgraded as part of the proposed works. As confirmed by the Traffic Impact Statement prepared by Rytenskild Traffic Engineering (refer Appendix D), the proposed additional units can be accommodated without detriment to the safe and efficient functioning of the road network.

The proposed development provides a total of 19 car parking spaces, comprising 17 resident and 2 visitor spaces, representing an increase of 11 spaces above the existing approved baseline of 8 spaces established by the 1970 Consent Permit. Given the site’s location within an approximately 10-minute walk of Wynnum Train Station, a reduced parking rate consistent with proximity to high-frequency public transport has been applied, in accordance with the Traffic Impact Statement. This approach is reinforced by the demographic profile of the development. Older residents of independent living accommodation typically own fewer vehicles than the general population, with many no longer driving at all and the Traffic Impact Statement notes that smaller independent living units of this kind are associated with lower private vehicle ownership rates than conventional



dwelling houses. The provision of 19 spaces is therefore considered to comfortably meet the realistic parking demand generated by the development.

Waste collection will be accommodated entirely on-site. The Traffic Impact Statement confirms that a Refuse Collection Vehicle (RCV) can reverse safely onto the site from Wynnum Road and exit in a forward gear, satisfying the relevant requirements of the Transport, Access, Parking and Servicing Code. A 10.5m x 3.5m RCV standing area clear of the building footprint is provided at the entry of the site.

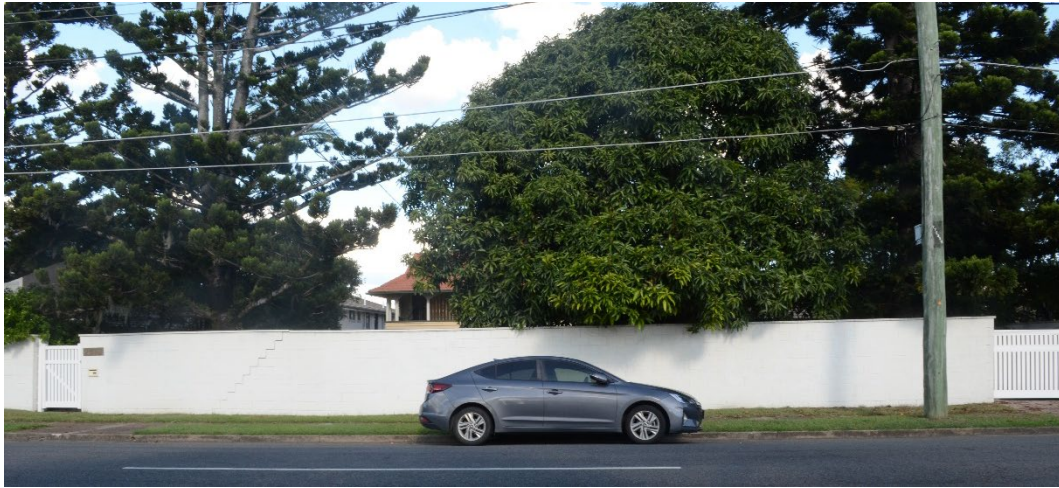
7.6 ADJOINING HERITAGE PLACE

The subject site adjoins a Local Heritage Place at 2333 Wynnum Road ("Woodlands"), to the east. "Woodlands" is a Federation-era timber bungalow constructed circa 1911 and has been included on Brisbane City Council's Local Heritage Register since 1 January 2009, being listed under Criterion A (Historical) and Criterion H (Historical association) of the Heritage planning scheme policy. The cultural heritage significance of the place is therefore primarily historical and associational in nature, rather than being derived from aesthetic values or significant views.

The proposed works are contained wholly within the subject site and do not involve any alterations to the heritage place itself. As demonstrated by the photographs below, views from Wynnum Road towards the adjoining heritage place are significantly limited by the large trees situated along the front and side boundaries of that property. The proposed new building elements and landscaping will not result in the loss of any significant views towards the Heritage Place from Wynnum Road. A 2m high acoustic fence is proposed along the eastern boundary shared with the heritage property, providing an appropriate visual and acoustic interface. A 45-degree sight line analysis, shown on the proposed site plan, confirms that the massing of the proposed addition does not intrude on key views of or from the heritage place.

The proposed development has been assessed against Section B of the Heritage Overlay Code, which applies where development adjoins a heritage place. As demonstrated in the Code Compliance Summary at Section 6.5.12 and the full compliance table at Appendix A, the proposed works are consistent with the relevant performance outcomes of that code and will not adversely affect the cultural heritage significance, setting, fabric or views of the adjoining heritage place.





View towards the Heritage Place at 2333 Wynnum Road from directly in front of the property. Only minimal view lines exist towards the building.



View towards the Heritage Place at 2333 Wynnum Road from in front of the subject site. Only minimal view lines exist towards the building.



View across the subject site towards the Heritage Place at 2333 Wynnum Road Wynnum, adjoining the subject site to the east. The vegetation within the adjoining site blocks views from this direction.

7.7 DEVELOPMENT SUMMARY

The proposed development represents a modest and well-considered change to a long-established residential accommodation use. The proposal retains the existing two-storey built form and presents to Wynnum Road at a scale that is entirely consistent with the established character of the surrounding low density residential area. The additional units are accommodated through the efficient use of the existing site, supported by generous landscaping, communal open space and an improved on-site car parking arrangement.

The applicant is a long-standing, family-run owner and operator of affordable housing in Brisbane, with more than 50 years of experience across the city's rental and residential sector and deep roots in Brisbane's bayside communities. Over decades of hands-on involvement, the operator has developed and managed housing through multiple cycles of growth, consistently focusing on providing independent living and well-maintained, accessible homes that allow local residents to age in place. That mission is more critical than ever, with demand for affordable housing across Brisbane far outpacing supply, placing sustained pressure on both renters and providers. As population growth accelerates and vacancy rates remain tight, experienced local operators such as the applicant play an increasingly important role in bridging the gap between limited housing availability and the community's essential need for affordability and stability.

The technical assessment supporting this application confirms that the proposal can be appropriately accommodated on the site. Traffic, parking, access and servicing arrangements have been assessed by Rytenaskild Traffic Engineering and comply with the relevant requirements of City Plan 2014. The site is fully serviced by existing urban infrastructure and is very well located relative to public transport and local services. The proposed works appropriately respond to the adjoining Local Heritage Place.

On this basis, the proposal delivers a significant community benefit, being the retention, upgrade and expansion of affordable and accessible accommodation for older residents, without unacceptable impacts on the amenity of adjoining properties, the streetscape or the broader neighbourhood. The application accordingly represents a sound town planning outcome that warrants Council's support.



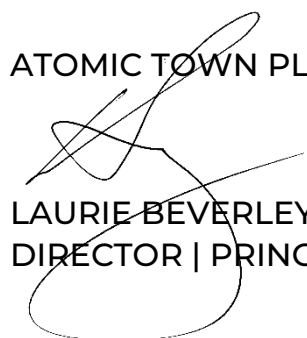
8 CONCLUSION

This report has considered the proposed Change (Other) to the approved “Aged Persons’ Home” at 2327 Wynnum Road Wynnum. Approval of the application is warranted on the following grounds:

- The proposed change is to an existing, long-established and lawfully approved residential accommodation use and the proposed increase in unit numbers and associated refurbishment works are compatible with and complementary to the existing use and approved built form.
- The proposal retains and builds upon an established residential accommodation use that has provided affordable housing for older members of the community for over 50 years, responding directly to demonstrated ongoing demand for this type of accommodation within the local area.
- The refurbishment of the existing 14 units to LHA Gold Standard and the installation of a lift will significantly improve the accessibility, liveability and amenity of the accommodation for current and future residents, while the addition of 9 new units will assist in meeting the costs of these essential works and address demonstrated unmet demand.
- Suitable consideration has been given to the adjoining land uses. The proposed development will not unduly impact upon the neighbouring properties, including the adjoining Local Heritage Place at 2333 Wynnum Road.
- The application is in compliance with all the relevant assessment benchmarks of the relevant codes.
- The proposal makes better use of well-located urban land within the Urban Footprint, consistent with the objectives of ShapingSEQ 2023 to support infill development and housing diversity in established urban areas.
- The proposal achieves the general intent of City Plan 2014 for the Low Density Residential Zone by providing diverse and accessible residential accommodation that supports residents through different life stages within an established residential neighbourhood.

The proposal suitably addresses all relevant assessment benchmarks of City Plan 2014. On this basis, the Development Application to change the previously granted Consent Permit, which constitutes a development approval for the purposes of the Planning Act, should be approved by Brisbane City Council subject to reasonable and relevant conditions.

ATOMIC TOWN PLANNING



LAURIE BEVERLEY M. URB. DEV., MPIA
DIRECTOR | PRINCIPAL TOWN PLANNER

