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SECTION 2

Supporting Documents



IDEATE
Town Planning

TOWN PLANNING REPORT

437 Stafford Road, Stafford

Development Permit for Material Change of Use for
Low Impact Industry

19 June 2026
ITP25025

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EXECUTIVE SUMMARY

Ideate Town Planning has been engaged by Sarris International Pty Ltd on behalf of the landowner to prepare and lodge this development application for 437 Stafford Road, Stafford, formally described as Lot 1 RP126855. The application seeks approval for the following development:

- Development Permit for Material Change of Use for Low Impact Industry.

The proposed development comprises a Bob Jane T-Mart store, including a workshop for tyre fitting and wheel alignment services, together with an ancillary showroom, office and customer waiting area. Additional tyre storage is provided at mezzanine level to support business operations. Vehicle access is proposed from Stafford Road, with on-site car parking and servicing areas provided. To address overland flow and stormwater flooding affecting the site and wider catchment, the development will be raised on piers, allowing overland flow to pass beneath the structure and reducing flood impacts.

The subject site is located within the Low Density Residential Zone under Brisbane City Plan 2014 (v36). As Low Impact Industry is not identified as an anticipated land use in the Zone's Table of Assessment, the proposal triggers Impact Assessment.

This report outlines the proposed development and assesses it against the applicable State and local planning instruments. Although alternative outcomes are identified for setbacks, site cover and landscaping, the proposal satisfies the relevant Performance and Overall Outcomes.

The application is supported by specialist reports addressing flooding, stormwater management, services, landscape design, traffic impacts and acoustics, which assist in demonstrating compliance with the City Plan assessment benchmarks.

Overall, the development is considered appropriate for the location and provides a design outcome consistent with the existing and emerging character and land use mix along Stafford Road. The proposal delivers a landscaped street interface that enhances the streetscape, while the built form helps activate the street corner. The proposed design is not expected to cause undue impacts on the amenity currently enjoyed by surrounding properties.

It is therefore requested that the application be approved subject to reasonable and relevant conditions.

1.0 SITE AND SURROUNDING AREA

1.1 Site Overview

Table 1: Site Details

Address	437 Stafford Road, Stafford
Real Property Description	Lot 1 RP126855
Site Area	1,773m ²
Applicant & Landowner	SGNINNUB QLD Pty Ltd
Local Government Area	Brisbane
SEQ Regional Plan Designation	Urban Footprint
Local Planning Instrument	Brisbane City Plan (v36)
Planning Scheme Zone	Low Density Residential Zone

1.2 Surrounding Neighbourhood

The subject site is located in the suburb of Stafford on the northern side of Brisbane. The subject site is located on Stafford Road, an east-west roadway connection linking to Gympie Road. Stafford Road acts as somewhat of an edge between an established commercial and industrial precinct comprising the Stafford City Shopping Centre, Bunnings, various tyre centres, warehouses and showrooms to the south and a primarily residential neighbourhood to the north. Despite the divide created by Stafford Road, commercial premises, including a tyre centre, service station and Italian Club are present on the northern side of the street, interfacing with the surrounding residential properties.



Figure 1: Aerial image of surrounding area

Table 2: Surrounding neighbourhood description

SURROUNDS	DESCRIPTION
North	The northern boundary of the site is adjoined by driveway and car parking associated with the adjoining commercial building to the east. Residential properties, each typically containing a single dwelling, are located beyond the driveway and carpark.
South	Stafford Road forms the southern boundary of the site. The adjacent land to the south comprises primarily showrooms, hardware stores and warehouses. We note that two other tyre centres (Bridgestone and Mycar) are located diagonally opposite the site on either side of the Windorah Street intersection with Stafford Road.
East	The adjoining property to the east comprises the ANFE Italian Club, a two storey commercial building built to the common boundary with the subject site. The properties further east along Stafford Road comprise of primarily one and two storey dwellings. The Stafford City Shopping Centre is located to the south-east, approximately 350m walk from the subject site.
West	Victor Street forms the western boundary of the site. The adjacent properties comprise a mix of one and two storey dwellings. An existing tyre service centre and Service Station are located approximately 160m west near the intersection of Staffor Road and Appleby Road.



Figure 2: Photos of subject site and surrounds

1.3 Site Characteristics

Table 3 below provides a summary of the key characteristics of the subject site.

Table 3: Summary of site characteristics

SITE CHARACTERISTIC	DESCRIPTION
Existing Land Use	The subject site is currently vacant, having previously been occupied by a service station for many years. As a result of the historic use as a service station, the site is listed on the Environmental Management Register (EMR) due to underlying ground contamination.
Existing Structures	There are no existing structures on the site.
Frontage and Access	The site has frontages to both Stafford Road and Victor Street of approximately 42m and 33m respectively. The site benefits from three existing VXOs, one on Victor Street and two on Stafford Road.
Topography	The site is relatively level; however, has a slight fall towards the street frontages.
Existing Vegetation	The site does not contain any vegetation and is not identified on any Council or State environmental overlays as containing matters of environmental significance.
Existing Waterways	There are no waterways proximate to the subject site.
Encumbrances	The site is not burdened by an easements. Two stormwater mains traverse the site diagonally from Victor Street to Stafford Road.



Figure 3: Aerial image of subject site

2.0 BACKGROUND

2.1 Site Contamination

The subject site was historically used as a service station between circa early 1970s and 2004. As a result, the site is currently listed in the Environmental Management Register (EMR) due to underlying contaminants remaining from the fuel tanks previously located on the site.

The Site Management Plan accompanying the sites listing on the EMR identifies the following contaminants of concern:

- Chromium up to 55mg/kg
- Copper up to 110mg/kg
- Lead up to 360mg/kg
- Zinc up to 1140mg/kg
- Hydrocarbon fraction C6-C9 up to 220mg/kg
- Hydrocarbon fraction C10-C14 up to 580mg/kg
- BTEX up to 60.4mg/kg

In addition to the above, the testing undertaken to prepare the Site Management Plan also encountered ground water at a dept of between 3.5m and 4m below ground level to the immediate south of the subject site which was impacted by hydrocarbons and metals

- Cadmium 3.3µg/L
- Nickel 19µg/L
- Lead 570µg/L
- Total petroleum hydrocarbons 580µg/L

Due to the contamination on the site, the registered Site Management Plan identifies the land as only being suitable for industrial purposes. A copy of the EMR listing and associated Site Management Plan is provided in Appendix 4.

Specialist advice provided with the prior development application lodged over the site identified that remediating the site would be an extensive exercise which may not result in the site being removed from the EMR. At the time, remediation was anticipated to require approximately 3,000m³ of material to be removed from the site with disposal requiring circa 200 truck movements on a 2.5 hour return trip from an appropriate landfill location. The advice identified that the required remediation activities, if undertaken, may impact on the integrity of the adjoining commercial building. Further, the advice concluded that if the contaminants identified in the ground water remained, such may preclude the site from being removed from the EMR.

The site's listing on the EMR and associated requirements of the Site Management Plan are considered a relevant matter supporting the use of the land for the proposed purpose, offering an appropriate development outcome that best addresses the contamination on the site.

2.2 Previous Development Application

A development application for Low Impact Industry comprising a Bob Jane T-Mart store was lodged with Council in 2016 and withdrawn in 2019. The development proposal at the time comprised two at grade buildings, one being a workshop accommodating six work bays, and the other comprising a showroom/office space.

3.0 PROPOSED DEVELOPMENT

3.1 Development Description

The proposed development comprises a Bob Jane T-Mart store, being defined as Low Impact Industry. The key characteristics of the proposed development are summarised in Table 4 below.

Table 4: Summary of key development characteristics

CHARACTERISTIC	DESCRIPTION
Building Height	10.7m
Site Cover	72.71% (overall) 48% (built form only)
Landscape Area	18%
Gross Floor Area	Workshop = 666.40m ² Ancillary Showroom = 108.20m ² Mezzanine storage = 515.40m ² TOTAL = 1,290m ²
Car Parking	15 car spaces
Servicing	MRV & RCV access
Proposed Operating Hours	8:00am – 5:30pm Monday to Friday 8:00am – 4:00pm Saturdays



Figure 4: Perspective view of proposed development

3.2 Development Particulars

3.2.1 Building Height

The proposed development is to be 2 storeys and a maximum of 10.7m in height, slightly exceeding the 2 storey (9.5m) building height designation afforded the site (see Figure 5).

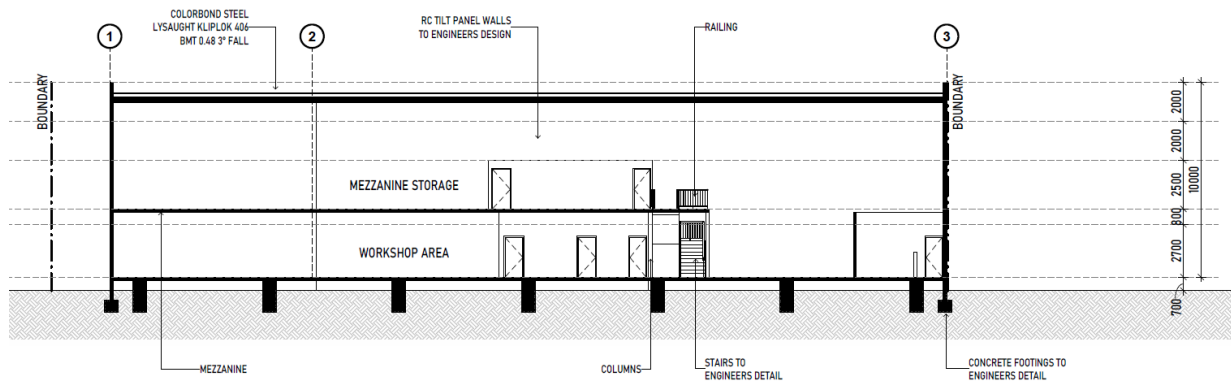


Figure 5: Section drawing showing proposed building height

3.2.2 Setbacks

Table 5 below summarises the proposed setbacks.

Table 5: Summary of proposed setbacks

	NORTH	SOUTH (STAFFORD RD)	EAST	WEST (VICTOR ST)
Ground	1.5m – 2m	3m – 21m	0m	3m
Level 1	1.5m – 2m	5.1m – 5.7m	0m	3m

The setbacks proposed to both street frontages provide space for the establishment of trees and layered landscaping, assisting to soften the built form.

Reduced setbacks are proposed along the common boundary with the adjoining commercial building, which is also built to the common boundary.

Space for screening shrubs is provided along the rear (northern) boundary to assist with softening the interface to the north, albeit adjoining an existing carpark and driveway.

3.2.3 Site Cover

The proposed extensions result in a site cover of 72.17%, owing to the development being elevated on a podium in order to address flooding from overland flowing stormwater. To ensure that the development adequately allows for the passage of overland flow through the site and does not create any actionable nuisance, the development is to be raised on piers, resulting in the building sitting on a concrete podium suspended above the site. This results in an elevated site coverage as it also captures the forecourt parking and vehicle maneuvering area.

If site coverage were to be calculated without the car parking area, the built form would have a site cover of 46.39%.

Notably, the proposal allows for 18% of the site to be reserved for landscaping, all of which is to be in-ground planting. The setbacks proposed to Stafford Road allow for up to 5m separation to the building line, to facilitate tree planting.

3.2.4 Car Parking & Access

Vehicle access is proposed to be taken from Stafford Road via a new crossover and ramp up to the parking forecourt. A separate pedestrian access ramp is provided along the Victor Street frontage, connecting to the existing footpath in the verge.

A total of 15 car spaces are provided for the development, comprising 6 staff and 9 customer spaces. The dedicated staff spaces comprise the front space of each tandem carpark proposed, allowing customers to freely access the space behind.

The driveway/forecourt area has been designed to allow for on-site servicing to occur, with both an MRV and RCV able to enter and exit the site in a forward gear.

Bicycle parking is located near the pedestrian entry to the ancillary showroom/sales area and adjacent the dedicated pedestrian entry ramp from Victor Street.

3.2.5 Waste Management

Calculations of the general and recycling waste predicted to be generated by the development have been prepared using the typical waste generation rates provided by SC6.26 Refuse Planning Scheme Policy of the Brisbane City Plan (see Table 6). Note, waste calculations assume operations across 6 days per week. As the mezzanine space exclusively accommodate storage associated with the T-Mart and no waste generating activities, the mezzanine area has been excluded from the calculations.

Table 6: Waste and recycling generation calculations

Land Use	GFA (m ²)	General Waste Rate	General Waste Total	Recycling Rate	Recycling Total
Workshop	666	15L/100m ² /day	99.9L/day	15L/100m ² /day	80.7L/day
Office	108	15L/100m ² /day	16.2L/day	15L/100m ² /day	23.85L/day
OVERALL TOTAL			696.6L/week		696.6L/week

Table 7 provides a breakdown of the general waste and recycling bins required by the development based on the calculations in Table 6 above.

Table 7: Bulk bin requirements

General Waste Bin Requirement	Recycling Bin Requirement
1 x 1000L bulk bin	1 x 1000L bulk bin

A bin storage point is incorporated within the workshop building to securely house the waste and recycling bins. Staff will dispose of waste and recycling in the bins as part of the standard operation of the T-Mart. The storage point is to be bunded and drained to the sewer and incorporate appropriate screening. The bulk bins will be moved to the driveway forecourt on collection days by store staff for servicing.

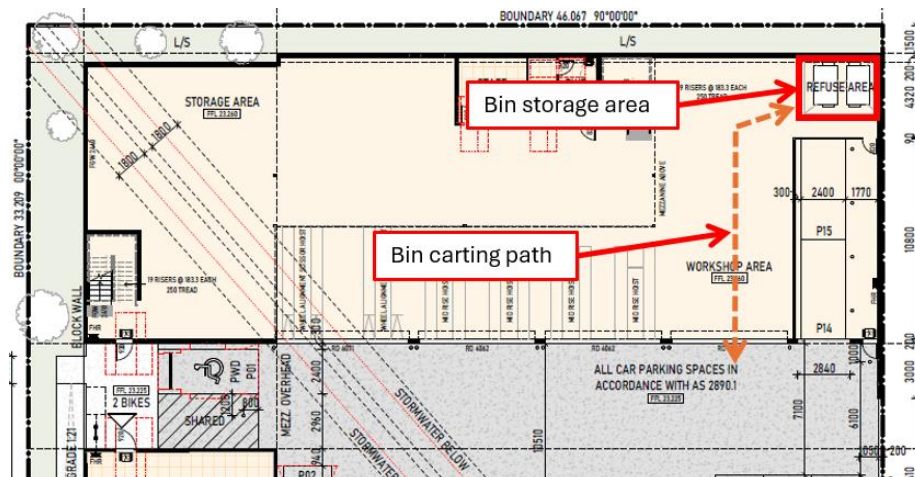


Figure 6: Waste management arrangements

4.0 SUPPORTING SPECIALIST DOCUMENTATION

The following specialist documentation has been prepared in support of this application to assist with demonstrating compliance with the applicable assessment benchmarks.

Table 8: Specialist involvement

DOCUMENTATION	SPECIALIST CONSULTANT
Architectural Plans	RH Frankland Architects
Statement of Landscape Intent	Vitality Landscape Architecture
Traffic Assessment Report	Legend Consultants
Stormwater Management Plan	Legend Consultants
Hydraulic Impact Assessment	Legend Consultants
Engineering Infrastructure Report	Legend Consultants
Acoustic Report	Acoustic Works
Detail Survey	J Surveyors

4.0 STATE PLANNING FRAMEWORK

This section provides an overview of the legislative context of the application under the provisions of the *Planning Act 2016* and associated *Planning Regulation 2017*.

4.1 Assessable Development

The proposed development is made assessable under section 45 of the *Planning Act 2016* by either Schedules 9 and 10 of the *Planning Regulation 2017* or a Local Government's Planning Scheme. Furthermore, given the Assessment Manager for the application is the Local Government, the application is required to be assessed against the assessment benchmarks identified within:

- the Regional Plan for the region and the State Planning Policy – Part E (to the extent that they are not identified within the Scheme);
- any temporary State Planning Policy applying to the premises; or
- the Local Government's Planning Scheme.

4.2 Referral Agencies

This application triggers referral to the Department of as the State Assessment and Referral Agency due to the following referral trigger from Schedule 10 of the Planning Regulation 2017 applying to the subject site:

Table 9: Referral trigger

Referral Type	Referral Agency	Assessment Benchmarks	Trigger
Part 9: Infrastructure related referrals			Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises –
Div 4, Sub-div 2: State transport corridors and future state transport corridors	The Chief Executive	SDAP Code 1	(a) are within 25m of a State transport corridor; or (b) ... (c) are – i. adjacent to a road that intersects with a State-controlled road; and ii. within 100m of the intersection.

4.3 Public Notification

As this application is subject to Impact Assessment, pursuant to section 53 of the *Planning Act 2016*, the application will be subject to public notification for a period of 15 business days.

4.4 State Planning Policy

The State Planning Policy (SPP) provides interim development assessment guidelines to ensure that State interests, which are not yet appropriately integrated in Local Government Planning Schemes, are properly considered in the assessment of Development Applications.

Part 2 of the City Plan identifies the SPP as being partly reflected in the planning scheme. Notably, this includes the State interests related to Natural Hazards (bushfire) and Strategic Airports and Aviation Facilities not integrated. As neither of these State interests are relevant to the subject site, no further assessment against the SPP is considered warranted.

4.5 Regional Plan

The subject site is contained within the Urban Footprint land use designation under ShapingSEQ, the South East Queensland Regional Plan 2017, which broadly speaking, is intended to cater for the regions' urban development needs until the year 2041.

The proposed development constitutes an urban activity which supports the intent of the Urban Footprint designation. The proposed development outcome is therefore consistent with not only the intent of the Urban Footprint classification but associated goals, elements, strategies, and planning principles under ShapingSEQ.

5.0 LOCAL PLANNING FRAMEWORK

This development application is to be assessed under the provisions of the Brisbane City Plan (v36) (City Plan). This section of the report addresses the components of the Planning Scheme that apply to the proposed development.

5.1 Land Use and Level of Assessment

The proposed development of a Bob Jane T-Mart store on the subject site is defined by the City Plan as Low Impact Industry per the definition below:

Low Impact Industry

The use of premises for an industrial activity –

- (a) that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and*
- (b) that a local planning instrument applying to the premises states is a low impact industry; and*
- (c) that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or level of emissions produced by the activity.*

For the purposes of the planning scheme a low impact industry is an industry activity that –

- (a) has one or more of the following attributes –*
 - i. negligible impacts on sensitive land uses due to off-site emissions including aerosol, fume, particle, smoke, odour and noise;*
 - ii. minimal traffic generation and heavy-vehicle usage*
 - iii. demands imposed upon the local infrastructure network consistent with surrounding uses;*
 - iv. off-site impacts from storage of dangerous goods are negligible;*
 - v. the use is primarily undertaken indoors; and*
- (b) complies with the thresholds for the activity stated in SC1.1.3 Industry Thresholds.*

As outlined herein, the proposed development is consistent with the abovementioned definition, comprising a Bob Jane T-Mart tyre service centre. We note that the servicing of motor vehicles in terms of wheel alignments and tyres (ie. services offered by Bob Jane T-Mart) is listed in table SC1.1.3 Industry Thresholds as being consistent with the definition of Low Impact Industry.

The Low impact Industry land use is not listed as anticipated development in the Table of Assessment for the Low Density Residential Zone. Subsequently, the proposed development triggers Impact Assessment.

5.2 Assessment Benchmarks

In addition to the Strategic Framework, Table 10 below summarises the key assessment benchmarks applicable to this application.

Table 10: Assessment benchmarks

ZONE CODE	NEIGHBOURHOOD PLAN CODE	OVERLAY CODES	USE CODES	OTHER DEVELOPMENT CODES
Low Density Residential Zone Code	N/A	Airport Environs		
		Community Purposes Network		Landscape Design Code
		Critical Infrastructure & Movement Network		Infrastructure Design Code
		Flood	Industry Code	Transport, Access, Parking & Servicing Code
		Potential & Actual Acid Sulfate Soils		Stormwater Code
		Road Hierarchy		
		Streetscape Hierarchy		

In addition to the above, section 45(5) of the *Planning Act 2016* outlines that the assessment of this application may be carried out against, or having regard to, any other relevant matter, including (but not limited to) items such as:

- Planning need;
- The current relevance of the assessment benchmarks; and
- Whether assessment benchmarks or other prescribed matters were based on material errors.

An assessment of the proposed development against the applicable assessment benchmarks, in addition to the identification of other relevant matters is provided in the following sections of this report.

5.3 Strategic Framework

The Strategic Framework of the Planning Scheme is identified as an assessment benchmark for all Impact Assessable development applications. As per Strategic Framework Map SFM-0022, the subject site has a Suburban Living Area land use designation (see Figure 8).

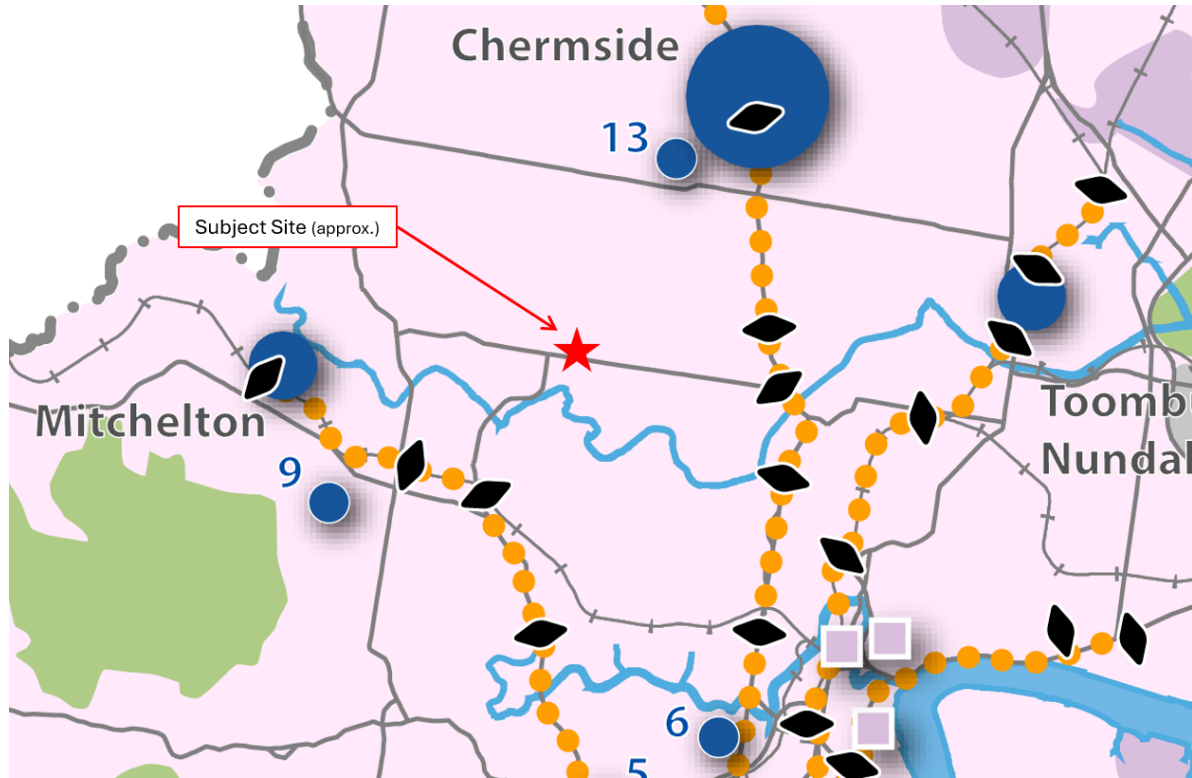


Figure 7: Extract from SFM-002

Table 11 below provides an assessment of the proposed development against the applicable sections of the Strategic Framework.

Table 11: Strategic framework assessment

LAND USE STRATEGY	RELEVANCE/COMMENT
Element 2.1 Brisbane’s Identity	
<p>L1.3 Public realm design, building setbacks, vegetation and landscaping contribute positively to Brisbane’s natural and built form and legibility.</p>	<p>COMPLIES The proposed development is appropriately designed to respond to the site characteristics. The proposed buildings are setback at least 3m from both street frontages, with additional space provided along the primary frontage for larger tree plantings.</p> <p>The built form incorporates glazing to assist with activating the street frontage and breaking up the massing of the built form.</p>

<p>L15 Precinct, street and building design:</p> <ul style="list-style-type: none"> a. provides a high level of connectivity and accessibility for pedestrians, public transport, business and services; b. provides direct, convenient, comfortable, safe and equitable pedestrian and cycle routes between public transport stops, centres, key destinations and adjoining neighbourhoods; c. provides fine-grain pedestrian, cycle and mobility aid permeability, including privately owned and publicly accessible arcades; d. integrates with Brisbane's traditional grid street layout and includes signage and clear sightlines. 	<p>COMPLIES As noted herein, the proposed development is appropriately designed in response to the site characteristics and clearly presents the purpose of the business operating from the site (assisting with legibility).</p> <p>Landscaping provided to the street frontages assists with softening the interface with the road, whilst also enhancing pedestrian comfort through the provision of tree plantings.</p> <p>Access to the site is clearly delineated, with separated pedestrian access provided from the existing footpath in the verge.</p>
ELEMENT 2.3 – BRISBANE’S HEALTHY AND SAFET COMMUNITIES	
<p>L1.1 Development prioritises, in order, the safety of people, protection of public infrastructure and protection of private property in the management of the economic, social and environmental impacts of natural hazards on the city.</p>	<p>COMPLIES The proposed development is designed to mitigate any potential impacts to people, public infrastructure and property. This is achieved through the design and siting of the building to ensure workshop activities are oriented towards Stafford Road, away from nearby residences; elevating the development on a podium to ensure no actionable nuisance is generated in response to overland flow/ creek flooding within the catchment; and to provide appropriate interfaces with the existing adjoining development in response to the position of existing buildings.</p>
<p>L2.1 Development accords with the hazard assessment and mapping for flood, bushfire, landslide, coastal hazards and acid sulfate soils.</p>	<p>COMPLIES As demonstrated through the HIA accompanying this application, the proposal has been designed to achieve compliance with the Flood Overlay Code. No other natural hazards apply to the site.</p> <p>Elevating the development on a podium assists with managing the identified flood impacts, with the design such that no actionable nuisance results from the proposal.</p>
<p>L2.2 Development in locations susceptible to flood, bushfire, landslide, coastal hazards and acid sulfate soil disturbance addresses the predicted risks, in particular, increased rainfall intensity, changes in overall rainfall, rising sea levels and increasing air temperatures.</p>	
<p>L2.3 Development responds to the identification of hazard-affected areas and the approach to their management is revised</p>	
ELEMENT 1.3 – BRISBANE’S POPULATION-SERVICING ECONOMY	
<p>L1 Development of retail and commercial uses accords with the CityShape theme and the zoning pattern.</p>	<p>COMPLIES As outlined in the assessment below, the proposed Bob Jane T-Mart store is appropriately located, having regard to the nature of the use, characteristics of the site (particularly existing</p>

	contamination) and the prevailing character of the neighbourhood. Co-locating uses such as the proposed development proximate to major shopping centres and residential neighbourhoods assists with ensuring the
ELEMENT 4.1 – BRISBANE’S TRANSPORT INFRASTRUCTURE NETWORKS	
L1.1 Development contributes to the safety and efficiency of the road network and seeks to minimise impacts of traffic on surrounding areas.	COMPLIES As demonstrated through the traffic assessment accompanying this application, the proposal is not anticipated to impact on the safe operation of the surrounding road network.
L1.2 Development layout and access minimises impacts on pedestrian, cyclists and public transport movement and streetscape while providing for safe site servicing.	COMPLIES The proposal is designed to minimize any potential impact to pedestrian, cyclist and public transport infrastructure. Notably, footpaths exist in the verge fronting the site and the existing three VXOs will be consolidated into a single VXO fronting Stafford Road. The adequacy of the proposed access arrangements have been confirmed through the traffic assessment accompanying this application.
ELEMENT 5.5 – BRISBANE’S SUBURBAN LIVING AREAS	
L1 The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.	COMPLIES It is acknowledged that the site is in the Low Density Residential Zone; however, the historic use of the land as a service station has resulted in its placement on the EMR and subsequent determination that the site is not suitable for residential use owing to its contamination. The proposed development reflects this and is in keeping with the existing character of Stafford Road which includes several non-residential uses, including another tyre centre, on the northern side of the road.
L2.1 Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.	Not Applicable The proposal is not for a residential use; however, as articulated elsewhere, the proposal is not detracting from available land for residential development, noting the underlying contamination that makes the site unsuitable for residential use.
L4.2 The siting, scale and lot coverage of new housing is consistent with the existing neighbourhood character of well-spaced houses and vegetated backyards.	COMPLIES While the proposed development results in an elevated site coverage of 72%, owing to the development being raised on a podium to address overland flow/creek flooding constraints, the actual coverage of the built form proposed is approximately 48%. The substantial landscaping provided to the street frontages assists with maintaining the intended character of the neighbourhood and enhancing the streetscape.
L4.3 Development supports high levels of local amenity and air quality and enhances these areas, contributing to the sustainability of the city through: <ul style="list-style-type: none"> a. the retention of mature and significant vegetation; b. the retention of private open space capable of supporting trees and gardens; 	COMPLIES The proposed development has been designed and sited to minimize any potential impacts on the nearby residential properties by mitigating noise through building placement, orientating workshop activities to face the street, away from residential properties, and providing substantial landscaping to both street frontages.

<ul style="list-style-type: none"> c. increasing local shade cover along streets; d. local sustainability initiatives such as water-sensitive urban design. 	
<p>L7 A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following:</p> <ul style="list-style-type: none"> a. local and district services and shopping with access to public transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment; b. schools and other community facilities; c. a range of parks, from district sports parks to local recreation parks; d. vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect; e. pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas. 	<p>COMPLIES</p> <p>The proposed development caters for residents of the immediate area, whilst also supporting those in surrounding suburbs and working within the adjacent commercial centre.</p> <p>The site's location on Stafford Road supports a high level of connectivity, whilst its co-location near an existing centre helps to support the overall role and function of the commercial area.</p> <p>As outlined herein, the development has been designed to reflect its location, providing appropriate setbacks to both street frontages to support landscaping (including tree planting), whilst mitigating the potential for any impacts on the nearby residential properties to the north and west. By placing the development on an elevated podium, the proposal has been designed to appropriately respond to the existing overland flow/ creek flooding constraints of the catchment whilst resulting in no actionable nuisance.</p> <p>The site's location adjoining an existing commercial premises, historical use as a service station, and being nearby to other non-residential uses further reinforces the appropriateness of the site for the proposed development.</p>

residential use. The proposed development is reflective of the established land use pattern along Stafford Road, which includes select non-residential uses on the subject site of the road.

The proposed development has been designed to minimize any potential impacts to the residential properties to the north and west, with the workshop shell being designed to mitigate noise generated from the development. Landscape buffers provided to the northern and western boundaries, allowing for screening species to be planted to assist with softening the built form. All car parking and servicing is focused on along the Stafford Road frontage, further minimizing visual and noise impacts for the nearby residential properties.

6.2.1.1(5) Development form overall outcomes:

- a. Development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density buildings set in green landscaped areas.*
- f. Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.*
- g. Development is carried out in an orderly sequence, within the context of the neighbourhood and city.*
- h. Development is well planned and integrated with surrounding land uses and infrastructure.*
- i. Development provides a connected and permeable network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.*

ASSESSMENT:

The proposed development is of a height and scale that is not dissimilar to the existing non-residential uses on the northern side of Stafford Road, including the adjoining two storey commercial building. The proposed use of the land for a Bob Jane T-Mart is reflective of the existing environmental management plan registered for the site under the EMR and its categorisation of the site only being useful for industrial purposes.

The development has been designed to sit on a suspended podium to address overland flow and creek flooding affecting the surrounding catchment. This design sees the proposal result in no actionable nuisance external to the site.

As outlined herein, substantial areas of landscaping are provided to the street frontages to assist with enhancing the streetscape and reflecting the intended landscape outcome for the Zone along both frontages. Being located in an urban area, the site has access to all essential infrastructure networks. The scale of the development is also such that it is not anticipated to have any impacts these networks, including the performance of the surrounding road network (refer to the specialist civil and traffic engineering assessments accompanying this application in this regard).

5.5 Neighbourhood Plan

There is no Neighbourhood Plan applicable to the subject site.

5.6 Overlays

Table 12 summarises the applicable Overlay maps and codes applicable to the subject site and an assessment of their relevance to the proposed development. A detailed assessment of each Overlay Code is contained in Appendix 1.

Table 12: Overlay codes

OVERLAY MAP	OVERLAY CODE	RELEVANCE/COMPLIANCE
Airport Environs – OLS Horizontal limitation survey boundary	Airport Environs Overlay Code	<p>COMPLIES</p> <p>The proposed development complies with the building height designation and therefore is substantially lower than the PANS clearance level for the area. Being a residential use, the proposal will not create a bird, bat or lighting hazard for aircraft.</p>
Airport Environs – Procedures for air navigation surfaces (PANS)	Airport Environs Overlay Code	
BBS zone – Distance from airport 8-13km	Airport Environs Overlay Code	
Community Purposes Network Overlay	Community Purposes Network Overlay Code	Not Applicable
Critical Infrastructure and Movement Network Overlay	Critical Infrastructure and Movement Network Overlay Code	Not Applicable
Dwelling House Character Overlay	N/A	Not Applicable
Flood Overlay Creek/waterway flood planning area	Flood overlay Code	<p>COMPLIES</p> <p>The site is identified in Creek/Waterway Flood Planning Area 5. Refer to the hydraulic impact assessment prepared by Legend Consultants accompanying this application which demonstrates compliance with the requirements of this code.</p>
Road Hierarchy Overlay	Road Hierarchy Overlay Code	<p>COMPLIES</p> <p>Stafford Road is identified as an ‘arterial road’ whilst Victor Street is mapped as a ‘neighbourhood road’. The proposed development has been determined to meet the requirements of this code.</p>
Streetscape Hierarchy Overlay	Streetscape Hierarchy Overlay Code	<p>COMPLIES</p> <p>The northern side of Stafford Road is identified as a ‘subtropical boulevard – out of centre verge width 3.75m-4.25m’. The width of the verge fronting the site is approximately 5m, meeting this requirement.</p> <p>Victor Street is identified as a ‘neighbourhood street minor’, with an existing verge width of approximately 3.9m in place. The proposed development therefore meets the requirements of this code.</p>
Transport Air Quality Corridor Overlay	Transport Noise Corridor Overlay	<p>Not Applicable</p> <p>As the proposal is not for a sensitive land use, the requirements of this code are not applicable. An acoustic report has nonetheless been prepared, addressing impacts of noise from the development on neighbouring properties.</p>

5.7 Use and Development Codes

The following summary of the relevant Codes is provided (see Table 13). Please also refer to Appendix 1 which contains the detailed response to each of the Development Codes applying to the application.

Table 13: Use and development codes

USE & DEVELOPMENT CODES	RESPONSE
<i>Industry Code</i>	
<i>Infrastructure Design Code</i>	The proposal achieves compliance with the applicable requirements of this code.
<i>Landscape Work Code</i>	As demonstrated through the Statement of Landscape Intent accompanying this application, the proposal achieves compliance with the applicable requirements of this code.
<i>Stormwater Code</i>	As outlined in the Stormwater Management Plan accompanying this application, the proposal achieves compliance with the requirements of this code.
<i>Transport, Access, Parking & Servicing Code</i>	The proposed development achieves compliance with the applicable requirements of this code. Refer to Appendix 1 and the Traffic Assessment Report prepared in support of the application.

5.8 Planning Scheme Policies

The proposed development achieves compliance with all applicable Planning Scheme Policies.

5.9 Temporary Local Planning Instrument

There are no Temporary Local Planning Instruments applicable to the subject site.

5.10 Infrastructure Charges

Infrastructure charges will be levied in accordance with Council's Adopted Infrastructure Charges Resolution (AICR). The calculations below present the Applicant's assessment of the charges associated with the proposed development, payable to Council, and account for the credit applicable to the subject site.

Table 14: Infrastructure charges calculation

USE	CHARGE RATE	CHARGE
Low Impact Industry (GFA)	1290m ² x \$18.01	\$23,232.90
Low Impact Industry (Impervious)	1276.56m ² x \$12.87	\$16,429.33
	Gross Charge	\$39,662.23
Less Credits (1 Lot)	1 x \$18,026.28	(\$18,026.28)
	Total Applicable Charge	\$21,635.95

5.11 Alternative Outcomes

The following section presents the Alternative Outcomes associated with the proposed development and offers an assessment of the departures from the applicable Acceptable and/or Performance Outcomes against the higher-order provisions of the City Plan to demonstrate compliance.

5.10.1 Building Design & Appearance – Industry Code

AO12.1

Development has a maximum site cover which is:

- a. 75% in the Industry investigation zone, Low impact industry zone and Industry zone;*
- b. 25% in the Special industry zone and Extractive industry zone.*

AO12.3

Development ensures that no part of any building or structure is closer than 6m to any street frontage.

PO12

Development:

- a. is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street;*
- b. is easily accessible and legible;*
- c. designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street;*
- d. is designed to accommodate the car parking and servicing demands of the wide range of industry and warehouse uses supported in the relevant zone or zone precinct.*

ASSESSMENT

The proposed development results in an overall site coverage of 72% and whilst such is consistent with the intended site coverage for industrial development in the Industry Investigation, Low Impact Industry and Industry zones, the site is within the Low Density Residential Zone and therefore does not achieve compliance with AO12.1.

Further, the proposal provides setbacks ranging from 3m – 5.6m to the two street frontages, falling short of the 6m setback noted under AO12.3.

Despite the non-compliance with these Acceptable Outcomes, the proposed development meets the requirements of PO12, as follows:

- a. The proposal is of a scale that is consistent with the existing non-residential uses surrounding the site, specifically on the northern side of Stafford Road. Relevantly, the proposal offers substantial areas of landscaping to both street frontages whilst also providing space for screen planting along the rear boundary. The adjoining carpark and driveway wrapping around the northern boundary of the site assists with providing added separation between the development and the residential properties beyond (see Figure 10). As noted elsewhere in this report, despite the elevated site coverage of 72%, same is driven by the need to construct the development on a raised podium to accommodate overland flow/creek flooding constraints. This structure also assists with bridging the existing stormwater infrastructure traversing the site. The built form proposed results in a substantially lower site cover of approximately 48%, akin to that which would otherwise with anticipated in the Low Density Residential Zone. Landscaping treatments around the podium assist with mitigating the variation in ground level

between the verge and raised podium and softening the overall form, with 18% of the site dedicated to landscaping.



Figure 9: Aerial image showing proposed development and nearby non-residential uses (yellow outlines)

- b. The subject site is highly accessible, owing to its location on Stafford Road. Access to the site is clearly identifiable, with a new VXO and vehicle ramp provided from Stafford Road. Separate pedestrian access, from the existing footpath in the verge, is provided from Victor Street. Signage incorporated into the built form further assists with wayfinding.
- c. All car parking and servicing is focused along the Stafford Road frontage, behind frontage landscaping. The forecourt has been designed to allow for service vehicles to stand on the driveway and enter/exit in a forward gear.
- d. The proposed development is purpose built as a Bob Jane T-Mart store. Subsequently, the carparking and servicing provisions proposed reflect that both of a typical T-Mart and the car parking requirements of the City Plan TAPS Code/Planning Scheme Policy.

Therefore, as demonstrated through the above assessment, the proposed development achieves compliance with PO12 of the Industry Code.

5.10.2 Building Height – Industry Code

AO20.1

Development has a maximum building height of 9.5m within 20m of a sensitive zone.

PO20

Development for a building:

- A. *is reasonably compatible in appearance and scale with nearby residential buildings;*
- B. *ensures that the reflectivity of roofing materials or solar panel systems does not impact on the amenity of adjoining premises.*

ASSESSMENT

As noted throughout this report, the proposed development comprises a building height of 10.7m, exceeding the 9.5m building height anticipated by AO20.1.

Relevantly, this height is in part driven by the development being elevated on a podium to assist with addressing overland flow/creek flooding constraints within the broader catchment.

The additional 1.2m of building height proposed is not considered to be substantially at odds with the character along Stafford Road. The development presents as a two storey structure as a result of the inclusion of storage at mezzanine level to support the operation of the business.

Notably, the site is adjoined by a 2 storey commercial building to the east and there are multiple two storey structures located along both sides of Stafford Road. From a building height character perspective, it is therefore submitted that the proposal is reflective of the established neighbourhood character.

The development is to utilise Colourbond (or similar) roofing materials, similar to many existing buildings in the neighbourhood, which is not anticipated to result in any impacts to amenity of the adjoining premises.

Subsequently, it is submitted that the proposed development achieves compliance with PO20 of the Industry Code.

5.10.3 Rear Boundary Planting – Industry Code**AO22.3**

Development ensures that:

- A. where a building wall with no openings is orientated to a zone in the Residential zones category, a densely planted landscaped buffer at least 3m wide is provided; or*
- B. where a building wall with openings is orientated to a zone in the Residential zones category, a densely planted landscaped and screened buffer area at least 6m wide is provided.*

PO22

Development provides:

- A. appropriate screening and buffering to neighbouring residential areas so that the amenity of these areas is maintained or improved;*
- B. landscaping of the site to present attractively to a residential area, with fencing and landscaping used to screen site activities from view.*

ASSESSMENT

The proposed development offers a setback of 1.5m – 2m to the rear boundary, not meeting the 3m anticipated by AO22.3.

The rear boundary of the site adjoins a carpark and driveway used by the adjoining commercial building to the east. This carpark provides approximately 10.5m of separation between the rear boundary of the subject site and the residential properties to the north. The carpark area is completely hardstand, with angled parking running up to the boundary with the subject site (see Figure 11). Solid fencing separates the residential properties from the carpark.



Figure 10: Photo of adjoining land to the north

Despite being included in the Low Density Residential Zone, given the width of the car park/driveway to the rear of the subject site, and the lack of any car parking elsewhere on the adjoining commercial property, it is not anticipated that any additional built form will be established directly behind the subject site.

The carpark/driveway assists with providing 11.5m – 12m separation between the proposed building and rear boundary of the residential properties to the north, with the dwellings being located approximately 30m from the proposed building (see Figure 12).



Figure 11: Separation between proposed development and residential properties to the north

The 1.5m – 2m setback proposed to the rear boundary provides space to accommodate screening shrubs to assist with softening the built form and the interface with the carpark. While it is acknowledged that the screen planting proposed will not be directly visible from the neighbouring residential properties, it will assist with managing the interface with the adjoining commercial property and associated carpark, so as to present an attractive interface.

Therefore, it is submitted that the proposal achieves compliance with PO22 of the Industry Code.

6.0 CONCLUSION

This Town Planning Report has provided an assessment of the proposed Bob Jane T-Mart development at 437 Stafford Road, Stafford, against the relevant elements of the planning legislative framework, at both the State and Local Government level.

In summary:

- This application seeks approval for Low Impact Industry comprising a Bob Jane T-Mart store.
- The subject site is located in the Low Density Residential Zone under the City Plan 2014 (V36).
- The Low Impact Industry land use is not listed as an anticipated land use in the Tabel of Assessment for the Low Density Residential Zone and therefore triggers Impact Assessment.
- The development has been assessed against the provisions of all relevant City Plan codes with technical non-compliances identified with respect to:
 - Building design and appearance (Industry Code);
 - Building height (Industry Code); and
 - Rear boundary interface (Industry Code).
- The listing of the subject site on the EMR notes that the land is only suitable for industrial purposes owing to underlying contamination. The EMR listing is considered a relevant matter supporting the location of the proposed development on the subject site, despite its residential zoning. The proposed development presents a logical outcome that balances this existing contamination with an appropriate land use outcome for the locale.
- Despite the abovementioned non-compliances with the lower order provisions within the City Plan, compliance has nonetheless been demonstrated against the corresponding Performance, Overall Outcomes and Strategic Framework provisions, where relevant. It is therefore contended that the proposed development does not conflict with the City Plan (v36).

In summary, the proposed development presents a visually interesting built form outcome that responds to the site context and planned neighbourhood character. Through the responsive design, the proposed development is not considered to unduly affect the amenity, built form, land use character or environmental qualities of the locality.

It is therefore recommended, that Council favourably consider the application and impose reasonable and relevant conditions as part of its approval.