

Planning Report

The Baybrook – 16 Twenty Fourth Avenue, Brighton QLD 4017

For: LDK Healthcare Pty Ltd

Date: December 2025



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Table of Contents

Summary	5
Site and Planning Framework.....	5
Development Application Details.....	6
Supporting Material.....	7
Planning Merit.....	7
1. Introduction	8
2. Proposed Development	9
2.1 Intent and Rationale.....	9
2.2 Overview.....	9
2.3 Key Aspects.....	9
2.4 Prelodgement Engagement.....	14
2.5 Community Engagement.....	14
3. Site Analysis	15
3.1 Overview.....	15
3.2 Site Characteristics and Servicing.....	15
3.3 Context.....	16
3.4 Development Application and Approval History	16
4. Technical Analysis	18
4.1 Traffic Impact Assessment	18
4.2 Engineering Services Report.....	18
4.3 Operational Waste Management Plan.....	19
4.4 Landscape Design Report.....	19
4.5 Heritage Impact Assessment	19
5. State Planning Framework	20
5.1 Planning Act 2016.....	20
5.2 Planning Regulation 2017	20
5.3 Regional Plan	21
5.4 State Planning Policy.....	21
5.5 Designated Premises	22
5.6 Temporary State Planning Policies	22
6. Local Planning Framework.....	23
6.1 Planning Scheme	23
6.2 Category of Assessment and Assessment Benchmarks	23
6.3 Temporary Local Planning Instrument/s.....	28
6.4 Planning Scheme Policies.....	28
6.5 Local Government Infrastructure Plan	28

6.6	Long Term Infrastructure Plan	28
6.7	Infrastructure charges	28

7. Conclusion..... 29

TABLE OF FIGURES

Figure 1. Stage Plan Masterplan (Rothelowman)	10
Figure 2. Northern elevation illustrating building height (Rothelowman).....	11
Figure 3. Aerial imagery of site (NearMap)	15
Figure 4: Context Map (Nearmap)	16
Figure 5. SEQ land use category (DAMS Mapping).....	21
Figure 6. SPP mapping	22
Figure 7. Zoning map (Brisbane City Plan 2014 Interactive Mapping).....	24
Figure 8. Neighbourhood plan map (Brisbane City Plan 2014 Interactive Mapping)	25

TABLE OF TABLES

Table A – Site and Planning Framework Details	5
Table B – Development Application Details	6
Table C – Supporting Material	7
Table D – Key Aspects of Proposed Development	9
Table E – Proposed Land Use/s.....	10
Table F – Site Characteristics and Servicing Information	15
Table G – Site Application and Approval History	16
Table H – Category of Assessment and Assessment Benchmarks.....	23
Table I – Summary of Overlays	26
Table J – Summary of Use and Development Code/s.....	28

Summary

Site and Planning Framework

Table A below provides a summary of the key site details and relevant planning framework information.

Table A – Site and Planning Framework Details

Site Details	
Address	16 Twenty Fourth Avenue, Brighton QLD 4017
Real Property Description	Lot 23 SP233993
Total Site Area	21,000m ²
Area Subject to Development	11,952m ²
Owner/s	The Uniting Church in Australia Property Trust (Q.)
Easement/s	Nil
Local Planning Matters	
Local Government	Brisbane City Council
Planning Scheme	Brisbane City Plan 2014 – Version 34
Strategic Framework	Suburban Living Area
Zone	CF7 Community facilities (Health care purposes)
Local Plan	Sandgate district neighbourhood plan
Overlays	<ul style="list-style-type: none"> ▪ Airport environs overlay <ul style="list-style-type: none"> ○ OLS - Horizontal limitation surface boundary ○ Procedures for air navigation surfaces (PANS) ○ BBS zone - Distance from airport 8-13km ▪ Bicycle network overlay <ul style="list-style-type: none"> ○ Secondary cycle route ▪ Coastal hazard overlay <ul style="list-style-type: none"> ○ Erosion prone area - coastal erosion sub-category ○ Erosion prone area - permanent inundation due to sea level rise at 2100 sub-category ○ High storm-tide inundation area sub-category ○ Medium storm-tide inundation area sub-category ▪ Community purposes network overlay ▪ Critical infrastructure and movement network overlay <ul style="list-style-type: none"> ○ Critical infrastructure and movement planning area sub-category ▪ Heritage overlay <ul style="list-style-type: none"> ○ Local heritage place sub-category ○ Area adjoining heritage sub-category ▪ Potential and actual acid sulfate soils overlay <ul style="list-style-type: none"> ○ Potential and actual acid sulfate soils sub-category ○ Land at or below 5m AHD sub-category ▪ Road hierarchy overlay <ul style="list-style-type: none"> ○ Suburban road ▪ Streetscape hierarchy overlay <ul style="list-style-type: none"> ○ Neighbourhood street major
Local Government Infrastructure Plan	<ul style="list-style-type: none"> ▪ Priority Infrastructure Area ▪ Service Catchments <ul style="list-style-type: none"> ○ Stormwater service catchments ○ Citywide transport service catchments ○ Parks service catchments ○ Citywide parks service catchments ○ Community facilities service catchments ○ Citywide community facilities service catchments ○ APT service catchment (a) ▪ Desired Standard Service areas <ul style="list-style-type: none"> ○ Parks network

	<ul style="list-style-type: none"> ○ Land for community facilities ▪ Transport Network (road network) PFTI ○ Trunk roads (Existing)
Temporary Local Planning Instrument/s	N/A
State Planning Matters	
State Planning Policy	<ul style="list-style-type: none"> ▪ Natural Hazards Risk and Resilience <ul style="list-style-type: none"> ○ Flood hazard area - local government flood mapping area ○ Medium storm tide inundation area ○ High storm tide inundation area ○ Erosion prone area ▪ Strategic Airports and Aviation Facilities <ul style="list-style-type: none"> ○ Obstacle limitation surface area ○ Wildlife hazard buffer zone ○ Aviation facility
Development Assessment Mapping	<ul style="list-style-type: none"> ▪ SEQ Regional Plan Triggers <ul style="list-style-type: none"> ○ SEQ Regional Plan land use categories – Urban Footprint ▪ Coastal Protection <ul style="list-style-type: none"> ○ Coastal area - erosion prone area ○ Coastal area - medium storm tide inundation area ○ Coastal area - high storm tide inundation area ▪ Water Resources <ul style="list-style-type: none"> ○ Water resource planning area boundaries

Development Application Details

Table B below provides an overview of the development application.

Table B – Development Application Details

Development Application Details	
Development Particulars	Development permit – Material change of use in 2 stages
Description	Retirement facility (136 units) and Residential care facility (19 higher care and memory care units)
Stages	Stage 1 – Retirement facility (64 units) and Residential care facility (19 higher care units) Stage 2 - Retirement facility (72 units)
Category of Assessment	Code assessment
Public Notification	N/A
Assessment Manager	Brisbane City Council
Referral(s)	N/A
Applicant Details	
Applicant	LDK Healthcare Pty Ltd
Applicant Representative	Therefor Group
Contact Person	Toby Heap (07) 3666 5200 theap@thereforgroup.com.au
Reference:	24-0678P

Supporting Material

Table C below provides an overview of the supporting material which accompanies this application and has been incorporated and referenced throughout this report.

Table C – Supporting Material

Document Title	Prepared By	Date
Cover Letter	Therefor Group	19 December 2025
DA Form 1	Therefor Group	19 December 2025
Owner's Consent	Therefor Group	-
Searches	Therefor Group	-
Code Compliance Statements	Therefor Group	19 December 2025
Architectural Plans	Rothelowman	23 December 2025
Architectural Statement	Rothelowman	23 December 2025
Heritage Impact Assessment	Urbis	19 December 2025
Traffic Impact Assessment	Modus	17 December 2025
Operational Waste Management Plan	Modus	19 December 2025
Engineering Services Report	Inertia	19 December 2025
Landscape Concept Plan	Lat Studios	19 December 2025

Planning Merit

The Baybrook by LDK presents a significant opportunity to deliver a socially responsible, future-focused and community-aligned development that responds directly to the growing needs of Brisbane's senior population. Underpinned by the LDK's values of **Love, Decency and Kindness**, the project embodies a model of care that prioritises resident wellbeing, dignity and choice. This values-driven approach strengthens the project's social licence, demonstrating a commitment to community expectations and a genuine focus on delivering positive outcomes for residents, families, staff and the broader neighbourhood.

The proposal has been informed by a multi-stakeholder review process, including input from residents, families and operational personnel, ensuring the final outcome is grounded in practical experience and genuine user need. This collaborative approach contributes to the development's credibility and accountability, further strengthening public confidence in the project. The review process for LDK Seniors' Living villages have identified a preference for a vertical building model to allow accommodation and supporting services to be delivered in a more compact layout to allow the remaining site area to be utilised for communal areas to bring vibrancy and activity to the space.

Unlike typical aged care facilities, the LDK village provides a diverse range of living environments that accommodate seniors who are active and independent through to those who are frail and require higher levels of support. This flexibility enables residents to age in place, aligning strongly with contemporary planning objectives and the Land use strategies within the Strategic framework of the Brisbane City Plan. By offering a dignified, elegant and purpose-built home—one that residents would choose for themselves or their parents—the project delivers a compelling case for support grounded in high-quality care, liveability and community wellbeing. The proposal delivers a clear community dividend by integrating private living areas with well-designed communal spaces that promote vibrancy, interaction and inclusion that can transfer to the nearby Decker Park and Brighton foreshore. These shared areas are intended to activate the village, encourage social participation and support intergenerational engagement, reinforcing the development's role as a welcoming and socially connected precinct. The design approach acknowledges the importance of both public and private experience, ensuring that residents, visitors and operational staff benefit from uplifting, safe and engaging environments.

The Baybrook village is expected to serve as a benchmark for future 'ageing in place' villages by the proponent across the eastern states. Its integration of sustainability, fit-for-purpose design, and holistic care supports broader policy objectives relating to ageing demographics, community wellbeing and efficient urban land use.

Overall, the proposal delivers a high-value, socially grounded development that offers significant community benefits, addresses a demonstrated need within the region, and contributes to the evolution of high-quality aged care environments within Brisbane. The project's clear alignment with its values-based care model, its strong place-making attributes, and its commitment to long-term community benefit collectively justify the proposal and underpin its overall planning merit.

1. Introduction

The proposed development seeks to unlock a key development parcel within Brisbane, by providing a high quality combined retirement and residential care facility development, which seeks to achieve key built form and open space outcomes whilst acknowledging and maintaining the heritage, environment and other values of the site, for the benefit of residents and members of the greater community.

On behalf of LDK Healthcare Pty Ltd, Therefor Group has prepared this planning report in support of a development application for the proposed development which is made over the land at 16 Twenty Fourth Avenue, Brighton QLD 4017, formally described as Lot 23 on SP233993 (the **site**).

Specifically, this development application is seeking approval for the following aspects of development (**proposed development**):

- Development permit – Material change of use for a Retirement facility (136 units) and Residential care facility (19 high care studios/beds) in 2 stages

The development application is subject to **code assessment**.

This report addresses the merits of the proposed development and provides an in-depth discussion and assessment of the proposed development with respect to the relevant provisions of the state and local planning instruments, the *Planning Act 2016* (**Planning Act**) and other relevant legislation.

In conjunction with the supporting material, this report aims to outline the facts and circumstances which weigh in favour of approval of the proposed development, and demonstrate it should be approved, subject to reasonable and relevant conditions.

Specifically, this report provides the following to assist in assessment of the development application:

- An overview of the key aspects of the proposed development.
- A summary of the planning merit and alignment with the planning intent for the site and wider area.
- A site analysis which provides details of the key characteristics of the site and surrounding area, including relevant development approval/s.
- A summary of the technical analysis which has informed the design of the proposed development.
- An overview of the state planning framework as it relates to the site, including referral details and some commentary on the proposed development's alignment with the state planning interests, where relevant.
- An overview of the local planning framework as it relates to the site, including some commentary on the proposed development's alignment with the local planning intent.

2. Proposed Development

2.1 Intent and Rationale

LDK Healthcare Ltd (**LDK**) are an Australian based Retirement Village and Living provider with 3 villages currently operating throughout Australia. LDKs vision is centred around love, decency and kindness, with their villages being places of belonging and joy. Their intention is to offer modern retirement living options to suit every stage of life, 24/7 onsite care, and a lifestyle built around warmth, friendship, and convenience.

LDK are seeking to establish a combined Retirement and Residential Aged Care facility over their site in Brighton, herein referred to as The Baybrook. The objective of this facility will be to cater for a variety of elderly people, from those who are active and independent, to those who are frail needing access to care. The aspiration is to deliver a project that will capture the essence of an elegant home for residents who are looking to downsize their home and to age in place, while being close to care. This aspiration can be achieved through a vertical building model to reduce building footprints in a way that allows housing and supporting services to be delivered in a more compact layout to allow the remaining space to be utilised for communal areas to bring vibrancy and activity to the space.

The masterplan design principles promote a socially active community through a diverse range of spaces, from intimate areas for quiet contemplation to larger communal areas that encourage neighbourly interaction, extending to the scale of individual dwellings to support casual social engagement

This development is expected to set new standards for future Ageing in Place Villages which are being developed by LDK across the eastern states of Australia. This combined use facility is looking to capture a gap in the market, providing integrated and holistic care to its residents, at a time where society is aging and this demographic is expanding.

2.2 Overview

The proposal is seeking to establish a retirement and residential care village over land at 16 Twenty Fourth Avenue, Brighton QLD 4017 in two (2) stages. The village is predominantly retirement based, with components for additional care, specifically high care and memory care. These uses will be supported/complemented by a suite of ancillary uses that will provide convenience and enjoyment for village residents. These ancillary uses include a café, dining restaurants, bars, on-site allied health and pharmacy, a theatre, and hair salon and barber. These non-residential use areas are ancillary to the retirement facility use as they provide convenience, enjoyment, social interaction, and complement the intention for resident independence within the village.

The proposed development is contained to an area of 11,952m² on the northern half of the subject site and comprises two buildings, Building A located in Stage 1 to the west, and Building B located in Stage 2 to the east. Stage 1 will include a Sales and Discovery Office that will permit perusal of the developments offerings, appealing to future residents and the curiosities of the local community.

The balance (southern half) of the site will remain undeveloped as a part of this application but is intended to be developed once local heritage matters are resolved on the southern half of the site.

2.3 Key Aspects

Table D below provides a summary of the key aspects of the proposed development.

2.3.1 Summary

Table D – Key Aspects of Proposed Development

Component	Development Detail
Building height	Building A = 7 storeys (approx. 28.2m) Building B = 6 storeys (approx. 20.4m)
Gross floor area (GFA)	23,839m ² (199.5% of Stage 1 & 2 area)
Site cover	7,096m ² (59.4% of Stage 1 & 2 area)
Setbacks (to wall)	North = 5.70m East = 8.75m South = 6.7m (to Stage boundary) West = 6.75m
Residential unit mix	Stage 1 =

	<ul style="list-style-type: none"> 19 x High Care Studios/Beds 64 x Independent Living Unit Apartments
	Stage 2 = <ul style="list-style-type: none"> 72 x Independent Living Unit Apartments
	Total = 155
Deep planting	2,138m ² (17.9% of Stage 1 & 2 area)
Bicycle parking	58 bicycle spaces total
Car parking	301 car spaces (195 resident, and 106 visitor/staff) <ul style="list-style-type: none"> Stage 1 = 135 spaces (90 resident, and 45 visitor/staff) Stage 2 = 166 spaces (105 resident, and 61 visitor/staff)
Refuse and Servicing	On site collection (internal/central)

2.3.2 Land Use

The proposed development involves the following land uses as defined in the planning scheme and/or the Planning Act.

Table E – Proposed Land Use/s

Land Use	Definition
Retirement facility	Retirement facility means a residential use of premises for— <ol style="list-style-type: none"> accommodation for older members of the community, or retired persons, in independent living units or serviced units; or amenity and community facilities, a manager’s residence, health care and support services, preparing food and drink or staff accommodation, if the use is ancillary to the use in paragraph (a).
Residential care facility	Residential care facility means the use of premises for supervised accommodation, and medical and other support services, for persons who— <ol style="list-style-type: none"> can not live independently; and require regular nursing or personal care.

2.3.3 Staging

The development is proposed to be completed over two stages. As illustrated in Figure 1, Stage 1 captures the western portion of the subject site (building A), while Stage 2 captures the eastern portion (Building B).

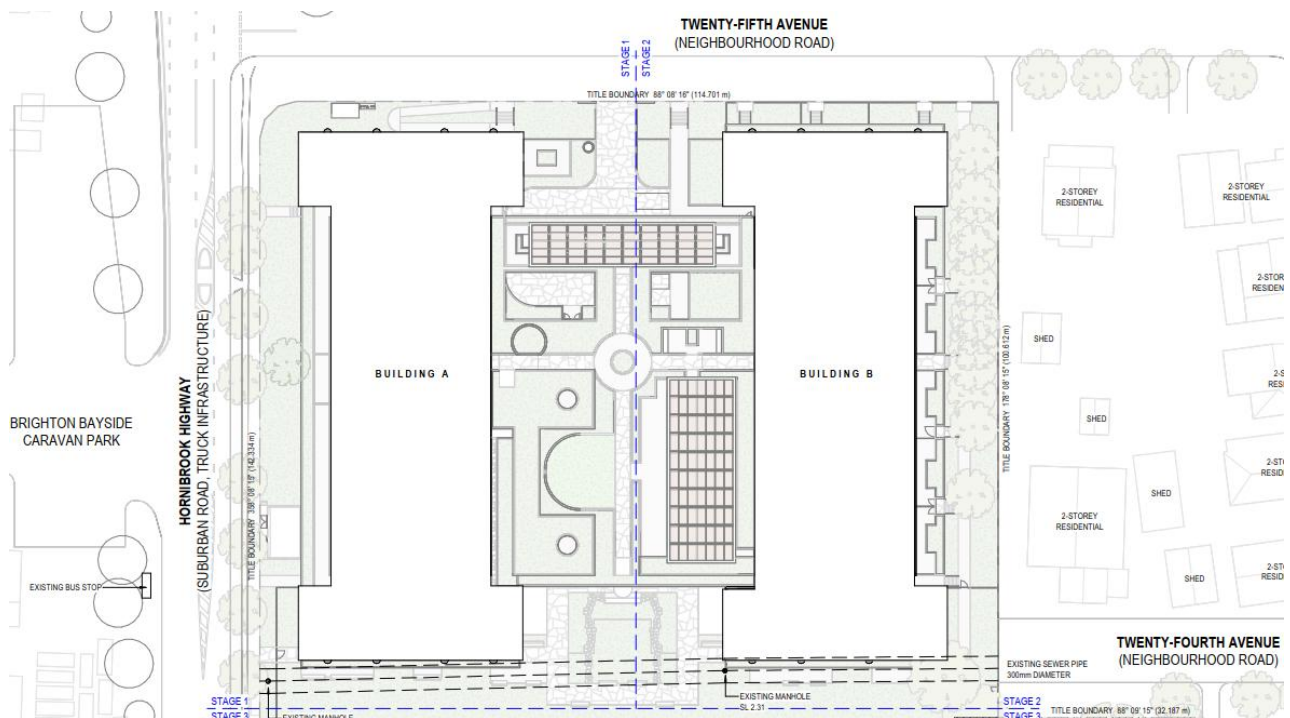


Figure 1. Stage Plan Masterplan (Rothelowman)

It is intended that a future third stage will be applied for in a separate and future development application to service the southern portion of the site; however, this does not form part of this initial application.

2.3.4 Built Form

Building Height

The proposed development seeks to adopt a more vertical built form for the retirement village, enabling residential accommodation and supporting services to be accommodated within a compact footprint. This approach allows the balance of the site to be allocated to communal areas, fostering activity, vibrancy and social interaction for residents.

The proposed building heights for the development comprises a 7 storeys built form in Stage 1 and 6 storeys for Stage 2. From street level, Building A will appear as 6 storeys, with 6 floors of residential rooms and associated internal services and a reduced rooftop level that is stepped in to ensure it will be out of direct sightline from the frontage, reducing the overall bulk of the building from the public realm.

Building B, while technically comprising 6 storeys, will appear as a 5 storey building from the street level, with the basement level required to be considered a storey as it protrudes more than 1m above the Natural Ground Level. It is noted that the basement level for building B is only required to protrude beyond the natural ground level to achieve suitable floor levels to comply with future storm tide flood immunity constraints and the basement will not be readily visible due to setbacks and landscaped buffers.

In accordance with Table 9.3.18.3.B of the Retirement and residential care facility code, land within the Health care purposes zone precinct, where on a site 7,000m² or greater and not sharing a common boundary with a lot in the Character residential zone, may apply for a building height that is four (4) storeys greater than the acceptable outcome for building height applicable on the adjoining sites (2 + 4 in the circumstance of the site).

While it is acknowledged that the site shares a common boundary with lots in the Character residential zone, it is considered that the subject site area greatly exceeds the applicable provision that applies to sites relating to an area of 3,000m² and the site's interface with the adjacent park to the north, health campus to the south and limited residential form elsewhere lends itself to a built form that is more consistent with the site's 'Health care purposes' precinct designation.

It is furthermore noted that the proposed development demonstrates significant building separations and setbacks from the common boundary of the adjoining residential land, which are further enhanced by deep planting buffers to ensure any potential amenity impacts are mitigated or significantly reduced.

Building A, situated closer to the Hornibrook Highway interface, has adopted a predominantly 6 storey height, utilising the prescribed building height that is four (4) storeys greater than the acceptable outcome for nearby buildings given the positioning of this building well clear of the nearby residential zone. As noted above the, the 7th storey only consists of a recessed communal rooftop terrace that will be out of direct sightline from public areas.

The proposed building heights align with the intent of the provisioned building heights for the zone and in the context of the site are compatible due to the significant setbacks achieved to site boundaries, the use of high quality landscape screening and deep planting zones, ensuring the building heights will have no negative impacts on residential amenity and privacy from overlooking, visual dominance or overshadowing to adjoining uses.



Figure 2. Northern elevation illustrating building height (Rothelowman)

Setbacks

The proposed development is highly responsive and respectful of the surrounding land and properties, and has implemented setbacks that are reflective of this. The proposed buildings achieve setbacks that are generally compliant with the minimum boundary setback standards prescribed by Table 9.3.18.3.D in the Retirement and residential care facility code.

The two front boundaries to Hornibrook Highway (west) and Twenty Fifth Avenue (north) require setbacks of 6m (to the wall) or 4m to the balcony between the ground floor and level 5, and 8m (to the wall) or 6m to the balcony for any storey greater than 5.

The proposed northern minimum setback is 5.0m (to the balcony) from the boundary across all levels, which complies with the minimum 4.0m balcony setback provision up to level 5, with the proposed setback to the wall at 5.7m only slightly short of the 6.0m prescribed setback provision up to level 5. The more than compliant (4.0m) setback to the balcony offsets any minor non-compliance with the wall setback.

At the 6th storey the setbacks are retained; however, are considered suitable given their minor exceedance of the acceptable solution and their interface with Decker Park and non-residential areas and therefore ensuring the setbacks have no negative impacts on residential amenity and privacy from overlooking or visual dominance to adjoining uses.

The western minimum setback in Building A is 7.3m (to the wall) from the boundary on the ground level, and 6.75m for levels 1 to 6, a significant recession to 16.3m for the 7th storey, all of which are compliant with the setback provisions.

The eastern and southern boundaries (side boundaries) require setbacks of 4m between the ground floor and level 2, 6m between level 3 and level 5, and 8m for level 6.

The eastern minimum setback to Building B is 8.75m across all levels which complies with the setback provisions and is provided with an even larger 14.3m setback to the predominant central built form of Building B, which along with an extensive deep planted landscape along the boundary, ensures any potential amenity impacts are mitigated or significantly reduced to adjoining residential uses.

The southern minimum side setback is not significant to this application given as it abuts the balance land to be included in future Stage 3 of the village, and the setback to the common boundary is approximately 60m. Any future stages of development will be required to account for building separations to any built form approved in stages 1 & 2.

Building Separation

Table 9.3.18.3.F of the Retirement and residential care facility code prescribes minimum building separations distances of 18m between buildings with habitable rooms with a building height between 6 to 8 storeys. The building separation between proposed buildings A and B is 33.6m which greatly exceeds the prescribed provisioned 18m separation. This ample building separation is a function of the vertical building model adopted for the village that allows a more compact floor plate/layout with a site cover of less than 40% above level 2, allowing the remaining central space to be utilised for communal areas. This internal building separation and terrace courtyard allows for a northern aspect that is open as a landscaped 'extension' of Decker Park to the north. The design of Buildings A & B also include deeply recessed sections that break up the façade rhythm while bringing light and amenity to internal corridors, enhancing both functionality and spatial quality.

Externally, there is an approximate separation of 17.8m between Building B and 2 Twenty Fourth Avenue (south east), and 13.3m separation between 23 Twenty Fifth Avenue Brighton (north east). It is considered that these separation distances are commensurate of the residential properties that are both characterised as being detached single storey dwellings which require 5.5m separation. The amenity of the residential properties will be protected by the 8.8m wide deep planting zone that will create a buffer for privacy.

Design palette

The colour scheme of The Baybrook village aligns with a nature inspired palette, using a range of neutral shades, complemented by ample greenery. The use of these colours ensures the development is not visually dominant and will provide compatibility with the setting of the site, Brighton, and Moreton Bay. A vast suite of textures and finishes are employed to provide diversity in appearance and visual appeal. The materials used include brick, concrete, Recklei, glass, powder coated aluminium balustrade, timber, and tiling. Refer to proposed elevations in the Architectural Plans and further details in the Architectural Statement for more information on the proposed Design palette

2.3.5 Landscaping

The proposal incorporates extensive high level landscaping that has been selected with a motivation for spaces that are designed for wellness, particularly for an ageing community with needs for dementia care and alike. The Baybrook landscape is defined by its layered environmental and cultural narrative, reflecting the transition from the Tinchi Tamba Wetlands to Warra (Bramble Bay) while creating a contemporary residential environment. The proposed landscaping prioritises planted buffers, amenity, and cohesion with the surrounding characteristics. Please refer to the Landscape Design Report for further detail and plans. The development is proposing 5,397m² of landscaping area across the entire development, which equates to 45% of the site area. The overall landscaping comprises 2,138 m² (17.9%) of deep planting and 3,259m² (27.3%) of soft landscaping. There development incorporates a form of landscaping on each visible level of the development (excluding basement).

2.3.6 Access

Vehicular access to the site is granted from Twenty Fifth Avenue, centrally located along the northern frontage. The 6.5m wide entrance leads to a porte cochère for the movements of residents and visitors, with provisions to accommodate emergency service vehicles. The ramp to the basement level is to be constructed in stage 1 and will be accessed via this initial entrance point, servicing both Stages 1 and 2. The loading bay is also located off this access, adjoining the basement entrance.

Please refer to the **Traffic Impact Assessment** prepared by Modus for further information.

2.3.7 Carparking

The proposed development will achieve a total of 293 carparking spaces, including 191 resident car parks and 102 visitor/staff car parks, distributed across Stage 1 and 2 as follows:

- Stage 1 = 130 total (86 resident, and 44 visitor/staff)
- Stage 2 = 163 total (105 resident, and 58 visitor/staff)

Resident car parks are located on the basement level, with visitor and staff car parks spread across the basement and ground floor levels. The proposed garage car park provides excess parking spaces, allowing ample supply for visitors and staff. Please refer to the **Traffic Impact Assessment** prepared by Modus for further information on parking compliance.

2.3.8 Refuse and servicing

Refuse will be disposed of daily through the chute or into the refuse room bins. Contractors will transport the refuse room bins to and from the street front, where collection will occur no more than twice per week by a private contractor via a rear-loading RCV. Please refer to the **Operational Waste Management Plan** for further information.

2.3.9 Earthworks

The proposed development will be subject to filling and excavation works to facilitate the basement level. Basement retaining walls will be constructed as part of the initial bulk earthworks stage, which will form part of the building structure. Further reporting and plans will be completed during the detailed design stage. Please refer to Section 4 of the **Engineering Services Report** for further information.

2.3.10 Coastal Hazard flood response

The proposed development has been designed to achieve compliant habitable floor levels to respond to the mapped Medium and High storm-tide inundation overlay constraints associated with the site (refer to Section 6.2.4). Flood immunity for the development has been primarily achieved through demonstrated compliance with BCC minimum floor levels. As illustrated in the **Architectural Statement** by Rothelowman and the **Engineering Services Report**, the minimum habitable floor level is set at RL: 3.6, which has resulted in the basement extending more than 1m above natural ground in some circumstances.

The assessment provide din the Engineering Services Report determined that a Flood Emergency Management Plan (FEMP) will be required to prescribe the methodologies and procedures to manage potential risks associated with the non-in some circumstances.

2.3.11 Provision of Infrastructure

Water

The proposed development will be connected to the existing water network, with the addition of a water service and meter assembly adjoining Twenty Fifth Avenue. Please refer to Section 5.3 of the **Engineering Services Report** for further information.

Sewer

The proposed development will be connected to the existing stormwater network, with the addition of a property connection from MH-2 to service the site. Further reporting will be completed during the detailed design stage. Please refer to Section 5.2 of the **Engineering Services Report** for further information.

Stormwater

The proposed development will be connected to the existing stormwater drainage network, and will be facilitated by three internal catchments. The development will not have an adverse impact on the existing drainage capacity or performance, and onsite detention is not required. Stormwater quality will be managed through stormwater quality tertiary devices. Please refer to Sections 6 and 7 of the **Engineering Services Report** for further information.

Electricity, gas and telecommunications

The proposed development will be serviced by both gas and electricity. There is an existing gas main that traverses the Hornibrook Highway and can be connected to, subject to correspondence and approval from Urban Utilities. Electrical and telecommunication infrastructure is available within vicinity of the subject site, and will require correspondence and approval from their respective authorities.

2.4 Prelodgement Engagement

Prelodgement discussions were held with Council on 15 July 2025 to discuss key planning and technical matters associated with the proposed development. Matters that were discussed broadly included:

- Application process;
- Local Heritage Place;
- Built form;
- Landscaping and deep planting;
- Access and parking;
- Streetscape works;
- Refuse; and
- Stormwater.

All matters that were discussed in the meeting have been considered and addressed throughout this report and the supporting documentation as relevant.

2.5 Community Engagement

Throughout the inception and preliminary design phase of the development process, regular communications have taken place with the current owners of the site and the resident leader of the 12 adjoining residences to the east of the site on Twenty Fifth Avenue, Twenty Fourth Avenue and Flinders Parade. This engagement was maintained to ensure a mutual understanding and awareness between LDK and the residents and the future intent for the site.

The applicant has undertaken further consultation and a meeting with Queensland Health on the proposed development of The Baybrook retirement village to ensure the development aligns with the guidelines and intents for aged healthcare in Queensland.

3. Site Analysis

3.1 Overview

The site, shown in the below aerial, is located at 16 Twenty Fourth Avenue, Brighton QLD 4017. It is irregular in shape, with a total site area of 21,000m². The portion of the site that is being applied over with this development application is indicatively shown in red highlight in Figure 3.



Figure 3. Aerial imagery of site (NearMap)

3.2 Site Characteristics and Servicing

Table F below provides an overview of the key site characteristics and servicing information.

Table F – Site Characteristics and Servicing Information

Site Characteristics	
Existing Use / Improvements	As shown in the aerial imagery above, the majority of the site is vacant with sporadic vegetation. The southern portion of the site houses two ex RAAF barracks which are heritage listed as well as excess parking for the Brighton Health Campus and the Sandgate and Districts Men’s Shed.
Access and Frontage	The site has three road frontages. The largest being 150m to Hornibrook Highway, followed by 115m to Twenty Fifth Avenue, and 50m to Twenty Fourth Avenue.
Easement/s	N/A
Topography	The site is generally flat in nature, with a gradual slope towards the east having a variation of 1m.
Vegetation	The site does not contain any significant vegetation as per the NALL mapping.
Waterways and Waterbodies	The site does not contain any mapped waterways or waterbodies.
Contaminated Land / Environmental Management	The site is not identified on the contaminated land or environmental management register/s (see attached Site Searches).
Servicing Information	
Water	Water pressure mains line the sites northern border, supported by two water hydrants.

Sewer	A trunk sewer gravity main traverses through the centre of the site from east to west. There are two man holes that connect to this main which are located in the indicative road reserve for Twenty Fourth Avenue.
Stormwater	A stormwater gully connect traverses Twenty Fourth Avenue.
Electricity, Gas and Telecommunications	The site is located within proximity of existing networks. Please refer to the Engineering Services Report.

3.3 Context

The site is located within the suburb of Brighton which is situated in the northern pocket of the Brisbane local government area. Brighton has a small coastal community, and is predominantly characterised by its concentration of residential land use, scattered with community facilities and small neighbourhood centres. Brighton has an ageing population, with the most concentration within the 50-54 age group, compared to Queensland where age group of 30-34 and 35-39 were the most concentrated (as of 2021).

The suburb houses the Brighton Health Campus which provides 24/7 subacute rehabilitation, residential care and complex care services, servicing Brighton and surrounds.



Figure 4: Context Map (Nearmap)

3.4 Development Application and Approval History

Subject Site

Table G below provides an overview of the application and approval history of the site, where relevant.

Table G – Site Application and Approval History

Council Reference	Description	Approval Date
A006811510	<p>Withdrawn application. Lodged on 10 July 2025 – Was seeking the approval of the following aspects of development:</p> <ul style="list-style-type: none"> Development permit for Reconfiguring a lot (1 into 2) and Building works (Relocation of a Local Heritage Place including Partial Demolition) Development permit for Material change of use for Childcare centre and Building works for Partial Demolition and Extensions to a Local Heritage Place 	N/A

Surrounding Sites

There is an adjoining site which comprises a complementary land use, it is important to identify this in establishing the development context. A review of the surrounding site's approval has been carried out to guide the development outcome and is summarised below.

29 Nineteenth Avenue, Brighton

On 22 September 2010, approval was granted via appeal for an aged care accommodation development (96 beds) with subdivision of land (1 into 2 lots) and operational works (Council Reference: A002088425). The following aspects of development were approved:

- Carry Out Building Work – Preliminary Approval under s3.1.5 – Aged Care Accommodation
- Material Change of Use – Development Permit – Aged Care Accommodation (96 beds)
- Reconfigure a Lot – Development Permit – Subdivision of Land (1 into 2 lots)

It is understood that the Subdivision of Land (1 into 2 lots) component was executed and created the allotment subject to this application (Lot 23 SP233993).

While the previously approved Aged Care Accommodation was not commenced as result of this historic approval, it provides an understanding of a clear intent for this type of use on the subject land.

4. Technical Analysis

The proposed development will involve works and other outcomes which require technical assessment. A number of technical reports have been prepared to accompany this development application and are summarised below.

4.1 Traffic Impact Assessment

A **Traffic Impact Assessment** has been prepared by Modus, dated 17 December 2025. This assessment was undertaken to assess the traffic and transport engineering items in support of the proposed development. The assessment details the site access will be achieved through a driveway that has been marked as non-compliant with the provisions, but consistent with current practice and the traffic engineering perspective. The access driveways location, and the pedestrian sight splays comply with their respective standards. There is a misalignment between the proposed vehicle sign distance, and queuing provisions, with their respective benchmarks, however, they have been considered suitable for the scale and setting of the development.

The proposed development is providing car parking spaces and bicycle parking spaces at a rate that exceeds the minimum rates as per the TAPS PSP, going beyond with bicycle parking that is not required within the PSP. The car parking layout is generally compliant with the provisions, with exceptions that result from parking aisle width, circulation ramp gradient and the terminated end aisle.

The site will be serviced by a Medium Rigid Vehicle (MRV) and Refuse Collection Vehicle (RCV), both of which have been accommodated by the design of the access and are considered suitable.

The operational assessment determined that a deterioration in the Hornibrook Highway intersection performance is driven by background traffic growth rather than the proposed development in which the contribution to network delays will be operationally insignificant. The aggregate average delay assessment for the Hornibrook Highway indicates an average delay impact that is significantly less than the delay threshold stipulated in the GTIA and therefore does not trigger mitigation upgrades for the intersection

The Twenty Fifth Avenue/Hornibrook Highway intersection, Twenty Third Avenue/Hornibrook Highway intersection, and Twenty Fifth Avenue/Proposed Access Road intersection will all operate within acceptable performance thresholds under all assessed scenarios with the introduction of traffic associated with the development.

Overall, the Traffic Impact Assessment determined that the proposed development is generally compliant with the relevant codes and standards, and is considered to be suitable.

4.2 Engineering Services Report

An **Engineering Services Report** has been provided by Inertia, dated 19 December 2025. This report was undertaken to demonstrate that the proposed development has been suitably designed for the intended use. It addresses stormwater management (quality and quantity) during the construction and operational phases of the proposed development. It also addresses how the development can be serviced by water, sewer, and other infrastructure such as gas, electricity, and telecommunications.

Filling and excavation of the site will be required to facilitate the basement car parking. Further geotechnical testing and acid sulfate investigations have been recommended to assess the presence of acid sulphate soils. It is expected that an acid sulfate soil management plan is prepared at detailed design phase to determine mitigation strategies. The scale of the filling and excavation required over the site introduces the need for erosion and sediment control measures which will be staged throughout the different phases of the development.

The site will be serviced through the use of existing and introduction of new underground infrastructure. Sewer infrastructure is proposed to be installed throughout the site, subject to building hydraulics input at the detailed design stage. A water service and meter assembly will be connected to the existing water main in Twenty Fifth Avenue. The sites stormwater will be facilitated through three internal catchments, and the extension of Councils stormwater drainage network to the site. It has been determined that the increase in site discharge associated with the development will not have an adverse impact on the existing drainage capacity or performance, and as a result, onsite stormwater detention is not required for the proposed development. Stormwater quality will be achieved through the use of stormwater quality tertiary devices.

Flood immunity for the development has been primarily achieved through demonstrated compliance with BCC minimum floor levels. The assessment determined that a Flood Emergency Management Plan (FEMP) will be required to prescribe the methodologies and procedures to manage potential risks associated with the non-compliance of the minimum floor level of the site access point via Twenty Fifth Avenue.

The assessment demonstrated that the proposed development layout provides an acceptable solution for all engineering services and has been designed to comply with relevant local and state relevant authorities outlined with this report.

4.3 Operational Waste Management Plan

An **Operational Waste Management Plan** has been prepared by Modus, dated 19 December 2025. The purpose of this plan is to detail the refuse type, quantity, collection, and operational requirements for the waste generated by the development. The development will generate a range of waste products that stem from a suite of streams, particularly general waste, commingled recycling, and medical waste. Refuse bins are proposed to be located throughout the site and within each unit and ancillary use. Dual chutes will also be utilised for waste disposal into bulk refuse bins. The storage and disposal location of the refuse bin waste will be the refuse rooms which are located on the ground floor.

Full refuse bins will be frequently rotated and transferred to the refuse rooms by dedicated staff/contractors. Cleanaway will be the private contractor that services the developments waste. This will be achieved through the use of a rear-loading RCV that will gain entry to the site via the primary access along Twenty Fifth Avenue. The loading bay adjoins the primary refuse room (Stage 1), and will ensure a collection frequency of maximum twice per week.

The prevalence of waste will be minimised through the implementation of refuse minimisation equipment that specifically target general waste, commingled recycling, and food waste.

4.4 Landscape Design Report

A **Landscape Design Report** has been prepared by Lat Studios, dated 19 December 2025. The purpose of this report is to design and detail the landscaping intention for the development. The landscaping was selected with a motivation for spaces that are designed for wellness, particularly for an ageing community with needs for dementia care and alike. The Baybrook landscape is defined by its layered environmental and cultural narrative, reflecting the transition from the Tinchi Tamba Wetlands to Warra (Bramble Bay) while creating a contemporary residential environment. The proposed landscaping prioritises planted buffers, amenity, and cohesion with the surrounding characteristics. Please refer to the Landscape Design Report for further detail and plans.

4.5 Heritage Impact Assessment

A **Heritage Impact Assessment** has been prepared by Urbis, dated December 2025. The purpose of this assessment was to understand the impact of the proposed development on the RAAF Barracks Sandgate RAAF Training Base Local Heritage Place.

The proposed development is subject to the Heritage overlay code, however, as the subject site is mapped within the Area adjoining heritage sub-category, assessment is only required against sections B and C, further, Overall Outcome C and PO16 are the only relevant benchmarks due to the scope of the proposal.

The assessment confirms that no changes or modifications are proposed to the heritage buildings as part of this development application, and the built form will not have any negative impacts on the cultural heritage significance of this Local Heritage Place. Further, no new works are proposed within the area of the site included in the Local Heritage Place sub-category of the planning scheme.

5. State Planning Framework

5.1 Planning Act 2016

The *Planning Act 2016* (**Planning Act**) and its subordinate legislation is the statutory framework for decision making in relation to land use and development in Queensland.

The proposed development constitutes the following aspects of “development” as defined in Schedule 2 of the Planning Act:

- Material change of use

5.1.1 Category of Assessment

In accordance with section 43 of the Planning Act, the relevant categorising instrument for this development application is the Brisbane City Plan 2014 (**planning scheme**). As identified in **Section 6.2.1** of this report, the planning scheme categorises the proposed development as **code assessable**.

Section 45(3) of the Planning Act states:

A code assessment is an assessment that must be carried out only—

- (a) against the assessment benchmarks in a categorising instrument for the development; and*
- (b) having regard to any matters prescribed by regulation for this paragraph.*

The matters outlined in section 45(3)(a) above are identified in **Section 6.2** of this report and subsequently addressed.

With respect to section 45(3)(b), the matters Planning Regulation prescribes are:

- The matters stated in Schedules 9 and 10 of the Planning Regulation for the development.
- The planning scheme (see **Section 6**).
- The regional plan for the region, to the extent it is not identified in the planning scheme as being appropriately integrated.
- The State Planning Policy, to the extent it is not identified in the planning scheme as being appropriately integrated.
- Any designation applying to the premises.
- Any temporary State Planning Policy applying to the premises.
- Any development approval for, and any lawful use of, the premises or adjacent premises (see **Section 3.4**).
- The common material.

Unless otherwise stated, the following sections assess the development application against the above matters.

5.2 Planning Regulation 2017

The purpose of the *Planning Regulation 2017* (**Planning Regulation**) is to prescribe instruments and address matters provided for under the Planning Act and provide the mechanics for the operation and implementation of the Planning Act.

5.2.1 Schedules 9 and 10 (Assessable Development and Referrals)

Schedules 9 and 10 of the Planning Regulation outlines various types of development which are prohibited development, assessable development or development requiring referral agency assessment. The Development Assessment Mapping System (**DAMS**) assists to identify development assessment triggers and referrals under the Planning Regulation.

The mapping (refer attached **Site Searches**) and the regulation has been reviewed in the context of this development application and the following is confirmed:

- The proposed development **is not** prohibited development.
- The proposed development **is not** assessable development.
- The proposed development **does not** require referral.

5.3 Regional Plan

The site falls within the bounds of the South East Queensland Regional Plan 2023 (**ShapingSEQ**). ShapingSEQ provides the framework for managing growth, change, land use and development in the SEQ Region to the year 2046.

5.3.1 SEQ land use category

As shown in **Figure 5** below, the site is located within the Urban footprint defined by ShapingSEQ. Land within the urban footprint is considered generally suitable for urban development subject to consideration of State and local planning constraints and assessment matters. The proposed development is consistent with this intent.



Figure 5. SEQ land use category (DAMS Mapping)

5.4 State Planning Policy

The current State Planning Policy (July 2017) (**SPP**) relates to 17 separate State interests grouped together under 5 broad themes and provides direction to local governments in preparation of planning documents and assessment of development applications. Where one or more State interest policies are not integrated into a local government's planning scheme, the local government must, to the relevant extent, have regard to Part C (purpose and guiding principles), D (State interests) and E (State interest policies) of the SPP.

Pursuant to Part 2.1 of the planning scheme, the only items of the SPP which have not been integrated are:

- State interest – Natural hazards, risk and resilience – The bushfire prone area in the planning scheme does not reflect the State mapping layer.
- State interest – Strategic airports and aviation facilities – The building restricted area is not identified in the planning scheme.

State interest matters are spatially defined as layers included in the SPP interactive mapping system to assist local government, the community and industry understand and interpret where and how state interest policies apply in land use planning and development. An excerpt of this mapping is included below and a full copy of the SPP report can be found in the **Site Searches**.

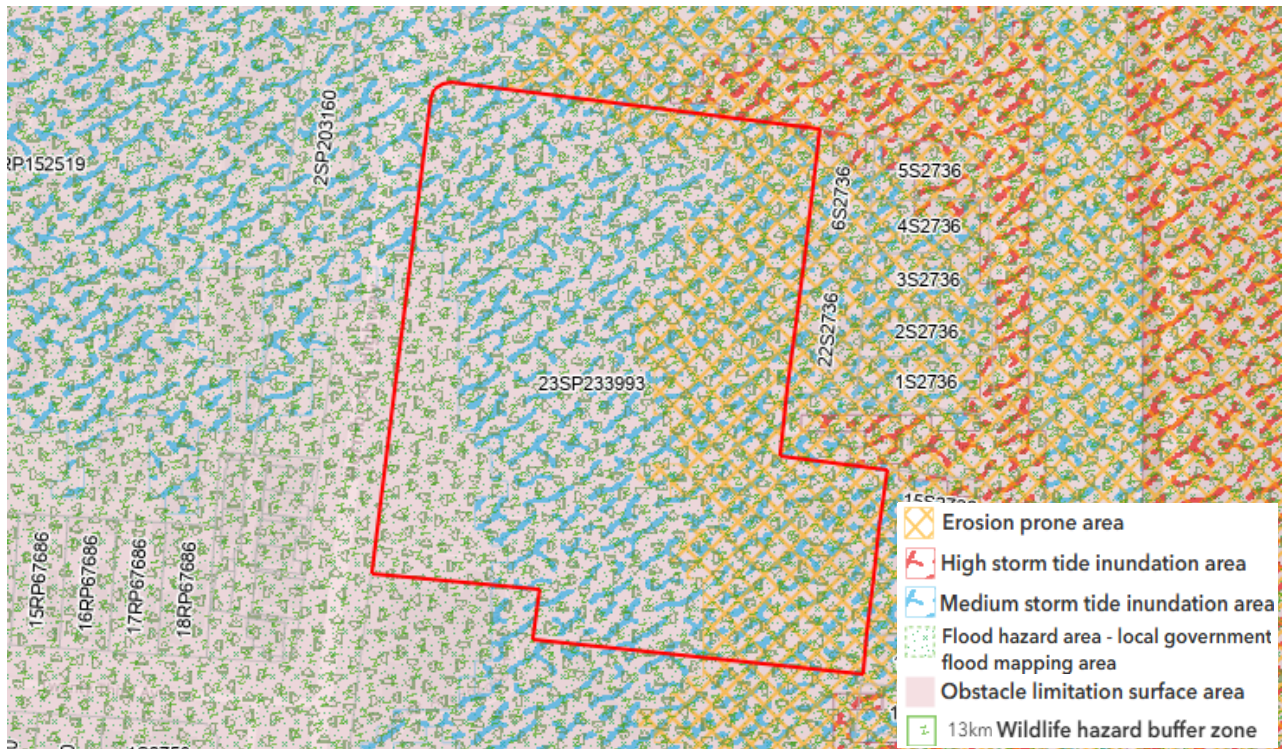


Figure 6. SPP mapping

As the site is identified as being mapped under the building restricted area layer, which has not been integrated in the planning scheme, further assessment against the SPP is required.

State interest policy (4) and assessment benchmark (5) seek to protect aviation facilities by avoiding development and associated activities within building restricted areas that may affect the functioning of aviation facilities. As shown in the Property Searches and in section 6.2.4 of this report, the site is not identified within a height restriction zone or any other form of building restricted area in the Airport environs overlay mapping.

With the understanding that the proposed development has a maximum building height of approx. 28m, it will not create an intrusion to operational airspace, compromise aircraft safety or interfere with the function of aviation facilities. As such, the proposed development complies with State interest policy (4) and assessment benchmark (5) for Strategic airports and aviation facilities.

5.5 Designated Premises

The site is not identified as being a designated premises.

5.6 Temporary State Planning Policies

No temporary State planning policies have been identified as being relevant to the site or this development application.

6. Local Planning Framework

6.1 Planning Scheme

The Brisbane City Plan 2014 (**planning scheme**) is the key local planning instrument which sets out the intent for development within the bounds of the Brisbane City Council local government area.

6.2 Category of Assessment and Assessment Benchmarks

6.2.1 Summary

Table H below summarises the category of assessment for the proposed development and the relevant assessment benchmarks of the planning scheme. As identified below, the development application will be subject to **code assessment**.

Table H – Category of Assessment and Assessment Benchmarks

Provision	Category of Assessment	Assessment Benchmark/s	Response Location
Community facilities zone (Health care purposes precinct)	Code assessment	<ul style="list-style-type: none"> Community facilities zone code Retirement and residential care facility code Prescribed Secondary codes 	Section 6.2.2 and Code Compliance Statements.
Sandgate district neighbourhood plan	No change	<ul style="list-style-type: none"> Sandgate district neighbourhood plan code 	Section 6.2.3 and Code Compliance Statements.
Airport environs overlay	Code assessment	<ul style="list-style-type: none"> Airport environs overlay code 	Section 6.2.4 and Code Compliance Statements.
Bicycle Network overlay	Code assessment	<ul style="list-style-type: none"> Bicycle Network overlay code 	Section 6.2.4 and Code Compliance Statements.
Coastal hazard Overlay	Code assessment	<ul style="list-style-type: none"> Coastal hazard overlay Code 	Section 6.2.4 and Engineering Services Report.
Critical infrastructure and movement network overlay	Code assessment	<ul style="list-style-type: none"> Critical infrastructure and movement network overlay code (Residential care facility component) 	Section 6.2.4 and Code Compliance Statements.
Heritage Overlay (Area adjoining local heritage sub-category)	Code assessment	<ul style="list-style-type: none"> Heritage overlay code – (purpose, overall outcomes and outcomes in sections B and C) 	Section 6.2.4 and Heritage Assessment Letter
Potential and actual acid sulfate soils overlay	Code assessment	<ul style="list-style-type: none"> Potential and actual acid sulfate soils overlay code 	Section 6.2.4 and Engineering Services Report.
Streetscape hierarchy overlay	Code assessment	<ul style="list-style-type: none"> Streetscape hierarchy overlay code 	Section 6.2.4 and Landscape Design Report.
Road hierarchy overlay	Code assessment	<ul style="list-style-type: none"> Road Hierarchy overlay code 	Section 6.2.4 and Traffic Impact Assessment.

6.2.2 Zone

As shown in **Figure 7** below, the site is located in the Community facilities zone and further identified within the CF7 Health care purposes sub-precinct. The surrounding area is also predominately located within the Community facilities zone, with a large portion of Low density residential zone, and some pockets of land within the Open space, Environmental management, and Character zones.



Figure 7. Zoning map (Brisbane City Plan 2014 Interactive Mapping)

The proposed development is required to be assessed against the provisions of the Community facilities zone code. Pursuant to section 6.2.6.1(1) of the planning scheme, the purpose of this zone is to provide for community-related uses, activities and facilities, whether publicly or privately owned. The proposed development is considered to be consistent with the intent and purpose of the zone and appropriately advances the purpose and overall outcomes of the zone code as it:

- Is an extension of the Community facilities zone and Health care purposes zone precinct intent
- Establishes a purpose-built premises for the occupation of elderly residents
- Introduces ancillary uses that support the needs and convenience of residents

A full assessment of the proposed development against the provisions of the zone code is provided in the **Code Compliance Statements**.

6.2.3 Neighbourhood Plan

As shown in **Figure 8** below, the site is located in the Sandgate district neighbourhood plan area (**neighbourhood plan**).

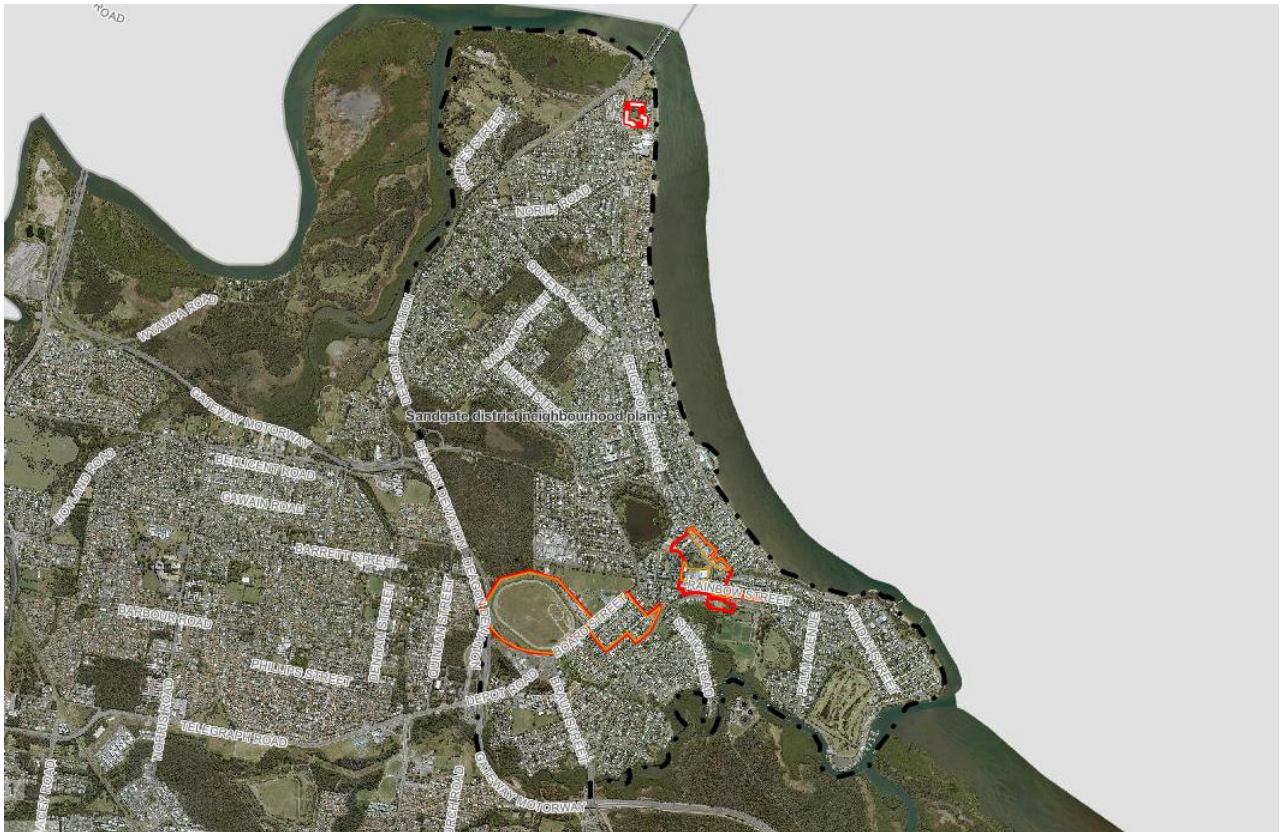


Figure 8. Neighbourhood plan map (Brisbane City Plan 2014 Interactive Mapping)

The proposed development is required to be assessed against the provisions of Sandgate district neighbourhood plan code. Pursuant to section 7.2.19.2(1) of the planning scheme, the purpose of the neighbourhood plan code is to provide finer grained planning at a local level. It is noted that the proposed development site is not located within any sub precinct under the Sandgate district neighbourhood plan and the Sandgate district neighbourhood plan code does not have any specific assessment criteria that is relevant to the site.

The proposed development is considered to be consistent with the intent and purpose of the neighbourhood plan and appropriately advances the purpose and overall outcomes of the neighbourhood plan code as it:





- Avoids impact on and conserves the local heritage ex RAAF sheds with aspirations of refurbishment in future development planned for the site.
- Introduces land uses that will not detract from the function and operation of the Sandgate centre
- Will not impact environmental values in the surrounding area.

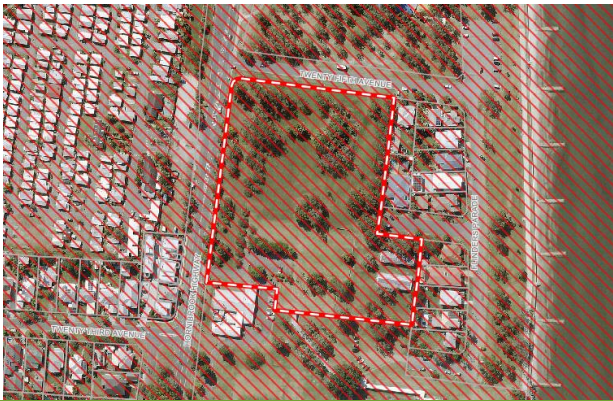
A full assessment of the proposed development against the provisions of the neighbourhood plan code is provided in the **Code Compliance Statements**.

6.2.4 Overlays

Table I below provides an overview of the overlays which are mapped over the site and provides some commentary on the effect of each overlay on the proposed development.

Table I – Summary of Overlays

Overlay Mapping	Summary
	<p>Airport environs overlay</p> <p>The site is mapped under the following sub-categories of this overlay:</p> <ul style="list-style-type: none"> ▪ OLS - Horizontal limitation surface boundary ▪ Procedures for air navigation surfaces (PANS) ▪ BBS zone - Distance from airport 8-13km <p>Pursuant to Table 5.10.2, the proposed MCU is assessable against the Airport environs overlay code. A full response to this code is included in the Code Compliance Statements.</p>
	<p>Bicycle network overlay</p> <p>The site is mapped under the following sub-categories of this overlay:</p> <ul style="list-style-type: none"> ▪ Secondary cycle route <p>Pursuant to Table 5.10.3, the proposed MCU is assessable against the Bicycle network overlay code. A full response to this code is included in the Code Compliance Statements.</p>
	<p>Coastal hazard overlay</p> <p>The site is mapped under the following sub-categories of this overlay:</p> <ul style="list-style-type: none"> ▪ Erosion prone area - coastal erosion sub-category ▪ Erosion prone area - permanent inundation due to sea level rise at 2100 sub-category ▪ High storm-tide inundation area sub-category ▪ Medium storm-tide inundation area sub-category <p>Pursuant to Table 5.10.6, the proposed MCU is assessable against the Coastal hazard overlay code. A full response to this code is included in the Engineering Services Report provided by Inertia.</p>
	<p>Community purposes network overlay</p> <p>The site is identified as being mapped under the Community purposes network overlay, however, pursuant to 5.3.2(5) the site is not assessable against the overlay code due to the mapping not affecting the site.</p>



Critical infrastructure and movement network overlay

The site is mapped under the following sub-categories of this overlay:

- Critical infrastructure and movement planning area sub-category

Pursuant to Table 5.10.8, the proposed MCU is assessable against the Critical infrastructure and movement network overlay code. A full response to this code is included in the **Code Compliance Statements**.



Heritage overlay

The site is mapped under the following sub-categories of this overlay:

- Local heritage place sub-category
- Area adjoining heritage sub-category

Pursuant to Table 5.10.12, the proposed MCU is assessable against the Heritage overlay code. As the subject site excludes the area of the site mapped under the Local heritage place sub-category, and only relates to the Area adjoining heritage sub-category, only sections B and C of the Heritage overlay code are relevant to the application.

A response to this code is included in the **Heritage Impact Assessment** provided by Urbis.



Potential and actual acid sulfate soils overlay

The site is mapped under the following sub-categories of this overlay:

- Potential and actual acid sulfate soils sub-category
- Land at or below 5m AHD sub-category

Pursuant to Table 5.10.15, the proposed MCU is assessable against the Potential and actual acid sulfate soils overlay code. A full response to this code is included in the **Engineering Services Report** provided by Inertia.



Road hierarchy overlay

The site is mapped under the following sub-categories of this overlay:

- Suburban road (west)
- Neighbourhood road (north & east)

Pursuant to Table 5.10.18, the proposed MCU is assessable against the Road hierarchy overlay code. A full response to this code is included in the **Traffic Impact Assessment** by Modus.



Streetscape hierarchy overlay

The site is mapped under the following sub-categories of this overlay:

- Neighbourhood street major

Pursuant to Table 5.10.20, the proposed MCU is assessable against the Streetscape hierarchy overlay code. A full response to this code is included in the **Landscape Design Report** by Lat Studio.

6.2.5 Use and Development Code/s

The proposal has been assessed against the following assessment benchmarks identified in **Table J** Error! Not a valid bookmark self-reference. below.

Table J – Summary of Use and Development Code/s

Code	Response Location
Retirement and residential care facility code	A full response to this code is included in the Code Compliance Statements
Filling and excavation code	A full response to this code is included in the Engineering Services Report provided by Inertia.
Infrastructure design code	A full response to this code is included in the Engineering Services Report provided by Inertia.
Landscape work code	A full response to this code is included in the Landscape Design Report provided by Lat Studios.
Outdoor lighting code	A full response to this code is included in the Landscape Design Report provided by Lat Studios.
Stormwater code	A full response to this code is included in the Engineering Services Report provided by Inertia.
Transport, access, parking and servicing code	A full response to this code is included in the Traffic Impact Assessment by Modus.
Wastewater code	N/A - The Wastewater code relates to onsite septic treatment and as the has connections to reticulated sewer mains a response to this code is not required.

6.3 Temporary Local Planning Instrument/s

The site is not identified as being subject to any TLPIs.

6.4 Planning Scheme Policies

The relevant planning scheme policies have been addressed as part of the response to the assessment benchmarks.

6.5 Local Government Infrastructure Plan

The site is located within the Priority Infrastructure Area which identifies land prioritised for the provision of trunk infrastructure to service the existing and assumed future urban development up to 2031.

There are no prospects for future trunk designated over the site. Hornbrook Highway is identified as an existing trunk road.

6.6 Long Term Infrastructure Plan

The site is not identified as being subject to any LTIPs.

6.7 Infrastructure charges

The proposed development is located within the Priority Infrastructure Area under the LGIP and will be subject to infrastructure charges, calculated in accordance with Brisbane Infrastructure Charges Resolution (No. 14) 2025.

As identified in section 6.5 of this report above, It is not anticipated that there will be future trunk works associated with the development that would warrant infrastructure offsets or an Infrastructure Agreement to be established to deal with relevant infrastructure charges.

7. Conclusion

In summary, this report, and the supporting material, has provided a comprehensive assessment of the proposed development in accordance with requirements and framework of the Planning Act and applicable common law, and confirms that the proposed development satisfies all relevant matters of assessment and is able to be approved.

The Baybrook development by LDK seeks to establish a combined Retirement and Residential Aged Care facility that will cater for a variety of elderly people who are looking to downsize their home and to age in place, while being close to care. This aspiration can be achieved through a vertical building model to reduce building footprints and promote a socially active community through a diverse range of spaces.

On a balanced assessment, it is considered the facts and circumstances outlined within this report and the supporting material are overall favourable to the approval of the proposed development. As such, it is recommended the proposed development be approved, subject to reasonable and relevant conditions.

It is expected that reasonable and relevant conditions will be imposed on the development approval in accordance with section 65 of the Planning Act.



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