

TOWN PLANNING REPORT

Development Permit for Material
Change of Use for Warehouse
(outdoor storage)

1503 and 1517 Lytton Road, Hemmant,
QLD 4174

Lot 2 on RP109230 and Lot 16 on
SP112984

September 2026



HPC Planning

ABN 93 670 815 022

BRISBANE

Level 12, 126 Margaret Street, Brisbane QLD 4000

T: (07) 3217 5800

GOLD COAST

Level 4, Central Tower One,

56 Scarborough Street, Southport QLD 4215

T: (07) 3101 4157

PO Box 15038, City East QLD 4000

W: www.hpcplanning.com.au

© HPC Planning 2026

This document is and shall remain the property of HPC Planning. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Prepared by **HPC Planning**

Reference 23594

Document Control

Rev	Date	File	Author	Reviewer	Status
01	22/09/2026	Town Planning Report	HB	CL	Final for lodgement
02					

Application Overview

Site and Application Details	
Address	1503 and 1517 Lytton Road, Hemmant, QLD 4174 Lot 2 on RP109230 and Lot 16 on SP112984
Site Area	17,766m ²
Local Authority	Brisbane City Council
Local Authority Zoning	Industry (General industry C)
Local Plan	Hemmant-Lytton neighbourhood plan
Existing Use/s	Warehouse (outdoor storage)
Application Details	Development Permit for Material Change of Use for Warehouse (outdoor storage)
Level of Assessment	Impact assessment
Referral Agencies	State Assessment and Referral Agency (SARA)
Applicant Details	Charter Hall C/- HPC Planning Level 12, 126 Margaret Street, Brisbane QLD 4000 Contact: Hilary Barrett Phone: (07) 3217 5800 Email: hilary.b@hpcplanning.com.au Web: www.hpcplanning.com.au
Land Owner	The Trust Company (Australia) Limited

Contents

1	Introduction	5
1.1	Overview	5
1.2	Summary of Proposals	5
1.3	Legislative Framework.....	5
1.4	Supporting Information	6
1.5	Recommendation.....	6
2	Site and Surrounding Development.....	7
2.1	Property Description	7
2.2	The Site	7
2.3	Surrounding Development.....	7
2.4	Easements.....	9
2.5	Urban Infrastructure.....	9
2.6	Significant Vegetation	9
2.7	Site History	9
	Proposed Development.....	12
2.8	Application Details	12
2.9	Proposal Overview.....	12
3	State Assessment Framework.....	13
3.1	Planning Act 2016.....	13
4	Local Assessment Framework.....	17
4.1	Brisbane City Plan 2014	17
4.2	Land Use Definition	17
4.3	Categories of Assessment.....	17
4.4	Strategic Framework.....	17
4.5	Industry Zone.....	19
4.6	Hemmant-Lytton Neighbourhood Plan	19
4.7	Assessment Benchmarks	20
4.8	Key Planning Considerations	21
5	Conclusion	24

Appendices

Appendix A:	Proposed Site Plan	<i>Charter Hall</i>
Appendix B:	Contour and Detail Survey	<i>AJS Surveyors</i>
Appendix C:	Stormwater Management Plan	<i>HCE Engineers</i>
Appendix D:	Transport Impact Assessment	<i>Rytenskild Traffic Engineering</i>
Appendix E:	BCC Code Compliance Statements	<i>HPC Planning</i>
Appendix F:	State Code 1 assessment	<i>HPC Planning</i>

1 Introduction

1.1 Overview

HPC Planning (HPC) have been engaged by Charter Hall (“the Applicant”) to prepare and lodge a development application seeking a Development Permit for Material Change of Use for Warehouse (outdoor storage) over 1503 and 1517 Lytton Road, Hemmant, QLD 4174, described as Lot 2 on RP109230 and Lot 16 on SP112984 (“the subject site”).

Page | 5

This town planning report provides context to the proposed development by describing the subject site and surrounding locality. Second, the report provides an independent assessment of the proposal against the applicable statutory planning instruments, which demonstrates the acceptability of the proposal.

1.2 Summary of Proposals

The subject site is currently improved with a single crossover to Lytton Road and hardstand areas. As discussed within this report (section 2.7), the site has a long history of being used for outdoor storage and these existing improvements are associated with this use.

The proposal seeks to replace existing hardstand areas with new hardstand comprised of a crushed rock base. No built improvements (eg buildings or structures) are proposed to facilitate Warehouse (outdoor storage) land use, other than construction of a concrete circulation driveway. This application seeks to formalise existing use rights of an outdoor storage use which has operated over the subject site for an extended period of time, being over 30 years. The outdoor storage use will support and align with surrounding industrial and employment generating activities, through providing storage for vehicles, trucks, industrial materials, machinery, containers and similar goods.

The site is ideally located for the proposed use, being between major transport corridors in Lytton Road and the Port of Brisbane Motorway. Site access will be gained from the existing crossover and driveway of Lytton Road. The northern-most corner of the site, containing a waterway, will not be altered. Stormwater drainage infrastructure will be provided in accordance with the Stormwater Management Plan prepared by HCE Engineers.

1.3 Legislative Framework

Under the *Brisbane City Plan 2014 (v36)*, the subject site is included within the Industry zone (General industry C precinct) and the Hemmant-Lytton neighbourhood plan. The proposal is subject to Impact Assessment requiring a 15 day notification period, and triggers referral to State Assessment and Referral Agency (SARA).

The subject site is identified within the following overlays:

- Airport environs;
- Bicycle network;
- Biodiversity areas;
- Coastal hazard;
- Critical infrastructure and movement network;
- Flood;
- Industrial amenity;
- Potential and actual acid sulfate soils;
- Regional infrastructure and substations;
- Road hierarchy;
- Streetscape hierarchy; and
- Transport noise corridor.
- Waterway corridors.

1.4 Supporting Information

Independent specialist studies have been prepared to ensure that all engineering and amenity matters are evaluated and addressed as part of the design process. This town planning report should be read in conjunction and considered with the following supporting documentation:

- Proposed Site Plan by Charter Hall
- Stormwater Management Plan by HCE Engineers
- Transport Impact Assessment by Rytenskild Traffic Engineering

Page | 6

All relevant supporting information has been provided for the development application to be considered Properly Made.

1.5 Recommendation

This town planning report, coupled with the supporting specialist reports demonstrates that the proposed development is an appropriate outcome for the site, generally accords with the relevant provisions of the *Brisbane City Plan 2014* and will not prejudice the development potential of adjoining lots. As such, the application is recommended for approval, subject to reasonable and relevant conditions.

2 Site and Surrounding Development

2.1 Property Description

The site is comprised of two allotments as described in Table 1 below.

Street Address	RP Description	Zoning	Site Area
1503 Lytton Road, Hemmant	Lot 2 on RP109230	Industry	1,136m ²
1517 Lytton Road, Hemmant	Lot 16 on SP112984	Industry	16,640m ²
Total Subject Site Area:			17,766m ²

Page | 7

Table 1: Site details

2.2 The Site

The subject site is situated in the industrial suburb of Hemmant, approximately 11km east of the CBD and 7km south- of the Port of Brisbane. As shown in Figure 1, the site is triangular in shape and has frontage to Lytton Road.

The site retains existing infrastructure associated with prior outdoor storage activities, in the form of a concrete driveway and flat gravel/unsealed bitumen surface storage areas. Access to the site is gained via a single crossover to Lytton Road.



Figure 1: Aerial view of the subject site

Source: Nearmap

2.3 Surrounding Development

The site's immediate surrounds are characterised by industrial development and major roads. Detailed analysis of surrounding zones and land uses is provided in Table 2 and Figures 2 and 3.

North	The adjoining land to the north is vacant and contains the waterway. Beyond this property is the Lytton Road / Lindum Road / Port of Brisbane Motorway interchange which facilitates regional access to the site. Further north is a range of industrial activities, located in the General industry C precinct of the Industry zone. Industrial land uses continue north into the Port of Brisbane.
East	Industrial land to the east of the Port of Brisbane Motorway gradually reduces in intensity. A number of warehouses are present within the Low impact industry zone and Industry investigation zone. The Community facilities zone (containing Iona College sports fields) and the Low density residential zone, located approximately 610m and 670m from the site, are identified as the nearest sensitive receivers.
South	Immediately south of the subject site is Inghams feed mill and an outdoor storage land use (shipping container storage). The Special uses zone to the south of the Port of Brisbane Motorway covers passenger and freight rail. The Conservation zone contains wetlands which feed into the waterway adjoining and dissecting the site.
West	The north-western side of Lytton Road is primarily zoned General industry C and variety of industrial land uses occur within the precinct, including warehouses and outdoor storage facilities.

Table 2: Surrounding development

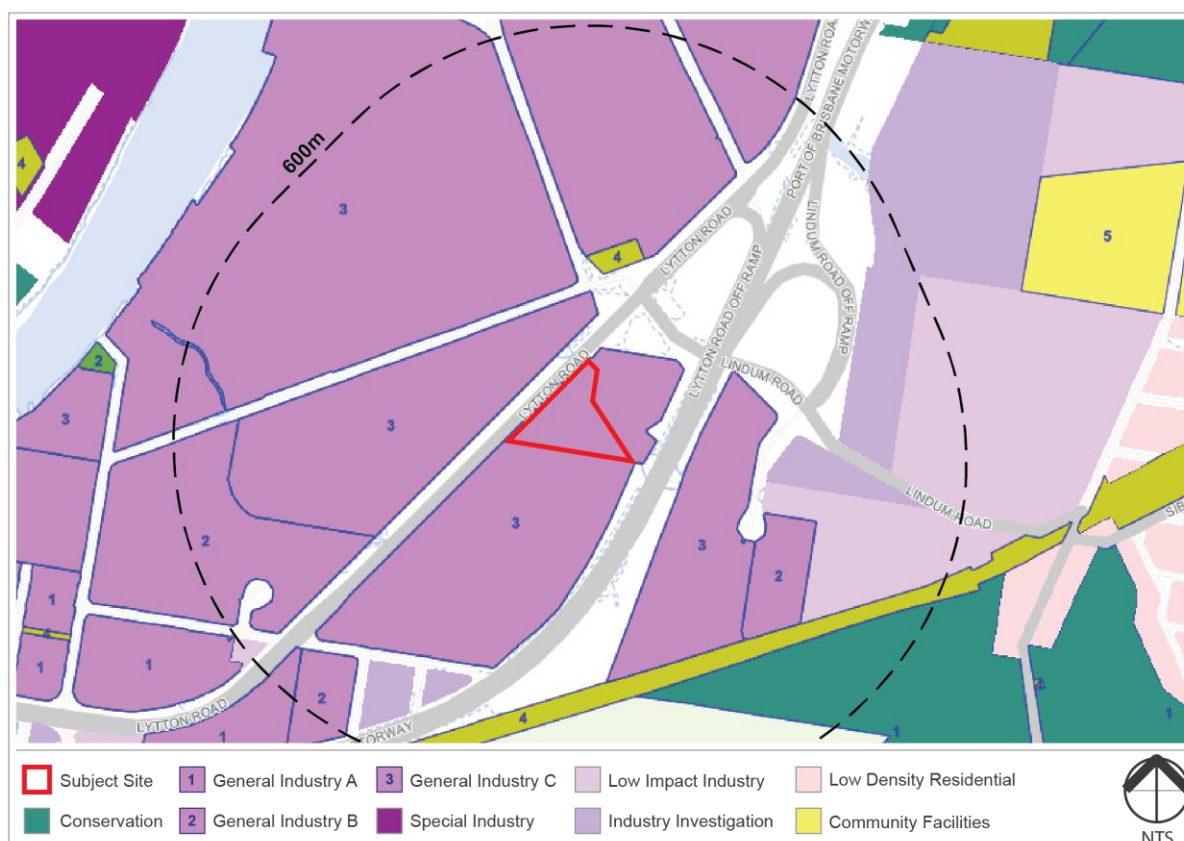


Figure 2: Surrounding zones

Source: City Plan

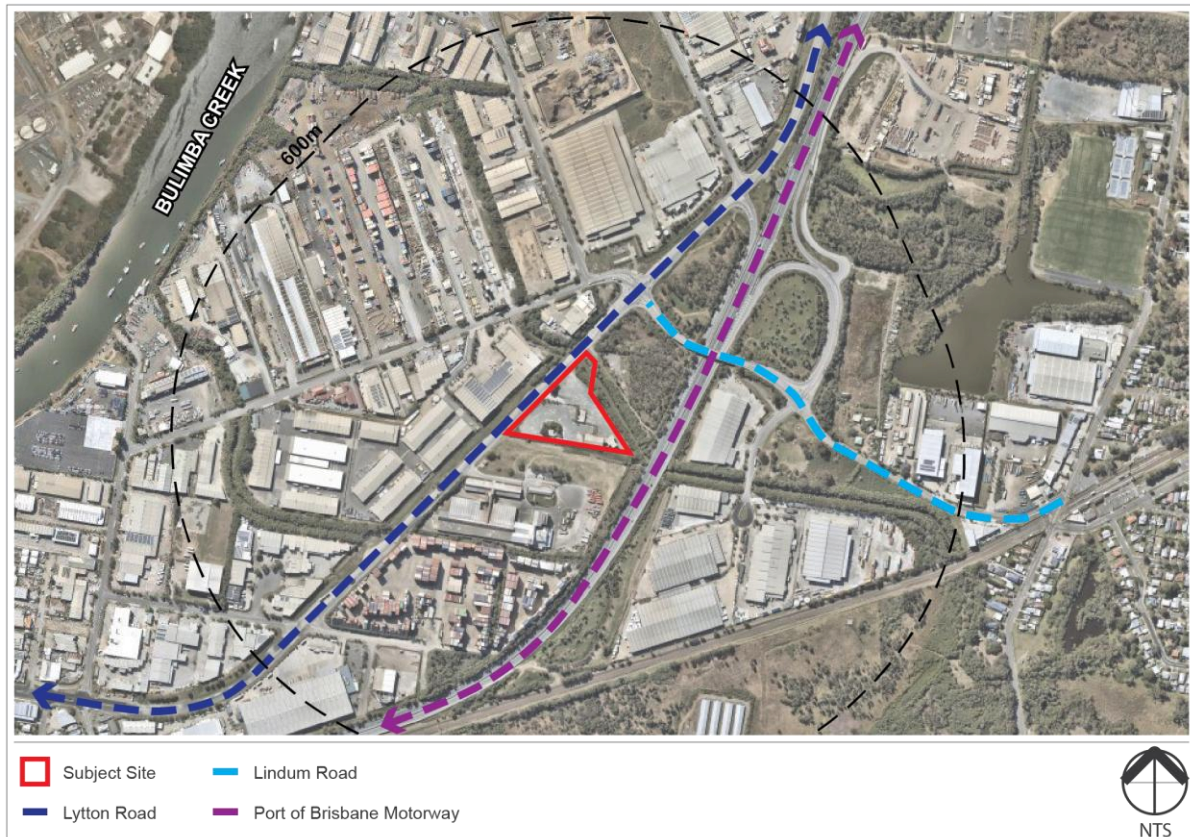


Figure 3: Site context

Source: Nearmap

2.4 Easements

The subject site is burdened by the following easements, in favour of Brisbane City Council:

- Easement R on RP903018 – containing sewer infrastructure at the front of the site.
- Easement B on RP112971 – over the creek in the northern corner of the site.

2.5 Urban Infrastructure

The proposal includes no buildings however the site can be readily serviced by all necessary infrastructure, including sewerage, water, electricity and telecommunications. Refer to Appendix B for the location of existing services as identified on the Contour and Detail Survey.

2.6 Significant Vegetation

The subject site is mapped as containing koala habitat in the waterway corridor, which is considered to be erroneous noting the trees are predominantly mangroves. Nevertheless, vegetation located in the waterway corridor is a Matter of State Environmental Significance. No disturbance of this vegetation is proposed.

2.7 Site History

The site has operated as a construction laydown and then outdoor storage yard for various goods including shipping containers since at least 1992. A search of approval records has not been undertaken. It is noted that on adoption of the *Brisbane City Plan 2000* the site was included in the General Industry zone. As per section 6.3 of the *City Plan 2000* (excerpted below), where located within the General industry zone, a Warehouse land use not involving building work was subject to “Self Assessment”. Therefore, it is the view of HPC Planning that should no prior approval for warehousing or outdoor storage exist, on adoption of the City Plan 2000 the lawful use of the premises for outdoor storage was confirmed as self-assessable development.

Self Assessment	Applicable Codes
1. Commercial Character Building Activities where in a Commercial Character Building and complying with the Acceptable Solutions in the Commercial Character Building Code	Commercial Character Building Code
2. Industry where: - not involving building work - complying with the self assessable Acceptable Solutions in the Industrial Amenity and Performance Code - not identified in Schedule 1 or Schedule 2	Industrial Amenity and Performance Code
3. Outdoor Lighting where complying with the Acceptable Solutions in the Light Nuisance Code	Light Nuisance Code
4. Park where complying with the Acceptable Solutions in the Park Code	Park Code
5. Warehouse where: - complying with the Acceptable Solutions in the Industrial Amenity and Performance Code - not involving building work - not involving the storage of dangerous goods above the volumes identified in Schedule 2	Industrial Amenity and Performance Code

Figure 4: Section 6.3

Source: Brisbane City Plan 2000 – Volume 1

The below aerial images demonstrate that over an extended period from 1992 to now, the site has continued to operate as a Warehouse (outdoor storage) land use. The intent of this development application is therefore to formalise lawful use rights and upgrade associated infrastructure for the outdoor storage operations that have continued to operate since the commencement of the use.



Figure 5: Q-imagery – 1992



Figure 6: Q-imagery – 1992



Figure 7: Q-imagery – 2002



Figure 8: Q-imagery – 2004



Figure 9: Nearmap – October, 2009



Figure 10: Nearmap – November, 2011



Figure 11: Nearmap – November, 2014



Figure 12: Nearmap – December, 2016



Figure 13: Nearmap – November 2020



Figure 14: Nearmap – July 2022

On 15 November 2024, approval for a Material Change of Use for Temporary Warehouse & Medium Impact Industry was granted over the sites by Brisbane City Council (Council reference: A006475528). This use has not been constructed nor commenced on site.

Proposed Development

2.8 Application Details

This application seeks a **Development Permit for Material Change of Use for Warehouse (outdoor storage)** over 1503 and 1517 Lytton Road, Hemmant, QLD 4174, described as Lot 2 on RP109230 and Lot 16 on SP112984.

Page | 12

2.9 Proposal Overview

This application seeks to formalise the Warehouse (outdoor storage) land use that has historically operated over the site for Over 30 years. Approval for unrestricted 24 hours a day, seven days a week operation is sought.

The proposal does not involve any built improvements but does include upgrading of infrastructure associated with the use including driveways, re-surfacing storage areas and stormwater management infrastructure. As outlined in section 2.7 of this Town Planning Report, the subject site has operated as an outdoor storage yard since 1992 and on adoption of the City Plan 2000 these use rights were confirmed. This application therefore seeks to formalise this existing/prior use of the premises, which is complementary to nature of surrounding industrial uses and does not compromise redevelopment of the site for medium to high impact industry activities as anticipated by the General industry C precinct of the Industry zone.

The proposed development consists of a crushed rock hardstand base purposed for outdoor storage of vehicles, trucks, containers, machinery, general industrial scale storage and the like. The proposal seeks to establish a landscape screening buffer to Lytton Road and will maintain the existing access provision to the site off Lytton Road. Construction of swales is proposed along the side boundaries of the site, draining to a 175m² bio-retention basin to be located in the rear corner of the site.

The site is conveniently located between both Lytton Road and the Port of Brisbane Motorway. The proposal seeks to support the existing range of surrounding industrial uses in the TradeCoast which is one of Brisbane's key industrial areas. The proposal does not involve construction of building or structures and therefore does not compromise the future viability for the site to be used as High impact industry or Medium impact industry uses.

3 State Assessment Framework

This section of the report explains the applicable components of the statutory town planning framework and its relevance to the proposed development.

3.1 Planning Act 2016

Page | 13

The *Planning Act 2016* ("the Act") is the governing piece of legislation that regulates development within Queensland. The Act seeks to provide for an efficient, effective, transparent, integrated, coordinated and accountable system of land use planning and development assessment to facilitate the achievement of ecological sustainability. Chapter 3 of the Act and the *Development Assessment Rules 2017* set the framework and processes for integrating State and Local Government development assessment. Relevant parts of the Act are addressed below, including referral agency assessment and public notification, are addressed below.

3.1.1 Impact Assessment

Section 44(3) of the Act prescribes that a development approval is required to carry out assessable development, as declared under the categorising instrument. In this instance, Impact Assessment development application is required to be made to the assessment manager to acquire the necessary development approvals.

3.1.2 Public Notification

According to Section 53 of the Act, public notification is required for a development application which is subject to Impact Assessment or includes a variation request. As the development application requires Impact Assessment, public notification is required to be conducted in accordance with Part 4 of the *Development Assessment Rules 2017*, for fifteen (15) business days.

3.1.3 Referral Agencies

Under the Act and *Planning Regulation 2017* (the Regulation) various components of development applications trigger referral of the application to external Referral Agencies. Section 56 of the Act prescribes the powers granted to referral agencies, which include the ability to request additional information and to direct the assessment manager to approve development, impose conditions, or refuse the application. The Regulation identifies where a referral agencies assessment powers are limited to the provision of advice only.

The Department of State Development, Infrastructure and Planning is the single lodgement and assessment point for all applications where the state has jurisdiction under the Act and the Regulation.

Potential referral triggers have been mapped using the Development Assessment Mapping System (DAMS), which includes SARA mapping, as depicted in Figures 15 and 16 below. As per the SARA mapping system, the site is subject to the following matters of interest:

- **SEQ Regional Plan land use categories** – Urban footprint and SEQ major enterprise and industrial area (MEIA);
- **Coastal protection** – Erosion prone area, Medium storm tide inundation area, High storm tide inundation area;
- **Fish habitat areas** – Queensland waterways for water barrier works (major – tidal), Major (tidal);
- **Water resources** – Water resource planning area boundaries;
- **Native vegetation** – Category B on the regulated vegetation management map, Category X on the regulated vegetated management map, Category A or B area containing endangered regional ecosystems, Coastal bioregions and sub-regions, Essential habitat;
- **Koala habitat in SEQ region** – Core koala habitat area; and
- **State transport** – Area within 25m of a State-controlled road.

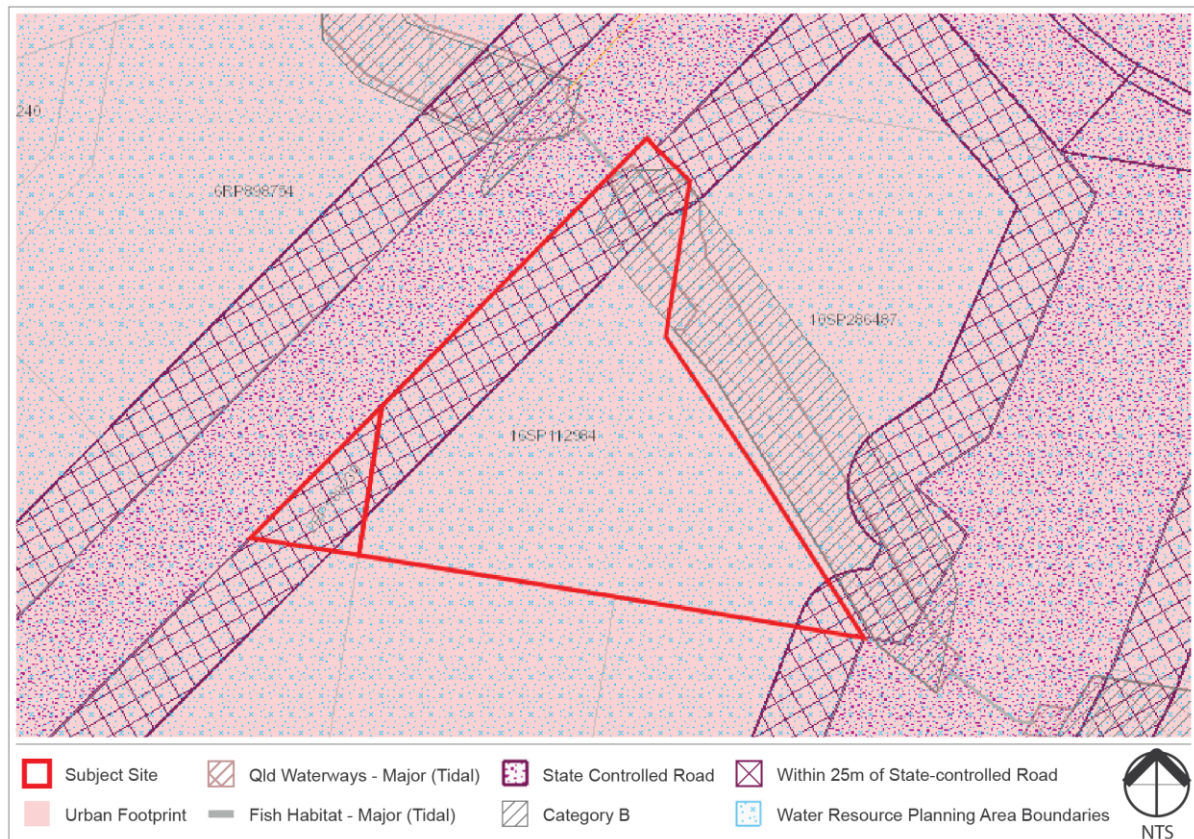


Figure 15: SARA mapping (part)

Source: DAMS

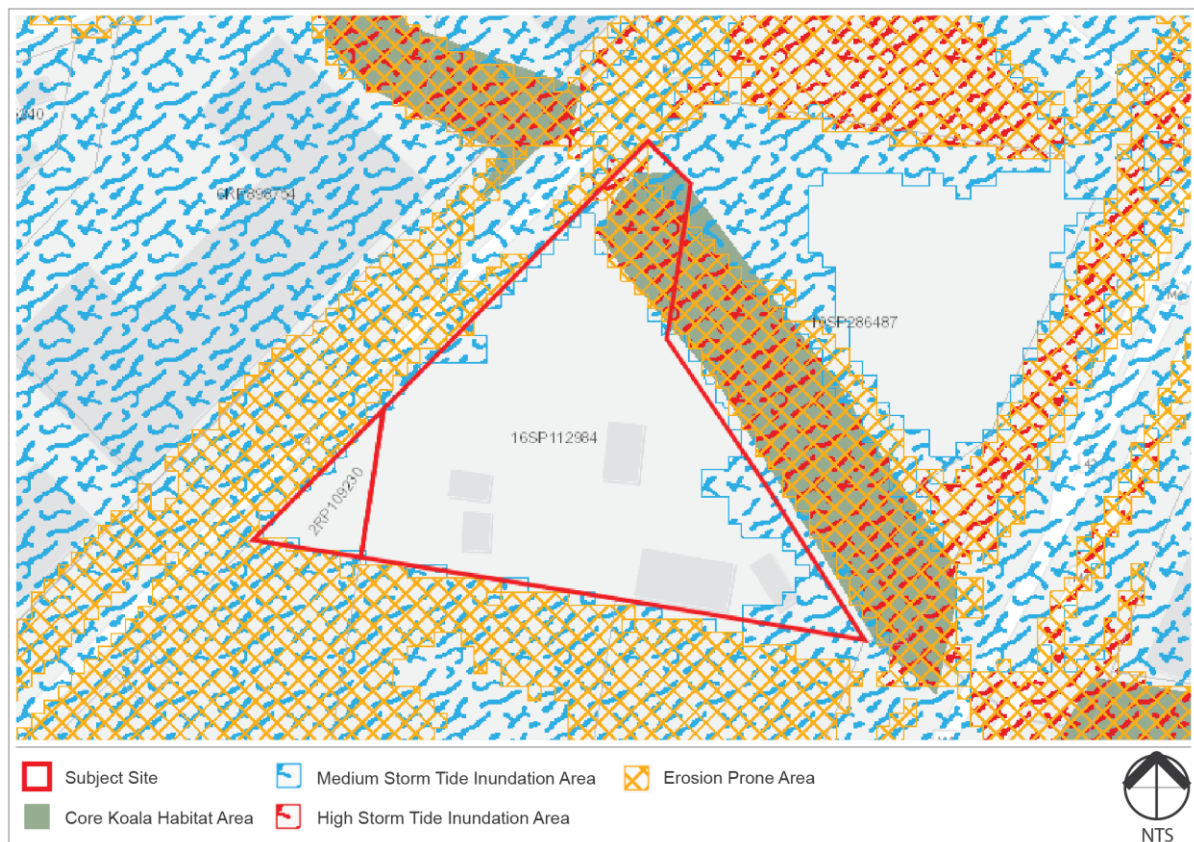


Figure 16: SARA mapping (part)

Source: DAMS

Schedule 10 of the Regulation identifies where development requires referral agency assessment under the Act. Assessment against Schedule 10 confirms that the following referral triggers do and do not apply to this development application (Table 4).

Referral trigger	Referral?	Comment
Schedule 10, Part 6, Division 2: Operational work in declared fish habitat area.	No	The proposal does not involve operational works.
Schedule 10, Part 6, Division 3, Subdivision 3, Table 2: <i>Development application for reconfiguring a lot that is assessable development under section 21 or a material change of use, if—</i> (a) <i>the development involves operational work that is the removal, destruction or damage of a marine plant, other than operational work that is—</i> (i) <i>PDA-related development; or</i> (ii) <i>accepted development under schedule 7, part 3, section 8; and</i> (b) <i>there is no development permit for the operational work</i>	No	The proposed MCU does not involve operational work.
Schedule 10, Part 6, Division 4: Operational work in declared fish habitat area.	No	The proposal does not involve operational works.
Schedule 10, Part 9, Division 4, Subdivision 1, Table 1: Exceeding thresholds stated in schedule 20.	No	The proposal does not involve operational works.
Schedule 10, Part 9, Division 4, Subdivision 2, Table 4: <i>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 –</i> (a) <i>are within 25m of a State transport corridor; or</i> (b) <i>are a future State transport corridor; or</i> (c) <i>are –</i> (i) <i>Adjacent to a road that intersects with a State-controlled road; and</i> (ii) <i>Within 100m of the intersection.</i>	Yes	The subject site is within 25m of two State corridors. Referral to the State Assessment and Referral Agency (SARA) is triggered.
Schedule 10, Part 10: Koala habitat in SEQ region.	No	The proposal does not interfere with mapped koala habitat.
Schedule 10, Part 17: Tidal works in a coastal management district.	No	The proposal does not involve operational works.

Table 4: Schedule 10 referral triggers

Source: Planning Regulation 2017

3.1.4 State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) provide assessment benchmarks for development applications requiring referral to the chief executive (SARA). This development application requires referral to the chief executive (SARA) as per section 4.1.3 above. The following applicable State Codes have been addressed as part of this development application:

- State Code 1

Assessment of the applicable State Code 1 has been provided in Appendix F.

3.1.5 State Planning Policy

The State Planning Policy (SPP), adopted on 3 July 2017, is a State planning instrument made by the Minister under section 10 of the Act. The SPP defines the Queensland Government's policies about matters of state interest in land use planning and development. The State Planning Policy (SPP) is a key component of Queensland's land use planning system, which enables development, protects the natural environment and allows communities to grow and prosper.

Page | 16

Pursuant to section 26 of the Regulation, an assessment manager must have regard to the SPP to the extent that part E of the SPP is not adequately reflected in the planning scheme. The SPP is identified as being appropriately reflected within the *Brisbane City Plan 2014*, with the exception of the Natural hazards, risk and resilience State interest and Strategic airports and aviation facilities State interest. The Natural hazards, risk and resilience only relates to the bushfire prone areas, and the Strategic airports and aviation facilities only relates to building restricted areas. Accordingly, assessment against the not-integrated State interests has been conducted in Table 5.

State Interest	Assessment
Natural hazard, risk and resilience	The site is not affected by the bushfire prone areas on SPP mapping.
Strategic airports and aviation facilities	The subject site is not located within an ANEF contour and does not involve a sensitive land use. The proposed building will not intrude into the operational airspace of Brisbane Airport or attract birds and bats to the site.

Table 5: Assessment against the SPP

3.1.6 ShapingSEQ (South East Queensland Regional Plan 2023)

The South-East Queensland (SEQ) Regional Plan 2023, also known as *ShapingSEQ*, is the pre-eminent strategic land use plan for the region and provides a framework to manage growth, change, land use and development in SEQ. As demonstrated in Table 6 below, the proposed development is consistent with the goals, elements and strategies of the SEQ Regional Plan.

SEQRP relevant part	Compliance
Chapter 3, Part A: Goals, elements and strategies	Chapter 3, Part A contains five goals for the region, of which Goal 2: Prosper is applicable to the proposed development. The subject site forms part of the Australia TradeCoast Regional Economic Cluster (REC) and Hemmant Major Enterprise and Industrial Area. The development will contribute to the economic potential of the REC, through providing convenient connections with the Port of Brisbane and directly supporting surrounding industrial uses.
Chapter 3, Part B: Regional Growth Pattern	The subject site is located within the Urban Footprint of the regional plan. The proposed use is of an urban nature and subsequently is appropriate within the Urban Footprint.
Chapter 3, Part C: Sub-regional directions	The development is located in the Metro sub-region. The sub-region's outcomes identify that the proposed land uses align with the Australia TradeCoast REC's specialisation in manufacturing, transport and logistics, and food product manufacturing through provision of storage to support surrounding industrial land uses.

Table 6: ShapingSEQ assessment

4 Local Assessment Framework

4.1 Brisbane City Plan 2014

The *Brisbane City Plan 2014 (v36)* ("City Plan") is the relevant local planning instrument for assessing this development application. The following sections of the town planning report evaluate the proposed development against the relevant provisions of the City Plan.

Page | 17

4.2 Land Use Definition

The City Plan defines **Warehouse** as:

The use of premises for—

- a. *storing or distributing goods, whether or not carried out in a building; or*
- b. *the wholesale of goods, if the use is ancillary to the use in paragraph (a).*

The proposal seeks to formalise an outdoor storage land use over the site that has operated lawfully for over 30 years.

4.3 Categories of Assessment

Table 5.5.16 of the City Plan outlines that Impact assessment is triggered where applying for a Material Change of Use for Warehouse, where not a logistics or distribution centre and located within the General industry C precinct of the Industry zone. This application seeks to formalise a Warehouse (outdoor storage) land use, which in accordance with Table 5.5.16 of the City Plan, triggers Impact assessment.

Notably, the proposed use is consistent with the criteria for code assessable development for "warehouse where for logistics or a distribution centre", aside from the absence of any gross floor area due to no buildings being proposed. Despite not being GFA, the tenancy area for the outdoor storage area is greater than 10,000m², 24/7 operations are sought, B-double access is provisioned, and 41 peak hour trips are predicted which qualifies as a 'major development'.

Whilst an impact assessment land use, the proposal displays consistency with the scale of warehousing and logistics uses which are contemplated in the zone and is not an incompatible or inappropriate use of the land in the context of surrounding land use.

4.4 Strategic Framework

The proposal has been assessed against the Strategic Framework of the City Plan to confirm that the development is appropriate with regard to the policy direction of Brisbane City Council (Table 7).

Strategic Theme	Element	Proposal Compliance
Theme 1: Brisbane's globally competitive economy	Element 1.1- Brisbane as a centre for global business Element 1.2- Brisbane's industrial economy Element 1.3- Brisbane's population-serving economy	In accordance with Strategic Outcome (1)(i), the proposed development will contribute to the mix of industrial activities located within the Major Industry Area. The proposal seeks to respond to the current market conditions under which demand for outdoor storage is high, and therefore supports the needs of employment generating uses in the surrounding industrial area and beyond. The proposed works will not prevent the site from being developed as a Medium or High Impact Industry in the future as no built form is proposed. Similarly, the proposed uses will not compromise the establishment of Medium or High Impact Industry in

Strategic Theme	Element	Proposal Compliance
		the surrounding area. As such, the proposal complies with SO8 and L8.2 of Element 1.2. Overall, the proposed development upholds Theme 1 of the Strategic Framework.
Theme 2: Brisbane's outstanding lifestyle	Element 2.1- Brisbane's identity Element 2.2- Brisbane's housing and accommodation choices Element 2.3- Brisbane's healthy and safe communities Element 2.4- Brisbane's community facilities, services, open space and recreation infrastructure	The proposed development has been designed to uphold Brisbane's identity as a subtropical city. Landscaping will be provided along the Lytton Road frontage to improve streetscape amenity and soften the built form. The proposal does not involve any buildings or structures and therefore no improvements will be located in natural hazard areas. Accordingly, the proposal supports Theme 2 of the Strategic Framework.
Theme 3: Brisbane's clean and green leading environmental performance	Element 3.1- Brisbane's Environmental values Element 3.2- Brisbane's environmental quality and sustainable design Element 3.3- Brisbane's adaptation approaches	The development application is purposed to formalise an outdoor storage use which has operated on the site for an extended period of time. No imperious or sealed areas are proposed on site and therefore, the outdoor storage use will not be located within the environmentally significant areas on site, allowing for the biodiversity values and waterway function to continue to be maintained. A stormwater swale drain is proposed adjacent to the eastern side boundary which will drain into a bio-retention basin to be located at the rear of the site. These works are also not located within these overlays. As no improvements are proposed and the site will be comprised of crushed material base (non-imperious), the development will not result in a material worsening of flood risk. The proposal consequently complies with Theme 3 of the Strategic Framework.
Theme 4: Brisbane's highly effective transport and infrastructure	Element 4.1- Brisbane's transport infrastructure networks Element 4.2- Brisbane's other infrastructure networks Element 4.3- Brisbane's coordinated infrastructure planning and delivery	The site is strategically located in between two major roads, being Lytton Road and the Port of Brisbane Motorway which are intended to accommodate high traffic volumes, larger vehicles and service vehicles. The site is accessed via Lytton Road and therefore the development is able to achieve safe and efficient vehicular access. The site has historically operated as the applied for use and is located within an area dominated by industrial land uses. Therefore, inconsequential impacts to the surrounding traffic network are anticipated. Therefore, the proposal upholds Theme 4 of the Strategic Framework.
Theme 5: Brisbane's CityShape	Element 5.1- Brisbane's City Centre Element 5.2- Major Industry Areas	The subject site is located the Australia TradeCoast Major Industry Area. As per Strategic Outcome (c)(iii), the proposal incorporates industrial land uses which allows the site to evolve with Brisbane's economy over the years. The proposal will support employment generating activities within the immediate vicinity of

Strategic Theme	Element	Proposal Compliance
	Element 5.3- Brisbane's Major Centres Element 5.4- Brisbane's Special Centres Element 5.5- Suburban Living Areas Element 5.6- Brisbane's Greenspace System Element 5.7- Future Suburban Living Areas Element 5.8- Brisbane's Growth Nodes on Selected Transport Corridors Element 5.9- Brisbane's Strategic Inner City Industrial Areas	the site and further afield. The development fulfills Theme 5 of the Strategic Framework.

Table 7: Strategic framework assessment

4.5 Industry Zone

In accordance with section 6.2.5.2 of the *Brisbane City Council City Plan 2014 (v36)*, the purpose of the Industry zone is to provide for:

- a. *a variety of industry activities; and*
- b. *other uses and activities that:*
 - i. *support industry activities; and*
 - ii. *do not compromise the future use of premises for industry activities.*

The proposed development seeks to formalise the Warehouse (outdoor storage) use which has operated over the site for over 30 years. The proposed use will support industry and other employment generating activities within the local area and beyond, through providing hardstand areas available for economical storage of goods which do not require indoor storage. No built improvements are proposed on site, other than stormwater infrastructure and manoeuvring areas. The development will therefore not compromise the future use of the premises for medium or high impact industry activities, should market conditions change to the extent where these become viable.

The General industry C zone precinct overall outcomes suggest that only High Impact Industry and Medium Impact Industry uses are supported. However, as detailed in section 2.3 above, the surrounding area has a broad range of industrial activities, including many approved Warehouses as well as storage yard within near proximity to the subject site. The proposed development seeks to formalise and upgrade the current on-site operations as a storage yard through approval for Warehouse (outdoor storage). The use directly supports other industrial and employment generating land uses and activities through provision of truck and machinery parking, container and general industrial material and equipment storage. As outlined in section 2.7 above, the use has operated for a lengthy period of time and does not require built improvements, and therefore it's approval will have no adverse impact to existing or future industrial activities that are anticipated in the locality.

4.6 Hemmant-Lytton Neighbourhood Plan

The site is located in the Hemmant-Lytton neighbourhood plan area but not within any of the precincts. As per the overall outcomes, the proposal capitalises upon the site's proximity to key regional transport infrastructure such as Lytton Road and the Port of Brisbane Motorway. This is achieved by proposing an outdoor storage use that is intended to support surrounding industrial and employment generating

uses through the provision of economical goods and material storage space. This is consistent with overall outcome 3.a. of the neighbourhood plan code.

4.7 Assessment Benchmarks

The following City Plan codes are applicable (or not applicable as discussed) to this application:

Code	Initial Response
Primary Codes	
Industry zone code	The proposal complies with the overall outcomes of the code. Refer to Appendix E for detailed assessment.
Hemmant-Lytton neighbourhood plan code	The proposed development upholds the relevant outcomes of the neighbourhood plan. Refer to Appendix E for detailed assessment.
Industry code	The proposal complies with the relevant outcomes of the code. Refer to Appendix E for detailed assessment.
Secondary Codes	
Filling and excavation code	The proposal does not propose any filling or excavation works to facilitate the establishment of the outdoor storage yard. Minor earthworks are proposed for the establishment of a stormwater swale drain and bio-retention basin. Therefore, assessment against the code is not applicable.
Infrastructure design code	The proposal complies with the relevant outcomes. Refer to Appendix E for detailed assessment.
Landscape work code	The proposal will comply with the relevant outcomes of the code. Refer to Appendix E for detailed assessment.
Outdoor lighting code	The proposed development will comply with the acceptable outcomes of the code. Refer to Appendix E for detailed assessment.
Park planning and design code	The proposal does not involve park; assessment against the code is not applicable.
Stormwater code	The proposal complies with the relevant outcomes as demonstrated within the provided Stormwater Management Report by HCE Engineers. Refer to Appendix C for detailed assessment.
Transport, access, parking and servicing code	The proposal complies with the requirements of the code. Refer to Appendix E for detailed assessment.
Overlay Codes	
Airport environs overlay code	The proposal complies with the relevant acceptable outcomes of the code. Refer to Appendix E for detailed assessment.
Bicycle network overlay code	As per the City Plan's overlay maps, the Bicycle network overlay does not impact the subject site; assessment against the overlay code is not applicable.
Biodiversity areas overlay code	The proposal has been designed to comply with the relevant outcomes. Refer to Appendix E for detailed assessment.
Coastal hazard overlay code	The proposal complies with the relevant outcomes. Refer to Appendix E for detailed assessment.
Community purposes network overlay code	As per the City Plan's overlay maps, the Community purposes network overlay does not impact the subject site; assessment against the overlay code is not applicable.

Code	Initial Response
Critical infrastructure and movement network overlay code	The proposal will comply with the relevant performance outcome. Refer to Appendix E for detailed assessment.
Flood overlay code	The proposal complies with the relevant outcomes. Refer to Appendix E for detailed assessment.
Industrial amenity overlay code	In accordance with Table 5.10.13 of the City Plan, assessment against the overlay code is not applicable for the proposed land uses.
Potential and actual acid sulfate soils overlay code	The proposal will comply with the code. Refer to Appendix E for detailed assessment.
Regional infrastructure corridors and substations overlay code	The proposed development will not impact upon the safe operation of nearby infrastructure. Refer to Appendix E for detailed assessment.
Road hierarchy overlay code	The proposal complies with the relevant outcomes. Refer to Appendix E for detailed assessment.
Streetscape hierarchy overlay code	As per the City Plan's overlay maps, the Streetscape hierarchy overlay does not impact the subject site; assessment against the overlay code is not applicable.
Transport noise corridor overlay code	In accordance with Table 5.10.23 of the City Plan, assessment against the overlay code is not applicable for the proposed land uses.
Waterway corridors overlay code	The proposal complies with the relevant overlays. Refer to Appendix E for detailed assessment.

Table 8: Assessment benchmarks

4.8 Key Planning Considerations

This section provides a detailed overview of the proposed development including land use, design, engineering and environmental considerations.

4.8.1 Land Use

4.8.1.1 Warehouse – outdoor storage

The proposal seeks to formalise and upgrade an existing and long-standing Warehouse use for outdoor storage which involves the replacement of existing hardstand on site with a crushed rock surface, new concrete circulation driveway, landscaping and stormwater management infrastructure. No built form improvements are proposed.

The following key planning arguments are advanced in support of the proposed use:

- The application seeks approval to upgrade a site to accommodate a use that is the same as what the land has historically been used for since 1992.
- The use is complementary to surrounding higher order industrial uses and will operate without introducing reverse amenity impacts to existing uses.
- The use will support surrounding industrial and employment generating activities via the provision of economical storage areas for goods not requiring indoor storage.
- The use is of a similar scale and intensity to a logistics or distribution centre with gross floor area that would be anticipated development within the General industry C zone precinct, being a warehouse with 10,000m² of storage area.
- No built form is proposed therefore future redevelopment of the site for another purpose (eg medium or high impact industry) is not compromised by the development, should market conditions change to the extent that such a use becomes viable.

- It is noted that this is currently not the case and conversely there is high demand for outdoor storage space in South East Queensland.

The proposal therefore seeks to fulfill a current need for a use that is in demand, on a site which has longstanding history of accommodating this use, whilst also not compromising a higher order industrial use from establishing at the site in the future.

4.8.2 Design

4.8.2.1 Design Intent

The proposed development consists replacing existing hardstand areas with new crushed rock hardstand areas purposed for outdoor storage and distribution of industrial related goods including trucks, vehicles, industrial material, plant, machinery and the like. The proposal seeks to support the prevalent and surrounding industrial activity to the site and no built improvements are proposed over the site. A manoeuvring area / turn-around circle is proposed centrally within the site to support on-site vehicle movements.

Refer to Appendix A for the Proposed Plans.

4.8.2.2 Landscaping

The proposed landscaping will contribute to the visual amenity of the development and streetscape character, with generous landscaping provided on the Lytton Road frontage which screens the development from Lytton Road. Plant species will be selected as required with detailed design to be undertaken at the works approval stage.

4.8.3 Transport Network

4.8.3.1 Road Network Impacts

The subject site fronts Lytton Road and backs onto the Port of Brisbane Motorway, both State-controlled roads. The proposal seeks to continue on-site operations which have occurred for over 30 years and therefore no further impacts are anticipated to the surrounding networks. The existing road networks are capable of accommodating vehicles anticipated by the development due to be located within an existing industrial area.

4.8.3.2 Vehicle Access

The development provides an efficient and functional access and manoeuvring design which allows for heavy and light vehicles to access and manoeuvre on the site.

On-site manoeuvring has also been designed for optimal efficiency. The development provides substantial hardstand manoeuvring areas to cater to vehicles of varying size and manoeuvrability, including B-doubles. Existing access off Lytton Road will be maintained, where a vehicle crossover and driveway is located centrally along the sites frontage to ensure no new impacts to Lytton Road (state-controlled road) are caused.

Refer to the Transport Impact Assessment (Appendix D) for further details in relation to the above.

4.8.4 Development Engineering

4.8.4.1 Earthworks

Minimal earthworks are required to support the development. The extent of works required is expected to be only for the establishment of swale drains which run internally adjacent to the side boundaries of the site and a bio-retention basin at the rear of the site.

4.8.4.2 Stormwater Management

A Stormwater Management Plan (SMP) has been prepared by HCE Engineers and is included at Appendix C.

As shown on the Proposed Site Plan in Appendix A, the proposal includes the construction of a stormwater swale drain located adjacent to the side boundaries of the site. The swale drain connects to bio-retention basin at the rear of the site, purposed to capture and filter stormwater flows of the site. As discussed in the SMP, the site will discharge stormwater via swales directed to the bio-retention basin which will outfall to Lindum Creek. Stormwater quality objectives will be achieved via the proposed bio-retention basin located at the rear of the site. Refer to Appendix C for further details.

4.8.5 Environmental Impacts

4.8.5.1 Air Quality

The proposed development is for Warehouse (outdoor storage) which will not generate adverse air emissions impacts, although it is acknowledged that unsealed storage yard uses have potential for dust generation. To mitigate potential air emission impacts the proposed access and manoeuvring areas where vehicles will be predominately driven will be sealed via a concrete or bitumen surface.

4.8.5.2 Noise Impacts

The site is situated approximately 610m from the nearest sensitive receiver (Iona College sports fields), which is greater than any of the separation distances required by acceptable outcomes in the Industry code for lower order Industry zone precincts. The provision of a noise impact assessment is therefore not necessary to support the proposed 24 hour a day, seven days a week operation.

4.8.5.3 Hazardous Activities

Dangerous goods and hazardous chemical storage requirements are unknown at the time of lodgement. A reasonable and relevant condition of development may be imposed to limit dangerous goods and hazardous chemicals storage to the thresholds identified in Table SC1.1.3.B of the planning scheme.

4.8.5.4 Refuse Management

Refuse will be stored internally within the site. Due to the nature of the development, minimal waste is anticipated to be generated due to the yard largely being utilised as storage. There is sufficient manoeuvring area for a Refuse Collection Vehicle (RCV) to collect refuse in a forward gear.

4.8.6 Site Constraints and Overlays

4.8.6.1 Biodiversity Areas and Waterway corridors

The subject site contains areas of high ecological significance, high ecological significance strategic, and waterway corridor aligning with the adjacent Lindum Creek. The encroachment of these overlays into the proposed development area is marginal and the proposed works involve the upgrading of existing hardstand areas only with no vegetation clearing or further encroachment beyond the boundary to Lindum Creek proposed. In addition, stormwater quality treatment measures are proposed to ensure water quality objectives for

The proposal will not adversely affect ecological values and is therefore consistent with the outcomes of the Biodiversity code.

4.8.6.2 Flooding and Coastal hazards

Existing site levels exhibit appropriate clearance above defined flood levels for both Creek/waterway flooding and storm-tide flooding. Access during flood events is trafficable. Refer to section 2.3 Flood Assessment of the Stormwater Management Plan for further details.

5 Conclusion

This town planning report has been prepared on behalf of Charter Hall, in support of a development application seeking a Development Permit for Material Change of Use for Warehouse (outdoor storage) over 1503 and 1517 Lytton Road, Hemmant, QLD 4174, described as Lot 2 on RP109230 and Lot 16 on SP112984.

Page | 24

The application has been assessed against the relevant requirements of the *Brisbane City Plan 2014* (v36) and is demonstrably appropriate for the subject site. The proposal is generally consistent with the relevant codes and outcomes of the City Plan and has sufficient merit to warrant approval. Consequently, the application is recommended for approval subject to reasonable and relevant conditions.

This town planning report has demonstrated the following key town planning grounds as the basis for the above recommendation:

- The application seeks approval to upgrade a site to accommodate a use that is the same as what the land has historically been used for since 1992.
- The continued use of the premises for outdoor storage is considered to satisfy the outcomes of the Industry zone – General industry C precinct, as demonstrated in section 4.8.1 of this report.
- The site is suited to the proposed use, consisting of a cleared and benched pad with appropriate flood immunity and not requiring any vegetation removal.
- Civil engineering and stormwater management requirements have been appropriately considered in the design.
- Existing site access will be retained and external transport network impacts have been assessed as minor and acceptable.

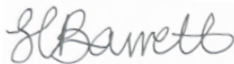
In conclusion, it is recommended that a Development Permit for Material Change of Use for Warehouse (outdoor storage) be granted in accordance with the plans and documentation submitted.

Yours sincerely,

HPC Planning

A.B.N. 93 670 815 022

Prepared by:



Hilary Barrett

Town Planner / Assistant Project Manager

hilary.b@hpcplanning.com.au

Reviewed by:



Chris Lewis

Director

christopher.l@hpcplanning.com.au