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APPLICATION REF
A007144800

Change Application (Minor Change)
317 Stafford Road, Stafford
Town Planning Assessment

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1. Introduction

This town planning assessment is prepared in respect of a Change Application made to Brisbane City Council (**the responsible entity**) pursuant to section 78 of the Planning Act 2016 (**the Planning Act**).

The Change Application comprises a Minor Change (as defined by Schedule 2 of the Planning Act), and accordingly must be assessed and decided pursuant to Section 81 of the Planning Act.

The Change Application (Minor Change) relates to the existing development approval (Council Reference: **A006915428**) over the site at 317 Stafford Road, Stafford (**the site**) for a Development Permit for Material Change of Use for Health Care Service, Shop, Food and Drink Outlet and Warehouse. Please refer to **Appendix A** for a copy of the current development approval.

The Change Application (Minor Change) is made in accordance with the requirements for Change Applications pursuant to section 79 of the Planning Act, as it is made in the approved form and is accompanied by the written consent of the owner, and the required fee will be paid upon receipt of Council's fee quote to be issued following lodgement of the Change Application.

There are no affected entities for the proposed Change Application as the original development did not require referral to the State Assessment and Referral Agency.

2. Background

2.1 Site and Relevant Planning Designations

The site is located at 317 Stafford Road, Stafford and is more properly described as Lot 1 on RP158655. The subject site is a corner allotment, with frontages to Stafford Road and Webster Road of 75 metres and 52 metres, respectively. The site has an area of 3,803m^2 and is currently undergoing construction works to establish the approved development (approved by way of **A006915428**).

Having regard to the Certificate of Title (**Appendix B**) for the site, the current owner of the site is Elouera Health Pty Ltd (A.C.N. 625 287 765). The site is neither benefitted nor burdened by any easements.

The site is subject of the Brisbane City Plan 2014 (**the City Plan**), version 36.00/2026 at lodgement of the Change Application, pursuant to which the following key planning designations apply. The following table also provides a comparison of the provisions applicable at the time of the original development approval (v20.00/2020).

Table 1 – Town Planning Designations

	City Plan v20.00/2020	City Plan v34.00/2025	City Plan v37.00/2026
Zone	Low-medium density residential (2 or 3 storey mix)	Low-medium density residential (2 or 3 storey mix)	Low-medium density residential (**3 or 4 storey mix**)
Neighbourhood Plan	Lutwyche Road corridor neighbourhood plan	Lutwyche Road corridor neighbourhood plan	Lutwyche Road corridor neighbourhood plan

Overlays	• Airport Environs Overlay
	  ○ OLS - Horizontal limitation surface boundary
		• Airport Environs Overlay
		  ○ OLS - Horizontal limitation surface boundary
			• Airport Environs Overlay
			  ○ OLS – Horizontal limitation surface boundary

Table 1 – Town Planning Designations			
	○ Procedures for air navigation surfaces (PANS) ○ BBS zone - Distance from airport 8-13km • Bicycle Network Overlay ○ Secondary cycle route • Community Purposes Network Overlay • Critical Infrastructure and Movement Planning Area Sub-category ○ Critical infrastructure and movement planning area sub-category • Dwelling House Character Overlay • Flood Overlay ○ Overland flow flood planning area • Road Hierarchy Overlay ○ Suburban Road ○ Arterial Road • Streetscape Hierarchy Overlay ○ Subtropical boulevard - out of centre verge width 3.75m/4.25m • Transport Air Quality Corridor Overlay ○ Transport air quality B • Transport Noise Corridor Overlay ○ State designated noise corridor - state controlled	○ Procedures for air navigation surfaces (PANS) ○ BBS zone - Distance from airport 8-13km • Bicycle Network Overlay ○ Secondary cycle route • Community Purposes Network Overlay • Critical Infrastructure and Movement Planning Area Sub-category ○ Critical infrastructure and movement planning area sub-category • Dwelling House Character Overlay • Flood Overlay ○ Overland flow flood planning area • Road Hierarchy Overlay ○ Suburban Road ○ Arterial Road • Streetscape Hierarchy Overlay ○ Subtropical boulevard - out of centre verge width 3.75m/4.25m • Transport Air Quality Corridor Overlay ○ Transport air quality B • Transport Noise Corridor Overlay ○ State designated noise corridor - state controlled road - Mandatory area - Category 0: Noise level < 58 dB(A) ○ State designated noise corridor - state	○ Procedures for air navigation surfaces (PANS) ○ BBS Zone – Distance from airport 8 – 13km • Bicycle Network Overlay ○ Secondary cycle route • Community Purposes Network Overlay • Critical Infrastructure and Movement Planning Area Sub-category ○ Critical infrastructure and movement planning area sub-category • Dwelling House Character Overlay • Flood Overlay ○ Overland flow flood planning area • Road Hierarchy Overlay ○ Suburban Road (Webster Road) ○ Arterial Road (Stafford Road) • Streetscape Hierarchy Overlay ○ Subtropical boulevard - out of centre verge width 3.75m/4.25m • Transport Air Quality Corridor Overlay ○ Transport air quality B • Transport Noise Corridor Overlay ○ State designated noise corridor - state controlled road - Mandatory area - Category 0: Noise level < 58 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area -

Table 1 – Town Planning Designations			
	road - Mandatory area - Category 0: Noise level < 58 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area - Category 1: 58 dB(A) - 63 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area - Category 2: 63 dB(A) - 68 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area - Category 3: 68 dB(A) - 73 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area - Category 4: Noise level > 73 dB(A)	controlled road - Mandatory area - Category 1: 58 dB(A) - 63 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area - Category 2: 63 dB(A) - 68 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area - Category 3: 68 dB(A) - 73 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area - Category 4: Noise level > 73 dB(A	Category 1: 58 dB(A) - 63 dB(A) ○ State designated noise corridor - state controlled road – Mandatory area - Category 2: 63 dB(A) - 68 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area - Category 3: 68 dB(A) - 73 dB(A) ○ State designated noise corridor - state controlled road - Mandatory area - Category 4: Noise level > 73 dB(A)

As identified above, there has been no change in designations applicable to the site since the original development approval was granted. The designations have remained consistent since the assessment and approval of the development application.

2.2 Approval Background

The following provides a summary of the development approvals over the site.

2.2.1 Original Development Application

The development approval (Council Reference: **A005697853**) was granted by Brisbane City Council by way of a Decision Notice dated 18 February 2022 for a Development Permit for a Material Change for Health Care Service.

The development approval comprised a two (2) storey building with two (2) tenancies accommodating the lower and upper levels for Health Care Service uses, including basement and at-grade car parking. The proposal consolidated the six (6) existing vehicle crossovers into two (2) driveways including one (1) left in/ left-out crossover on Webster Road and one (1) left-in/ left-out crossover on Stafford Road to accommodate safe vehicle access.

The development application was subject to Impact Assessment, with two (2) submissions received by Council. The application was referred to the State Assessment and Referral Agency (**SARA**) pursuant to Schedule 10, Part 9, Division 4 of the Planning Regulation 2017, in relation to State transport infrastructure. SARA provided conditions of approval which were imposed over the site.

The development approval established the appropriateness of the site for health care related uses, the ability to service the site with urban infrastructure, and appropriate treatment of interfaces to adjoining residential development and high intensity road frontages.

2.2.2 Material Change of Use and Building Work (Sales and Display Activities)

A decision notice was issued on 18 October 2004 granting approval to undertake development of the site. These works have subsequently been carried out under council approval A001610014.

2.2.3 First Change (Other Change) – A006340835

On 17 August 2023, the Applicant submitted a Change Application (Other Change) to Brisbane City Council to change the development approval (Council Reference: A005697853).

The changes to the development approval arose from the relocation of a general practise (GP) located at 40 Minimine Street, Stafford to the site and the intended and desirable co-location and continued partnership with Optimal Pharmacy+ Stafford. A summary of the proposed changes is provided below.

- Inclusion of two (2) complementary land uses for a Shop (Pharmacy) and Food and Drink Outlet (Coffee Kiosk), as detailed herein.
    - Shop (Pharmacy) – 300m2 gross floor area (GFA); and
    - Food and Drink Outlet (Coffee Kiosk) – 7m2 gross floor area (GFA).
- Changes to the overall building design, including a new form that resulted in an increase in building height from RL33.38m to RL33.71m (increase of 330mm).

Brisbane City Council granted the approval for the Change Application (Other Change) on 12 December 2023.

2.2.4 Second Change (Other Change) – A006915428

On the 15 December 2025, the Applicant submitted a Change Application (Other Change) to Brisbane City Council to change the development approval (Council Reference: **A006915428**).

A summary of the proposed changes is provided herein.

- Introduction of a Warehouse use for the storage and distribution of pharmaceutical and medical supplies to support the approved health care service and pharmacy uses.

- Changes to the tenancy walls and layout, resulting in an increased number of approved tenancies from three (3) to eight (8) tenancies.
- Increase the approved size and configuration of the Shop (Pharmacy) use, including an increase in gross floor area (GFA) from 300m^2 to 600m^2.
- Minor consequential amendments to the approved tenancy configuration and detailed design, comprising a small increase in the approved food and drink outlet from 7m^2 to 9m^2 and a minor reduction in the gross floor area of Tenancy A (formerly Tenancy B) from 268m^2 to 248m^2.
- There were no changes to the approved building footprint or the overall built form, with the development remaining at two (2) storeys in height.

Brisbane City Council granted the approval for the Change Application (Other Change) on the 12 June 2026. The development approval has a currency period of six (6) years until the 20 May 2028.

This approval represents the current development approval for which this Change Application is being made. A copy of the development approval is included in **Appendix A**.

3. Proposed Changes

The Minor Change Application is being made as a consequence of changes that have arisen through the construction phase of the development. Specifically, works have recently been undertaken on-site for the installation of pipework throughout the development, including the undercroft car parking area, which has resulted in consequential changes to the minimum height clearance achieved to numerous car parking spaces. The proposed Minor Change Application seeks to resolve these changes to the current development approval and prior to the finalisation of construction works on the site.

As presented on the Architectural Plans prepared by Cottee Parker included in **Appendix C** to this report, the Applicant proposes to reduce the approved minimum height clearance (in part) within the undercover car parking area. The proposed change specifically relates to seven (7) car parking spaces, identified as car parks 24, 25, 26, 36, 37, 58 and 59 as illustrated in **Figure 1** below. The changes specifically include:

- A local reduction in height above the above stated car parking spaces, achieving heights ranging from 2,030mm to 2,235mm.
- A 2,200mm clearance within one parking aisle which will govern the effective height clearance of that parking module.

Other car parking spaces remain available on the site with a 2,300mm clearance, as approved.

The proposed development retains the car parking supply, vehicular access and servicing arrangements, as approved.

The proposed change is illustrated in **Figure 1** below.

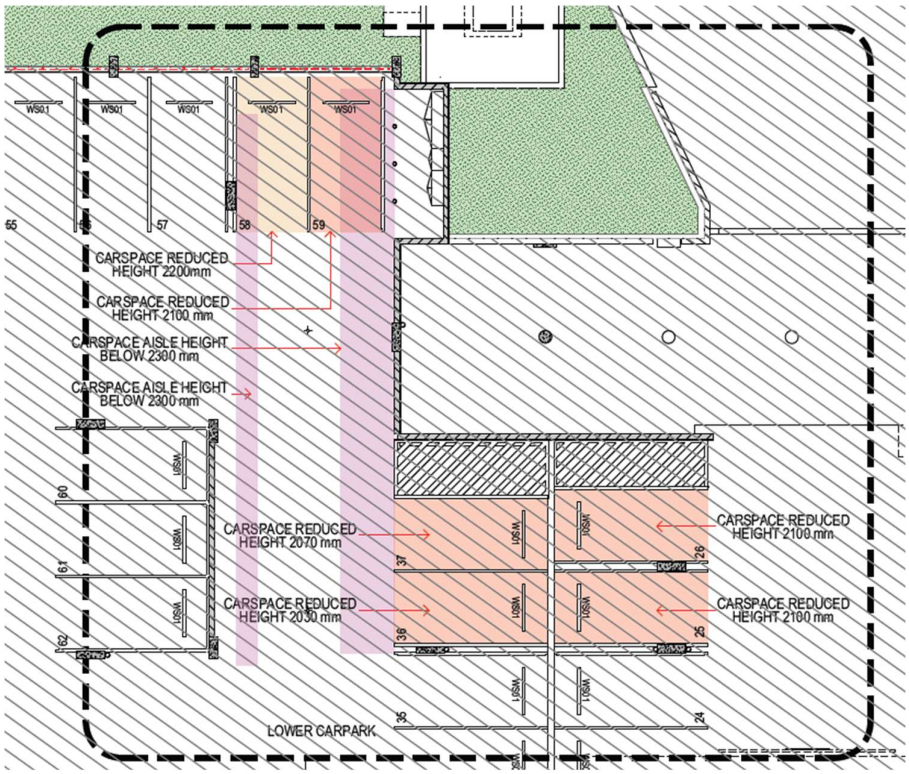


Figure 1: Proposed changes to minimum height clearance (Source: Cottee Parker, 2026)

A Traffic Assessment has been prepared by Q Traffic Engineering Consultants and is included in **Appendix D** to this report.

As detailed within the Traffic Assessment (**Appendix D**), the changes to the minimum height clearances do not change the functionality of the car parking bays and remain acceptable from a traffic engineering perspective. It has been recommended that each affected by should have a conspicuous low-clearance sign visible from the approach aisle, together with contrasting delineation of the local overhead restriction.

The east-west cable tray affects the vehicle travel path within one parking module. A flexible height bar is recommended at the module entrance in the indicative location shown, with its underside mounted at 2.2 metres above the finished pavement "Low clearance 2.2 metres'. Refer to Figure 1 of the Traffic Assessment (**Appendix D**) for further detail on the location of the proposed height bar.

This is an acceptable outcome from a traffic engineering standpoint and meets the general headroom requirement of AS/NZS 2890.1, which specifies a general minimum headroom of 2,200mm for cars and light vans. It also requires entrance clearance signs and appropriate warning devices, such as flexible striker bars where the signed clearance is below 2.3 metres. Accordingly, a clear 2,200mm vehicle travel path meets the general headroom requirement of the Australian Standard.

For further detail, refer to the Traffic Assessment prepared by Q Traffic Engineering Consultants included in **Appendix D**.

3.1 Changes to Approval Documentation

As part of this Change Application, we endeavour to assist Council with relevant process matters to the greatest extent possible. In this regard, we have identified where the Change Application will result in amendments to the current Brisbane City Council approval package, including the approved drawings and documents and conditions of approval.

3.1.1 Change to Approved Drawings and Documents

We recommend that the following changes are made to the approved drawings and documents (existing documents to be removed in strikethrough, and replacement documents in **green**). Only the documents subject to change are identified below; all other documents are unchanged.

Table 2 – Changes to Approved Drawings and Documents

Drawing of Document	Number	Revision	Plan Date
Traffic Statement	1842_MEW10	-	~~15-Aug-2023~~ **18 October 2026**
Carpark Height Location Plan	**3404**	**02**	**25-Sept-2026**
Carpark Reduced Heights Marking Plan	**3405**	**02**	**25-Sept-2026**
Lower Level – Basement Carpark	**SD-02**	**E**	16-Aug-2021
Upper Level – Ground Floor	SD-03	E	16-Aug-2021
Planting Calculation	SD-04	E	16-Aug-2021
Landscape Sections	SD-05	E	16-Aug-2021
Landscape Sections – Page 2	SD-06	E	16-Aug-2021
Indicative Planting Palette	SD-09	E	16-Aug-2021
Minor Hydraulic Flood Report	8974	-	13-Dec-2021

Section 8.4 of Engineering Services Report	8974 – Page 18 of 30	-	16-Aug-2021
Section 9 – Recommendations of Acoustic Report	R01J	-	16-Feb-2022 (Amended in Red)
Webster Road Perspective	SD0201	D	24-Nov-2023 (Amended in Red)
Stafford Road Perspective	SD0202	D	24-Nov-2023 (Amended in Red)
Site Plan	WD-1003	B	05-Jun-2026 (Amended in Red)
Floor Plan – Lower Level	WD-2002	K	12-Jun-2026 (Amended in Red)
Floor Plan – Upper Floor	WD-2003	H	05-Jun-2026 (Amended in Red)
West and South Elevation	WD-3002	D	05-Jun-2026 (Amended in Red)
North and East Elevations	WD-3001	C	05-Jun-2026 (Amended in Red)
Roof Plan	SD2101	D	15-Aug-2023
Sections	SD3101	D	24-Nov-2023 (Amended in Red)
Detail Sections	SD3102	C	24-Nov-2023 (Amended in Red)
Undercroft Stormwater Layout Plan	SK010	A	16-Aug-2021
Contents Page	SK-01	E	16-Aug-2021

3.1.2 Changes Conditions of Approval

Having regard to the proposed changes as shown on the plans, we recommend that the following changes are made to the conditions of approval.

Table 3 – Changes to Conditions

Condition	Reason for Change
32) Access, Grades, Manoeuvring, Carparks, Signs and Line Marking Construct and maintain access, parking and manoeuvring for vehicles on site, generally in accordance with the approved Traffic Statement, Document ref: 1842_MEW10, received on 15 August 2023, in accordance with the relevant Brisbane Planning Scheme Codes, as indicated on the approved DRAWINGS AND DOCUMENTS, including the following: i. A pavement of minimum Local road standard or equivalent surface material (including associated drainage) to the area on which motor vehicles will be driven and/or parked. ii. Manoeuvring on site for a rear loading smaller sized refuse collection vehicle (RCV) by private refuse contractor and for an (Ambulance) Small Rigid Vehicle (SRV) and for the loading and unloading of vehicle(s); Service Vehicle Access for both RCV & Ambulance is permitted from Stafford Road Access only. iii. Parking on the site for minimum seventy-nine (79) cars including two (2) parking spaces for	As detailed in **Section 3** of the Town Planning Assessment, the proposed change involves consequential changes to the approved minimum height clearance levels to various car parking spaces within the undercover car parking area. Recommended amendments are identified in **green**. A Traffic Assessment has been prepared by Q Traffic Engineering Consultants (**Appendix D**), which demonstrates that the revised minimum height clearance levels are appropriate and will not impact upon the operation and functionality of the car parking area.

Table 3 – Changes to Conditions	
people with disabilities and for the loading and unloading of vehicle(s) within the site. iv. Provide and maintain twenty-two (22) secure bicycle parking spaces for use by staff and visitors. ***v. A minimum height clearance shall be achieved as follows.*** • ***A minimum of 2,030mm height clearance to car park 24, 25, 26, 36, 37, 58, 59.*** • ***A minimum of 2.3 metres height clearance to all undercover parking areas.*** • ***A minimum of 2.5 metres above parking spaces for people with disabilities.*** vi. The minimum clear height must be measured to the lower protrusion from the ceiling (e.g., fire sprinklers, services, lighting fixtures, signs, etc). vii. A height clearance sign located at the entrance(s) to undercover car parking areas and a directional visitor parking sign clearly visible from the vehicle entrance to the site. viii. Prepare and implement signs and line markings drawings that show the internal paved areas signed and delineated in accordance with the approved drawings and documents. The drawings must be prepared and certified by a Registered Professional Engineer Queensland in accordance with the relevant Brisbane Planning Scheme Codes and the Manual of Uniform Traffic Control Devices. *PROOF OF FULFILMENT* *Certification from a Registered Professional Engineer Queensland, that the above requirements have been implemented in accordance with this condition. Timing: Prior to issue of Certificate of Occupancy/Final Inspection Certificate or prior to commencement of use, whichever comes first.*	

3.1.3 Changes to Infrastructure Charges Notices

There are no changes relating to the levied Infrastructure Charges Notice.

4. Statutory Town Planning Framework

This section of our Town Planning Assessment identifies the applicable components of the statutory town planning framework relating to a Change Application, specifically for a Minor Change to an existing development approval, and their relevance to the changes proposed by the Applicant.

Chapter 3, Part 5, Subdivision 2 of the Planning Act sets out the procedure for making a change application. In particular, section 78 states:

> *(1) A person may make an application (a change application) to change a development approval.*
>
> *(2) A change application must be made to the responsible entity.*

Section 78A identifies who the responsible entity for a change application:

> *(3) The responsible entity for a change application is—*
>
> *(a) if the change application is for a minor change to a development condition of a development approval stated in a referral agency's response for the development application or another change application for the approval—the referral agency; or*
>
> *(b) otherwise—the assessment manager. …"*

We understand that Brisbane City Council, as the assessment manager for the original application to which the approval relates, is the responsible entity in this instance for the purposes of section 78A of the Planning Act.

A change application under section 78 of the Planning Act may be for a 'minor change', which is defined in schedule 2 of the Planning Act as follows:

> ***minor change** means a change that—*
>
> *(a) for a development application—*
>
> *(i) does not result in substantially different development; and*
> *(ii) if the application, including the change, were made when the change is made—would not cause—*
> *(A) the inclusion of prohibited development in the application; or*
>
> *(B) referral to a referral agency if there were no referral agencies for the development application; or*
>
> *(C) referral to extra referral agencies; or*
>
> *(D) a referral agency to assess the application against, or have regard to, matters prescribed by regulation under section 55(2), other than matters the referral agency must have assessed the application against, or have had regard to, when the application was made; or*
>
> *(E) public notification if public notification was not required for the development application; or*
>
> *(b) for a development approval—*
>
> *(i) would not result in substantially different development; and*
>
> *(ii) if a development application for the development, including the change, were made when the change application is made would not cause—*
>
> *(A) the inclusion of prohibited development in the application; or*

(B) referral to a referral agency, other than to the chief executive, if there were no referral agencies for the development application; or

(C) referral to extra referral agencies, other than to the chief executive; or

(D) a referral agency to assess the application against, or have regard to, matters prescribed by regulation under section 55(2), other than matters the referral agency must have assessed the application against, or have had regard to, when the application was made; or

(E) public notification if public notification was not required for the development application."

Schedule 1 of the Development Assessment Rules sets out the circumstances in which a minor change would not result in substantially different development.

Section 81 of the Planning Act prescribes the matters which the responsible entity must have regard to in assessing the request as follows:

(1) This section applies to a change application for a minor change to a development approval.

(2) In assessing the change application, the responsible entity must consider—

(a) the information the applicant included with the application; and

(b) if the responsible entity is the assessment manager—any properly made submissions about the development application or another change application that was approved; and

(c) any pre-request response notice or response notice given in relation to the change application; and

(d) if the responsible entity is, under section 78A(3), the Minister—all matters the Minister would or may assess against or have regard to, if the change application were a development application called in by the Minister; and

(da) if paragraph (d) does not apply—all matters the responsible entity would or may assess against or have regard to, if the change application were a development application; and

(e) another matter that the responsible entity considers relevant.

(3) Subsections (4) and (5) apply if the responsible entity must, in assessing the change application under subsection (2)(d) or (da), consider—

(a) a statutory instrument; or

(b) another document applied, adopted or incorporated (with or without changes) in a statutory instrument.

(4) The responsible entity must consider the statutory instrument, or other document, as in effect when the development application for the development approval was properly made.

(5) However, the responsible entity may give the weight the responsible entity considers is appropriate, in the circumstances, to—

(a) the statutory instrument or other document as in effect when the change application was made; or

(b) if the statutory instrument or other document is amended or replaced after the change application is made but before it is decided—the amended or replacement instrument or document; or

(c) another statutory instrument—

i. that comes into effect after the change application is made but before it is decided; and

ii. that the responsible entity would have been required to consider if the instrument had been in effect when the development application for the development approval was properly made."

An assessment of the proposed changes against the 'minor change' definition, Schedule 1 of the Development Assessment Rules (substantially different development criteria) and Section 81 of the Planning Act is included below as part of this town planning assessment.

5. Minor Change Statutory Assessment

5.1 Assessment against Minor Change Criteria

The following table provides an assessment against the minor change criteria as identified in the definition for minor change stated in Schedule 2 of the Planning Act.

Table 4– Assessment of Minor Change Criteria

Minor Change Criteria	Assessment
Does not result in substantially different development	Refer to **Table 5**.
Would not cause the inclusion of prohibited development	The proposed changes would not introduce or involve any prohibited development.
Would not cause referral to a referral agency if there were no referral agencies for the development application	The original development application triggered referral to the State Assessment and Referral Agency. A review of the *Planning Regulation 2017* confirms that the proposed change will not trigger referral to a new referral agency.
Would not cause referral to extra referral agencies	
Would not cause a referral agency to assess the application against matters prescribed by regulation under section 55(2), other than matters the referral agency must have assessed the application against when the application was made	
Would not cause public notification if public notification was not required for the development application	The original application triggered impact assessment and required public notification.

The following table provides an assessment against the guidelines for substantially different development as identified in Schedule 1 of the Development Assessment Rules.

Table 5 – Assessment of Substantially Different Development Criteria

Minor Change Criteria	Assessment
Does not involve a new use	The proposed minor change maintains the same land use for a Health Care Service, Shop, Food and Drink Outlet and Warehouse as approved and does not involve a new land use.
Does not result in the application applying to a new parcel of land	The proposal continues to apply over the land to which the original development application and approval applies.

Table 5 – Assessment of Substantially Different Development Criteria	
Does not dramatically change the built form in terms of bulk, scale and appearance	The proposed development will not dramatically change the built form, scale and appearance of the approved development for the reasons set out herein. • The Applicant proposes changes to the approved minimum height clearances (in part) within the undercover car parking area, specifically to car parking spaces 25, 26, 36, 37, 58 and 59. A minimum height clearance of 2.1 metres is achieved to each respective car parking space, resulting in a reduction of approximately 200mm from 2.3 metres (as approved). • As presented on the Architectural Plans (**Appendix C**), the proposed change does not result in an increase in the approved maximum building height. • The proposed change and associated pipework that has been installed on the ceiling of the undercover car parking area will not be visible from the streetscape, noting that the car parking area is largely concealed by screening and landscaping elements along the Stafford Road and Webster Road frontages. Refer to the Architectural Plans prepared by Cottee Parker included in **Appendix C**, for further detail. Refer to **Section 5.2** for further detail.
Does not change the ability of the approved development to operate as intended	The proposed change will not change the ability of the approved development to operate as intended. The proposal remains for a Health Care Service, Shop, Food and Drink Outlet and Warehouse.
Does not remove a component that is integral to the operation of the development	The proposed minor change will not remove a component of the approved development that is integral to the operation of the development.
Does not significantly impact on traffic flow and the transport network, such as increasing traffic to the site	As detailed in **Section 3** of this Town Planning Report, the proposed development does not result in any changes to the quantum of car parking provided on-site or any changes to the approved vehicular access arrangement to the site. The proposed car parking arrangement remains sufficient to cater for the expected demands of the proposed development and will not impact on traffic flow on the surrounding transport network.
Does not introduce new impacts or increase the severity of known impacts	The proposed change will not introduce new impacts or increase the severity of known impacts, for the reasons set out below. • The Applicant proposes changes to the approved minimum height clearances (in part) within the undercover car parking area, specifically to car parking spaces 25, 26, 36, 37, 58 and 59. A minimum height clearance of 2.1 metres is

Table 5 – Assessment of Substantially Different Development Criteria	
	achieved to each respective car parking space, resulting in a reduction of approximately 200mm from 2.3 metres (as approved). • A Traffic Assessment has been prepared by Q Traffic Engineering Consultants (**Appendix D**), which demonstrates that the proposed change will not impact upon the functionality and/or operation of the car parking area and internal vehicle manoeuvring areas. • There are no changes to the approved built form, including building height, setbacks, site cover, and infrastructure. The proposed change will not increase any existing impacts or introduce new impacts. Refer to **Section 5.2** for further detail.
For a development prescribed by the Planning Regulation as requiring social impact assessment as identified under section 106T of the Act.	**Not Applicable** – The proposed development is not prescribed by the Planning Regulation as requiring social impact assessment as identified under section 106T of the Act.
Does not remove and incentive or offset component that would have balanced a negative impact of the development	We are not aware of any "incentive" or "offset component" having been considered by Brisbane City Council in their assessment of the original development application.
Does not impact on infrastructure provisions	The proposed changes do not impact upon infrastructure provisions.

As identified in the above table, the proposed development satisfies the criteria for a minor change in Schedule 2 of the Planning Act, including the guidelines for substantially different development.

5.2 Assessment against Applicable Planning Framework

Section 81(2)(d) and (3) of the Planning Act provides the matters to which Brisbane City Council must have regard to in assessing the Change Application (Minor Change). This includes the information included with the application, any properly made submissions about the application, all matters that a responsible entity would or may assess against or have regard to if the change application were a development application, and any matter that the responsible entity considers relevant.

The responsible entity must assess against, or have regard to, the matters that applied when the development application was made. The responsible entity may assess against, or have regard to, the matters that applied when the change application was made.

The responsible entity must assess against, or have regard to, the matters that applied when the development application was made. The responsible entity may assess against, or have regard to, the matters that applied when the change application was made.

The original application was assessed and decided under the legislative framework of the *Planning Act 2016*, with the *Brisbane City Plan 2014* providing the relevant planning scheme provisions. The *Planning Act 2016* and the *Brisbane City Plan 2014* remain in force at the time of this change.

Relevant aspects to the assessment of the Change Application (Minor Change), having regard to the town planning framework applicable at the time of the original application and now, is provided below.

A summary of the development's compliance with the built form provisions is provided below:

- **Building Height –** The application does not propose to change the approved building height of two (2) storeys, and therefore the development continues to comply with the planning framework, as per the original assessment. The same building height provisions under the original planning framework apply to the current planning framework and therefore the development also complies with the current framework.
- **Site Cover –** The application does not propose to change the site cover and therefore the development continues to comply with the planning framework. The same site cover provisions under the original planning framework apply to the current planning framework and therefore the development also complies with the current planning framework.
- **Setbacks** – The proposed development maintains all setbacks as approved and therefore the development continues to comply with the planning framework. The same setback provisions under the original planning framework apply to the current planning framework and therefore the development also complies with the current planning framework.
- **Hours of Operation** – The application does not propose to change the approved hours of operation, as detailed herein.
    - Shop and Food and Drink Outlet: 6:00AM to 8:00PM.
    - Warehouse: 7:00AM to 10:00PM.

    The proposed development therefore the development continues to comply with the planning framework. The same provisions under the original planning framework apply to the current planning framework and therefore the development also complies with the current planning framework.
- **Minimum Flood Planning Levels** – The proposed development maintains the minimum flood planning level for all building pad levels, floor levels and ancillary structures in accordance with the current development approval. The proposed development therefore continues to comply with the planning framework, as per the original assessment. The same flood planning provisions under the original planning framework apply to the current planning framework and therefore the development also complies with the current planning framework.
- **Landscaping** – The application does not propose to change the approved landscaping outcome on the site and therefore the development continues to comply with the planning framework. The same provisions under the original planning framework apply to the current planning framework and therefore the development also complies with the current planning framework.
- **Car Parking** – There are no proposed changes to the approved car parking provision on-site as approved. As detailed in **Section 3** of this Town Planning Assessment, the proposed changes relate to the approved minimum height clearances (in part) within the undercover car parking area, which are proposed to be reduced from 2.3 metres to 2.1 metres in areas. The proposed change specifically relates to car parking spaces 25, 26, 36, 37, 58 and 59. It is noted that a minimum height clearance of 2.5 metres is achieved above PWD car parking spaces, as approved.

    A Traffic Assessment has been prepared by Q Traffic Engineering Consultants (**Appendix D**), which demonstrates that the proposed change will not impact upon the functionality and/or operation of the car parking area and internal vehicle manoeuvring areas. It has been recommended that each affected by should have a conspicuous low-clearance sign visible from the approach aisle, together with contrasting delineation of the local overhead restriction.

The east-west cable tray affects the vehicle travel path within one parking module. A flexible height bar is recommended at the module entrance in the indicative location shown, with its underside mounted at 2.2 metres above the finished pavement "Low clearance 2.2 metres'. Refer to Figure 1 of the Traffic Assessment (**Appendix D**) for further detail on the location of the proposed height bar.

This is an acceptable outcome from a traffic engineering standpoint and meets the general headroom requirement of AS/NZS 2890.1, which specifies a general minimum headroom of 2,200mm for cars and light vans.

- **Bicycle Parking** – The proposed development maintains the bicycle parking as approved by way of the current development approval. The development therefore continues to comply with the planning framework. The same provisions under the original planning framework apply to the current planning framework and therefore the development also complies with the current planning framework.

The proposed change is therefore consistent with the provisions and intent of the current planning framework.

6. Summary

This Town Planning Assessment in respect of the proposed Change Application (Minor Change) for the development approval at 317 Stafford Road, Stafford has assessed the proposed changes having regard to the relevant statutory town planning framework for a Change Application.

This Town Planning Assessment concludes that the proposed Change Application satisfies the relevant statutory town planning framework pursuant to the *Planning Act 2016*.

We recommend tha the Change Application be approved, with the drawings and documents, conditions and infrastructure charges notice updated as per the recommendations identified within this Town Planning Assessment.