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1028 Lytton Road, Murarrie QLD 4172

MATERIAL CHANGE OF USE

MEDIUM IMPACT INDUSTRY

TOWN PLANNING REPORT
PREPARED ON BEHALF OF WALPLEDGE PTY LTD TRUSTEE
DECEMBER 2025

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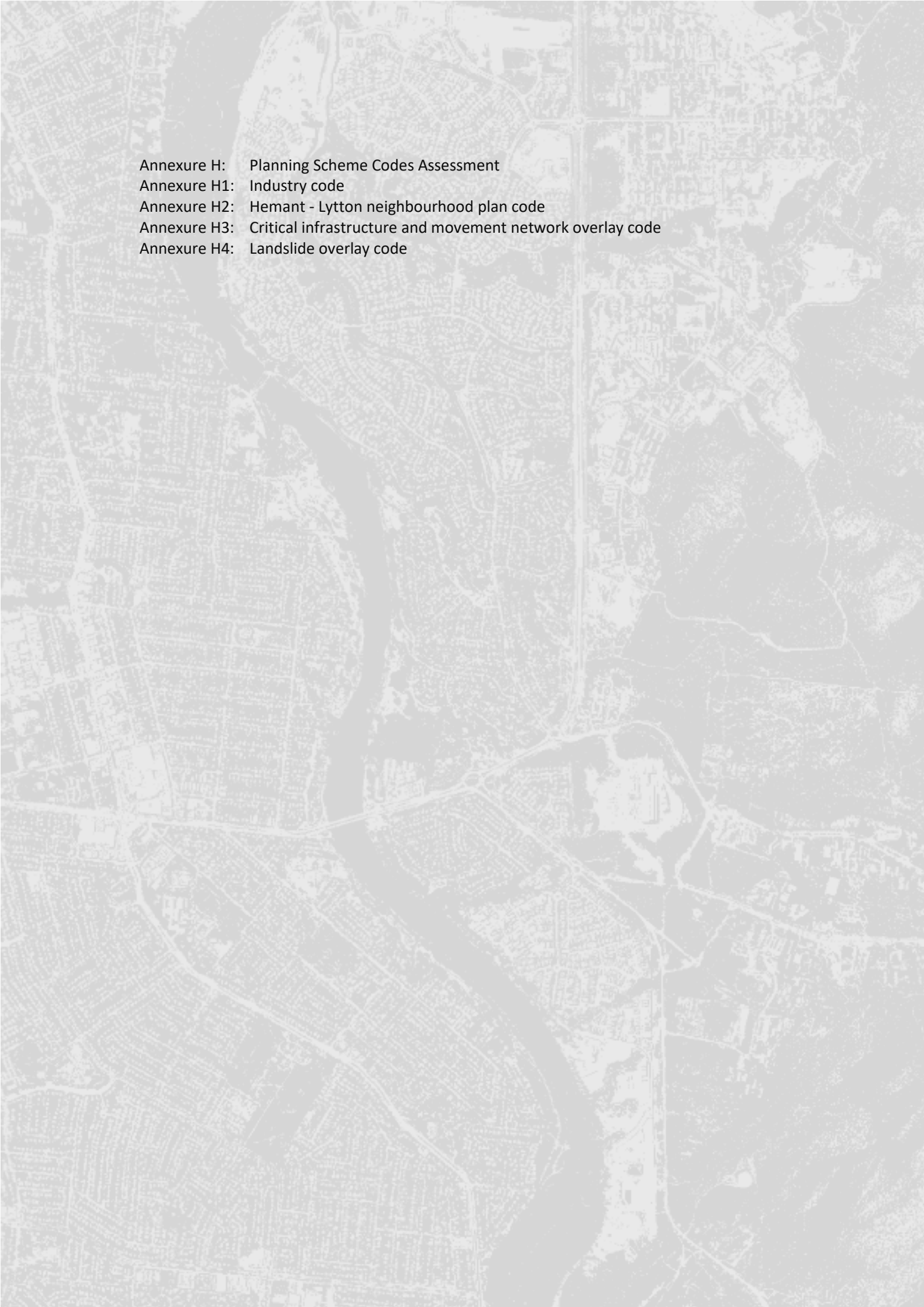
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EXECUTIVE SUMMARY

This town planning report has been prepared on behalf of Walpledge Pty Ltd A.C.N. 010 393 487 TRUSTEE under instrument 723222515 ('Applicant') to accompany a development application to Brisbane City Council.

Approval of the development application is necessary to establish a medium impact industry use upon part of premises located at 1028 Lytton Rd, Murarrie QLD 4172 ("the site").

The site has an area of 11,583m² with a frontage to Lytton Road of approximately 108m.

The site is divided into two distinct levels by a substantial reinforced concrete retaining wall (approximately 3.5m high) running in a north-south direction which separates the upper (eastern) portion of the site (fronting Lytton Road) from the lower, rear (western) portion of the site. The front portion of the site accommodates an existing industry (heavy transport and lifting business) within an existing building and external hardstand and manoeuvring area and the rear portion of the site is vacant. Vehicular access is provided to the site via a short constructed service road/leg in the road reserve at the southern end of the frontage that services both the subject and adjoining site to the south (1004 Lytton Rd). Vehicle access/egress to/from Lytton Road is left-in (northbound) with left-out only and a right-in turn (southbound). Constructed concrete kerb and channel exists along the full Lytton Road frontage and the service leg. An extensive road dedication was obtained by the Department of Transport and Main Roads as a condition of the original approval for the existing premises on the site and forms part of the Lytton Road reserve.

The proposed development involves the construction of a new industrial building (2,539m² GFA) located on the rear (undeveloped) portion of the site as shown at **Figure 1**.

The existing access will service the proposed new industrial building on the rear portion of the site. Lytton Road is an arterial road (major road) and therefore the application will trigger referral to SARA pursuant to Schedule 10, Part 9 – Infrastructure related referrals, Planning Regulation 2017, although no change is required to the existing access arrangement.

The site is located within the 'Urban Footprint' settlement pattern and the SEQ major enterprise and industrial area (MEIA) of the ShapingSEQ 2023 regional plan and the proposal is consistent with the ShapingSEQ 2023 designation attributed to the site.

The category of development constituted by the proposal is a 'Material Change of Use' (*a material increase in the intensity or scale of the use of the premises*).

Under the Council's planning scheme (CityPlan 2014 (v35), the site is included within the General Industry C zone. The zone category of assessment for 'Medium impact industry' is code assessment and the assessment benchmarks include the Industry zone code, Industry code and prescribed secondary codes. Code assessment is an assessment that must be carried out only against or have regard to the matters under s45(3) of the *Planning Act 2016* ('PAct').

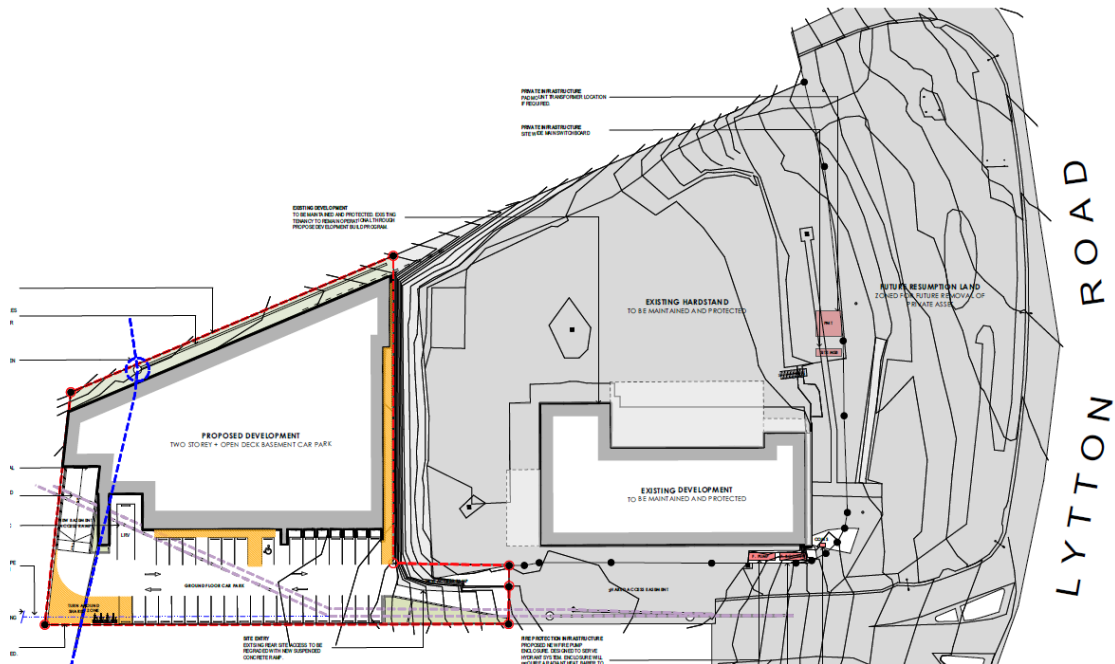
The site is also included in the Hemant - Lytton Neighbourhood Plan (no particular precinct). The zone category of assessment is not altered by the Neighbourhood Plan category of assessment.

The site is also affected to varying extents by a number of mapped planning scheme overlays. s8.1 (6) of the Cityplan 2014 (v35) relevantly states 'Where development is proposed on premises partly affected by an overlay, the assessment benchmarks for the overlay only relate to the part of the premises affected by the overlay. Accordingly, relevant overlays include the

Airport environs overlay, Critical infrastructure & movement network overlay, Industrial Amenity overlay, Landslide overlay, Potential and actual acid sulfate soils overlay, Regional infrastructure and substations overlay, Road hierarchy overlay and Transport noise corridor overlay. Discussion of these overlays is presented at section 6.4 of this report. The zone category of assessment is not altered by the overlays category of assessment.

A detailed description of the proposed development is provided at section 3.0 of this report.

Specialist technical assessments for engineering, traffic, waste and acoustics have determined that the proposed development is suitable for the site.



Source: JSTN Architects

Figure 1: Proposed Site Layout Plan – Extract

Key Issues of the Proposal

The key issues of the proposal are summarised below:

- Building height: a portion of the building exceeds the Acceptable Outcome (AO12) for building height nominated in the Industry code. A performance outcome is discussed at section 6.7 of this report which addresses the minor incursion of building height (17.2m) for a portion of the building above the nominated acceptable outcome (15m).
- Shade trees to carpark: planter beds are proposed to the upper level (deck) car parking area, in lieu of the requirement for shade trees nominated as the Acceptable Outcome (AO13.3) in the Industry code. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of the proposed landscaping.
- Number of car parking spaces: 128 parking spaces (including 2 pwd spaces) are proposed, in lieu of the ratio Acceptable Outcome (AO1) nominated in the Transport Access Parking and Servicing code. A performance outcome is discussed at section 6.7 of

this report which addresses the suitability of the car parking requirements for the proposed use.

- **Site access:** utilisation of existing site access is proposed, in lieu of access nominated as the Acceptable Outcome (AO3.1) in the Transport Access Parking and Servicing code (via the standards in the Transport Access Parking and Servicing planning scheme policy). A performance outcome is discussed at section 6.7 of this report which addresses the suitability of site access for the proposed use.
- **Car park layout:** the car parking layout is proposed, in lieu of the standards nominated as the Acceptable Outcome (AO15) in the Transport Access Parking and Servicing code. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of the servicing requirements for the proposed use.
- **Service vehicle:** a 12.5 metre Heavy Rigid Vehicle (HRV) is proposed as the largest service vehicle to access the site, in lieu of a 19-metre articulated vehicle nominated as the Acceptable Outcome (AO19.1) in the Transport Access Parking and Servicing code (via Table 1 Transport Access Parking and Servicing planning scheme policy) and AO19 in the Industry code. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of the servicing requirements for the proposed use.
- **Refuse collection:** on site refuse is accommodated in lieu of the standards nominated in the Refuse planning scheme policy, Transport Access Parking and Servicing planning scheme policy and Infrastructure Design planning scheme policy. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of the refuse collection requirements for the proposed use.
- **Fire hydrant proximity:** Existing fire hydrant location exceeds the Acceptable Outcome (AO23.1) for fire hydrant proximity to the site nominated in the Infrastructure Design code. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of fire services access for the proposed use.

APPLICATION SUMMARY TABLE AT A GLANCE

TABLE 1	
SITE DETAILS	
Street Address	1028 Lytton Rd, Murarrie QLD 4172
Real Property Description	Lot 2 on SP137108
Additional Properties	N/A
Site Area	11,583m ²
Street Frontage	Lytton Rd – 108 metres (approx.)
Existing Use	Industry
Landowner	Walpledge Pty Ltd A.C.N. 010 393 487 TRUSTEE under instrument 723222515
APPLICATION DETAILS	
Applicant	Walpledge Pty Ltd A.C.N. 010 393 487 TRUSTEE Under instrument 723222515
Category of Development	Material Change of Use (Medium impact industry B)
Category of Assessment	Code Assessment
Approval Type	Development Permit
STATE PROVISIONS	
SEQ Regional Plan	Urban Footprint and Major Enterprise and Industry area
Referral Triggers (SARA)	<ul style="list-style-type: none"> • Infrastructure related referrals (Schedule 10, Part 9, Div 4, Subdiv 2, Table 4 (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— <ul style="list-style-type: none"> a) are within 25m of a State transport corridor; or b) are a future State transport corridor; or c) are— <ul style="list-style-type: none"> i. adjacent to a road that intersects with a State-controlled road; and ii. within 100m of the intersection
LOCAL PROVISIONS	
Local Authority	Brisbane City Council
Planning Scheme	Brisbane CityPlan 2014 (Version 35)
Zoning	Industry
Precinct/Sub-area	General Industry C
Neighborhood Plan	Hemant - Lytton (no particular precinct)
Overlays <u>Note.</u> Section 8.6 (1), Part 8 of the CityPlan 2014 states “Where development is proposed on premises partly affected by an overlay, the assessment benchmarks for the overlay only relate to the part of the premises affected by the overlay.”	<ul style="list-style-type: none"> ➤ Airport Environs ➤ Community Purposes Network ➤ Critical Infrastructure and Movement Network ➤ Industrial Amenity ➤ Landslide ➤ Potential and Actual Acid Sulfate Soils ➤ Regional Infrastructure and substations overlay ➤ Road Hierarchy ➤ Streetscape Hierarchy ➤ Transport Noise Corridor overlay.

Accordingly, only those overlays are listed that affect that part of the premises of the proposal.	
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1.0 INTRODUCTION

This town planning report contains supporting information to accompany a development application to be submitted to Council for approval.

The development application is necessary to obtain a development permit for a Material Change of Use (Medium Impact Industry) on land situated at 1028 Lytton Road, Murarrie QLD 4127.

In addition to this town planning report, accompanying specialist technical reports have assessed the proposed development against relevant assessment benchmarks of the Council's town planning scheme, as well as, where applicable, matters of state interest, including the Regional plan and State Planning Policy.

Because the category of assessment for the application is identified as code assessment, assessment of the application is to be undertaken pursuant to Section 45 (3) of the *Planning Act 2016*.

S45(3) of the Planning Act 2016 states that code assessment is an assessment that

- a) *must be carried out only –*
 - i. *against the assessment benchmarks in a categorising instrument for the development; and*
 - ii. *having regard to any matters prescribed by regulation for this subparagraph.*¹

1.1 Report Structure

Section 2 of this report contains a description of the site and surrounding area.

Section 3 of this report provides a detailed description of the proposed development.

Section 4 of this report describes the town planning assessment framework for land use and development activity that is governed by the *Planning Act 2016 (PA)* including the Development Assessment Rules and State Development Assessment Provisions.

Section 5 of this report provides an assessment of the proposal against the relevant assessment benchmarks identified in the categorising instrument for the proposal.

Section 6 of this report presents the conclusions of the assessments undertaken.

1.2 Applicant Details

The applicant for the proposed development is Walpledge Pty Ltd A.C.N. 010 393 487 TRUSTEE under instrument 723222515.

All correspondence in relation to the application is to be addressed to:

Walpledge Pty Ltd
c/- Clegg Town Planning
PO Box 2144
Toowong BC QLD 4066
Phone: 07 3878 1371
E-mail: graham@cleggco.com.au

¹ Planning Act 2016, s45(3)

2.0 THE SITE & SURROUNDS

2.1 Subject Site

The subject site is located at 1028 Lytton Rd, Lytton QLD 4172, which is more particularly described as Lot 2 on SP137108 (refer Locality Map, **Figure 2**).

The subject site has an irregular shape and has an area of 11,583m² with a frontage length to Lytton Road of approximately 108m. Lytton Road is an arterial road and part of the state controlled road network.

The site is bound by industrial properties to the north and south, Lytton Road to the east and a disused rail corridor to the west.

The site is divided into two distinct levels by a substantial reinforced concrete retaining wall (approximately 3.5m high) running in a north–south direction. Site levels range between 11m AHD to 14m AHD, with an approximately 3.5m high retaining wall to the east which supports the upper portion of the site. The upper level of the site (closest to Lytton Rd) accommodates a crane and truck operations business within an existing building and external hardstand and manoeuvring area. The rear portion of the site is vacant (refer Aerial Photo, **Figure 3**). The new building will be located on the rear portion of the site as shown at **Figure 1**.

Existing vegetation is limited with established trees being located primarily along the northern and eastern boundaries as well as along the retaining wall that runs north to south through the centre of the site.

The site has frontage to Lytton Road, with vehicular access to the site via a short constructed service road/leg in the road reserve at the southern end of the frontage that services both the subject and adjoining site to the south (1004 Lytton Rd). Vehicle access/egress to/from Lytton Road is left-in (northbound) with left-out only and a right-in turn (southbound). Constructed concrete kerb and channel exists along the full Lytton Road frontage and the service leg all of which is in sound condition. An extensive road dedication was obtained by the Department of Transport and Main Roads as a condition of the original approval for the existing premises on-site and forms part of the Lytton Road reserve. This area remains partially constructed with bitumen, providing for an informal service road/on-street car park in front of the subject site as seen in **Figure 3**.



Source: Google Maps

Figure 2: Locality Map



Source: Google Earth

Figure 3: Aerial Photo of Subject Site.

2.2 Land Ownership, Easements and Encumbrances

The title search for the subject site is attached at **Annexure A**.

The site is encumbered by Easement No 601199854 (A94315) 03/07/1929 benefitting the land over Easement A on RP44845.

2.3 Topography and Vegetation

The site is divided into two distinct levels by a substantial reinforced concrete retaining wall (approximately 3.5m high) running in a north–south direction. Site levels range between 11m AHD to 14m AHD, with an approximately 3.5m high retaining wall to the east which supports the upper portion of the site.

The subject site is not identified as containing any protected vegetation under Natural Assets Local Law (NALL).

The subject site is also not identified within any Native Vegetation Clearing or Koala Habitat areas under the Development Assessment Mapping System (DAMS).

2.4 Contaminated Land

In accordance with the requirements of the Queensland Environmental Protection Act 1994 (EPA) the Department of Environment and Science (DES) maintains a register of sites identified as having previous or current notifiable activities or which are contaminated by hazardous materials. The Environmental Management Register (EMR) identifies ‘low-risk’ sites that have been used for an activity which is likely to cause land contamination, while the Contaminated Land Register (CLR) identifies ‘risk’ sites as requiring remediation.

The subject site is not included within the CLR or EMR. A copy of the search results is provided at **Annexure B**.

2.5 Services

The subject site is appropriately serviced by existing urban infrastructure including electrical, reticulated sewer, stormwater, and water supply utilities.

2.6 Surrounding Area

The site is located within a broader industrial area that extends eastwards towards the Port of Brisbane and westwards towards Morningside / Bulimba and defined by Lytton Road to the south, as shown on the locality map at **Figure 2** above.

Land use adjoining the site to the:

- North and South: are industry uses (concrete batching plants);
- East: is Lytton Road (arterial road and part of the state controlled road network);
- West: is a disused rail corridor with further industrial use on the opposite side of the corridor.

2.7 Previous Planning Approvals

Brisbane City Council's Developmenti platform provides historical development application information for a property. Where applicable, details are recorded in Table 2 below. Having regard to existing and approved development, the area is properly characterised as an industrial area.

Table 2 Previous Planning Approvals			
Address	Development Approval	Decision	BCC File Reference Number
1028 Lytton Rd, Murarrie (Lot 2 SP137108)	Material Change of Use Stage 1 - Self-Storage Facility & Warehouse (13 Tenancies) Stage 2 - Warehouse (16 Tenancies)	2.10.2009	A002335732
1028 Lytton Rd, Murarrie (Lot 2 SP137108)	Reconfigure a Lot (2 Leasehold Lots with Non Exclusive Shared Access Area)	8.9.2014	A003878761
1028 Lytton Rd, Murarrie (Lot 2 SP137108)	Extension to Medium Impact Industry	15.11.2017	A004787181
1004 Lytton Rd, Murarrie (Lot 7 RP835877)	Material Change of Use – Concrete batching plant	18.6.2010	A002696497
1004 Lytton Rd, Murarrie (Lot 7 RP835877)	Material Change of Use (Negotiated Decision Notice) – Concrete batching plant	8.8.2006	DRS/USE.HO 5-927365
980 Lytton Rd, Murarrie (Lot 60 SP137102)	Material Change of Use – Medium Impact Industry A and Medium Impact Industry B	27.9.2024	A006523452

3.0 PROPOSAL

3.1 Detailed Description of the Proposed Development

It is proposed to develop the rear (western) portion of the site with the construction of an industrial building (2,539 m² GFA) to accommodate future medium impact industry use and ancillary administration area together with basement and at-grade (deck) car parking / servicing, generally as shown on the proposed site layout plan attached at **Annexure C** and portrayed in the 3D drawing at **Figure 4**.



Source: JSTN Architects

Figure 4: 3D Drawing of Proposed Development on rear portion of site

The development has been architecturally designed by JSTN Architects and represents a high-quality industrial outcome for the site in terms of built form, access and siting.

The development has carefully considered the site's topography and existing development on the site. The incorporation of existing access arrangements and parking / servicing, building orientation and variations in materials and finishes to enhance the appearance and scale of the building offers an appropriate design response to this undeveloped portion of the site.

Development approval was granted in 2018 for extensions to the existing medium impact industry use on the site. A copy of the approved site plan is provided at **Figure 9** and indicates a landscape area of 1,384m² (12%) is provided for the existing medium impact industry on the site. The proposal will result in some partial loss of landscaping to the southern and western boundaries shown on the 2018 approved plan, reducing the landscape area to 1,045m² (9.4%), which still exceeds the minimum landscape area required by the Industry code (3% or 346.14m²).

Because the building is located at the rear of the site behind the existing building, landscaping for visual screening purposes from the street (Lytton Road) is not necessary in this instance.

As can be seen at **Figure 3**, existing mature dense screening vegetation provided to the entire length of the eastern property boundary will be retained.

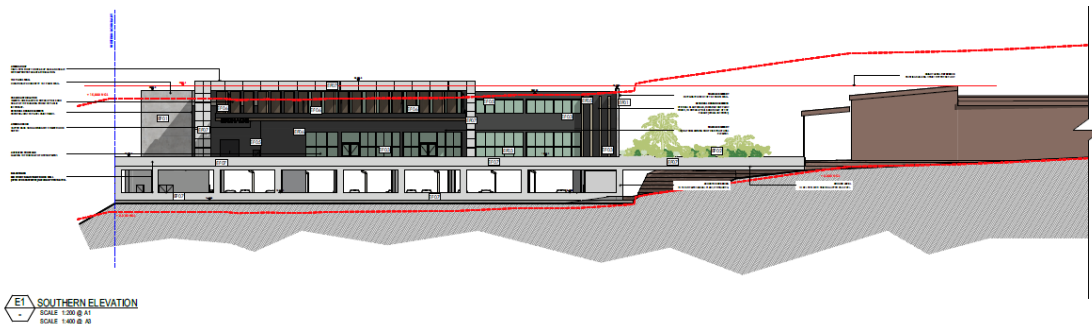
Additional landscaping is proposed to be provided in garden beds to the car parking area at-grade, as shown at **Figure 10**.

As such, the development achieves an appropriate balance between built form, hardstand areas and landscaping and provides a suitable amenity for site users.

The tenant has not yet been confirmed and as such, the development seeks approval for both Medium impact industry A and Medium impact industry B uses. The proposed development establishes the building and facilities for future tenants undertaking Medium impact industry uses. Council is obligated to impose conditions on compliance and future tenants will be required to assess the relevant activities against the Industry code. The zone code is structured such that these uses are only accepted subject to requirements, which can either be conditioned through this approval or are regulated under the City Plan. Therefore, it is requested that Council condition the quantity of hazardous goods stored on-site.

Whilst further details of the specific Medium impact industry activities are not able to be provided at this stage, the proposed development protects the viability of industrial land from the intrusion of incompatible uses by providing for compatible uses on appropriately zoned land, achieving the intent of the General industry C zone precinct. Additionally, the site is sufficiently separated from sensitive land uses to ensure adverse amenity impacts are avoided and to minimise environmental nuisance and unacceptable risks to community safety.

A portion of the building exceeds a building height of 15m (Acceptable Outcome) as shown on the southern elevation at **Figure 5** (eg that portion above the red dashed line).



Source: JSTN Architects

Figure 5: Southern architectural elevation showing minor incursion of building height

A performance outcome is discussed at section 6.7 of this report which addresses the minor incursion of building height (17.2m) above the nominated acceptable outcome for building height (15m).

Hours of Operation

It should be noted that the Industry code does not prescribe hours of operation relevant to the proposed Medium impact industry use within the General industry C zone precinct of the Industry zone. The proposed hours of operation are not expected to result in adverse amenity impacts on surrounding uses, given the site is located within an established industrial precinct and the closest residential uses are located more than 500m from the site and separated by the Gateway Motorway and Lytton Road (Refer **Figure 8**). An Acoustic assessment will be provided under separate cover.



Source: BCC CityPlan 2014 Interactive mapping

Figure 8: Distance from sensitive zone

Table 3 summarises the key design parameters of the proposed development, which are sourced from the Industry code assessment benchmarks. Where an alternative outcome is proposed, justification against the corresponding performance outcome is provided within this report.

Table 3 – Key Assessment Benchmarks

Assessment Benchmark	Acceptable Outcome	Existing	Proposed Development	Overall Total
Building Height	15m	~9.75m	17.2m	n/a (Refer section 6.7 for Performance Outcome)
Site Cover	75%	16.32% (1,708m ²)	33.68% (3,951m ²)	50% (5,659m ²)
Gross Floor Area	n/a	1,324.4m ²	2,539m ²	3,836.4m ²
Front Setback	6m	8m	81.970m	8m (no change)
Landscaping	3% (346.14m ²) 3m landscape strip to arterial road frontage	12% (1,384m ²) 8m	9.4% (1,045m ²) 8m (no change)	9.4% (1,045m ²) 8m (no change)

Impervious Area	n/a		6,418m ²	6,418m ²
Car parking	28 spaces, including 1 pwd space	17 spaces, including 1 pwd space	128 spaces, including 2 pwd spaces. 5 Motorcycle spaces 1 HRV/RCV 1 SRV	

The layout has been finalised in consideration of input from the project consultant team having regard to all site opportunities and constraints and relevant local and state statutory planning requirements.

As illustrated at **Figure 4**, the proposal provides a modern industrial development that appropriately addresses the topographical constraints of the site and has been seamlessly integrated behind the existing building.

The proposal will establish a high-quality and modern industrial development facilitating a Medium impact industry use, supporting the industrial intent and economic growth of the local catchment. Architectural Plans illustrating the proposed development have been prepared by JSTN Architects and are provided at **Annexure C**.

4.0 PRE-LODGEMENT SERVICES

A Prelodgement meeting was not held.

5.0 STATE & REGIONAL LEGISLATIVE FRAMEWORK & ASSESSMENT

5.1 Planning Act 2016

The purpose of the Planning Act is to facilitate the achievement of ecological sustainability by establishing an efficient, effective, transparent, coordinated and accountable system of land use planning, development assessment and related matters.

5.2 State Planning Policy

The State Planning Policy ('SPP') was introduced on 3 July 2017 as part of a new State planning system. The SPP defines the Queensland Government's policies about matters of state interest in land use planning and development and provides direction for the preparation of local planning instruments and assessment of development applications. The SPP also includes assessment benchmarks for some development applications, if a planning scheme does not appropriately integrate the relevant state interest.

The SPP provides supporting mapping to assist in spatially representing policies and requirements contained within the SPP.

The SPP contains assessment benchmarks that are expressed as performance outcomes for the purpose of development assessment. Importantly, these assessment benchmarks apply to the extent the SPP has not been identified in the Planning Scheme as having been appropriately integrated into the Planning Scheme.

A comprehensive overlay map of state planning interests obtained from SPP mapping is provided at **Figure 11**.

The site is identified in the following Themes

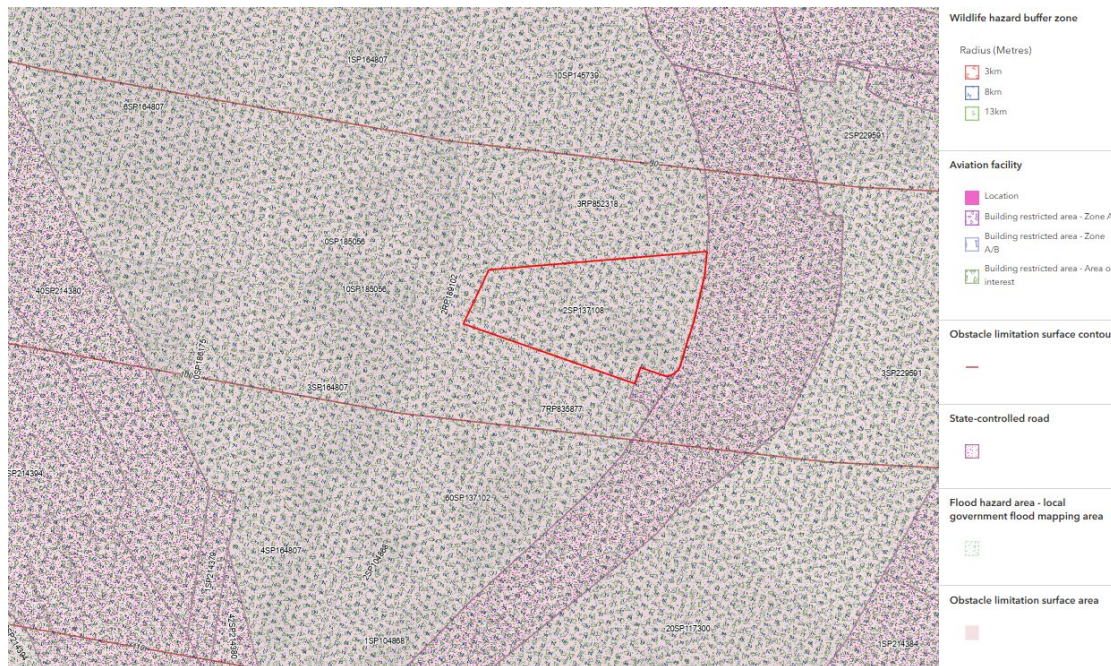
Information Purposes	Water Quality Transport Infrastructure	<ul style="list-style-type: none"> • Climatic regions – stormwater management design objectives • Noise corridor – state controlled road (Mandatory area) <ul style="list-style-type: none"> ○ Category 1 1: 58 dB(A) =< Noise Level < 63 dB(A) ○ Category 2 63 dB(A) =< Noise Level < 68 dB(A)
Safety and Resilience to Hazards	Natural Hazards Risk and Resilience	<ul style="list-style-type: none"> • Flood hazard area (local government flood mapping area)
Infrastructure	Transport Infrastructure	<ul style="list-style-type: none"> • State controlled road

Strategic Airports and aviation facilities	<ul style="list-style-type: none"> • Obstacle limitation surface area • Obstacle limitation surface contours (90-100) • Wildlife hazard buffer zone • Aviation facility
--	---

Part 2 of the City Plan identifies the State Planning Policy as being appropriately reflected in the planning scheme, except for the following State interests.

- 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.

Except for differences between CityPlan 2014 (V35) bushfire overlay mapping and SPP bushfire prone areas mapping, the applicable Planning Scheme has been prepared to fully reflect the SPP.



Source: SPP Interactive Mapping

Figure 11: State Planning Policy Composite Map - Extract

5.3 Shaping SEQ2023

The purpose of the South East Queensland Regional Plan 2023 ('ShapingSEQ 2023') is:

"...the Queensland Government's 25-year strategic plan to guide the future growth of the SEQ region."

In order to achieve this purpose, ShapingSEQ 2023 establishes a land use pattern.

The site is located within the Urban Footprint and the SEQ major enterprise and industrial area (MEIA).

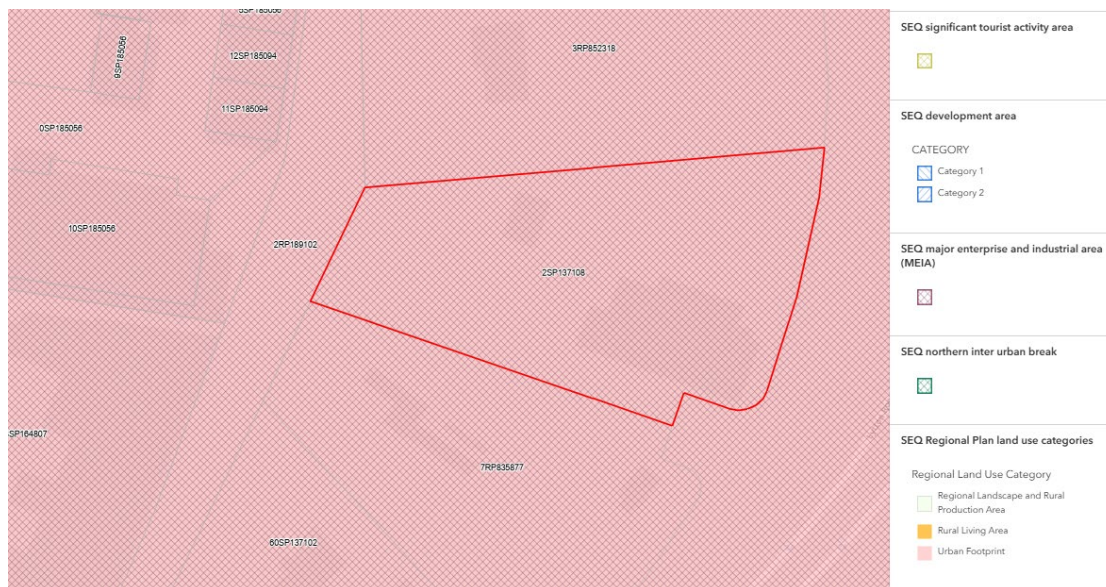
The Urban Footprint identifies land in which the region's urban development needs to 2046 can be accommodated in a way consistent with the outcomes and strategies of ShapingSEQ 2023.

MEIAs accommodate medium and high-impact industries and other employment uses associated with, or with access to, state transport infrastructure. These areas are major drivers of economic growth.

As prescribed in Section 26(2)(a)(i) of the Planning Regulation, the regional plan represents an assessment benchmark and the assessment manager must have regard to a regional plan, if it is not identified as being appropriately reflected in the planning scheme.

Section 2.2 of the City Plan identifies that at the time of commencement of the planning scheme the SEQ Regional Plan has been appropriately reflected in the City Plan. Shaping SEQ2023 has not altered that designation. Consequently, separate further consideration of the regional plan assessment benchmark is not required.

An extract of the Regional Plan map applicable to the subject site is provided at **Figure 12** below.



Source: Regional Plan Interactive Mapping

Figure 12: ShapingSEQ2023 Regional Plan Map – Extract

5.4 State Assessment Referral Agency (SARA)

The State Assessment and Referral Agency ('SARA') seeks to deliver a coordinated, whole-of-government approach to the assessment of development proposals that trigger assessment of matters of State interest.

State Development Assessment Provisions ('SDAP') contain assessment benchmarks to provide applicants the opportunity to address relevant performance criteria in order to demonstrate how a development proposal appropriately manages impacts on a matter of

state interest, and/or protects development from impacts of a matter of state interest. The assessment benchmarks are used in the assessment of the development proposal by the Chief Executive or a referral agency as applicable.

A comprehensive SDAP map obtained from DAMS mapping is provided at **Figure 13** below.

The site is identified in the following Themes

SARA DA Mapping	SEQ Regional Plan Triggers	<ul style="list-style-type: none"> • Urban footprint • SEQ major enterprise and industrial area (MEIA)
Water Resources		Water resource planning area boundaries
Native Vegetation Clearing	<ul style="list-style-type: none"> • Regulated vegetation management map (other vegetation categories) • Vegetation management coastal and non-coastal bioregions and sub-regions 	<ul style="list-style-type: none"> • Category x on the regulated vegetation management map • Coastal bioregions and sub-regions
	<ul style="list-style-type: none"> • Vegetation management regional ecosystem map 	<ul style="list-style-type: none"> • Non remnant
State Transport	State Transport Corridor	<ul style="list-style-type: none"> • State controlled road
	Areas within 25m of a state transport corridor	<ul style="list-style-type: none"> • Areas within 25m of a state controlled road



Source: Development Assessment Mapping

Figure 13: Development Assessment (SDAP) Map - Extract

The application triggers referral to SARA for infrastructure related referrals – specifically Schedule 10, Part 9, Division 4, Subdivision 2 Table 4, being *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—*

- a) are within 25m of a State transport corridor; or
- b) are a future State transport corridor; or
- c) are—
 - i) adjacent to a road that intersects with a State-controlled road; and
 - ii) within 100m of the intersection.

Completion of SDAP state codes 1 and 6 are contained within the Traffic impact Assessment provided with the application.

5.5 Assessment Manager

Brisbane City Council is the Assessment Manager for the application.

The Brisbane City Plan 2014 (Version 35) is the categorising instrument used to assess the application ('CityPlan 2014 (V35)').

6.0 LOCAL PLANNING INSTRUMENT & ASSESSMENT

This section of the report assesses the proposed development against CityPlan 2014 (V35), including but not limited to:

- Land use definition;
- Zoning;
- Neighbourhood Plan;
- Codes; and
- Overlays.

6.1 Land Use Definition

The proposed use falls most closely within the planning scheme use definition for 'Medium impact industry' which is defined below:

Medium impact industry means the use of premises for an industrial activity—

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

For the purposes of the planning scheme a medium impact industry is an industry activity that—

- a) *has one or more of the following attributes—*
 - i) *potential for noticeable impacts on sensitive land uses due to off-site emissions including aerosol, fume, particle, smoke, odour and noise;*
 - ii) *potential for noticeable off-site impacts in the event of fire, explosion or toxic release;*
 - iii) *generates high traffic flows in the context of the locality or the road network;*
 - iv) *generates an elevated demand on the local infrastructure network;*
 - v) *on-site controls are required for emissions and dangerous goods risks;*
 - vi) *the use is primarily undertaken indoors; and*
- b) *complies with any thresholds for the activity stated in SC1.1.3 industry thresholds.*

6.2 Zoning

The subject site is included within the General industry C zone.

The purpose of the General industry C 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 proposal is assessed against the overall outcomes sought for the General Industry C zone in Table 4 below.

Table 4 General Industry C zone Overall Outcomes	
Overall Outcome	Assessment Response
2. a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: <ul style="list-style-type: none"> i. Theme 1: Brisbane's globally competitive economy, Element 1.2 — Brisbane's industrial economy and Element 1.3 — Brisbane's population-serving economy; ii. Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 — Brisbane's environmental values; iii. Theme 5: Brisbane's CityShape and Element 5.2 — Brisbane's Major Industry Areas. 	Complies. The proposed development provides for a Medium impact industry use and will result in an industrial activity occurring on Industry zoned land. The development will support the economic needs of the community. Furthermore, the proposed development is consistent and compatible with the surrounding industrial intent for the immediate locality, achieving compliance with the relevant elements of the strategic framework.
a) Development provides for a range of high impact industry uses and compatible medium impact industry uses.	Complies. The proposal establishes an industrial building to accommodate medium impact industry uses.
b) Development for a warehouse: <ul style="list-style-type: none"> i) Is limited to large format logistics and distribution centres; ii) requires separation from sensitive uses provided by the precinct due to potential amenity impacts from the scale and intensity of operation; iii) is not located in the Major Industry Area—Northern industrial area shown in Figure a 	N/A The proposal does not involve a warehouse.
c) Development for an industrial use:	Complies.

<p>i) is appropriately separated from sensitive land uses to minimise the likelihood of environmental harm, environmental nuisance or unacceptable community safety risks;</p> <p>ii) avoids or minimises noise and air emissions to meet noise and air-quality criteria at sensitive zones.</p>	<p>The proposal is separated by a distance in excess of 550m from sensitive land uses and is separated by the Gateway Motorway and Lytton Road, ensuring no adverse impacts are imposed on these uses. The development will meet noise and air quality criteria at sensitive zones.</p>
<p>d) Development protects the viability of existing and future industry from the intrusion of incompatible uses, including sensitive uses, low impact industry, service industry and warehouse uses other than large format logistics and distribution centres.</p>	<p>The proposal is for Medium-impact Industry B on land included within the General Industry C zone and identified as a major industry area on Strategic Framework Map 002.</p>
<p>e) Development protects residential and community use area from heavy vehicular traffic.</p>	<p>The development is sufficiently separated from residential and community use areas and benefits from proximity to the Gateway Motorway, Port of Brisbane Motorway and Lytton Road, providing for a high level of connectivity to the major road network and minimising vehicular traffic use of lower order roads near sensitive zones.</p>

6.3 Neighbourhood Plan

The site is located within the Hemant - Lytton Neighbourhood Plan area although is not located within a particular precinct.

The overall outcomes for the Hemant - Lytton Neighbourhood Plan are assessed in **Table 4** below and completion of the Hemant – Lytton Neighbourhood Plan code is provided at **Annexure H**.

Table 4 Hemant – Lytton Neighborhood Plan Overall Outcomes	
Overall Outcome	Assessment Response
<p>a) Development in the Industry zones north of the Cleveland railway line accommodates regionally significant industry and supporting business activities focusing on high impact industry, special industry, marine industry, medium impact industry, transport and logistics, transport support services and food product manufacturing, that capitalise on the area's strategic location in close proximity to regional transport infrastructure including the Port of</p>	<p>Complies The proposal is for medium impact industry.</p>

Brisbane and separation from residential areas.	
b) Development in the General industry C zone precinct allows for waterfront marine industry and limited non-industrial activities that provide ancillary support or complementary services to industry activities and marine industry.	N/A The proposal is not for waterfront marine industry or non-industrial activity.
c) Development south of the Cleveland railway line maintains the rural and low density residential character of the area and responds to local values and circumstances, including areas of ecological significance and floodable land. New residential development occurring south of the railway line ensures separation of residential communities from industrial areas located north of the railway line so that community health and wellbeing is protected and industry can continue to operate and grow.	N/A The site of the proposed development is not located south of the Cleveland railway line.
d) Urban residential development in the neighbourhood plan area is limited to land within the Low density residential zone and Emerging community zone, predominantly within Hemmant and Tingalpa, so as to clearly define future residential areas, protect areas of ecological significance, avoid land subject to environmental constraint and provide for the efficient provision of infrastructure.	N/A The proposal is not for urban residential development.
e) The very low density rural and landscape character of land included in the Rural, Environmental management and Rural residential zoned land is maintained. These zones are unsuitable for urban development.	N/A The proposal is not located on land included in the Rural, Environmental Management or Rural residential zoned land.
f) Development supports continuing rural activities, in particular intensive animal industry (poultry and egg production) in Rural-zoned land.	N/A The proposal is not located on land included in the rural zone.
g) Animal keeping in the Environmental management zone is of a scale and intensity that avoids amenity impacts on sensitive uses and sensitive zones and protects biodiversity and waterway values.	N/A The proposal is not for animal keeping.

6.4 Overlays

Section 8.6 (1), Part 8 of the CityPlan 2014 (V35) states “Where development is proposed on premises partly affected by an overlay, the assessment benchmarks for the overlay only relate to the part of the premises affected by the overlay.”

The extent to which the proposed development is affected by overlays is shown on overlay maps included in **Table 5**.

Accordingly, the proposed development is affected to varying extents by the following mapped overlays:

- Airport Environs
- Critical Infrastructure and Movement Network
- Industrial Amenity
- Landslide
- Potential and Actual Acid Sulfate Soils
- Regional Infrastructure and Substations
- Road Hierarchy
- Transport Noise Corridor overlay

The effect of each of these overlays is discussed sequentially below.

6.4.1 Airport Environs Overlay Code

The purpose of the Airport environs overlay code will be achieved through the following overall outcomes:

- a. *Development protects the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports.*
- b. *Development protects the functioning of aviation facilities from incompatible land uses, buildings, structures and works.*
- c. *Development within the vicinity of the Brisbane and Archerfield airports is appropriately located to prevent exposure to very high levels of aircraft noise and designed to adequately attenuate expected aircraft noise to protect the health and wellbeing of occupants.*
- d. *Development ensures that operational airspace of the Brisbane, Archerfield and Amberley airports is not put at risk from light sources or wildlife interference generated by development.*
- e. *Development minimises potential hazards to the safety and functioning of airport operations resulting from emissions from smoke, dust or any other airborne particulate or the creation of air turbulence.*
- f. *Development does not materially increase the number of people or the storage and handling of dangerous goods or combustible liquids within public safety areas.*
- g. *Development minimises the potential hazard to safety of airport operators resulting from reflection of sunlight, and other potential threat of interference to pilot vision.*
- h. *Development avoids increased risks to public safety near airport runways.*

The proposal does not involve buildings or structures of a height that would extend into operational aircraft space or lighting or activities that would cause emissions into operational

aircraft space. Accordingly, it is considered that assessment of the Airport Environs Overlay code is not required.

6.4.2 Community Purposes Network Overlay Code

The purpose of the Community purposes network overlay code is to be achieved through the following overall outcomes:

- a. *Development which is assumed future urban development contributes to the completion of the Community purposes network through the provision of the existing and planned infrastructure for the parks network and land for the community facilities network in the Local government infrastructure plan.*
- b. *Development which is not assumed future urban development contributes to the completion of the Community purposes network through the provision of additional trunk infrastructure costs for long term infrastructure for the parks network and land for the community facilities network in the Long term infrastructure plans.*
- c. *Development which provides existing and planned infrastructure for the Community purposes network in the Local government infrastructure plan ensures the provision, location, layout and configuration of the park and land for community facilities meets community needs and contributes quality assets.*
- d. *Development does not compromise the completion of the Community purposes network.*

Assessment of the Community Purposes network overlay code is attached at **Annexure H**.

6.4.3 Critical Infrastructure and Movement Network Overlay Code

The purpose of the Critical infrastructure and movement network overlay code is to be achieved through the following overall outcomes:

- a. *Development is able to gain appropriate vehicular access to the critical movement and infrastructure network during and immediately after a natural disaster event, including floods up to the 0.05% AEP (2000 year ARI) flood event.*
- b. *Development with special emergency access or evacuation needs can be accessed during and immediately after a natural disaster event or are otherwise able to maintain essential functions during these events.*
- c. *Development ensures that land uses, that have a potential to impact on people, property and the environment, can be efficiently accessed or evacuated by emergency services during and immediately after a natural disaster event, an onsite management response appropriately addresses evacuation, and essential supplies can be provided.*
- d. *Development is located to allow for the efficient provision of emergency management services.*
- e. *Development does not cause environmental harm, risk public safety or compromise the necessary function of infrastructure essential to disaster response or the wellbeing of the community due to isolation of the development in a natural disaster event.*

Assessment of the Critical infrastructure and movement network code is attached at **Annexure H**.

6.4.4 Industrial Amenity Overlay Code

The purpose of the Industrial amenity overlay code is to be achieved through the following overall outcomes:

- a. *Development protects Brisbane's industrial areas to ensure their integrity and effective operation.*
- b. *Development for new premises within the Industrial hazard investigation area sub-category is compatible with existing declared major hazard facilities and facilities storing 10% or more than the major hazard facilities quantity threshold and does not adversely impact on the continued operation of those existing uses.*
- c. *Development for a sensitive use within the Industrial amenity investigation area sub-category is compatible with nearby existing uses that have the potential for off-site air or noise emissions and does not adversely impact on the continued operation of those existing uses.*

The proposal does not involve a sensitive use and therefore in this instance it is considered that the Industrial amenity overlay code is not required.

6.4.5 Landslide Overlay Code

The purpose of the Landslide overlay code is to be achieved through the following overall outcomes:

- a. *Development and infrastructure in an area at risk of landslide is located, designed and constructed not to adversely impact the safety of people, public infrastructure, private property and the environment.*
- b. *Development is not at risk from and does not pose a risk to an adjacent or nearby site from landslide.*
- c. *Development involving the storage and handling of hazardous chemicals is not at risk from landslide.*
- d. *Development ensures that vegetation clearing, stormwater management and filling or excavation on a site does not increase the risk of landslide.*

Assessment of the Landslide overlay code is attached at **Annexure H**.

6.4.6 Potential and Actual Acid Sulfate Soils Overlay Code

The whole of the site is mapped above 5m AHD and below 20m AHD on the Potential and Actual Acid Sulfate Soils Overlay Map.

The purpose of the Potential and Actual Acid Sulfate Soils Overlay code is to be achieved through the following overall outcomes:

- a. *Development ensures that the release of an acid and associated metal contaminant is avoided by not disturbing acid sulfate soils when excavating, removing soil or extracting groundwater or filling land.*
- b. *Development ensures that disturbed acid sulfate soils or drainage waters are treated and, if required, ongoing management practices are adopted that minimise the potential for environmental harm from acid sulfate soil and protect corrodible assets from acid sulfate soil.*
- c. *Development is located, designed and constructed to avoid the mobilisation and release of iron compounds for coastal algal blooms.*

The proposal does not involve disturbance below 5m AHD and therefore in this instance it is considered that the Potential and Actual Acid Sulfate Soils Overlay code is not required.

6.4.7 Regional Infrastructure and Substations Overlay Code

The mapped extent of the Regional Infrastructure and Substations overlay extends partly over the access driveway at the front of the site. No buildings are proposed to be located in this part of the site and the existing access driveway is to be retained.

Accordingly, in this instance it is considered that the Regional Infrastructure and Substations overlay code is not required.

6.4.8 Road Hierarchy Overlay Code

Lytton Road is classified in the arterial road and primary freight access sub-categories on the Road hierarchy overlay map.

The purpose of the Road hierarchy overlay code is to be achieved through the following overall outcomes:

- a. *Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.*
- b. *Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.*
- c. *Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.*
- d. *Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.*
- e. *Development does not compromise the completion of the road hierarchy.*
- f. *Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.*

The Road Hierarchy overlay code is included within the Traffic impact assessment report attached at **Annexure E**.

6.4.9 Transport Noise Corridor Overlay Code

The mapped extent of the Transport Noise Corridor overlay extends partly over the access driveway at the front of the site. No buildings are proposed to be located in this part of the site and the existing access driveway is to be retained.

Accordingly, in this instance it is considered that the Transport Noise Corridor overlay code is not required.

6.5 Category of Development & Assessment

6.5.1 Category of Development

The *Planning Act 2016* identifies three categories of development, namely 'Prohibited Development', 'Assessable Development' and 'Accepted Development'.

Prohibited development is development for which a development application may not be made. Assessable development is development for which a development approval is required. Accepted development is development for which a development approval is not required.

Table 5.5.16 of the CityPlan 2014 (v35) nominates the category of development for 'Medium Impact Industry' in the General industry C zone as assessable development.

6.5.2 Category of Assessment

The category of assessment for assessable development is determined under the planning scheme either by zoning, land use, neighbourhood plan or overlay triggers.



Having regard to the various assessment triggers, the category of assessment for the application is set out in **Table 5** below. Table 5 demonstrates that the category of assessment is code assessment.

S45(3) of the Planning Act 2016 states that code assessment is an assessment that

- b) must be carried out only –*
 - i. against the assessment benchmarks in a categorising instrument for the development; and*
 - ii. having regard to any matters prescribed by regulation for this subparagraph.²*

² Planning Act 2016, s45(3)

Table 5: Category of Assessment




TABLE 1					
Triggers	Categories of development and assessment				Assessment Benchmarks
Zone General Industry C zone  <ul style="list-style-type: none"> LI1 Low impact industry IN1 General industry A IN2 General industry B IN3 General industry C SI Special industry II Industry investigation SR Sport and recreation 	MCU <input type="checkbox"/> N/A <input type="checkbox"/> Accepted ³ <input type="checkbox"/> ASTR ⁴ <input checked="" type="checkbox"/> Code ⁵ <input type="checkbox"/> Impact ⁶	Reconfiguring a Lot <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	Building Work <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	Operational Work <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	MCU (Table 5.5.16) <u>Circumstance</u> If involving a new premises or an existing premises with an increase in gross floor area. <u>Assessment Benchmark</u> <ul style="list-style-type: none"> Industry code Industry zone code Prescribed secondary codes
Neighbourhood Plan Hemant - Lytton Neighbourhood Plan No particular precinct  <ul style="list-style-type: none"> Plan Boundary Neighbourhood plans Precinct Boundary Precinct Boundary Local Government Authorities LGA boundary 	MCU <input type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input checked="" type="checkbox"/> Code <input type="checkbox"/> Impact	Reconfiguring a Lot <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	Building Work <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	Operational Work <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	MCU (Table 5.9.76A) <u>Circumstance</u> MCU, if assessable development where not listed in this table <u>Assessment Benchmark</u> <ul style="list-style-type: none"> Hemant – Lytton Neighbourhood Plan code
Overlays	MCU	Reconfiguring a Lot	Building Work	Operational Work	

³ Accepted development: no development application required



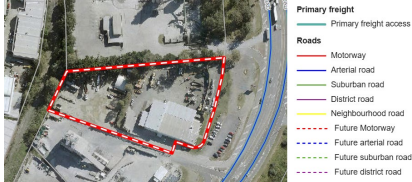
⁴ Accepted development subject to requirements: if complying with requirements no development application required


⁵ Code assessment: development application required assessable against relevant codes

⁶ Impact assessment: development application required and involves public notification

<p>Airport Environs Overlay OLS Conical limitation surface boundary, Procedures for Air Navigation Surfaces (PANS) 95.7-108.2.</p> 	<input type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input checked="" type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<p>MCU (Table 5.10.2) <u>Circumstance</u> Other than for a dwelling house, in the Procedures for Air Navigation Services–Aircraft Operational Surfaces (PANS–OPS) sub-categories, if assessable development in the zone or neighbourhood plan <u>Assessment Benchmark</u></p> <ul style="list-style-type: none"> Airport Environs Overlay code - purpose, overall outcomes and outcomes in section A
<p>Critical Infrastructure and Movement Network Overlay Critical infrastructure and movement network</p> 	<input type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input checked="" type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<p>MCU (Table 5.10.8) <u>Circumstance</u> MCU for ...medium impact industry, if assessable development. <u>Assessment Benchmark</u></p> <ul style="list-style-type: none"> Critical infrastructure movement network overlay code
<p>Industrial Amenity Overlay Industrial amenity investigation area</p> 	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<p>MCU (Table 5.10.13) <u>Circumstance</u> N/A <u>Assessment Benchmark</u> N/A</p>
<p>Landslide Overlay Landslide susceptibility area</p>	<input type="checkbox"/> N/A <input type="checkbox"/> Accepted	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted	<p>MCU (Table 5.10.14) <u>Circumstance</u></p>

	<input type="checkbox"/> ASTR <input checked="" type="checkbox"/> Code <input type="checkbox"/> Impact	<input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<p>MCU, if not for temporary filling or excavation undertaken for the construction of an approved development, where resulting in:</p> <ol style="list-style-type: none"> any single excavation, whether or not associated with building work, exceeding 1m deep and 3m long; or filling, whether or not associated with building work, which exceeds 1m in height; or filling or excavation exceeding 50m³ (other than the placement of topsoil), <p>if assessable development in the zone or neighbourhood plan.</p> <p><u>Assessment Benchmark</u></p> <ul style="list-style-type: none"> Landslide overlay code - purpose, overall outcomes and outcomes in section A where for filling or excavation Filling and excavation code, if the development involves filling and excavation
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<p>Potential and Actual Acid Sulfate Soils Overlay Land above 5m AHD and below 20m AHD</p> 	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<p>MCU (Table 5.10.15) <u>Circumstance</u> N/A <u>Assessment Benchmarks</u> N/A</p>
<p>Regional Infrastructure and substations Overlay Gas pipeline 100m buffer</p> 	<input type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input checked="" type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<p>MCU (Table 5.10.17) <u>Circumstance</u> MCU, other than a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if in the Gas pipeline 100m sub-category if assessable development in the zone or neighbourhood plan <u>Assessment Benchmarks</u> Regional infrastructure corridors and substations overlay code - purpose, overall outcomes and outcomes in section A</p>
<p>Road Hierarchy Overlay Arterial road, Primary freight access</p> 	<input type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input checked="" type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<p>MCU (Table 5.10.18) <u>Circumstance</u> MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan. <u>Assessment Benchmarks</u></p>

					<ul style="list-style-type: none"> Road hierarchy overlay code - purpose, overall outcomes and outcomes in sections A, B and C
<p>Transport Noise Corridor Overlay Queensland Development Code MP4.4 Noise Category 1, Queensland Development Code MP4.4 Noise Category 2, Queensland Development Code MP4.4 Noise Category 3,</p> 	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Accepted <input type="checkbox"/> ASTR <input type="checkbox"/> Code <input type="checkbox"/> Impact	<p>MCU (Table 5.10.23) <u>Circumstance</u> N/A <u>Assessment Benchmarks</u> N/A</p>

6.6 Codes Assessment

Discussion of the relevant use codes and other development codes applicable to the assessment of the application is provided below.

6.6.1 Industry Code

The purpose of the Industry code is to be achieved through the following overall outcomes:

- a. *Development is appropriately located and carefully designed to mitigate the impacts of industrial activities.*
- b. *Development achieves environmental performance of a satisfactory standard.*
- c. *Development is compatible with a sensitive use in the vicinity of the development.*
- d. *Development avoids or minimises the release of harmful pollutants and protects the health and safety of the occupants of a sensitive use or a zone or a zone precinct intended for sensitive uses.*
- e. *Development ensures that buildings which are located near residential and other sensitive uses can accommodate a range of industrial type uses without causing an unacceptable impact on the amenity of the area.*
- f. *Development locates renewable energy facilities in an industrial location that is consistent with the amenity of the area and does not impact on the sensitive use.*
- g. *Development is designed to accommodate the social and environmental needs of persons working within or visiting these areas, including the co-location of administrative services and the optimisation of personal safety.*

Assessment of the Industry code is attached at **Annexure H**.

The proposal complies with all Acceptable Outcomes except for AO7, AO12.2 and AO13.3.

Assessment of corresponding Performance Outcomes PO7, PO12 and PO13 are discussed at section 6.7.

6.6.2 Filling and Excavation Code

The purpose of the Filling and Excavation code is to be achieved through the following overall outcomes:

- a. *filling or excavation does not adversely affect the visual character and amenity of the site or the surrounding area and provides access for maintenance to any structure as a result of filling or excavation.*
- b. *filling or excavation does not adversely impact significant vegetation, water quality or drainage of upstream, downstream and adjoining land.*
- c. *filling or excavation effectively manages the impacts associated with the activity.*
- d. *filling or excavation and any retaining structure is designed and constructed to be fit for purpose and to protect services and utilities.*

Assessment of the Filling and excavation code is provided within the Engineering Report attached at **Annexure D**.

6.6.3 Infrastructure Design Code

The purpose of the Infrastructure Design code is to be achieved through the following overall outcomes:

- a. *Development is provided with a safe, connected and efficient transport network for all modes that has a minimal whole-of-life cost.*
- b. *Development provides for public utilities and services to the standards acceptable to the Council and the reasonable expectations of service providers.*
- c. *Development involving infrastructure which is intended to become a Council asset is safe, aesthetically pleasing, functional, fit for purpose, durable, minimises environmental impacts and has minimal whole-of-life cost.*
- d. *Development provides for a public space to be safe and inviting, allowing high levels of pedestrian activity.*
- e. *Development ensures that the community and environment are not unreasonably disrupted or impacted by construction or demolition for the development.*
- f. *Development involving infrastructure is designed with consideration of, and to integrate with, other related and interfacing infrastructure components.*
- g. *Development accessed by common private title is provided with appropriate fire hydrant infrastructure and has unimpeded access for refuse vehicles and for emergency service vehicles to protect people, property and the environment.*
- h. *Development ensures major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System is not compromised.*
- i. *Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System avoids or otherwise minimises adverse impacts on surrounding land uses.*

Assessment of the Infrastructure design code is provided within the Engineering Report attached at **Annexure D**.

The proposal complies with all Acceptable Outcomes except for AO23.1 and AO23.2.

Assessment of corresponding Performance Outcome PO23 is discussed at section 6.7.

6.6.4 Landscape Work Code

The purpose of the Landscape Work code is to be achieved through the following overall outcomes:

- a) *Landscape work retains, protects and integrates significant on-site vegetation into development design.*
- b) *Landscape work ensures acoustic barriers and landscaping create effective buffers to adjacent sites.*
- c) *Landscape work is sustainable, effective, functional and safe through appropriate maintenance, design for climate, structural considerations and growing media.*

- d) *Landscape work ensures planting species selection is appropriate to the planting environment, climate and development setting, long-term performance, and balances the intended form and scale of the development.*
- e) *Landscape work in artificial growing environments is designed, installed and maintained to ensure the intended functional and aesthetic outcomes required for the development are achieved and sustained over the long term.*

1,045m² (9.4%) of landscape open space is to be maintained on-site being well in excess of 3% prescribed for the site under the Industry Code. It must be noted that given the location of the proposal to the rear of the existing premises, no changes to landscaping along the Lytton Road frontage are proposed. As such, it is considered that there are no requirements for additional landscaping/landscape plan nor a detailed assessment against Landscape Work Code and the Planting Species Planning Scheme Policy.

6.6.5 Outdoor Lighting Code

The proposal does not involve outdoor lighting and therefore in this instance the Outdoor lighting code is not applicable.

6.6.6 Stormwater Code

The purpose of the Stormwater code is to be achieved through the following overall outcomes:

- a. *Development achieves acceptable levels of stormwater run-off quality and quantity by applying water sensitive urban design principles as part of an integrated stormwater management framework.*
- b. *Development protects public health and safety and protects against damage or nuisance caused by stormwater flows.*
- c. *Development has a stormwater management system which maintains, recreates or minimises impact to natural catchment hydrological processes.*
- d. *Development ensures that the environmental values of the city's waterways are protected or enhanced.*
- e. *Development minimises run-off, including peak flows.*
- f. *Development maintains or enhances the efficiency and integrity of the stormwater infrastructure network.*
- g. *Development minimises the whole of life cycle cost of stormwater infrastructure.*

Assessment of the Stormwater code is provided within the Engineering Report at **Annexure D**.

6.6.7 Transport Access Parking and Servicing Code

The purpose of the Transport Access Parking and Servicing code is to be achieved through the following overall outcomes:

- a. *Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.*

- b. *Development enhances the potential for trip making other than by private vehicle.*
- c. *Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.*
- d. *Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.*
- e. *Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system.*
- f. *Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles.*
- g. *Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.*
- h. *Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.*
- i. *Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.*
- j. *Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:*
 - i) *are safe and convenient to use;*
 - ii) *if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.*
- k. *Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.*
- l. *Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.*

Assessment of the Transport access parking and servicing code is provided within the Traffic impact assessment attached at **Annexure E**.

The proposal complies with all Acceptable Outcomes except for AO1, AO3.1, AO15 and AO19.

Assessment of corresponding Performance Outcomes PO1, PO3, PO15 and PO19 are discussed at section 6.7.

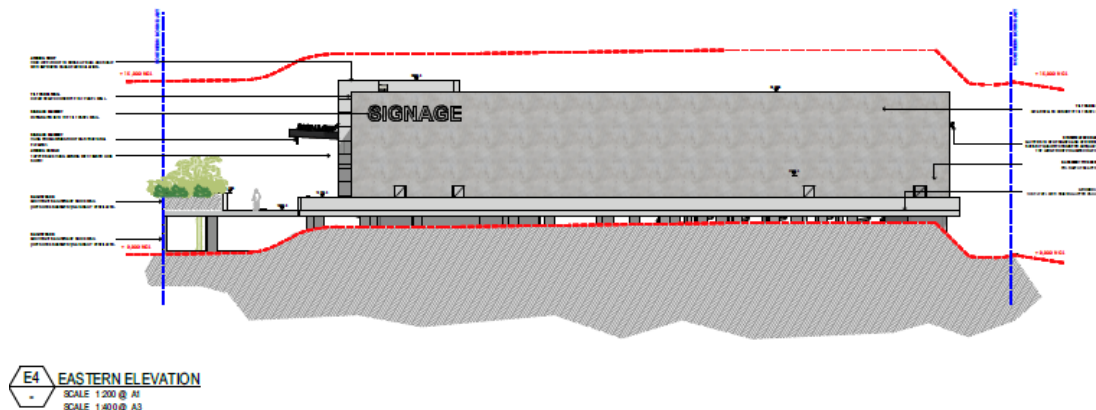
6.7 Performance Outcome Assessment

The table below discusses the associated Performance Outcomes where the nominated Acceptable Outcome of the respective planning scheme codes has not been met.

Table 6 Performance Outcomes – Industry Code	
Performance Outcome	Acceptable Outcome
<p><i>PO7</i></p> <p><i>Development outside of the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides for the number of on-site parking spaces required to accommodate design peak parking demands without overflow parking to an adjoining premises or adjoining streets.</i></p>	<p><i>A07</i></p> <p><i>Development outside of the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides a number of on-site car parking spaces:</i></p> <p><i>a. in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or</i></p> <p><i>b. which does not result in on-street parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</i></p>
PO7 Performance Outcome Discussion	
<p>A (RPEQ) traffic impact assessment has concluded that provision of 133 car parking spaces as well as a dedicated SRV and RCV/HRV space is appropriate. Further details may be found within the Traffic impact assessment prepared by ITE Consulting submitted with the application.</p>	
<p><i>PO12</i></p> <p><i>Development:</i></p> <p><i>a) is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street;</i></p> <p><i>b) is easily accessible and legible;</i></p> <p><i>c) designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street;</i></p> <p><i>d) is designed to accommodate the car parking and servicing demands of the wide range of industry and warehouse uses supported in the relevant zone or zone precinct.</i></p>	<p><i>AO12.2</i></p> <p><i>Development has a maximum building height of 15m.</i></p>
PO12 Performance Outcome Discussion	
<p>In this instance, having regard to its local context and setting, the proposed building height is acceptable. In its local context, the following features are observed:</p>	

- the building is sited on the lower portion of the site,
- the building is set back in excess of 80m from the street frontage (Lytton Road),
- the building is located behind an existing building (to be retained) and the eastern (end) elevation of the building does not exceed 15m building height, as shown in **Figure 6**;
- large urban transport infrastructure (gateway bridge) rises above the horizon in the backdrop to the site when viewed from the street (Lytton Rd),
- concrete batching plant silos are fixed elements of the immediate landscape on adjoining sites,
- residential development is absent from the surrounding area to be affected by the minor incursion of building height.

Together, these features contribute to variations in the height of buildings and structures in the area, so that the minor incursion of building height would not be a conspicuous element in the landscape or negatively impact the visual character of the area, especially as seen from the street (Lytton Road) and satisfies Performance Outcome PO12 (a) of the Industry Code.



Source: JSTN Architects

Figure 6: Eastern elevation of building (<15m height)

The contextual landscape elements listed above (>15m height) are identified at **Figure 7**.



Source: Google Earth

Figure 7: Contextual landscape elements (highlighted in orange)

<p>PO13 <i>Development provides landscaping:</i></p>	<p>A013.3</p>
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<p>a) areas in locations where planting will ameliorate the view of the development from major public vantage points;</p> <p>b) to the site frontage which makes a positive contribution to the streetscape and incorporates bold landscape elements that complement the scale and bulk of the industrial form.</p>	<p>Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.</p>
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PO13 Performance Outcome Discussion

Landscaping is currently provided to the front of the site for the existing building.

The proposed building is located behind and below the existing building and is not visible from Lytton Road.

Landscaping is not required for screening purposes because the site is not visible from public vantage points and is screened from view from Lytton Road by the existing building at the front of the site.

Landscaped garden beds will be provided to soften the carparking area for the proposed building as shown on the proposed architectural drawings.

Table 7 Performance Outcomes – Transport Access Parking and Servicing Code

Performance Outcome	Acceptable Outcome
<p><i>PO1</i></p> <p><i>Development is designed:</i></p> <ul style="list-style-type: none"> a. <i>to include a technically competent and accurate response to the transport and traffic elements of the development;</i> b. <i>in accordance with the standards in the Transport, access, parking and servicing planning scheme policy;</i> c. <i>to ensure the efficient operation and safety of the development and its surrounds.</i> <p><i>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</i></p> <ul style="list-style-type: none"> • <i>is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the</i> 	<p><i>AO1</i></p> <p><i>Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</i></p>

<p><i>Transport, access, parking and servicing planning scheme policy;</i></p> <ul style="list-style-type: none"> • <i>is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i> • <i>ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance</i> 	
PO1 Performance Outcome Discussion	
<p>A (RPEQ) traffic impact assessment has undertaken swept path assessments utilising AutoTurn software. Further details may be found within the Traffic impact assessment prepared by ITE Consulting submitted with the application.</p>	
<p><i>PO3</i></p> <p><i>Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.</i></p>	<p><i>AO3.1</i></p> <p><i>Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</i></p>
PO3 Performance Outcome Discussion	
<p>A (RPEQ) traffic impact assessment has concluded that site access is designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network. Further details may be found within the Traffic impact assessment prepared by ITE Consulting submitted with the application.</p>	
<p><i>PO15</i></p> <p><i>Development provides a car park layout which allows for on-site vehicle parking that:</i></p> <ol style="list-style-type: none"> <i>a. is clearly defined, safe and easily accessible;</i> <i>b. is designed to contain potential adverse impacts within the site;</i> <i>c. does not detract from the aesthetics or amenity of an area;</i> <i>d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact;</i> 	<p><i>AO15</i></p> <p><i>Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.</i></p>

<p><i>e. is consistent with safe and convenient pedestrian and cyclist movement.</i></p>	
<p>PO15 Performance Outcome Discussion</p>	
<p>A (RPEQ) traffic impact assessment has concluded that the proposed car parking layout is suitable for the proposed development. Further details may be found within the Traffic impact assessment prepared by ITE Consulting submitted with the application.</p>	
<p>PO19</p> <p><i>Development is provided with adequate vehicle access to service the uses proposed for the site, including a safe and easily accessible vehicle movement layout.</i></p>	<p>AO19</p> <p><i>Development provides for all vehicles, including servicing and waste disposal vehicles, to enter and exit the site in forward gear, and comply with the car parking design and site access guidelines in the Transport, access, parking and servicing planning scheme policy.</i></p>
<p>PO19 Performance Outcome Discussion</p>	
<p>A (RPEQ) traffic impact assessment has concluded that on-site refuse is accommodated to allow an RCV to enter and exit the site in forward gear with sufficient circulation area for the proposed development. Further details may be found within the Traffic impact assessment prepared by ITE Consulting submitted with the application.</p>	
<p>Table 8 Performance Outcomes - Infrastructure Design Code</p>	
<p>PO23</p> <p>Development ensures that fire hydrants are:</p> <ul style="list-style-type: none"> a. installed and located to enable fire services to access water safely, effectively and efficiently; b. suitably identified so that fire services can locate them at all hours 	<p>AO23.1</p> <p>Above or below ground fire hydrants are provided on residential, commercial and industrial streets and private roads, at not more than 90m intervals, and at each street intersection.</p> <p>Note—On residential streets, above ground fire hydrants may be single outlet. On commercial and industrial streets above ground fire hydrants should have dual valved outlets.</p> <p>AO23.2</p> <p>Fire hydrants are identified by:</p> <ul style="list-style-type: none"> a. raised reflectorised pavement markers (RRPM) on sealed roads; b. marker posts at the fence line where on an unsealed road, as road (HR) or path (HP) hydrants.
<p>PO23 Performance Outcome Discussion</p>	
<p>The Engineering report states there is a fire hydrant in the road frontage approximately 140m from the furthest corner of the building. However, the building is proposed to have an internal sprinkler system to be confirmed by a fire engineer. Further details may be</p>	

found within the Engineering report prepared by Arcos Group submitted with the application.

6.8 Specialist Information to assess technical aspects of the Proposal

Specialist technical assessment of issues identified in **Table 7** have either been completed and are provided in appendices of this town planning report or will be provided under separate cover.

Table 7 Specialist Technical Assessments			
Acid Sulfate Soil Assessment	<input type="checkbox"/>	Acoustic Assessment	<input checked="" type="checkbox"/>
Bushfire Hazard Assessment	<input type="checkbox"/>	Chemical Hazard Flood Risk Assessment	<input type="checkbox"/>
Coastal Assessment	<input type="checkbox"/>	Ecological Assessment	<input type="checkbox"/>
Engineering Services Assessment	<input checked="" type="checkbox"/>	Flood Hazard Assessment	<input type="checkbox"/>
Geotechnical Assessment	<input type="checkbox"/>	Hazard Analysis Assessment Report	<input type="checkbox"/>
Heritage Impact Assessment	<input type="checkbox"/>	On-site Wastewater Assessment	<input type="checkbox"/>
Site Based Environmental Management Plan	<input type="checkbox"/>	Site Based Stormwater Management Plan (SBSMP)	<input checked="" type="checkbox"/>
Traffic Impact Assessment	<input checked="" type="checkbox"/>	Urban Design Assessment	<input type="checkbox"/>
Visual Assessment	<input type="checkbox"/>	Waste Management Assessment	<input checked="" type="checkbox"/>

6.8.1 Engineering Assessment

An Engineering services report has been prepared by ARCOS Group and is provided at **Annexure D** (to be provided under separate cover).

6.8.2 Traffic Impact Assessment

A (RPEQ) Traffic impact assessment has been prepared by ITE Consultants and is provided at **Annexure E**. The Traffic impact assessment makes the following conclusions.

- The proposed development would consist of 2,539m² GFA whilst providing parking to 128 bays as well as a dedicated SRV as well as RCV/HRV bay.
- Access to the site is proposed to be obtained from Lytton Road by utilising the existing priority controlled intersection as well as access easement to the rear of the site. No changes to the geometry or control of the access intersection is proposed.
- As indicated in Table 4.1, it is anticipated that 9 (rounded) vehicles would enter the site and 4 (rounded) vehicles would exit the site during the AM peak hour. During the PM peak hour, 4(rounded) vehicles would enter the site and 9 (rounded) vehicles would exit the site. The peak hour volumes expected to be generated is considered to be minimal with a generation of 1 vehicle every 4.6 minutes. As such it is expected

that there would not be any impact on the operational performance on nearby intersections. Further intersection modelling is thus not considered to be required.

- An evaluation of the statutory parking requirements and the proposed provision, it is evident that the demand will be met with an acceptable supply of parking.
- Based on the assessment, the parking layout and design satisfies the minimum requirements to provide a functional layout. Swept path assessments are provided in Appendix B of the traffic impact assessment report. As such, the design is compliant with the nationally recognised Standard for off-street car parking design as well as that of the TAPS Code. It is recommended that the design be finalised during detail design stages as condition of approval prior to Operational Works approval.
- The development proposes refuse collection to occur on site. The plans currently require a RCV to access the site and traverse along the circulating road where skip bins will be located in an open area with sufficient circulating space to ensure a RCV enters and leaves the site in a forward gear.
- The proposed development has been designed with a servicing strategy that accommodates a 12.5 metre Heavy Rigid Vehicle (HRV) as the largest service vehicle to access the site, in lieu of a 19-metre articulated vehicle. Servicing by a 12.5m HRV is entirely suitable for the proposed development, given the intended low to medium impact industrial use, the servicing requirements of likely tenants, and the contractual mechanisms to ensure compliance. The design appropriately balances operational functionality with efficient site use, while preventing unnecessary overservicing provisions that are not warranted by the scale of the development.

6.8.3 Waste Management Plan

A Waste Management Plan has been prepared by ITE Consultants and is provided at **Annexure F**. The Waste Management Plan makes the following conclusions.

Provision of the following bins to be provided:

- 3 x 1100L general waste and 3 x 1100L recycling bins

Section 3.0 of the Waste Management Plan sets out recommended operational requirements in respect of the following:

- On-going management
- Waste minimisation
- Operational equipment and suppliers
- Controls (Refuse room and ventilation)

6.8.4 Acoustic Assessment

The acoustic assessment is attached at **Annexure G** (to be provided under separate cover).

7.0 CONCLUSION

This town planning report has been prepared on behalf of Walpledge Pty Ltd A.C.N. 010 393 487 TRUSTEE under instrument 723222515 ('Applicant') to accompany a development application to Brisbane City Council.

Approval of the application is necessary to establish a Medium impact industry use upon premises located at 1028 Lytton Rd, Murarrie QLD 4172 ("the site").

The category of development constituted by the proposal is a 'Material Change of Use' (*a material increase in the intensity or scale of the use of the premises*).

The subject site is located within the 'Urban Footprint' settlement pattern and Major Enterprise and Industry area of the ShapingSEQ 2023 regional plan and the proposed use of the premises is consistent with the designation attributed to the site.

Referral triggers requiring assessment of the application by the State Assessment Referral Agency (SARA) include:

- Schedule 10, Part 9, Division 4, Subdivision 2 Table 4, being *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—*
 - a) *are within 25m of a State transport corridor; or*
 - b) *are a future State transport corridor; or*
 - c) *are—*
 - i) *adjacent to a road that intersects with a State-controlled road; and*
 - ii) *within 100m of the intersection.*

The site is included in the General industry C zone. The zone category of assessment for 'Medium impact industry' is code assessment and the assessment benchmarks are the Industry code, Industry zone code and prescribed secondary codes.

The site is included in the Hemant - Lytton Neighbourhood Plan (no particular precinct) and is affected by a number of mapped planning scheme overlays. Specialist technical assessments have determined that the proposed development is suitable for the site with the findings summarised at section 6.8 of this report.

The proposed development involves the construction of a new industrial building located on the rear (undeveloped) portion of the site.

The site is divided into two distinct levels by a substantial reinforced concrete retaining wall (approximately 3.5m high) running in a north-south direction which separates the upper (eastern) portion of the site (fronting Lytton Road) from the lower, rear (western) portion of the site. The front portion of the site accommodates an existing industry (heavy transport and lifting business) within an existing building and external hardstand and manoeuvring area and the rear portion of the site is vacant. Vehicular access is provided to the site via a short constructed service road/leg in the road reserve at the southern end of the frontage that services both the subject and adjoining site to the south (1004 Lytton Rd). Vehicle access/egress to/from Lytton Road is left-in (northbound) with left-out only and a right-in turn (southbound). Constructed concrete kerb and channel exists along the full Lytton Road frontage and the service leg. An extensive road dedication was obtained by the Department

of Transport and Main Roads as a condition of the original approval for the existing premises on the site and forms part of the Lytton Road reserve.

The subject site is appropriately serviced by existing urban infrastructure including electrical, reticulated sewer, stormwater, and water supply utilities.

The tenant has not yet been confirmed and as such, the development seeks approval for both Medium impact industry A and Medium impact industry B uses. The proposed development establishes the building and facilities for future tenants undertaking Medium impact industry uses and it is appropriate and expected that any approval will be conditioned for medium impact industry use. Future tenants will be required to assess the relevant activities against the Industry code. The zone code is structured such that these uses are only accepted subject to requirements, which can either be conditioned through this approval or are regulated under the City Plan.

Whilst further details of the specific Medium impact industry activities are not able to be provided at this stage, the proposed development protects the viability of industrial land from the intrusion of incompatible uses by providing for compatible uses on appropriately zoned land, achieving the intent of the General industry C zone precinct. Additionally, the site is sufficiently separated from sensitive land uses to ensure adverse amenity impacts are avoided and to minimise environmental nuisance and unacceptable risks to community safety.

The key issues of the proposal are summarised below.

- **Building height:** a portion of the building exceeds the Acceptable Outcome (AO12) for building height nominated in the Industry code. A performance outcome is discussed at section 6.7 of this report which addresses the minor incursion of building height (17.2m) for a portion of the building above the nominated acceptable outcome (15m).
- **Shade trees to carpark:** planter beds are proposed to the upper level (deck) car parking area, in lieu of the requirement for shade trees nominated as the Acceptable Outcome (AO13.3) in the Industry code. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of the proposed landscaping.
- **Number of car parking spaces:** 128 parking spaces (including 2 pwd spaces) are proposed, in lieu of the ratio Acceptable Outcome (AO1) nominated in the Transport Access Parking and Servicing code. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of the car parking requirements for the proposed use.
- **Site access:** utilisation of existing site access is proposed, in lieu of access nominated as the Acceptable Outcome (AO3.1) in the Transport Access Parking and Servicing code (via the standards in the Transport Access Parking and Servicing planning scheme policy). A performance outcome is discussed at section 6.7 of this report which addresses the suitability of site access for the proposed use.
- **Car park layout:** the car parking layout is proposed, in lieu of the standards nominated as the Acceptable Outcome (AO15) in the Transport Access Parking and Servicing code. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of the servicing requirements for the proposed use.
- **Service vehicle:** a 12.5 metre Heavy Rigid Vehicle (HRV) is proposed as the largest service vehicle to access the site, in lieu of a 19-metre articulated vehicle nominated as the Acceptable Outcome (AO19.1) in the Transport Access Parking and

Servicing code (via Table 1 Transport Access Parking and Servicing planning scheme policy) and AO19 in the Industry code. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of the servicing requirements for the proposed use.

- Refuse collection: on site refuse is accommodated in lieu of the standards nominated in the Refuse planning scheme policy, Transport Access Parking and Servicing planning scheme policy and Infrastructure Design planning scheme policy. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of the refuse collection requirements for the proposed use.
- Fire hydrant proximity: Existing fire hydrant location exceeds the Acceptable Outcome (AO23.1) for fire hydrant proximity to the site nominated in the Infrastructure Design code. A performance outcome is discussed at section 6.7 of this report which addresses the suitability of fire services access for the proposed use.

The application is commended to Council for approval subject to reasonable and relevant conditions.

ANNEXURE C

PROPOSED DEVELOPMENT ARCHITECTURAL DRAWINGS

ANNEXURE D

ENGINEERING REPORT (to be provided under separate cover)

ANNEXURE G

ACOUSTIC REPORT (to be provided under separate cover)