

Change Application (Minor Change) Town Planning Assessment 124 Gympie Road, Kedron

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24-JUL-2026
APPLICATION REF
A007076848

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1. Introduction

This town planning assessment is prepared in respect of a Change Application made to the State Assessment and Referral Agency (**SARA**) (the responsible entity) pursuant to sections 78 of the *Planning Act 2016* (**Planning Act**).

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

The Change Application (Minor Change) relates to the existing referral response for the development approval for a Development Permit for a Material Change of Use for Office, Showroom and Warehouse (Council Ref: A006886629) (SARA Reference: 2511-49086 SRA) over the site at 124 Gympie Road, Kedron (**the site**) and is made on behalf of HAPD Group Pty Ltd (**the Applicant**). For further detail refer to the copy of the referral response included in **Appendix A**.

The Change Application (Minor Change) is made in accordance with the requirements for change applications pursuant to section 79 of the Planning Act, as it is made in the approved form and the required fee will be paid upon receipt of SARA' Notice to Pay to be issued following lodgement of the Change Application.

Brisbane City Council and Energy Queensland (Energex) are affected entities for the proposed Change Application and will therefore be notified of this application in accordance with section 80 of the Planning Act. Please note no proposed changes require subsequent amendments to the Brisbane City Council or Energex decision packages.

2. Background

2.1 Site and Relevant Planning Designations

The site is located at 124 Gympie Road, Kedron and is more properly described as Lot 1 on RP62735, Lot 1 on SP242918, Lot 10 on SP277254, Lot 82 on RP26099 and Lot 83 on RP26099 (**Figure 1**).



Figure 1: Site Aerial (Source: Nearmap, 2025)

Pursuant to the Certificates of Title (**Appendix B**) the owner of the site is HAPD Group Pty Ltd.

The site is subject to Brisbane City Plan 2014 (**City Plan**), version 36.00/2026 at the time of lodgement of this Change Application, pursuant to which the following key planning designations apply.

The following table provides a comparison of the provisions applicable at the time the original development approval was made and the current application being lodged.

Table 1: Comparison of applicable planning framework		
	City Plan (v 34.00/2025) Current Approval	City Plan (v36.00/2026) Current Change Application
Local Government	Brisbane City Council	Brisbane City Council
Planning Scheme	Brisbane City Plan 2014 (v 34.00/2025)	Brisbane City Plan 2014 (v 36.00/2026)
Zone	District Centre (District) Zone	District Centre (District) Zone
Neighbourhood Plan	Lutwyche Road Corridor Neighbourhood Plan (No Precinct)	Lutwyche Road Corridor Neighbourhood Plan (No Precinct)
Overlays	• Airport Environs Overlay ○ OLS – Conical limitation surface boundary ○ Procedures for air navigation surfaces (PANS) ○ BBS Zone – Distance from airport 3-8km • Bicycle network Overlay ○ Secondary Cycle Route (Gympie Road) • Community Purposes Network Overlay • Critical Infrastructure and Movement Network Overlay ○ Critical infrastructure and movement planning area sub-category • Potential and Actual Acid Sulfate Soils Overlay ○ Potential and actual acid sulfate soils sub-category ○ Land above 5m AHD and below 20m AHD sub-category • Road Hierarchy Overlay ○ Neighbourhood road (Brookfield Road, Gympie Road (part of) and Stafford Road (part of)) ○ Arterial road (Stafford Road (part of) and Gympie Road (part of)) • Streetscape Hierarchy Overlay ○ Centre street major (Brookfield Road (part of)) ○ Neighbourhood street major (Brookfield Road (part of))	• Airport Environs Overlay ○ OLS – Conical limitation surface boundary ○ Procedures for air navigation surfaces (PANS) ○ BBS Zone – Distance from airport 3-8km • Bicycle network Overlay ○ Secondary Cycle Route (Gympie Road) • Community Purposes Network Overlay • Critical Infrastructure and Movement Network Overlay ○ Critical infrastructure and movement planning area sub-category • Potential and Actual Acid Sulfate Soils Overlay ○ Potential and actual acid sulfate soils sub-category ○ Land above 5m AHD and below 20m AHD sub-category • Road Hierarchy Overlay ○ Neighbourhood road (Brookfield Road, Gympie Road (part of) and Stafford Road (part of)) ○ Arterial road (Stafford Road (part of) and Gympie Road (part of)) • Streetscape Hierarchy Overlay ○ Centre street major (Brookfield Road (part of)) ○ Neighbourhood street major (Brookfield Road (part of))

	• Transport Air Quality Corridor Overlay ◦ Transport air quality A ◦ Transport air quality B • Transport Noise Corridor Overlay ◦ Designated State Noise corridor – State controlled road (MANDATORY area): Category 2: 63 dB(A) – 68 dB(A) ◦ Designated State Noise corridor – State controlled road (MANDATORY area): Category 3: 68 dB(A) – 73 dB(A) ◦ Designated State Noise corridor – State controlled road (MANDATORY area): Category 4: Noise Level > 73 dB(A)	• Transport Air Quality Corridor Overlay ◦ Transport air quality A ◦ Transport air quality B • Transport Noise Corridor Overlay ◦ Designated State Noise corridor – State controlled road (MANDATORY area): Category 2: 63 dB(A) – 68 dB(A) ◦ Designated State Noise corridor – State controlled road (MANDATORY area): Category 3: 68 dB(A) – 73 dB(A) ◦ Designated State Noise corridor – State controlled road (MANDATORY area): Category 4: Noise Level > 73 dB(A)
State Designations	• SEQ Regional Plan Triggers ◦ Urban Footprint • Water Resource ◦ Water resource planning area boundaries • State Transport ◦ Area within 25m of a State-controlled road ◦ Area within 25m of a busway corridor ◦ Area within 100m of a State-controlled road intersection ◦ Area within 50m of a State-controlled transport tunnel ◦ Limited access road (Gympie Road) • Electricity Infrastructure ◦ Energex electricity substation 100m buffer	• SEQ Regional Plan Triggers ◦ Urban Footprint • Water Resource ◦ Water resource planning area boundaries • State Transport ◦ Area within 25m of a State-controlled road ◦ Area within 25m of a busway corridor ◦ Area within 100m of a State-controlled road intersection ◦ Area within 50m of a State-controlled transport tunnel ◦ Limited access road (Gympie Road) • Electricity Infrastructure ◦ Energex electricity substation 100m buffer
State Development Assessment Provisions	• SDAP Version 3.3 (18 July 2025)	• SDAP Version 3.6 (27 April 2026)

As identified above, the current planning designations are consistent with the planning designations applicable to the assessment of the original approval and current approval.

2.1.1. Roads and Verges

The site is bound by three (3) road frontages, being Brookfield Road, Gympie Road and Stafford Road.

Additionally, key infrastructure assets are in proximity of the site including the on ramps to the Airport Link Tunnel and the Northern Busway overpass (**Figure 4**). These pieces of infrastructure are a significant aspect of the surrounding area and the site and were considered throughout the assessment process of the current approval.



Figure 2: Northward view of 124 Gympie Road, Kedron from Gympie Road (Source: Google Maps, 2025)

The type and function of the road frontage are as follows:

- Gympie Road
 - Frontage of approximately 53m;
 - Designated as a neighbourhood road along the site, the portion of Gympie Road separated by the verge is considered a Motorway and is a State Controlled Road;
 - Two (2) lanes (one direction of travel) – before a verge separates the remainder of the motorway;
 - Kerb and channel construction; and
 - Bus Zone, no parking permitted.
- Stafford Road
 - Frontage approximately 35m;
 - Designated as an arterial road, with a slip lane onto Gympie Road (heading northward) being a neighbourhood road, Stafford Road is a State Controlled Road;
 - Two lanes, transitioning into 4 lanes (plus a slip lane onto Gympie Road), one being a right hand turning lane, travelling in one direction;
 - Kerb and channel construction; and
 - No parking.
- Brookfield Road
 - Frontage approximately 58m;
 - Designated as a neighbourhood road;
 - Two lanes (one in each direction of travel);
 - Kerb and channel construction; and
 - Parking is permitted on both sides of the road.

An extract of the State Government's Development Assessment Mapping layers applicable to the site has been provided below, demonstrating the location of the State Controlled Roads, tunnels and busway corridors (**Figure 3**).



Figure 3: DAMS Mapping across site (identified in red) (Source: Qld Government, 2026)

2.2. Approval Background

Current development approval - (Council Ref: A006886629) (SARA Reference: 2511-49086 SRA)

On 10 June 2026, a development approval by way of Negotiated Decision Notice was granted over the site by Brisbane City Council for a Development Permit for a Material Change of Use for Office, Showroom and Warehouse. The approval supports a two (2) storey mixed use development (inclusive of a mezzanine level), which provides opportunities for a variety of non-residential land uses including commercial office, showroom and warehousing (**Figure 4**). The approved development is designed to cater for small-scale work store, logistics and e-commerce businesses, with warehousing / distribution activities occurring on ground level and office / administrative activities within the mezzanine of each individual tenancy.

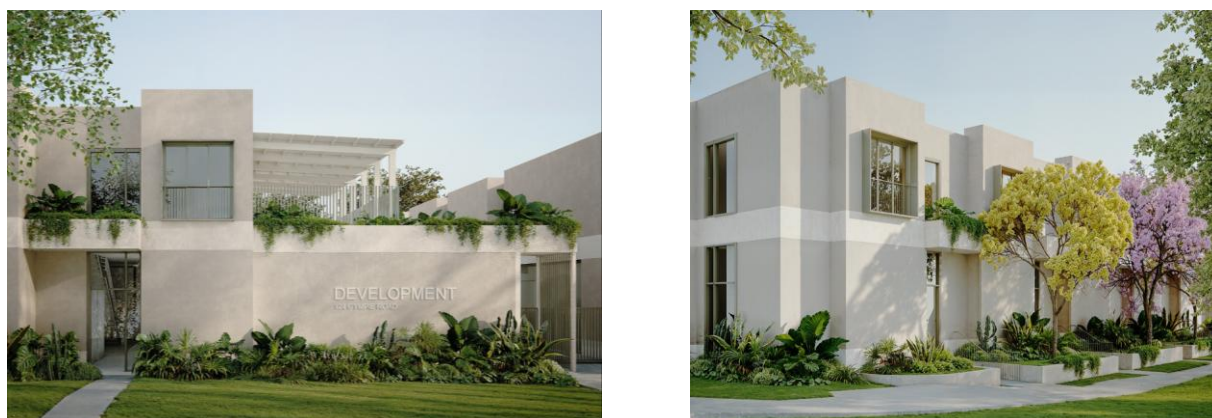


Figure 4: Renders of Approved Development at 124 Gympie Road, Kedron (Provided by: Holm Developments, 2025)

The application was subject to referral to SARA/DTMR and Energex for the following referrals:

- Schedule 10, Part 9, Division 2, Table 2, Item 1 (10.9.2.2.1) Material change of use of premises near an electricity substation site;
- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (10.9.4.2.4.1) Material change of use of premises near a state transport corridor; and

- Schedule 10, Part 9, Division 4, Subdivision 3, Table 2, Item 1 (10.9.4.3.2.1) Material change of use of premises on or near a state-controlled transport tunnel.

The SARA/DTMR referrals were required due to the site's proximity to both Gympie Road, the Airport Link Tunnel, the Northern Busway and the intersection of Gympie Road and Brookfield Road.

Vehicle access is provided via Brookfield Road, and pedestrian access is provided to individual tenancies where possible along Brookfield Road and Gympie Road. Where a tenancy does not front Brookfield Road or Gympie Road, separate pedestrian access for the whole site is provided via Gympie Road. Clear pedestrian circulation is outlined throughout the site (**Figure 5**).

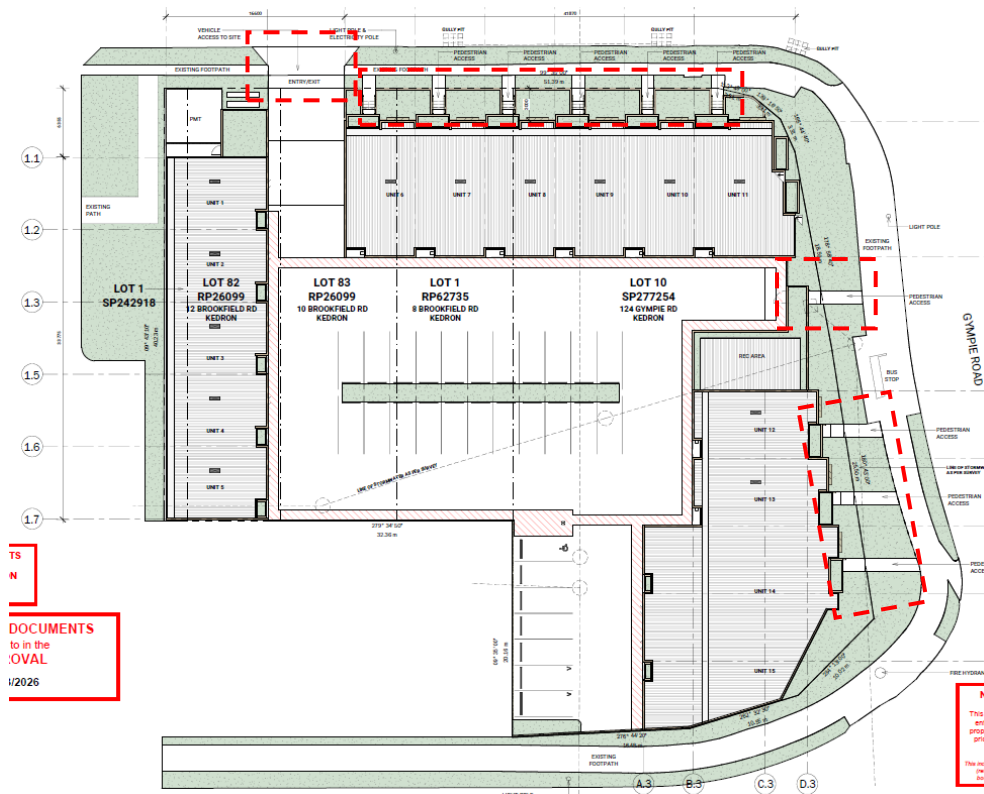


Figure 5: Extract of approved site plan, access outlined in red (Council Ref: A006886629) (SARA Reference: 2511-49086 SRA) (Source: byCulprit, 2026)

Pursuant to Condition 1 of the SARA Referral Response, additional pedestrian access was included as a mark-up on the site plan via Brookfield Road (**Figure 6**).

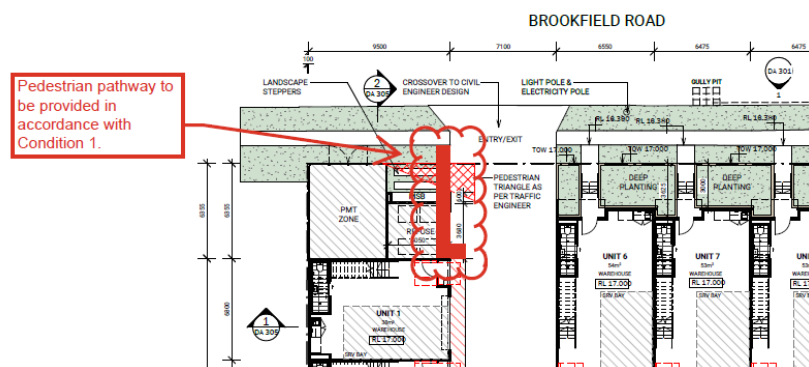


Figure 6: Extract of approved site plan, with SARA Mark Ups (Council Ref: A006886629) (SARA Reference: 2511-49086 SRA) (Source: byCulprit, 2026)

3. Proposed Changes

3.1 Overview of proposed changes

The Change Application is being made as a result of further discussions between the Applicant and the Department of Transport and Main Road (**DTMR**) regarding the approved development and potential impacts on nearby State-controlled infrastructure. The project is about to commence construction and ongoing discussions with DTMR have confirmed that some of the conditions included within SARA's referral response are no longer necessary to ensure the ongoing safety and operational capability of the relevant State-controlled infrastructure.

The Change Application seeks to formally amend the referral response to reflect the discussions held to date with DTMR regarding specific requirements and facilitate the progress of the project.

No changes are proposed to the approved built form of the approved development. The proposed changes only relate to the removal of mark ups from the approved plans and amendments to conditions of approval.

3.2 Proposal comparison

The following table outlines the approved development extent compared to the proposed development extent.

Table 2: Comparison of changes		
	Current Approval	Proposed Development
Land Uses	Office Showroom Warehouse	No change
Gross Floor Area	2015m ²	No change
Building Height	2 storeys	No change
Car parking	35 car parks	No change
Vehicle access	Via Brookfield Road	No change
Pedestrian access	- Tenancy specific access, fronting Brookfield Road and Gympie Road; - General pedestrian access via Gympie Road; and - SARA conditioned pedestrian access via Brookfield Road.	- Tenancy specific access, fronting Brookfield Road and Gympie Road; and - General pedestrian access via Gympie Road.

3.3 Changes to Approval Documentation

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

3.3.1 Changes to Approved Drawings and Documents

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

Table 3: Changes to Approved Drawings and Documents		
Drawing or Document	Number	Plan Date
Gound Floor Plan	Drawing DA 202, Revision E as amended in red by SARA	Amended in red by SARA on 10 February 2026
Gound Floor Plan	Drawing DA 202	(Amend to Date Received)

3.3.2 Changes to Condition of Approval

To reflect the ongoing discussions with SARA, the application proposes the following changes to conditions (elements to be removed in strikethrough, and replacements in **green**).

Table 4 : Changes to Conditions	
Condition	Reason for Change
1) The development must be generally in accordance with the Gound Floor Plan, Drawing DA 202, Revision E as amended in red by SARA, to provide the following: a 1m wide pedestrian pathway linking the site to the concrete footpath in the Brookfield Road verge, separate from the vehicular driveway.	As outlined in correspondence with DTMR (Appendix C), Condition 1 is not a relevant condition for the approval. As confirmed by the Infrastructure Management and Delivery Division of DTMR the works marked up on the site plan are not required. Therefore, to formalise the advice provided by DTMR, it is requested that this condition be removed from the referral response.
3) — a) Prepare a RPEQ certified Construction Management Plan, which must demonstrate there will be no disruption to the safety, and structural and operational integrity of the busway corridor, including busway transport infrastructure (such as the state controlled transport tunnel) and/or the land supporting this infrastructure, during the course of construction. b) The Construction Management Plan must address at least the following: — construction methodology — work method statements including but not limited to the following: ○ construction ○ excavation, drilling, boring, piling and insertion of foundation structures, temporary and permanent retention systems and the like ○ filling and compaction — management of loading/unloading impacts on the state controlled transport tunnel; — vibration/ground movement impacts on the state-controlled transport tunnel; — service and utility connections, plant and drainage in relation to the state-controlled transport tunnel. c) Submit the Construction Management Plan required in parts (a) and (b) of this condition to the Metropolitan District	Pursuant to ongoing correspondence between DTMR and the Applicant the condition is no longer required. The scope and nature of the project means that standard conditions which have been included within the referral response are more involved than what is actually required to satisfy operational and safety standards in relation to the infrastructure. As such, it is requested this condition be removed to formalise the discussions held with DTMR to date regarding ongoing requirements for the development.

Table 4 : Changes to Conditions

Condition	Reason for Change
Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads. d) Carry out the construction of the development in accordance with the Construction Management Plan.	
4) — Provide a RPEQ certified pre-development dilapidation survey of the busway transport infrastructure, for the extent that the busway corridor is impacted on by the construction of the development, to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads in accordance with Chapter 17 of the Department of Transport and Main Roads Manual, Design Criteria for Bridges and Other Structures. Provide a RPEQ certified post-development dilapidation survey of the busway transport infrastructure, for the extent that the busway corridor is impacted on by the construction of the development, to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads in accordance with Chapter 17 of the Department of Transport and Main Roads Manual, Design Criteria for Bridges and Other Structures. Where a comparison of the pre and post-development dilapidation surveys required in condition parts (a) and (b) identifies that rectification works are required to the busway transport infrastructure, the applicant must: i. undertake all necessary rectification works to the busway transport infrastructure at their expense ii. provide RPEQ certification to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads confirming that all necessary rectification works have been completed.	Pursuant to ongoing correspondence between DTMR and the Applicant the condition is no longer required. The scope and nature of the project means that standard conditions which have been included within the referral response are more involved than what is actually required to satisfy operational and safety standards in relation to the infrastructure. As such, it is requested this condition be removed to formalise the discussions held with DTMR to date regarding ongoing requirements for the development.
5) ... c) RPEQ certification (from a geotechnical consultant with a GE3 pre-qualification level), with supporting documentation, must be provided to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with parts (a) and (b) of this condition. The RPEQ certification must include: The construction monitoring results (such as total station, inclinometer, piezometer, vibration and groundwater) and the mitigation measures employed - As-constructed drawings.	As discussed with DTMR, the requirement for a RPEQ certification (from a GE3 pre-qualification level) is understood to be excessive for the scale and nature of the development. The approved development is for a small-scale mixed use development (no basement construction) and avoids significant works underground which would impact on the tunnel. Given the GE3 pre-qualification level is the highest qualification for geotechnical engineers and is typically associated with large scaled infrastructure projects (especially those involving the construction of basement levels), rather than small-scale mixed use projects, the requirement is impractical and unnecessary. The condition causes an unnecessary burden on the development.

Table 4 : Changes to Conditions

Condition	Reason for Change
6) a) Prepare a RPEQ certified Instrumentation and Monitoring Plan which must investigate construction and earthworks impacts on the busway corridor, including busway transport infrastructure, such as the state controlled transport tunnel and retaining structures. b) The Instrumentation and Monitoring Plan in part (a) of this condition must include the following: iii. total station (prisms), inclinometer, piezometer and vibration monitoring iv. the locations, types and number of monitoring devices inside and adjacent to the busway transport infrastructure and busway v. relevant requirements in accordance with the Department of Transport and Main Roads' Design Criteria for Bridges and Other Structures vi. relevant requirements in accordance with Section 8.6 – Vibration of Transport and Main Roads Specifications MRTS51 Environmental Management vii. the requirement for the applicant to engage a RPEQ to establish the baseline structural (total station) and ground movement (inclinometer) and vibration readings viii. confirmation of the frequency and the duration of monitoring supported by appropriate justifications and assumptions. During construction, the monitoring on the busway transport infrastructure must be continued until the super structure has been completed ix. the requirement for the monitoring to be automated using a 24/7 system x. the requirement to agree with the Department of Transport and Main Roads as to the level of acceptable movement and trigger levels xi. the requirement for the accuracy level of total station monitoring to be in accordance with the Department of Transport and Main Roads' Design Criteria for Buildings and Other Structures xii. details of the protocols to be complied with when the movement and trigger levels are breached, including specific actions to be undertaken and who is responsible for each, the notification process, lines of communication, and stop work procedure xiii. the requirement to provide the overall monitoring results to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads. c) Submit the Instrumentation and Monitoring Plan to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads. d) Carry out the construction of the development in accordance with the Instrumentation and Monitoring Plan required in parts (a) and (b) of this condition. e) Submit RPEQ certification to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads confirming that the development has been designed and constructed in accordance with parts (a) – (d) of this condition. The RPEQ certification must verify that no change and/or worsening to	Pursuant to ongoing correspondence between DTMR and the Applicant the condition is no longer required. The scope and nature of the project means that standard conditions which have been included within the referral response are more involved than what is actually required to satisfy operational and safety standards in relation to the infrastructure. As such, it is requested this condition be removed to formalise the discussions held with DTMR to date regarding ongoing requirements for the development.

Table 4 : Changes to Conditions

Condition	Reason for Change
the safety and operational integrity of the busway transport infrastructure has resulted from the development.	
7) — a) — Prepare a RPEQ certified Groundwater Management and Monitoring Plan, which investigates construction impacts (including earthworks, boring, piling and the like) on the busway corridor, including busway transport infrastructure. b) — The Groundwater Management and Monitoring Plan in part (a) of this condition must establish a management and monitoring program which ensures the busway corridor is not adversely affected by the development. The Groundwater Management and Monitoring Plan must include the following: i) — the requirement for the applicant to engage a RPEQ to conduct controlled monitoring of groundwater including, but not limited to, groundwater seepage, fluctuations and ground water levels adjacent to the busway corridor during construction and identify any changes that would adversely affect the integrity of the busway corridor, including busway transport infrastructure (such as the state controlled transport tunnel) ii) — relevant requirements in accordance with the Department of Transport and Main Roads' <i>Design Criteria for Bridges and Other Structures</i> iii) — mitigation measures to manage the identified groundwater risks on the busway corridor (including the state controlled transport tunnel) iv) — the requirement for the applicant to provide written notification of any groundwater issues impacting on the busway corridor to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads within 1 business day. c) — Submit the Instrumentation and Monitoring Plan to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads. d) — Carry out the construction of the development in accordance with the Groundwater Management and Monitoring Plan required in parts (a) and (b) of this condition. e) — Submit RPEQ certification, with supporting documentation, to the Metropolitan District Compliance Unit (Metropolitan.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with parts (a) – (d) of this condition.	Pursuant to ongoing correspondence between DTMR and the Applicant the condition is no longer required. The scope and nature of the project means that standard conditions which have been included within the referral response are more involved than what is actually required to satisfy operational and safety standards in relation to the infrastructure. As such, it is requested this condition be removed to formalise the discussions held with DTMR to date regarding ongoing requirements for the development.

4. Statutory Town Planning Framework

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

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

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

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

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

We understand that SARA, as a referral agency for the original application which the approval and referral response relates, is the responsible entity in this instance for the purposes of section 78(3) of the Planning Act.

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

minor change means a change that—

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

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

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

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

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

- *This section applies to a change application for a minor change to a development approval.*
- *When assessing the change application, the responsible entity must consider—*
 - (a) *the information the applicant included with the application; and*
 - (b) *if the responsible entity is the assessment manager and submissions were properly made about the development application—the submissions; and*
 - (c) *any pre-request response notice or response notice given in relation to the change application; and*
 - (d) *all matters the responsible entity would or may assess against or have regard to, if the change application were a development application; and*
 - (e) *another matter that the responsible entity considers relevant.*
- *For subsection (2)(d), the responsible entity—*
 - (a) *must assess against, or have regard to, the matters that applied when the development application was made; and*
 - (b) *may assess against, or have regard to, the matters that applied when the change application was made.”*

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

5. Minor Change Assessment

5.1 Assessment against Minor Change Criteria

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

Table 5 : Assessment of Minor Change Criteria	
Minor Change Criteria	Assessment
Does not result in substantially different development	Complies , the proposal does not result in substantially different development. Refer to Table 7 for additional details.
Would not cause the inclusion of prohibited development	Complies , no prohibited development is proposed by this change application.
Would not cause referral to a referral agency if there were no referral	Complies

agencies for the development application	No new referrals are triggered by the proposed changes.
Would not cause referral to extra referral agencies	
Would not cause a referral agency to assess the application against matters prescribed by regulation under section 55(2), other than matters the referral agency must have assessed the application against when the application was made	
Would not cause public notification if public notification was not required for the development application	Complies The original application was subject to Impact Assessment and therefore already subject to public notification.

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

Table 6 : Assessment of Substantially Different Development Criteria	
Minor Change Criteria	Assessment
Does not involve a new use	Complies No changes to the approved land uses are proposed.
Does not result in the application applying to a new parcel of land	Complies No new land parcels are introduced by this application.
Does not dramatically change the built form in terms of bulk, scale and appearance	Complies No changes to the built form are proposed as part of this application.
Does not change the ability of the approved development to operate as intended	Complies No changes to the built form are proposed as part of this application. The requested removal of the conditioned additional pedestrian access does not inhibit the ability of the approved development to provide adequate pedestrian access. The approved vehicle access on Brookfield Road is to be operated as a low-speed environment to minimise potential conflict between vehicles and entrances. This will be achieved by line marking the concrete to direct the movement path of pedestrians throughout the central car parking area, pursuant to the markings shown on the approved plans. As demonstrated by the originally submitted traffic assessment, the pedestrian access points are appropriate and allow the development to operate as intended.
Does not remove a component that is integral to the operation of the development	Not applicable Not integral components of the approval are removed by the proposed changes.
Does not significantly impact on traffic flow and the transport network, such as increasing traffic to the site.	Complies The requested changes do not change or amend the flow or level of traffic arriving or exiting the site. As demonstrated by the originally submitted traffic assessment, the pedestrian access points are appropriate for the surrounding transport network.
Does not introduce new impacts or increase the severity of known impacts	Complies The requested changes on relate to conditions of approval which have already been discussed directly with DTMR. The proposal does not otherwise request any changes to the scale, intensity, operation

Table 6 : Assessment of Substantially Different Development Criteria	
Minor Change Criteria	Assessment
	or built form of the approved land uses. No new or increased impacts will occur due to the proposed changes to conditions.
For development prescribed by the Planning Regulation as requiring a social impact assessment as identified under section 106T of the Act, does not introduce new social impacts or increase the severity of known social impacts.	Not Applicable The proposed development is not prescribed by the Planning Regulation as requiring social impact assessment as identified under section 106T of the Act.
Does not remove an incentive or offset component that would have balanced a negative impact of the development	Not Applicable We are not aware of any “incentive” or “offset component” having been considered by Brisbane City Council or SARA/DTMR in their assessment of the original development application. According to our assessment, the approved development achieved compliance with the relevant assessment benchmarks of the applicable planning framework.
Does not impact on infrastructure provisions	Complies The proposed changes will not create any impact on infrastructure provisions. The proposal does not otherwise request any changes to the scale, intensity, operation or built form of the approved land uses. No additional demand will be placed on infrastructure networks due to the proposed changes. As demonstrated by the originally submitted traffic assessment, the pedestrian access points are appropriate given the surrounding infrastructure.

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

5.2 Assessment against Applicable Planning Framework

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

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

The original application was assessed and decided under the legislative framework of the *Planning Act 2016 (Planning Act)*, with the City Plan and State Development Assessment Provisions (SDAP) providing the relevant planning provisions. The legislative framework remains consistent for this change application.

As set out in **Table 1** above there has been no change between the planning framework applicable to the current approval and the planning framework applicable to this planning application. A review of the SDAP Codes has confirmed that there have been no significant changes to the provisions that apply to the development of the site.

The original development application was subject to Impact Assessment and received two (2) properly made submissions. The key items raised within the submissions included:

- Land use

- Noise and operational hours
- Car parking
- Impact on transport network; and
- Loss of green space and amenity.

Relevant to this application the submissions raised items in relation to impacts on the traffic network. This item has been summarised below:

- General concerns were raised regarding the amount of proposed traffic movements on nearby streets and further impacts on road quality (Brookfield Road);
- Future use of the site for busway expansion; and
- Location of tunnel in relation to development.

The proposed changes do not request any change to the proposed land uses, built form or operation of the approved development and only relate to conditions of the referral response. The items raised within submissions were addressed via the original assessment process and remain unchanged by this application.

The proposed changes to the development will not alter the approved development's compliance with the town planning framework applicable at the time current approval or the matters that apply at the time this change application is made, specifically in relation to the relevant SDAP Codes.

A summary of the development's compliance with key provisions of the SDAP Codes, in relation to the requested changes has been provided below:

- In relation to **PO21** of State Code 1:
 - The provided pedestrian pathways throughout the site ensure that the active transport network is not compromised by the proposed development. Future site users are provided with multiple dedicated pedestrian entrances across each of the three street frontages, ensuring safety and efficiency across the site and surrounding transport network.
 - The proposal provides clear pedestrian connections to each of the existing footpaths on each site frontage and dedicated pedestrian paths allowing users to traverse the site without conflicting with vehicles.
 - For the pedestrians who choose to enter the site via the driveway crossover, their safety will not be compromised given the nature of Brookfield Road as a local order road, the low speed environment of the driveway and the supporting signing reinforcing this low-speed environment via speed limits.
 - Brookfield Road is not a state-controlled road and the extent of DTMR's assessment in relation to the intersection between Brookfield Road and Gympie Road does not extend to pedestrian entrances along the Brookfield Road frontage. This item is within the assessment jurisdiction of Brisbane City Council and when assessed by Council as part of the original application no additional pedestrian access was required.
- In relation to **PO22** of State Code 1:
 - Pedestrians in the local area currently cannot easily traverse the site, given the lack of pathways through the existing empty lot. Therefore, the addition of clear line marking which provide pedestrian pathways to each road frontage and associated public footpath, increases the level of accessibility to the active transport network around the site.

- Additionally, the closest public transport stop is located on the Gympie Road frontage of the site, not Brookfield Road. This suggests that providing a dedicated pedestrian access to Gympie Road further supports increased accessibility to the public passenger transport network and services.
- Providing shared access to the site via the driveway crossover on Brookfield Road, does not limit the ability of people to access the public or active transport networks and services around the site. The proposal provides a higher level of accessibility for pedestrians, particularly those with mobility issues through the provision of paths and provides numerous options for dedicated pedestrian access via each frontage.
- In relation to compliance with **SDAP Code 1, 3 and 5** generally, the proposed amendments:
 - Will not create a safety hazard for users of a busway, state-controlled road or environment, by increasing the likelihood or frequency of fatality or serious injury.
 - Will not compromise the structural integrity of a busway, busway transport infrastructure, busway transport infrastructure works, state-controlled roads, tunnels or environments.
 - Will not compromise the state's ability to construct busways and future busways or significantly increase the cost to construct busways and future busways.
 - Will not compromise the state's ability to maintain and operate busways state-controlled roads, tunnels or environments.
 - Will not significantly increase the cost to maintain and operate busways state-controlled roads, tunnels or environments.

6. Summary

This Town Planning Assessment in respect of the proposed Change Application (Minor Change) for the development approval at 124 Gympie Road, Kedron, has assessed the proposed changes having regard to the relevant statutory town planning framework for a Change Application.

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

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