

# Town Planning Report

Impact Assessable Development  
Application

for

Material Change of Use  
at

79 Linkfield Road, Bald Hills QLD 4036  
Lots 35 on SP124014

for

Jas & Nicky Singh Pty Ltd  
A.C.N. 161 393 291

November 2024

Ref: 1135



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APPLICATION REF

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# 1. SITE & APPLICATION DETAILS

**Table 1 - Site & Application Details**

LOCATION	79 Linkfield Road, Bald Hills 4036
LOT DESCRIPTION	Lot 35 on SP124014
SITE AREA	79,300m <sup>2</sup>
CURRENT USE	RU Rural
SEQRP DESIGNATION	Urban Footprint
ZONE	 <p style="text-align: center;"><b>Figure 1 - Zone Map (source: Brisbane City Plan 2014)</b></p>
SURROUNDING ZONED LAND	North: RU Rural East: RU Rural West: RU Rural South: CF4 – Community facilities
APPLICATION TYPE	Material Change of Use – DP for Low impact industry, educational establishment and storage yard.
APPROVAL SOUGHT	Development Permit
ASSESSMENT LEVEL	Impact Assessment

## 2. INTRODUCTION

Jas & Nicky Singh Pty Ltd has engaged ARC Planning Pty Ltd to prepare this report and development application for Material Change of Use for low-impact industry, educational establishment and storage yard at 79 Linkfield Road, Bald Hills 4036.

The following report describes the proposed development, identifies applicable assessment benchmarks, assesses the proposal against relevant assessment benchmarks and then provides a summary of reasons for the assessment manager to approve the application.

## 3. SITE DETAILS

### 3.1 Location & Context

The subject site is located at 79 Linkfield Road, Bald Hills 4036, also described as Lot 35 on SP124014 (Figure 2). The site is rectangular in shape, featuring a total area of 79,300m<sup>2</sup>. The subject site currently functions as a storage and transport depot, educational establishment and associated outbuilding (temporary storage sheds). The existing transport depot component includes a gross floor area of 14,361m<sup>2</sup> with an additional 7,368m<sup>2</sup> of storage yard and 1,857m<sup>2</sup> of educational establishment, achieving an approximate 29.74% site coverage. The portion north-west is mapped as High ecological significance and susceptible to Creek/waterway flood planning area.

According to the Brisbane City Council's City Plan 2014, the subject site falls within the RU—Rural Zone, an area characterised predominantly by low—to medium-density uses. Surrounding properties to the subject site comprise open spaces, a quarry, community facilities, and a future petrol station in the adjacent lot (Lot 8 SP122595). Additionally, it is important to note that the site is subject to an easement that crosses diagonally over the property.

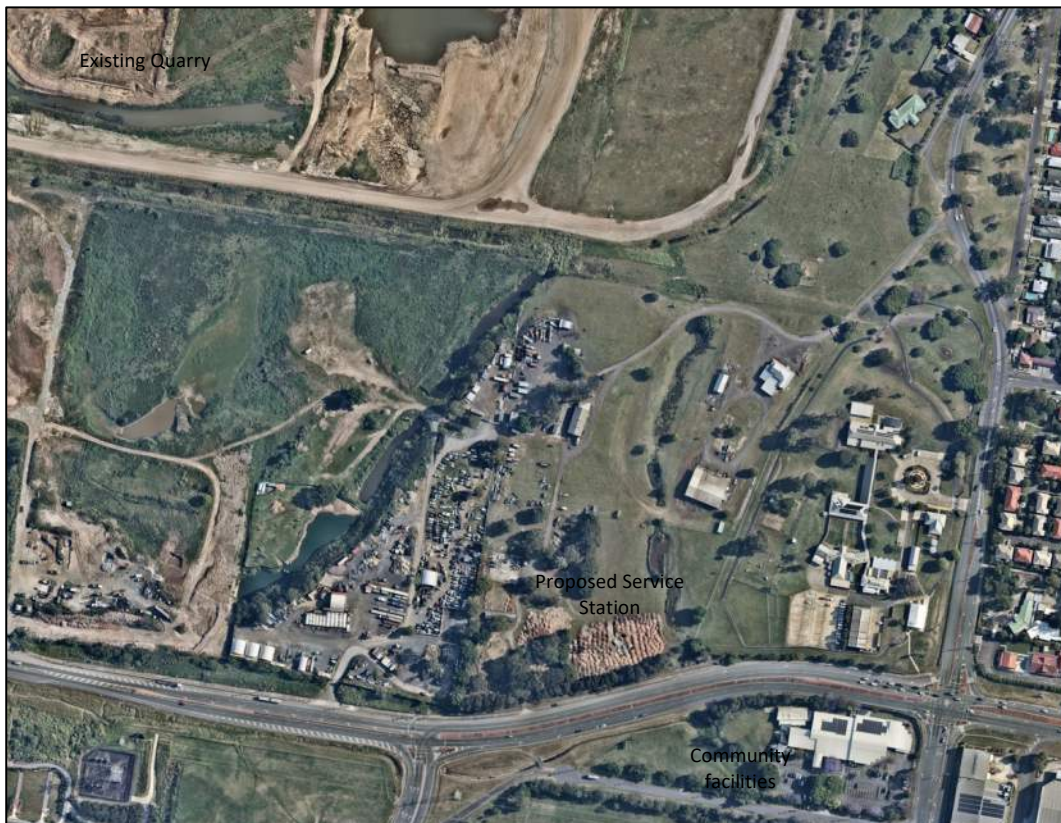


Figure 2 - Existing land uses (source: Nearmap 2024)

### 3.2 Servicing

The site features a 200m wide frontage to Linkfield Road, with the existing users utilising access via a sealed crossover driveway from Linkfield Road. The site is located along a Primary freight route and is currently serviced by all existing urban services, including reticulated electricity, telecommunications, water supply, and existing onsite wastewater system (Figure 3).

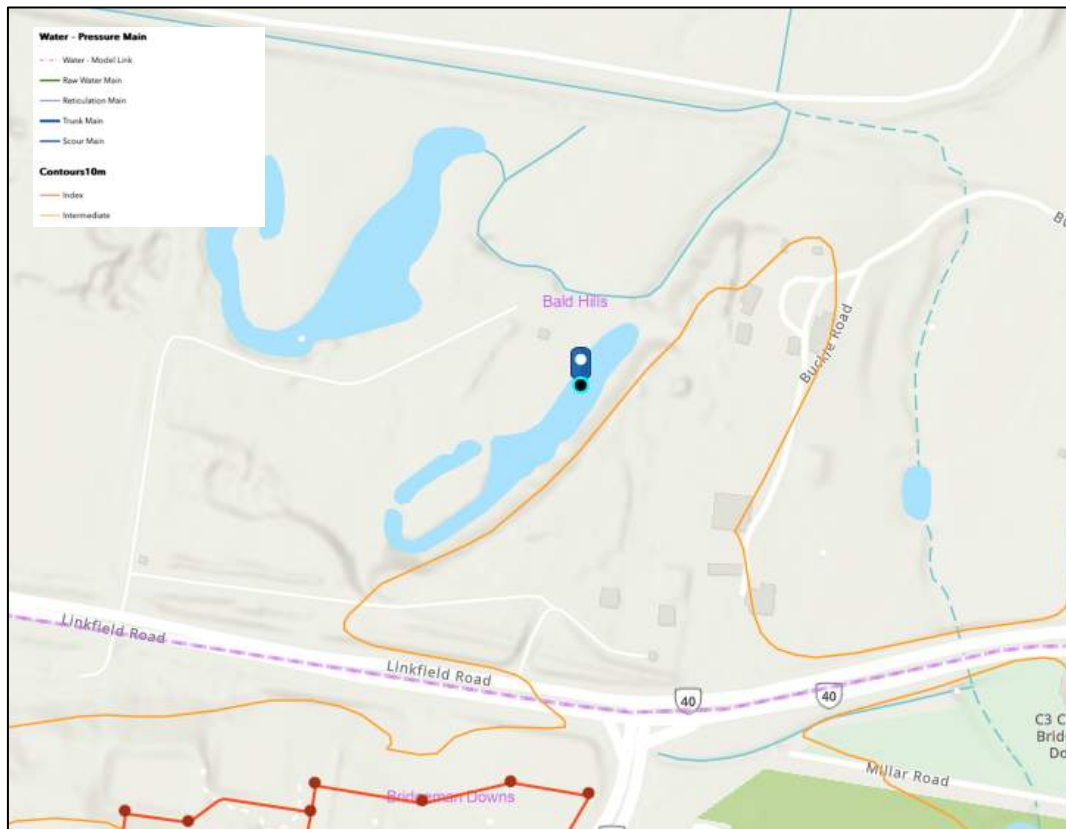


Figure 3 - Existing Site, Topography and Services (source: Unity Water 2024)

### 3.1 Approval / Site History

Table 2 - Site Approval History

DA Number	Development type and approval date
N/A	No development applications lodged for the Lot on Plan Lot 35 on SP124014

## 4. PROPOSED DEVELOPMENT

### 4.1 Proposal

The proposal aims to obtain a Development Permit for a Material Change of Use at 79 Linkfield Road, Bald Hills 4036, also referred to as Lot 35 on SP124014.

This development requests approval for Low-Impact Industry activities, specifically a transport depot and training establishment (civil construction, plant operator, and TMR traffic control training courses) appropriate for the RU Rural precinct. Additionally, it will create a storage yard with a total gross floor area of 7,368 m<sup>2</sup>.

The proposal will not change the site's existing density. It aims to maintain the current activities and related structures and infrastructure within Lot 35. The proposed development is visually represented in the plan set prepared by ARC Planning, included as an attachment (Figure 4).

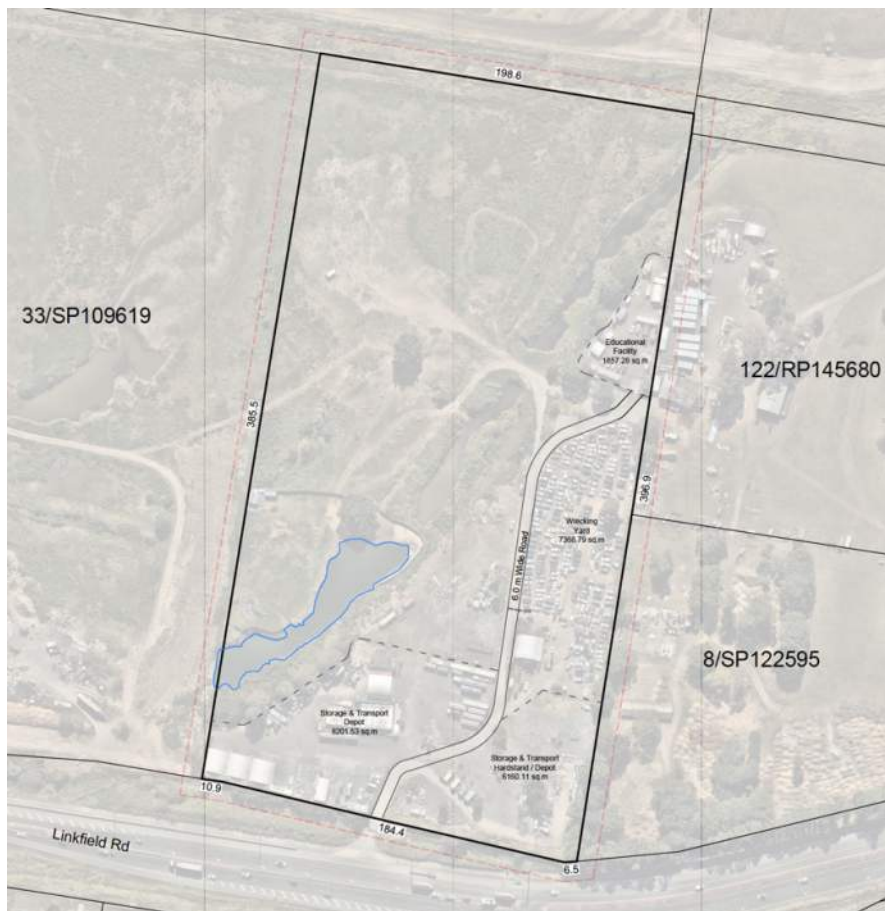


Figure 4 – Extract of the Proposed Site Plan (source: ARC Planning)

**We do not propose a change to the density, only a permit development regarding the current activities on-site.**

The hardstand areas of the proposed development are setbacks from Linkfield Road. These separation distances, in conjunction with the existing vegetation buffer and acoustic barrier fencing, will ensure the amenity and privacy of nearby residents are not impacted by noise, light, or odour emissions. The proposal will not change the site's existing density. It aims to maintain the current activities and related structures and infrastructure within Lot 35.

Due to zoning designation under the Brisbane City Plan 2014, the subject is suitable for the proposed low-impact industry and educational establishment on the following grounds.

- The site is located along Linkfield Road, an arterial road that is highly accessible for all modes of transport.
- Waterway and flood-related hazards are present but do not affect the area of the site object of Material change of use.
- Although acid sulfate soils may be present on site, the development will not undertake earthworks that would disturb potential acid sulfate soils.
- The subject site is conveniently located in proximity to several homemaker-type businesses, a service station (DA lodged for Lot 8 on SP122595), and extraction activities.

Given the site's rural setting, the existing on-site effluent disposal system (portable toilets) will be retained. All stormwaters will be legally discharged through the water conveyance system and overland flow. This stormwater management approach will produce positive outcomes for neighbouring properties and will not affect Linkfield Road, which is a State-controlled Road.

The proposed development is acknowledged to produce vehicle-related noise from both parking areas and the transport depot. Furthermore, as noted earlier in this report, the site is situated along Linkfield Road and southeast of a large quarry, both of which contribute significantly to the noise levels. Considering the proposed uses and the setback, there will be no further adverse noise impacts on neighbouring land uses.

Whilst it is acknowledged that the site is affected by creek/water flooding, the affected area is located outside of the proposed development and, as such, will not impact the development.

Overall, the proposed development produces a type of development that is well suited to accommodate surrounding land uses and provides a convenient range to meet a current gap in the market.

#### 4.2 Access and Parking

Access to the site is currently granted through a crossover driveway serving 79 Linkfield Road (existing Lot 35), which will be retained in the proposed plans. This driveway provides a safe and convenient ingress and egress access arrangement for all site users. Future developments at 79 Linkfield Road will require formal access from Linkfield Road (refer to Figure 5). It's expected that operations on site will not adversely affect the road network or local traffic.

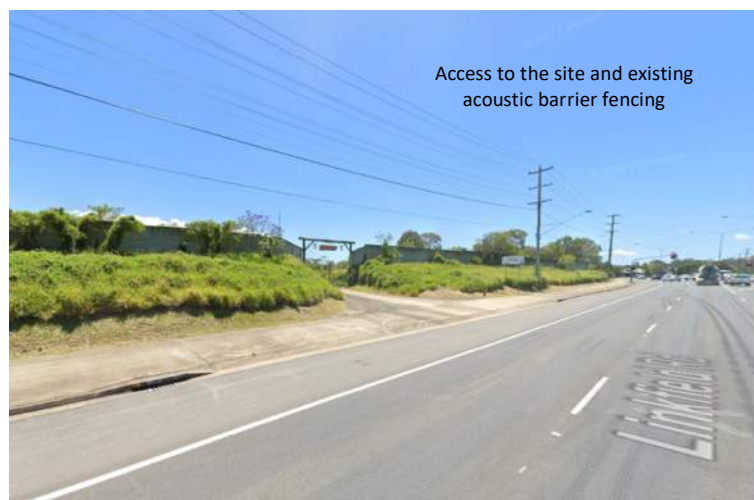


Figure 5 – Existing access point from the public road (source: Google Streetview)

Car parking for each aspect of the development is located within the subject site (refer to Figure 6) and will ensure no impacts on the State-controlled Road.



**Figure 6 – Car parking area for the educational establishment (source: ARC Planning)**

The smaller educational tenancy is anticipated to support civil construction, plant operator, and TMR traffic control training courses. Meanwhile, the transport depot is expected to cater more to traditional warehousing and storage yard businesses. The educational establishment is likely to have few full-time onsite employees, projecting a maximum of 1-2 staff at any time and an average of 4-6 students per day. Business operators should be able to effectively manage their parking and servicing needs as per their requirements.

A typical future-use scenario might involve a tradesperson storing equipment and materials onsite for daily tasks. They would generally visit the site twice a day, morning and evening, to collect and drop off materials. If additional staff are needed for such business operations, they would likely consist of just an off-site bookkeeper or a similar role. Furthermore, many workstores are expected to be used exclusively for storage, requiring no staff and minimal visits. Overall, there should be ample on-site parking to accommodate both storage and business activities.

#### **4.5 Infrastructure Servicing**

The proposed development will be suitably connected to all required urban services and infrastructure, including reticulated water, electricity, an on-site effluent disposal system, and telecommunications.

## 5. PLANNING PROVISIONS

### 5.1 State Planning Provisions

#### 5.1.1 South-East Queensland Regional Plan 2017

The subject site is located within the Urban Footprint of the South-East Queensland Regional Plan 2017, which identifies land which can accommodate the region's growth needs to 2046 with potential for new development (Figure 6). The proposed development supports land uses that align with the objectives of the South-East Queensland Regional Plan.

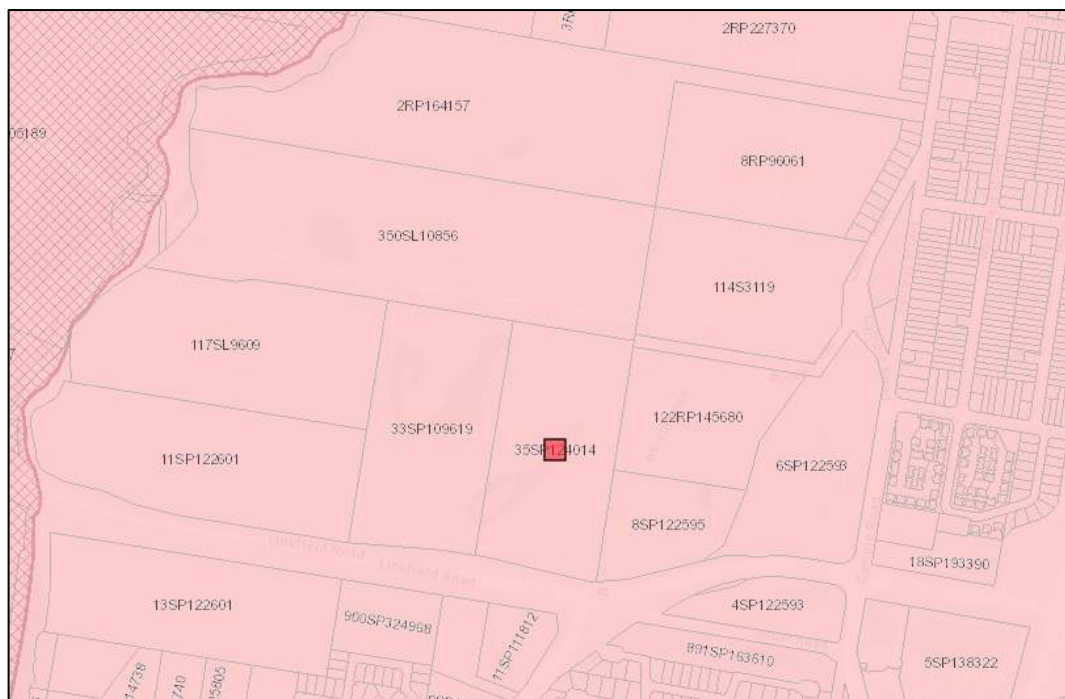


Figure 7 - SEQ Regional Plan Map (source: Development Assessment Mapping System)

#### 5.1.2 State Assessment Referral Agency (SARA)

In accordance with the *Planning Regulation 2017*, the proposed development requires referral to SARA.

#### Referral Agency: State transport corridor and future State transport corridor

Relevant triggers:

- State-controlled Road (Linkfield Road)
- Area within 25m of a State-controlled Road (Linkfield Road)

### 5.2 Local Planning Provisions

#### 5.2.1 Level of Assessment

As per the Brisbane City Council City Plan 2014, the site is contained within the RU Rural Zone, Bracken Ridge and district neighbourhood Plan and the Bald Hills/Bridgeman Downs precinct NPP-009 plan code area.

In accordance with Tables 5.5.23 of the Brisbane City Council City Plan 2014, the proposed Material Change of Use triggers an assessable development—impact assessment. The respective neighbourhood plan and applicable overlays do not vary the level of assessment.

As per section 53 of the *Planning Act 2016*, given the proposed development triggers Impact Assessment, public notification is required.

In accordance with the City Plan 2014, the following development codes are applicable to this application:

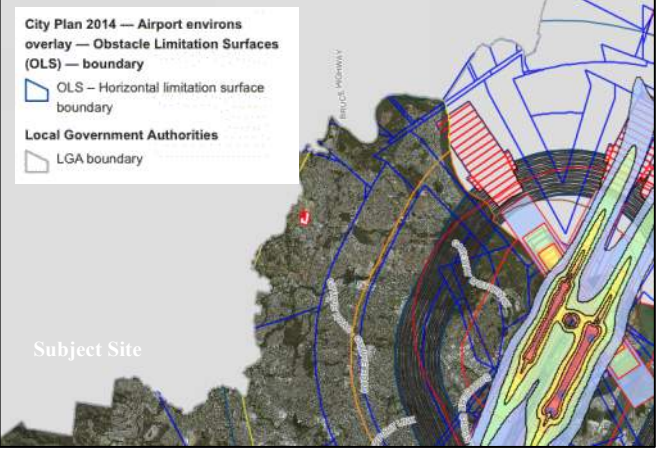


**Table 3 - Applicable Assessment Benchmarks**

Code	Applicable?	Comments
<b>Zone Code</b>		
RU Rural Zone Code	✓	In accordance with Table 5.5.23, an assessment against the Overall Outcomes is provided at <b>Appendix E</b> .
<b>Neighbourhood Plan Code</b>		
Bracken Ridge and district neighbourhood Plan	✓	The site is located within the neighbourhood plan area, however, is not located within any precincts or sub-precincts. In accordance with Table 7.2.2.3.3.A, a full code assessment is provided at <b>Appendix E</b> .
Bald Hills/Bridgeman Downs precinct – NPP-009	✓	The site is located within the neighbourhood plan area, however, is not located within any precincts or sub-precincts. In accordance with Table 7.2.2.5.3.A, a full code assessment is provided at <b>Appendix E</b> .
<b>Overlay Codes</b>		
Airport Environs Overlay Code	✗	The development does not propose any uses listed in Table 5.10.2 of the City Plan 2014. As such, the Airport Environs Overlay code is removed as an assessment benchmark.
Community Purposes Network Overlay Code	✗	The development does not propose any uses listed in Table 5.10.7A of the City Plan 2014. As such, the Community Purposes Network Overlay code is removed as an assessment benchmark.
Critical Infrastructure and Movement Network Overlay Code	✗	The development does not propose any development or uses listed in Table 5.10.8. As such, the Critical Infrastructure overlay is removed as an assessment benchmark.
Dwelling House Character Overlay Code	✗	The development does not propose any development or uses listed in Table 5.10.9. As such, the Dwelling House character overlay code is removed as an assessment benchmark.
Flood Overlay Code	✓	The site is only slightly impacted by the Flood overlay. However, in accordance with Table 5.10.11 of the City Plan, a full code assessment is provided in Appendix E.
Potential and Actual Acid Sulfate Soils Overlay Code	✗	The development does not propose any development or uses listed in Table 5.10.15. As such, the Acid Sulfate Soils overlay is removed as an assessment benchmark.
Road Hierarchy Overlay Code	✗	The development does not propose any development or uses listed in Table 8.2.18.1. As such, the Road Hierarchy overlay is removed as an assessment benchmark.
Streetscape Hierarchy Overlay Code	✗	The development does not propose any development or uses listed in Table 8.2.20.1. As such, the Streetscape Hierarchy Overlay code is removed as an assessment benchmark.
Traditional Building Character Overlay Code	✗	The development does not propose any development or uses listed in Table 5.10.21. As such, the Traditional Building Character Overlay code is removed as an assessment benchmark.
<b>Secondary Codes</b>		

Filling and Excavating Code	X	The proposed MCU does not require any earthworks. As such, the Filling and Excavating Code is removed as an assessment benchmark.
Infrastructure Design Code	X	The proposed MCU does not require major infrastructures design. As such, the Infrastructure Design Code is removed as an assessment benchmark.
Landscape Work Code	X	The proposed MCU does not require or propose any landscaping works in order to facilitate the MCU. As such, the Landscape Work Code is removed as an assessment benchmark.
Outdoor Lighting Code	X	The proposed MCU does not require or propose any Outdoor Lighting works in order to facilitate the MCU. As such, the Outdoor Lighting Code is removed as an assessment benchmark.
Park Planning and Design Code	X	The proposed MCU does not require or propose any new parks in order to facilitate the development. As such, the Park Planning and Design is removed as an assessment benchmark.
Stormwater Code	X	The proposed MCU does propose any new stormwater system to facilitate the development. As such, the Stormwater Code is removed as an assessment benchmark.
Transport, Access, Parking and Servicing Code	X	The proposed MCU does not require or propose any new access, and parking areas in order to facilitate the development. As such, the Transport, Access, Parking and Servicing is removed as an assessment benchmark.

## 5.2.2 Summary of Overlays

**Table 4 - Summary of Overlays**

Overlay	Figures source – Brisbane City Plan 2014
<p><b>Airport Environs</b></p> <p>The site is mapped under the Airport Environs Overlay. Given the substantial separation between airports and the subject site, the airport environs overlay is not anticipated to restrict development.</p>	 <p><b>Figure 8 - Airport Environs Overlay Map</b></p>
<p><b>Biodiversity Areas</b></p> <p>The site is mapped partially under the Biodiversity Area overlay. The proposed MCU does not require vegetation removal and is situated in the southeast sector outside the Biodiversity Area (see Site Proposal). As such, the Biodiversity Area overlay will not hinder development.</p>	 <p><b>Figure 9 – Biodiversity Areas Overlay Map</b></p>
<p><b>Flood – Creek/Waterway Flood Area</b></p> <p>The site is mapped as containing approximately 70% of mapped Brisbane River flood planning area 1, 2 and 3. The proposed development (MCU) is proposed in the southeast sector not affected by the overlay (see Site Proposal). However, a full code assessment is provided in Appendix E.</p>	 <p><b>Figure 10 - Flood Overlay Map</b></p>

**Potential and Actual Acid Sulfate Soils**

The site is mapped under the potential and actual acid sulfate soils overlay as containing approximately 30% of land above 5m AHD and below 20m AHD, with the remainder of the site mapped as land at or below 5m AHD. Given the development proposes a MCU only, with no building works proposed, the potential and actual acid sulfate soils overlay is not anticipated to restrict development.



Figure 11 - Potential & Actual Acid Sulfate Soils Overlay Map

**Road Hierarchy**

The site is contained within the Road Hierarchy Overlay. Linkfield Road is identified as an Arterial Road. The Road Hierarchy overlay will not hinder development.



Figure 12 - Road Hierarchy Overlay Map

**Extractive Resources**

It is acknowledged that the subject site is mapped partially under the key resource separation area. The proposed MCU does not increase the number of people living in the separation area, as no extra dwellings are proposed, and the development proposal is located outside of the mapped area.



Figure 13 - Extractive resources Overlay Map

**Critical infrastructure and movement network**

The site is located within the critical infrastructure and movement network as identified by the Brisbane City Plan 2014 interactive mapping. The proposed Material Change of Use (MCU) falls within this overlay; however, it does not impact the proposed development or the access to critical uses.



**Figure 14 – Critical infrastructure and movement network Overlay Map**

**Transport air quality corridor**

As identified by the Brisbane Planning Scheme 2014, the subject site comprises an area of “Transport air quality B” affected land. However, the proposed MCU does not comprises a childcare centre, which means this overlay will not impact on the development.



**Figure 15 – Transport air quality Overlay Map**

**Transport Noise Corridor**

Council’s overlay mapping identifies the subject site as being within the Transport Noise corridor of Linkfield Road. However, as the proposal seeks to establish a low-impact industry, storage yard and will not introduce additional sensitive land uses, this overlay will not hinder development.



**Figure 16 – Transport Noise corridor Overlay Map**

### Waterways corridors

The site is mapped partially under the waterway's corridor. However, this overlay will not impact on the proposed development as no structures or uses will be located within the corridor.

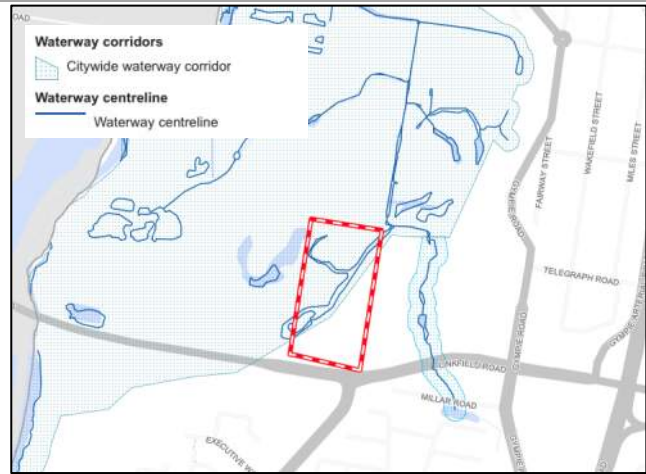


Figure 17 – Waterways corridors Overlay Map

## 6. ASSESSMENT SUMMARY

### 6.1 Strategic Framework

In accordance with Section 5 of this report, the proposed development is subject to an impact assessment, requiring a full assessment against the entirety of the Brisbane City Plan 2014, including relevant aspects of the Strategic Framework. The Strategic Framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs throughout the Brisbane area for the life of the city plan. The following strategic themes collectively represent the policy intent of the City Plan 2014:

- Theme 1: Brisbane’s Globally Competitive Economy
- Theme 2: Brisbane’s Outstanding Lifestyle
- Theme 3: Brisbane’s clean and green leading environmental performance
- Theme 4: Brisbane’s highly effective transport and infrastructure
- Theme 5: Brisbane’s CityShape

Section 6.2.6.5(1)(b) of the Rural Zone Code states, *“The purpose of the rural zone is to: ... b. provide for other uses and activities that are compatible with: ... i. existing and future rural uses and activities; and the character and environmental features of the zone; and c. maintain the capacity of land for rural uses and activities by protecting and managing significant natural resources and processes.”*. Thus, in accordance with the Overall Outcomes of the Rural Zone Code, relevant and applicable themes of the Strategic Framework are listed below, with full code assessments provided in **Appendix E**.

**Table 5 - Applicable Strategic Framework Themes and Elements**

Theme	Element
2: Brisbane’s outstanding lifestyle	<b>2.2</b> – Brisbane’s housing and accommodation choices
3: Brisbane’s clean and leading environmental performance	<b>3.1</b> – Brisbane’s environmental values
5: Brisbane’s CityShape	<b>5.6</b> – Brisbane’s Greenspace System

### 6.2 Character Rural Zone Code

The site is contained within the Rural Zone, RU Character precinct. The purpose of the character Rural Zone Code is to:

*“The purpose of the rural zone is to:*

- a. provide for rural uses and activities; and*
- b. provide for other uses and activities that are compatible with:*
  - i. existing and future rural uses and activities; and*
  - ii. the character and environmental features of the zone; and*
- c. maintain the capacity of land for rural uses and activities by protecting and managing significant natural resources and processes.”*

#### 6.4 Bracken Ridge and District Neighbourhood Plan Code

The subject site is identified as located within the Bracken Ridge and District Neighbourhood Plan; however, is not located within any of the neighbourhood plan precincts or sub-precinct areas (NPP-001 – NPP-013). The purpose of the Bracken Ridge and District Neighbourhood Plan is to “provide finger grained planning at a local level for the Bracken Ridge and District Neighbourhood Plan Area.” As such, an assessment against the Overall Outcomes is provided below, with a full code assessment provided in **Appendix E**.

#### 6.4 Bald Hills/Bridgeman Downs precinct NPP-009 Code

The subject site is identified as located within the Bald Hills/Bridgeman Downs precinct; however, is not located within any of the neighbourhood plan precincts or sub-precinct areas. The purpose of the Bald Hills/Bridgeman Downs precinct is to “provide finger grained planning at a local level for the Bald Hills/Bridgeman Downs precinct.” As such, an assessment against the Overall Outcomes is provided below, with a full code assessment provided in **Appendix E**.

## 7. CONCLUSION

This application provides justification for approval of a Material change of use for Low impact industry, educational establishment and storage yard at the site 79 Linkfield Road, Bald Hills 4036, on the following grounds:

- The proposed development achieves the outcomes sought by policy direction set in the Strategic Framework of the Brisbane City Council City Plan 2014.
- The proposed land uses, design and density, are consistent with the established character and amenity of the area, are compatible with the nearby existing (petrol station, quarry) and future uses and activities and will protect the environmental features of the zone.
- The subject site lies outside the Priority Infrastructure Area but is linked to essential infrastructure services such as electricity, telecommunications, and water.
- The proposed land uses and businesses will have safe vehicle access to a sealed road network and adequate room to manoeuvre on-site.
- The proposed development will not compromise the long-term use of the land for rural activities.

Based on arguments and justification provided in this report, approval is sought, subject to reasonable and relevant conditions of approval.

Kind regards,

Samuele Graziano  
November 2024

MPIA Town Planner  
ARC Planning Pty Ltd



## 8. APPENDICIES

Appendix A	Proposal Plan
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7.2.2.5.3	Bald Hills/Bridgeman Downs precinct – NPP-009 Code
8.2.11.3	Flood Overlay Code