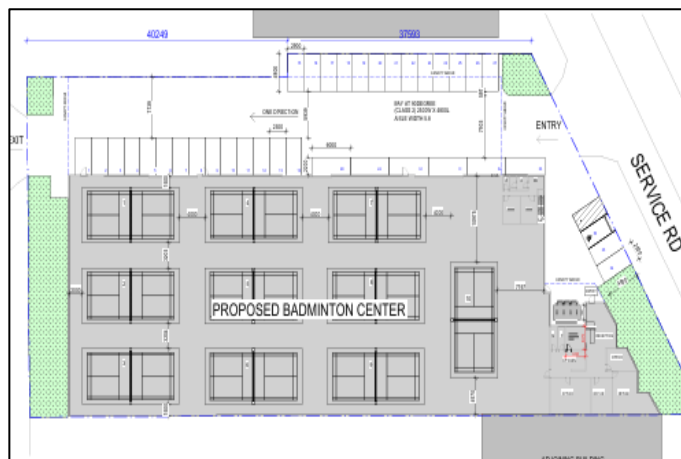


TOWN PLANNING ASSESSMENT REPORT



**817 Beaudesert Road
Archerfield, QLD 4108**

Lot 1 on RP813483

Project No. 8035

Proposed Indoor Sporting and Recreation
(Badminton Courts - 10 Courts)

August 2026

REPORT CONTROL SHEET

Report Title	Town Planning Assessment Report 8035
Site Address	817 Beaudesert Road, Archerfield 4108
Our Ref No	8035
Date	August 2026
Author	Ian Adams – Principal Town Planner

COMPANY DETAILS

Company	The Planning Place
Postal Address	PO Box 716, Spring Hill, 4004
Telephone	(07) 3257 7833
Fax	(07) 3257 7844
Email	mail@theplanningplace.com.au
ABN	52 088 377 047

Disclaimer:

This report is a professional opinion based on the information available at the time of writing. It is not intended as a quote, guarantee or warranty and does not cover any latent defects.

This report will comment on Town Planning aspects of the project and may outline probable costs but the extent of the commission of The Planning Place Pty Ltd does not extend to detailed cost feasibility, as such the costs should not be relied on for financing arrangements.

This report has been prepared specifically for the aforementioned client, site and project. It has been written solely for the purpose of providing town planning advice on the above issues for Council for this development site. Please note that this report has been compiled based on the information that is current at the time of report printing, and that the recommendations supplied within this report are based solely on the above.

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1.0 EXECUTIVE SUMMARY

Premises Details		
Applicant	Canungra Developments Pty Ltd	
Name of Owner	Canungra Developments Pty Ltd	
Site Address	817 Beaudesert Road Archerfield	
Real Property Description	Lot 1 on RP813483	
Area of Site	4075m²	
Pre-lodgement / Consultation history	N/A	
Applicable Assessment Details		
Zone	IN1 Industry (General industry A)	
Local Plan	Acacia Ridge-Archerfield Neighbourhood Plan	
Overlays	Airport Environs Overlay; Bicycle Network Overlay; Community Purposes Network Overlay; Critical Infrastructure and Movement Network Overlay; Flood Overlay; Industrial Amenity Overlay; Potential and Actual Acid Sulfate Soils Overlay; Road Hierarchy Overlay; Streetscape Hierarchy Overlay; Transport Air Quality Corridor Overlay; Transport Noise Corridor Overlay.	
Public Notification	Yes	
Infrastructure Charges	Brisbane Infrastructure Charges Resolution (No. 15) 2026	
Assessment Manager	Brisbane City Council	
State Planning Policy	State Planning Policy 2017	
South East Queensland Regional Plan	Urban Footprint	
State Assessment and Referral Agency	Yes – within 25m of a State Controlled Road	
State Development Assessment Provisions	State Code 1: Development in a state-controlled road environment	
Proposed use as defined in City Plan	Indoor Sport and Recreation	
Level of Assessment	Impact Assessment	
Details of proposal	Material Change of Use (MCU's) / Building Works (BW)	
	▪ Gross Floor Area (GFA)	2457sqm
	▪ Building height	10m
	▪ Site Cover	58%
	▪ Number of car parks	39
	▪ Number of storeys	1
	Reconfiguration of Lots	
	▪ Number of existing lots	N/A
	▪ Number of new lots	N/A

Application type	Aspects of Development		Type of Approval Requested	
			Preliminary Ap- proval	Development Permit
	Material Change of Use (MCU)			✓
	Reconfiguration of a Lot (ROL)			
	Building Work (BW)			
	Operational Work (OW)			
Plans / Reports	Drawing No.	Title	Prepared By	Date
	TP001B	Title Page	D & D Architects and Interiors	06/02/26
	TP002B	Location Plan		
	TP100B	Existing Site Plan		
	TP102B	Proposed Site Plan		
	TP103B	Existing Elevations		
	TP104B	Existing Elevations		

I declare that the development application is properly documented to meet *the Planning Act 2016 (PA)* requirements as a properly made application, including all relevant application forms, consent of the land owner and mandatory information.

Signed:



Name:

.....
Ian Adams
Principal Town Planner

Date:

July 2026

2.0 INTRODUCTION

This Assessment Report has been prepared by The Planning Place in respect to a development application seeking a Development Permit for an Indoor Sports and Recreation (Badminton Courts – 10) in the IN1 Industry (General industry A), over land described as Lot Lot 1 on RP813483, situated at 817 Beaudesert Road, Archerfield.

This report should be read in conjunction with the **Appendix B** - Proposal Plans referenced in the executive summary and enclosed as part of this development application.

The report reviews the characteristics of the site, its locality, describes the proposed development and evaluates the relevant town planning issues and requirements. The report is an assessment of the facts, conditions and statutory planning legislation pertaining at the time of preparation of this report.

This report will address the relevant provisions of the *Planning Act 2016* and the requirements of the policies and codes of the *Brisbane City Plan 2014* as it relates to this proposal.

Type of Application

An application is made for a **Development Permit** (s.49(3) PA) for a **Material Change of Use** (Schedule 2 PA) for Low Impact Industry, to be processed in accordance with s.51 of the *Planning Act 2016*.

Level of Assessment

The Planning Scheme identifies this development application is subject to **(Impact) Assessment**.

3.0 THE PROPOSED DEVELOPMENT

3.1 Proposal Overview

The proposed development seeks a Development Permit for Indoor Sport and Recreation over land described as Lot 1 on RP813483, situated at 817 Beaudesert Road, Archerfield.

Under the Brisbane City Plan 2014, the subject land is located in the IN1 Industry (General industry A) and contained in the Acacia Ridge-Archerfield Neighbourhood Plan.

Under Part 5, Table of Assessment, Table 5.5.16 IN1 Industry (General industry A), a Material Change of Use, for Indoor Sport and recreation is not a listed use, and hence the proposal is subject to Impact Assessment.

3.2 Proposal Details

The subject site is currently improved with a sizable industrial building having a total floor area of 2457sqm and the provision of 12 car parking spaces. There are no significant external changes to the building proposed. The carparking area is however being reconfigured to provide a total of 41 carparking spaces and 8 bike spaces. Some minor internal alterations are occurring however no additional floor area will result.

The building shall be predominantly occupied by 10 badminton courts, with associated toilets, and ancillary office areas.

Site landscaping is to be largely unchanged, with a minor reduction to accommodate two carparking spaces.

The proposed use does not negatively impact upon the amenity of the industrial area, and the general area will remain to function as an industrial area.

A Traffic Report accompanies this application, at **Appendix C**.

Note that a Needs Analysis, Acoustic Report and Flood Report will be submitted under separate cover.

4.0 SITE CHARACTERISTICS OF THE SUBJECT LAND

The subject site is currently improved with a sizable industrial building, with a single storey ancillary office component presenting to the street. The site is essentially flat. **Figure 1** illustrate the site characteristics below.



Photo 1: Subject Premises – 817 Beaudesert Road, Archerfield



Photo 2: Adjoining Property – 819 Beaudesert Road, Archerfield



Photo 3: Adjoining Property – 803 Beaudesert Road, Archerfield



Photo 4: Opposite Property – 788 Beaudesert Road, Archerfield

Figure 1 – Site Photographs

4.1 Surrounding Land Use and Existing Built Form of the Area

The site is located within an IN1 Industry (General industry A) area of Archerfield. The surrounding area consists predominately of industrial type uses, but also includes shops, service station, self storage, and indoor sport and recreation uses. Please refer below to **Figure 2** for site locality, **Figure 3** for 2017 aerial photography, **Figure 4** for zoning, **Figure 5** for Flood Overlay – Brisbane River Flooding, **Figure 6** for Flood Overlay – Creek and Waterway Flooding, **Figure 7** for Industrial Amenity Overlay, **Figure 8** for Transport Air Quality Overlay, **Figure 9** for Transport Noise Corridor Overlay.

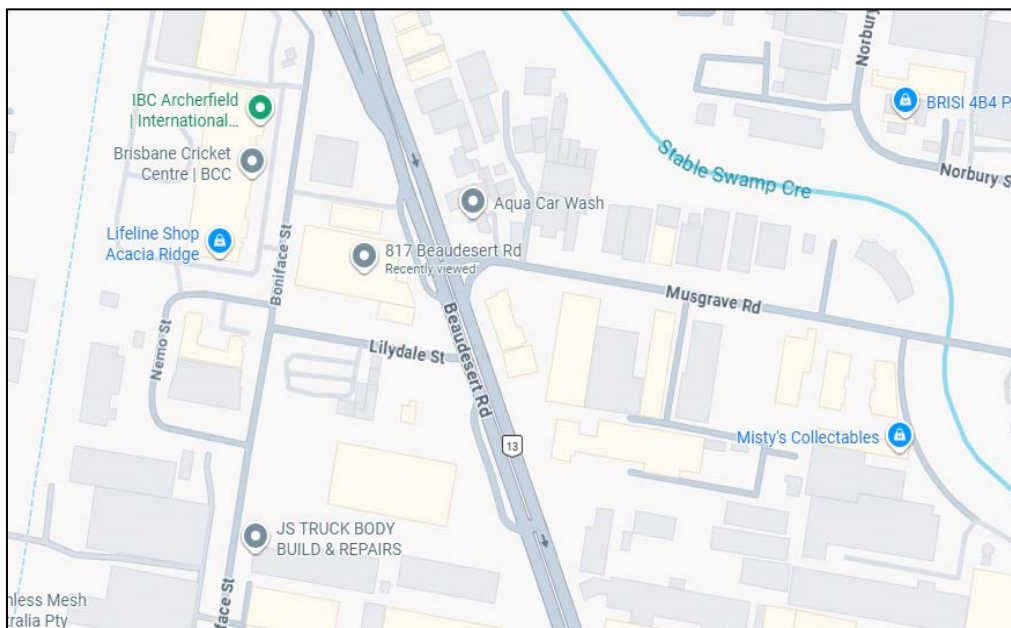


Figure 2 – Site Locality



Figure 3 – 2017 Aerial Photography

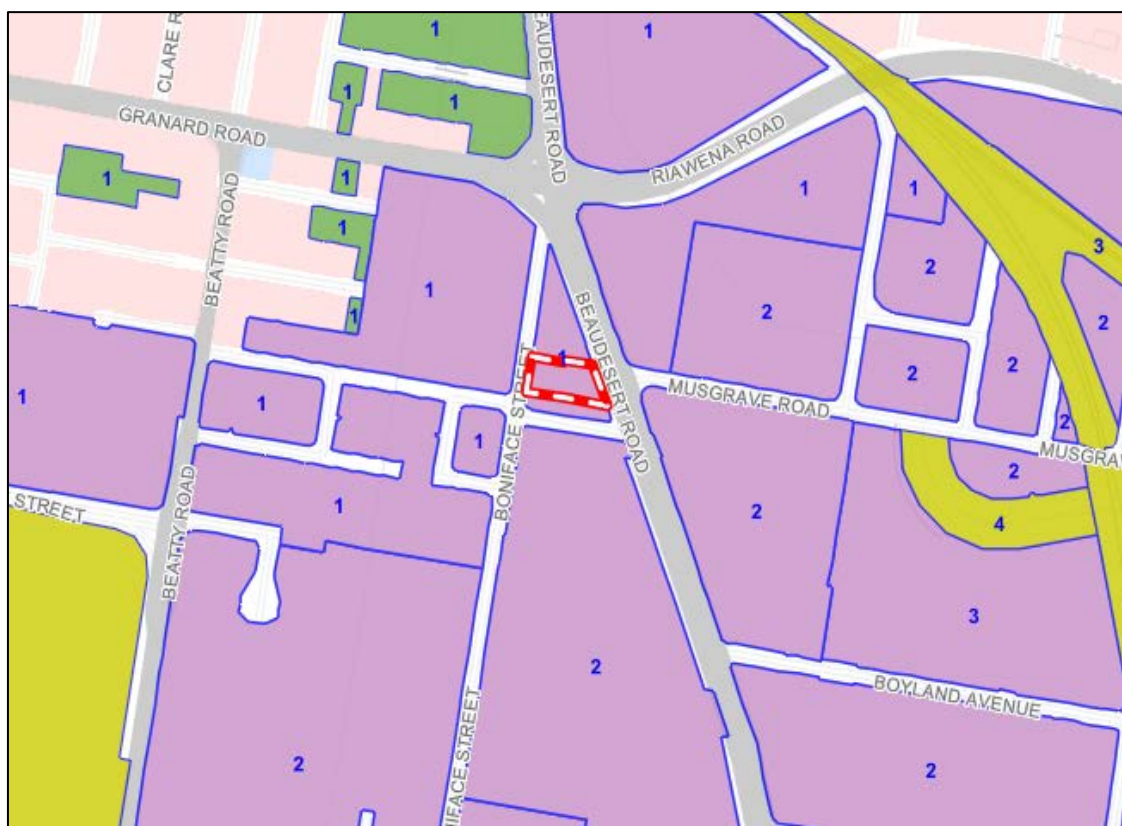


Figure 4 – Zoning Map of Premises

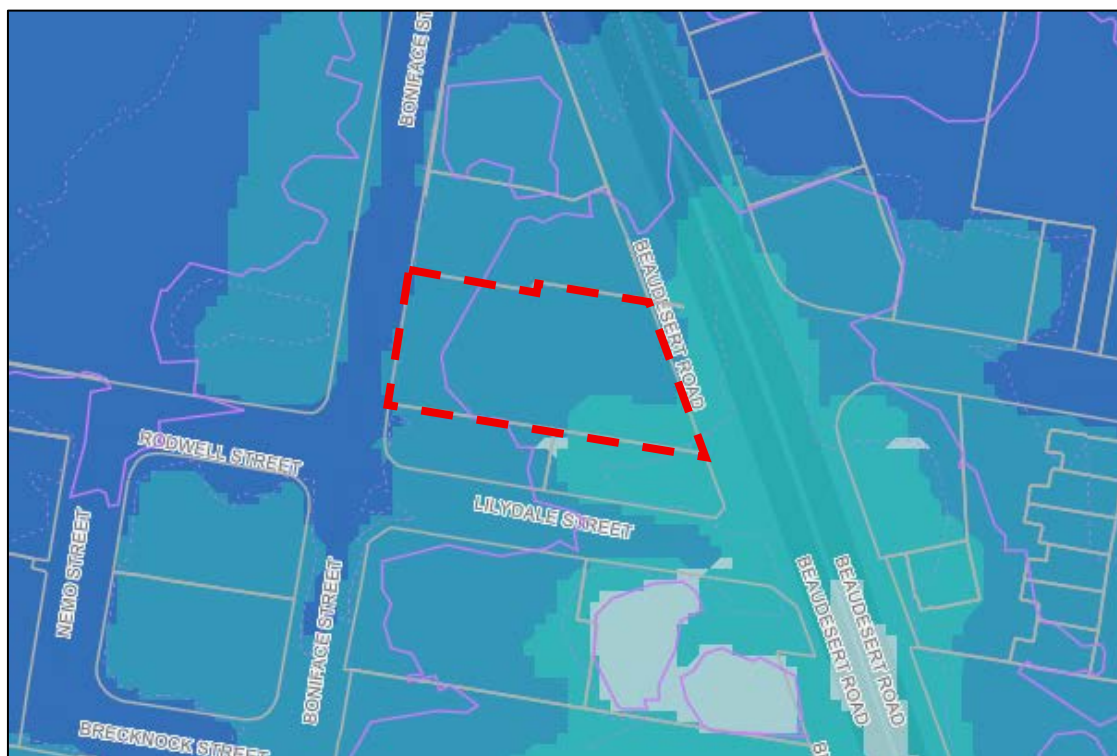


Figure 5 – Flood Overlay – Brisbane River Flooding

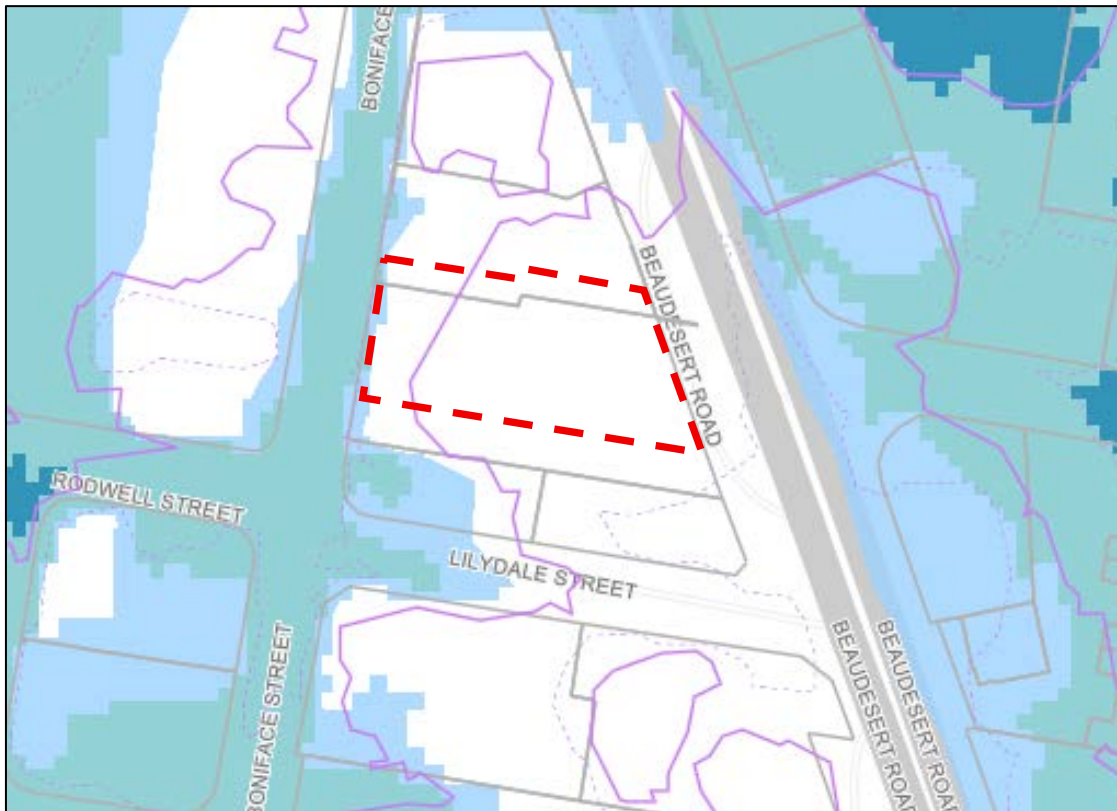


Figure 6 – Flood Overlay – Creek and Waterway Flooding

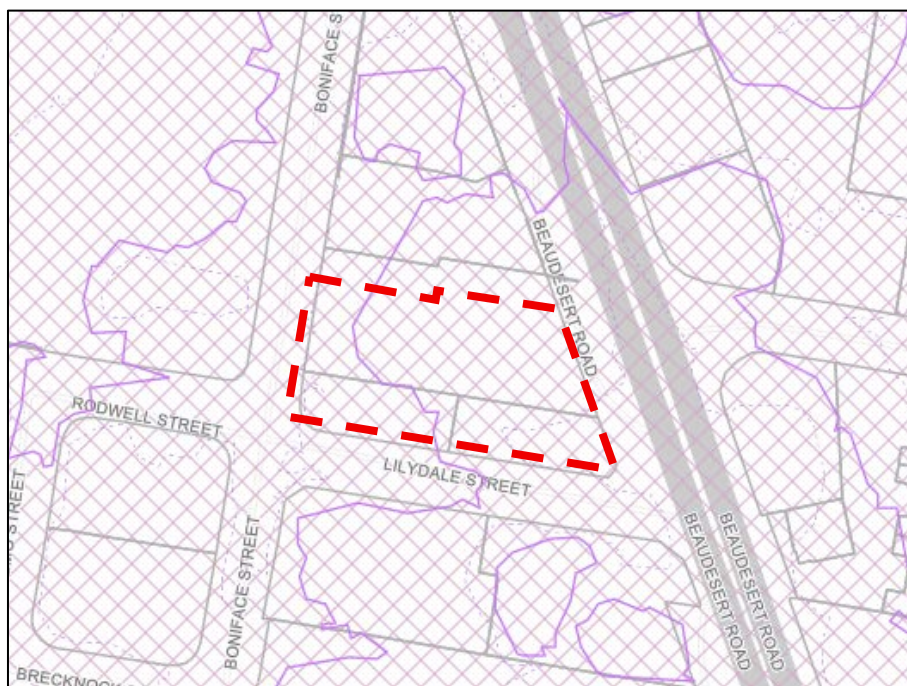


Figure 7 – Industrial Amenity Overlay

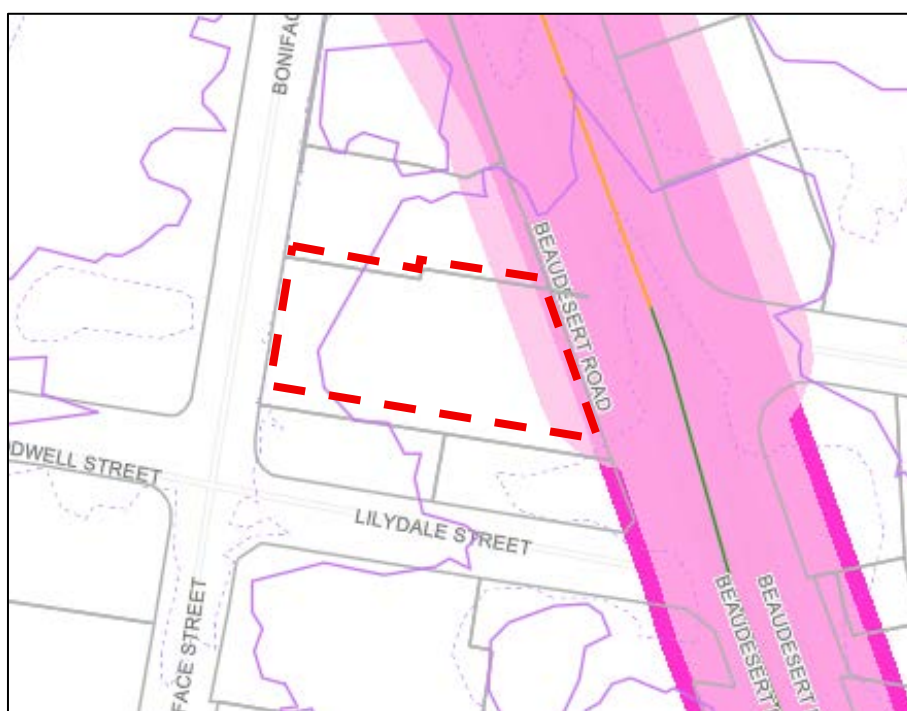


Figure 8 – Transport Air Quality Corridor Overlay



Figure 9 – Transport Noise Corridor Overlay

Water, sewerage, stormwater, electrical and telecommunications facilities are currently connected to the subject site. Current services available to the land are shown in Council's Community Map attached as **Figure 10**.

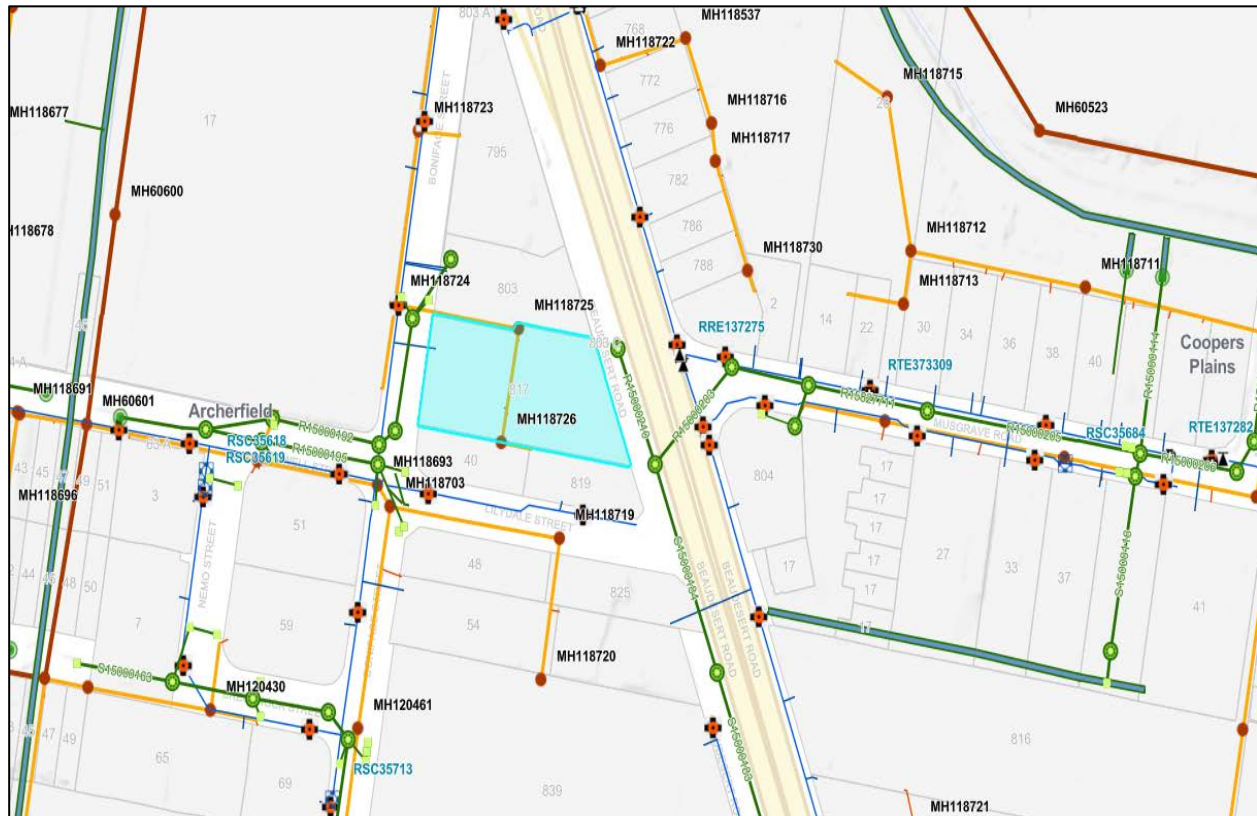


Figure 10 – Council’s Community Map

5.0 STATE PLANNING FRAMEWORK OF THE APPLICATION

The following sections pertain to state and regional planning framework assessment material.

5.1 State Planning Policies

Section 2.1 of the *Brisbane City Plan 2014* has identified that the State Planning Policies have been appropriately reflected within the scheme.

5.2 ShapingSEQ: South East Queensland Regional Plan 2017

The premises is mapped in the Urban Footprint of ShapingSEQ: *South East Queensland Regional Plan 2017* and is for an urban land use. The proposed development is considered to comply with the intent of the ShapingSEQ: *South East Queensland Regional Plan 2017*.

5.3 State Referrals & Requirements

Under the *Planning Regulation 2017*, a review of Schedule 10 was undertaken to identify any relevant triggers for referral to the State Assessment and Referral Agency (SARA). As the site abuts a State Controlled Road, referral to SARA is necessary.

5.4 State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) set out the matters of interest to the state for development assessment. The SDAP is prescribed under the *Planning Regulation 2017* and defined within Schedule 10 of this legislative document. This document contains the matters that the chief executive may have regard to when assessing a development application as either an assessment manager or as a referral agency. An assessment of the SDAP modules has taken place and State Code 1 is relevant to the development.

5.5 Public Notification

The development application is subject to Impact Assessment, and hence public notification is required for a period of 15 business days.

6.0 LOCAL PLANNING ASSESSMENT OF THE APPLICATION

In accordance with *Brisbane City Plan 2014* the level of Assessment Table in section 5.5.16, a Material Change of Use, for Indoor Sport and Recreation, is subject to Impact Assessment.

This development application has been prepared in accordance with Impact Assessment requirements pursuant to Section 45(3) of the *Planning Act 2016*.

6.1 Brisbane City Plan 2014

The premises is located within the Brisbane City Council Local Government area and is an applicable local planning instrument in this instance. The following key *Brisbane City Plan 2014* requirements have been addressed in the subsequent sections.

6.1.1 Strategic Framework

Whilst not an industrial use, the proposed development is considered to support the strategic framework, in the following manner:

Theme 1: Brisbane's globally competitive economy:

Element 1.2 – Brisbane's industrial economy		
Specific outcomes	Land use strategies	Response
SO1 Brisbane's Major Industry Areas, Strategic Inner City Industrial Areas and other industrial zoned land are protected to ensure their integrity and effective operation.	L1.1 Brisbane's remaining zoned land suitable for high-impact industries is reserved for these purposes.	Not applicable. The site is not especially zoned for high impact industry, being only General Industry A.
	L1.2 High-impact industrial activities are carefully located within industrial areas to enable their separation from nearby sensitive land uses.	Not applicable. The use is not high impact industry.
	L1.3 Lower impact industrial activities serve as buffers, locating between high-impact industrial activities and sensitive land uses.	Not applicable. The use is not low impact industry.
	L1.4 Existing lawful industries continue to operate with certainty and are protected from encroachment by sensitive land uses. Proposed expansions of these industries meet relevant health, safety and environmental standards.	It is considered that nearby industrial uses can continue to operate with certainty. The subject proposal is not a sensitive use.
	L1.5 Strategic Inner City Industrial Areas continue to provide a focus for economic activity and employment and future potential changes to land use mix are considered by a Neighbourhood Plan process consistent with outcomes and strategies indicated in Theme 5 Element 5.9.	Not applicable. It is not intended to re-zone the property or similar. The use is over a single site, contained within an existing building.

Element 1.2 – Brisbane's industrial economy		
Specific outcomes	Land use strategies	Response
SO2 Brisbane's Major Industry Areas and Strategic Inner City Industrial Areas are optimised to provide the widest range of industrial uses in order to maximise the economic opportunity for the city.	L2.1 Development for industrial uses is prioritised in the Major Industry Areas and Strategic Inner City Industrial Areas which are zoned to maximise the industrial land use potential of these areas.	Whilst an industrial use is not proposed, it is not considered that the use jeopardises or reduces the priority of industrial uses within the area. The existing building remains as is, and can be utilised for industrial purposes once the subject use ceases.
	L2.2 The ongoing range of uses in Strategic Inner City Industrial Areas may change subject to comprehensive planning processes, outcomes and strategies indicated in Theme 5 Element 5.9.	Not applicable. It is not intended to change the range of uses within the Zone.
SO3 Brisbane's industrial areas facilitate the co-location of applied research with related industrial activities.	L3 Brisbane's industrial areas provide opportunities for knowledge-intensive clusters of industrial production and related research and administrative functions where risk, hazard and transport needs are addressed.	Not applicable. Knowledge intensive clusters etc are not proposed.
SO4 Brisbane's Major Industry Areas include clusters of services and facilities that support industry and the industrial workforce.	L4 Major Industry Areas provide opportunities for clusters of supporting services for business and for the convenience of workers of these areas. They are in accessible locations, serviced by public transport where possible and do not compromise the ongoing operation of industrial activities in these areas.	Not applicable. Supporting services are not proposed.
SO5 Brisbane's industrial areas have a high degree of connectivity which is protected and enhanced.	L5.1 Development optimises the use and efficiency of freight routes and they are protected from encroachment by sensitive land uses.	The proposal is not for a sensitive land use.
	L5.2 Development optimises and integrates with the use of airspace of the Brisbane and Archerfield airports and limits the intensification of sensitive land uses in proximity to existing and future runway approaches.	The proposal is not for a sensitive land use.
	L5.3 Development optimises the use and efficiency of the Port of Brisbane and limits the intensification of sensitive land uses in proximity to existing and future port operations.	Not applicable. The site is not in proximity to the Port of Brisbane.
SO6 Brisbane facilitates a significant growth in resource recovery.	L6 Brisbane's Major Industry Areas and transfer stations at Nudgee, Willawong, Ferny Grove and Chandler are appropriate locations for the growing	Not applicable. A transfer station is not proposed.

Element 1.2 – Brisbane's industrial economy		
Specific outcomes	Land use strategies	Response
	resource recovery industry where environmental and amenity impacts are managed to best-practice standards.	
S07 Brisbane's extractive industry operations are protected.	L7 Sites of hard rock, sand and gravel extraction and associated transport routes and buffers are protected from encroachment of incompatible land uses and environmental and amenity impacts are managed to best-practice standards.	Not applicable. A quarry is not proposed.
S08 Brisbane's industrial lands are protected from encroachment by office or other non-industrial-based uses.	L8.1 Major Industry Areas and Strategic Inner City Industrial Areas are protected from encroachment of office parks and large-format retailing; these uses are adequately provided for elsewhere in the plan.	Not applicable. An office park or large format retailing is not proposed.
	L8.2 Land uses other than industrial do not compromise the existing or potential industrial uses that occupy land in the Special industry zone, General industry C zone precinct or General industry B zone precinct of the Industry zone.	Not applicable. The site is not within these zones.
	L8.3 Mixed industrial service and business administration uses will be promoted on land appropriately zoned at the Australia TradeCoast, Cannon Hill, Wacol and Richlands to accommodate personal and administrative services supporting businesses or employees of that Major Industry Area and where serviced by public transport.	Not applicable. Industrial service and business administration uses are not proposed.
	L8.4 The co-location of administrative functions with industrial uses may occur within a site where directly related to the principal use of the premises and the design, interface and functionality outcomes for both administrative offices and industrial functions are achieved.	A minor area of the use will be for administrative functions, wholly contained within the existing building. Industrial functions will not be compromised within the area.
	L8.5 Brisbane's industrial zoned areas are protected from encroachment by incompatible uses to maximise their industrial land use potential to effectively service businesses and residents and link the wider network of industrial land use across the city.	It is not considered that the proposal is in incompatible use, as it is wholly contained within an existing building, with minimal alteration to the building occurring. It would not be readily apparent from outside the building that a non-residential use is occurring. The site can

Element 1.2 – Brisbane's industrial economy		
Specific outcomes	Land use strategies	Response
		easily revert back to an industrial uses upon cessation of the proposed use.
Element 1.3 – Brisbane's population-serving economy;		
Specific outcomes	Land use strategies	Response
SO1 Brisbane provides for a diverse mix of highly accessible retail and commercial locations to service a growing population.	L1 Development for retail and commercial uses accords with the CityShape theme and the zoning pattern.	Not applicable. It is not considered that the proposal is a retail of commercial use.
SO2 Brisbane's City Centre offers the greatest concentration of the highest order retail, personal and community services and facilities, and cultural, recreational and entertainment experiences.	L2.1 Brisbane's City Centre accommodates future demand for high-order goods, services and facilities that are of a global standard.	Higher order goods, services and facilities are not proposed on the site.
	L2.2 Brisbane's retail heart expands beyond the Queen Street Mall into new shopping streets and precincts with high-quality pedestrian environments.	Not applicable. Work within the retail heart is not proposed.
SO3 Brisbane's Major Centres and Growth Nodes on Selected Transport Corridors contain significant concentrations and diversity of population-serving activities.	L3.1 The largest existing Major Centres at Chermside, Upper Mt Gravatt and Indooroopilly absorb the greatest expansion of population-serving activities.	The subject site is not located near to these centres, and do not possess tenancy sizes which would accommodate the proposed use.
	L3.2 Other Major Centres provide opportunities for key points providing access to goods and services in their catchments.	Not applicable. The site is not within a Major Centre.
	L3.3 Centres within the Growth Nodes on Selected Transport Corridors are Brisbane's key mixed-use areas including business and population-serving economic activities.	Not applicable. The site is not within a growth node.
	L3.4 Within Growth Nodes on Selected Transport Corridors, business activities, retail, personal and community services and facilities cluster around public transport nodes and are in proximity to high-density residential precincts.	Not applicable. Public transport nodes and high density residential precincts are not in close proximity to the subject site.
SO4 Brisbane's district centres and neighbourhood centres continue to service local population needs.	L4 District centres and neighbourhood centres continue to evolve, offering an increasing range of local services and facilities.	Not applicable. The site is not within these zones.
SO5 Brisbane's population-serving economy is supported by home-based businesses.	L5	Not applicable. A home based business is not proposed.

Element 1.3 – Brisbane's population-serving economy;		
Specific outcomes	Land use strategies	Response
	Home-based business is supported in residential areas where environmental and amenity impacts are managed to best-practice standards.	
SO6 Brisbane provides opportunities in its centres for start-up businesses seeking cost-effective business locations.	L6 Opportunities for low-impact manufacturing and industries are provided for in Brisbane's centres where environmental and amenity impacts are managed to best-practice standards.	Not applicable. Manufacturing and industry is not proposed.
SO7 Brisbane preserves opportunities for low impact industry throughout the city in support of a strong population and economic growth.	L7 Industrial premises in the Low impact industry zone or General industry A zone precinct of the Industry zone are protected from encroachment and incompatible uses.	It is not considered that the proposal is an incompatible uses, given the lack of impacts upon adjoining properties, the lack of potential for neighbouring uses to impact upon the proposed use, and that the use is occurring within an existing industrial building, with no external alterations.
SO8 Brisbane provides appropriately zoned and accessible areas for large-format retailing.	L8 Large-format retail outlets are developed in highly visible, accessible locations along key transport routes, as identified in a neighbourhood plan or in the Specialised centre zone. Development must integrate with surrounding built form and anticipated development intensity.	Not applicable. Large format retail outlets are not proposed.
SO9 Brisbane's large public and private community facilities are highly accessible by public transport and are well serviced with a range of associated and supporting services and facilities.	L9 Professional, business and other associated and supporting services and facilities cluster around larger scale public and private health, education, recreational, cultural and other community facilities.	Not applicable. Professional business etc are not proposed.

Theme 5: Brisbane's CityShape,

Element 5.2 – Brisbane's Major Industry Areas		
Specific outcomes	Land use strategies	Response
Australia TradeCoast		
SO1 The Australia TradeCoast is serviced by improved road and freight transport networks which are supported by development.	L1.1 Development supports the upgrade of Kingsford Smith Drive to six lanes.	Not applicable. The site is not at this location.
	L1.2 Development supports improved connections between the Australia TradeCoast and the south-west industrial gateway to facilitate movement of freight and workers.	Not applicable. The subject proposal is not relevant to the movement of freight or workers.

Element 5.2 – Brisbane's Major Industry Areas		
Specific outcomes	Land use strategies	Response
SO2 The Australia TradeCoast is serviced by expanded public and active transport networks which are supported by development.	L2.1 Development supports opportunities for the improved use of the existing rail network (Cleveland line, Airtrain corridor and disused portion of Pinkenba line) to provide access for workers to the Australia TradeCoast.	Not applicable. The rail network is not relevant to the proposed use.
	L2.2 Development encourages commuters to the Australia TradeCoast to use public transport.	Not applicable. The site is not near to the Australia TradeCoast.
	L2.3 Development supports a rail and bus interchange at Skygate to further enable the area's operation as a commercial precinct.	Not applicable. The site is not at this location.
	L2.4 Development supports increasing affordable public transport options to and from the airport, including potential for a fast 24-hour service connecting the airport to the City Centre.	Not applicable. The site is not at this location.
	L2.5 Development supports dedicated bus priority services to the region from key trip generator areas, including linking with workers in the south-western suburbs.	Not applicable. The site is not at this location.
SO3 The Brisbane Airport and Port of Brisbane is a key centre in the city and provides major air access to and from the city for passengers and freight.	L3.1 Development enhances the function of the Brisbane Airport's role as a key centre, with a variety of uses complementary to the airport's passenger, freight, logistics and aerospace industry focus taking advantage of the transport network accessibility of the location without compromising the primary purpose of the safe and efficient function and operation of the airport and aircraft.	Not applicable. The site is not at this location.
	L3.2 Development enhances the function of the Port of Brisbane's role as a key centre for freight, logistics and industry. Development enhances this function with complementary and ancillary uses that do not compromise the primary purpose of the safe and efficient function and operation of the Port, shipping and transport.	Not applicable. The site is not at this location.
SO4	L4.1 Development collaborates with energy utilities to ensure appropriate investment in energy infrastructure to	Not applicable. The site is not at this location.

Element 5.2 – Brisbane's Major Industry Areas		
Specific outcomes	Land use strategies	Response
The Australia TradeCoast is serviced by improved energy infrastructure networks which are supported by development.	support the forecast increase in energy-intensive heavy manufacturing. The Australia Trade Coast Strategic Infrastructure Plan has identified the need for a 275kV transmission line in the next 10–20 years.	
	L4.2 Development promotes the use of natural gas (southern Australia TradeCoast is adjacent to the Roma Brisbane gas pipeline) and renewable energy and installs smart-grid technologies to enhance energy demand management.	Not applicable. The site is not at this location.
SO5 The Australia TradeCoast has a coordinated approach to water supply.	L5.1 Development supports water infrastructure investment.	Not applicable. The site is not at this location.
	L5.2 Development promotes efficient water use, including greater use of water sensitive urban design and demand management.	Not applicable. The site is not at this location.
	L5.3 Development supports a potential project to transport recycled water via a pipeline from Luggage Point to Australia TradeCoast Central.	Not applicable. The site is not at this location.
	L5.4 Development supports targeted opportunities for stormwater harvesting.	Not applicable. The site is not at this location.
	L5.1 Development supports water infrastructure investment.	Not applicable. The site is not at this location.
SO6 Operations in the Australia TradeCoast are flood tolerant.	L6.1 Development provides for flood immunity and mitigation in the Australia TradeCoast.	Not applicable. The site is not at this location.
	L6.2 Development supports a coordinated approach to filling land across the Australia TradeCoast.	Not applicable. The site is not at this location.
SO7 The Australia TradeCoast is serviced by a fibre optic cable network which is supported by development.	L7.1 Development supports the deployment of high-speed fibre optic cable networks.	Not applicable. The site is not at this location.
	L7.2 Development ensures works projects in the Australia TradeCoast include conduit suitable for fibre optic cable networks.	Not applicable. The site is not at this location.
SO8	L8.1 Development buffers residential areas from roadways and industrial areas.	Not applicable. The site is not at this location.

Element 5.2 – Brisbane's Major Industry Areas		
Specific outcomes	Land use strategies	Response
The Australia TradeCoast's open space and community facilities networks are enhanced by development.	L8.2 Development improves links between education and training institutions (e.g. TAFE/Skills Tech in Eagle Farm) and industry (manufacturing, aviation, logistics) within the Australia TradeCoast.	Not applicable. The site is not at this location.
	L8.3 Development makes provision for appropriate community facilities to cater for an increasing workforce in the Australia TradeCoast, including health, education, childcare and recreation facilities.	Not applicable. The site is not at this location.
	L8.4 Development makes provision for improved use of the Brisbane River and bay for recreational and tourism purposes such as the investigation of the feasibility of a river-based integrated ferry terminal to service Moreton Bay.	Not applicable. The site is not at this location.
Northern industrial area (extending from Northgate to Zillmere)		
SO9 Development supports the viability and efficient functioning of the Northern industrial area.	L9 The Northern industrial area: a. is located on Brisbane's north-eastern railway line and adjacent to the Gateway Motorway; b. is primarily focused on manufacturing, transport and wholesale trade but is increasingly focused on low impact industry and business services given its central location in Brisbane's northern suburbs, proximity to the Australia TradeCoast and accessibility by public transport; c. is served by Geebung as its primary service centre.	Not applicable. The site is not at this location.
South-west industrial gateway		
SO10 The south-west industrial gateway is serviced by improved road and freight transport networks which are supported by development.	L10.1 Development supports improved links between the Ipswich Motorway and the Port of Brisbane to facilitate freight movement and movement of workers to and from the south-west industrial gateway and the Australia TradeCoast.	Not applicable. Transport links are not impacted upon by the proposal.
	L10.2 Development supports the expanded use of service roads along the Ipswich Motorway to reduce congestion, removing local traffic from the motorway.	Not applicable. The site is not on the Ipswich Motorway.

Element 5.2 – Brisbane's Major Industry Areas		
Specific outcomes	Land use strategies	Response
SO11 The south-west industrial gateway is serviced by expanded public and active transport networks which are supported by development.	L11.1 Development supports the provision of major rail and bus interchanges incorporating active transport end-of-trip facilities, to support use of active and public transport options in the south-west industrial gateway (including around Richlands).	Not applicable. A major rail and bus interchange is not proposed.
	L11.2 Development supports public transport services to cater for shift workers, particularly in high-growth areas such as Springfield.	Not applicable. The site is not near to Springfield, nor will it involve shift workers.
	L11.3 Development supports the incorporation of bikeways into other infrastructure projects to link with existing networks.	Not applicable. A bikeway is not proposed.
SO12 Archerfield Airport's long-term role is enhanced by development.	L12 Development enhances the functioning of Archerfield Airport.	The proposed use will have no impact upon Archerfield Airport.
SO13 The south-west industrial gateway is serviced by an improved energy infrastructure network which is supported by development.	L13.1 Development supports appropriate investment in energy infrastructure to support the forecast increase in energy-intensive heavy manufacturing.	Not applicable. Energy intensive heavy manufacturing is not proposed.
	L13.2 Development promotes the use of natural gas and renewable energy sources in manufacturing production.	Not applicable. Manufacturing is not proposed.
SO14 The south-west industrial gateway is serviced by an improved water infrastructure network which is supported by development.	L14.1 Development supports the appropriate implementation of investment in water infrastructure, including stormwater mitigation.	Not applicable. The proposal is within an existing building. Minimal change to stormwater or similar is proposed.
	L14.2 Development promotes efficient water use, including greater use of water-sensitive design and demand management.	Not applicable. The subject building is landscaping are essentially unchanged as a result of the proposal.
	L14.3 Development supports stormwater harvesting and storage to service industrial needs.	Not applicable. The proposal is within an existing building. Minimal change to stormwater or similar is proposed.
SO15 Operations within the south-west industrial gateway are flood tolerant.	L15 Development takes account of the potential for flooding and opportunities for flood mitigation.	The site is subject to flooding. Appropriate mitigation strategies will be implemented.
SO16 The south-west industrial gateway is serviced by a fibre optic cable network which is supported by development.	L16.1 Development supports investment in the installation of high-speed fibre optic cable networks to facilitate the connectivity of the south-west industrial gateway to other areas of Brisbane, and the world.	Not applicable. High speed fibre optic cable networks are not relevant to the subject proposal.

Element 5.2 – Brisbane's Major Industry Areas		
Specific outcomes	Land use strategies	Response
	L16.2 Development installs conduit to provide the right of way for fibre in areas as they develop to facilitate the rollout of a National Broadband Network.	Not applicable. The site is service with appropriate infrastructure.
SO17 The south-west industrial gateway's open space network is enhanced by development.	L17.1 Development provides for buffering of residential areas from roadways and industrial areas with open space.	Not applicable. The site is not near to residential uses, and will occupy an existing building.
	L17.2 Development supports the provision of an open space network along Oxley Creek and Blunder Creek addressing natural, recreational and active transport options.	Not applicable. The site is not near to Oxley or Blunder Creek.
SO18 The south-west industrial gateway's community facilities network is enhanced by development.	L18.1 Development of high-noise recreation activities, such as trail bikes will be accommodated where appropriate.	Not applicable. Such a use is not proposed.
	L18.2 Development supports improved linkages between education and training institutions such as TAFE/SkillsTech and industry such as manufacturing, aviation and logistics within the south-west industrial gateway.	Not applicable. Such a use is not proposed.
	L18.3 Development makes provision for appropriate community facilities to support a growing workforce.	Not applicable. Community facilities are not proposed.

Element 5.9—Brisbane's Strategic Inner City Industrial Areas.		
Specific outcomes	Land use strategies	Response
SO1 Strategic Inner City Industrial Areas provide a range of industry and industrial related uses with a focus on industrial, service trades, logistics, construction, automotive services, office support and research.	L1.1 Land use zoning provides a basis for industrial and industrial related development.	Complies. It is not proposed to alter the zoning of the property.
	L1.2 Development enhances the industrial and industry related functions.	It is not considered that the proposal degrades the industrial or industrial related functions in the nearby area, as discussed above.
	L1.3 Development manages potential impacts to not compromise the ongoing mix of uses or the surrounding sensitive land uses.	There are no surrounding sensitive land uses. The proposal itself is not a sensitive land use. It is not considered that any impacts will result due to the proposal.
SO2 The ongoing range, mix and focus of activities and uses in Strategic Inner City Industrial Areas will be responsive to changing business and community needs.	L2.1 Development of non-industrial uses that are less compatible with industry is not supported without undertaking comprehensive planning consistent with Element 5.8.	It is considered that the proposal is compatible with industry, given it occupies an existing industrial building with little alteration, and is not a sensitive use. The building can be easily turned back

Element 5.9—Brisbane's Strategic Inner City Industrial Areas.		
Specific outcomes	Land use strategies	Response
		into an industrial use upon cessation of the proposed use.
	L2.2 Development retains a focus on economic activity, business and employment in whatever ongoing land uses and mix of land uses is determined.	The proposal is an economic activity, with persons paying for services. The use is a private business. Employment opportunities will occur.
	L2.3 The scale and intensity of development is consistent with industrial uses or the outcomes and strategies of underlying strategic framework Theme 5 elements only where L2.2 above is achieved.	The use occupied a long established industrial building, therefore being of a consistent scale and intensity.

6.1.2 Zone Code

The *Brisbane City Plan 2014* includes the premises within the IN1 Industry (General industry A), please refer to **Figure 4 – Zoning Map of Premises**.

6.1.3 Local Plan

The premises is contained within the Acacia Ridge-Archerfield Neighbourhood Plan. The Neighbourhood Plan Code is addressed in Appendix A.

6.1.4 Overlays

The following table identifies the Applicable Overlay Codes that will be addressed in **Appendix A – Assessment of Development Codes** and which overlays are not applicable and will not be addressed further:

Table Two – Applicable Overlays

Applicable Overlays	
Airport Environs Overlay	Applicable. The proposed Material Change of Use triggers this Code. The Code is addressed in Appendix A .
Bicycle Network Overlay	Applicable. The proposed Material Change of Use triggers this Code. The Code is addressed in Appendix A .
Community Purposes Network Overlay	Not Applicable. The proposal does not involve an increase in GFA.
Critical Infrastructure and Movement Network Overlay	Not Applicable. The proposed Material Change of Use is not listed as a trigger for this Code.
Flood Overlay	Applicable. Note that a Flood Report shall be submitted to Council under separate cover.
Industrial Amenity Overlay	Not Applicable. The proposed Material Change of Use is not listed as a trigger for this Code.
Potential and Actual Acid Sulfate Soils Overlay	Not Applicable. Soil disturbance to the required volume is not proposed as part of this application.

Applicable Overlays	
Road Hierarchy Overlay	Not Applicable. The proposal does not involve an increase in GFA.
Streetscape Hierarchy Overlay	Not Applicable. The proposal does not involve an increase in GFA.
Transport Air Quality Corridor Overlay	Applicable. Note that a Report addressing this Code will be submitted under separate cover.
Transport Noise Corridor Overlay	Applicable. Note that a Report addressing this Code will be submitted under separate cover.

6.1.5 Applicable City Plan Codes

The level of assessment table Section 5.5.16 for the IN1 Industry (General industry A) Zone sets out the required development codes for the assessment of the proposed development. The following listed codes are applicable and are assessed within **Appendix A – Assessment of Planning Scheme Codes**.

Prescribed Primary Codes

- Industry Code; and
- General Industry Zone Code
- Indoor Sport and Recreation Code

Overlay Codes

- Airport Environs Overlay Code;
- Bicycle Network Overlay Code;
- Flood Overlay Code;
- Transport Air Quality Corridor Overlay Code;
- Transport Noise Corridor Overlay Code.

6.2 Infrastructure Charges

The infrastructure charges will be paid in accordance with the Brisbane City Council's Adopted Infrastructure Charges Resolution (No.15) 2026 and Water Netserv (Part A) Charges Schedule.

6.3 Common Materials

- **Appendix A – Assessment of Development Codes**
- **Appendix B – Proposal Plans**
- **Appendix C – Traffic Report**

6.4 Existing Development Approvals

A search of Brisbane City Council's PD Online Application Search tool did not identify any current or applicable development assessment applications currently against this property.

7.0 CONCLUSION

This Assessment Report has been prepared in respect to a development application seeking a Development Permit for Indoor Sport and Recreation over land described as Lot 1 on RP813483, situated at 817 Beaudesert Road Archerfield.

The development complies with all relevant Codes of *Brisbane City Plan 2014*, including:

- Industry Code;
- General Industry Zone Code;
- Indoor Sport and Recreation Code
- Overlay Codes; and
- Secondary Codes.

The proposal does not adversely impact on surrounding uses and does not compromise the future development of the locality. The intensity and scale of the development are typical for an indoor sport and recreation use in an industrial area. It is considered that the proposed development be approved for the following reasons:

- The proposed development is not a sensitive use and thus surrounding industrial uses will not unreasonably impact upon it;
- The proposed use will not result in any amenity impacts upon adjoining uses;
- The use occupies an existing building, which is not undergoing any significant alteration – no increase in floor area is proposed;
- Carparking can be reasonably accommodated on site;
- The building can easily be retrofitted to accommodate an industrial use should the proposed use cease operation.
- The proposed development will bring employment opportunities to the local area;

It is recommended that Brisbane City Council approve the development application for the proposed use, subject to reasonable and relevant conditions.

Prepared & Approved by:



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Ian Adams
Principal Planner