

Our Ref: BNE210189

18 September 2026

The Chief Executive Officer
Brisbane City Council
GPO Box 1434
Brisbane QLD 4001

BCC DS
RECEIVED
18/09/2026
APPLICATION REF
A006608896

Attention: Beau Morris, Senior Urban Planner

Dear Beau,

Council Reference:	A006608896
Property Location:	607 Lytton Road, Murarrie
Property Descriptions:	Lot 500 on SP337840
Development:	Material Change of Use - Warehouse
Client:	Cannon Hill Developments Pty Ltd

We refer to the Brisbane City Council Information Request dated 25th of October 2024 made under clause 12.1 of the *Development Assessment Rules* ("DA Rules") and, on behalf of our client, and pursuant to clause 13.2(a), forward the following as a **full** response to **all** requested items.

In support of this response, please find attached:

- Amended Architectural Plans, prepared by Ceccato Architects (refer **Attachment A**);
- Amended Acoustic Report, prepared by David Moore & Associates Pty Ltd (refer **Attachment B**);
- Amended Landscape Plans prepared by Mark Baldock Landscape architect (refer **Attachment C**);
- Amended Traffic Impact Assessment Report, prepared by TTM Consulting Pty Ltd (refer **Attachment D**).
- Civil Engineering response, prepared by Westera Partners (refer **Attachment E**);
- Engineering Services Report, prepared by Westera Partners (refer **Attachment F**);
- Stormwater Management Plan, prepared by Westera Partners (refer **Attachment G**); and
- Civil Preliminary Drawings, prepared by Westera Partners (refer **Attachment H**);

Music model attached electronically

The proposed development has reduced in size and scale, given the requirement to provide a road widening to Lytton Road, a non-prejudice area along Lytton Road and increased setback to the residential dwellings to the rear (in part). The number of tenancies has been reduced from 34 tenancies to 31 tenancies and a reduction in gross floor area from 4,062m² to 3,379m². In particular, the reduced gross floor area, reflects a reduction in the intensity of the development of around 17%.

Proposed Use

- 1) *The material provided with the development application contains inconsistent information in relation to the proposed use, with references to Warehouse, Light industry, and commercial uses. Clarification of the proposed use is required to ensure that the development will comply with relevant benchmarks, in particular PO1 and PO2 of the Industry code.*
 - a) *Provide confirmation that the development is for Warehouse only*
 - i) *If other uses are proposed, they will need to be applied for and will require a change*

to the application, submission of amended forms, consent, reporting and may impact on the applicable fees.

- b) Provide amended material stating the correct proposed use to ensure consistency.*

Response:

The proposal is for a Warehouse land use only. The Amended Architectural Plans include reference to the development being for Warehouses. Refer to **Attachment A** for further information.

Residential Interface

- 2) It is acknowledged that an acoustic barrier has been constructed along the south-east boundary of the site which adjoins the back yards of existing Dwelling houses on Emerald Street. It is unclear whether the acoustic fence has been constructed as part of enacting the existing approval on site for Industry and Warehouse (Ref: A003092833 with subsequent permissible changes Ref: A004114968, and A006224917). The existing approval approved a 4m high acoustic fence with dense landscaping provided between the acoustic fence and the proposed carparking on site.*

The current development proposal plans show acoustic fence heights on the Site Context Sections plan, DWG. No. DA162 Rev. P3 which range from 4.2m to 4.4m high.

- a) Provide confirmation regarding the height of the existing acoustic barrier on site and whether it has been constructed in relation to the existing approval.*
- b) Provide an elevation for the full length of the south-eastern boundary, both with the acoustic fence shown and one without the acoustic fence that clearly shows the building details for Buildings 7, 8 and 9.*

Response:

The existing acoustic barrier on site is 4m in height and is located along the site's southern boundary, directly adjoining the existing residential lots facing Emerald Street. This acoustic fence was originally approved under the previous iterations/ minor changes. The acoustic report (refer **Attachment B**) in Figures 5A and 5B identifies that this existing 4m wall, in addition to a new 4m high section adjacent 81 Emerald and 2m height return adjacent the access driveway result in compliant noise limits.

- 3) The proposed landscaping areas between the acoustic fence and the proposed industrial buildings on the south-east boundary are insufficient for the purpose of providing a wide and dense landscape buffer to improve the amenity of the adjoining residential areas in accordance with PO21 /AO21.2 to AO21.4 of the Industry code. Further consideration of the interface to existing residences on Emerald Street is required.*

- a) Provide a minimum 3m or 6m wide densely planted landscaped buffer at the residential interface to comply with AO21.3 and AO21.4 of the Industry code. Garden beds must be wholly located inside the acoustic barrier and exclude areas containing footings. Planting must contain a dense mix of tall trees and shrubs to comply with AO21.4 of the Industry code at the residential interface, as well as to meet the more general requirements of AO12.3, AO12.4, AO12.5 of the Industry code. As planting will initially be obscured by the current placement of the barrier, it must be demonstrated that the garden depths, species selection and density will eventually soften the built form to maintain or improve amenity and to present attractively to the residential areas as intended by PO21 of the Industry code.*
- b) In addition to the landscaped buffer, provide a 1m to 1.5m wide path between the landscaped areas and building to allow access to adequately maintain the dense buffer planting to achieve ongoing compliance with AO21.3 and AO21.4 of the Industry code and in accordance with Section 10 of the Landscape design planning scheme policy. The path also allows space to minimise future conflict between vegetation and the built form.*

- c) *Provide sections to demonstrate that proposed landscaping and built form, together with the acoustic barrier.*
- d) *Provide elevations plans for the south-east boundary to clearly show what the building will look like when viewed from the adjoining residences. Note, that if openings are provided along this elevation, AO21.3 of the industry code requires a 6m wide densely plated landscaped and screened buffer.*
- e) *Demonstrate that landscaping can be established and maintained in relation to stormwater drainage requirements.*

Response:

The amended plans shows a reduction in the number of tenancies interfacing with the detached residential dwellings which front Emerald Street. The warehouse units don't provide any openings that interface with the adjoining dwellings.

As identified in item (a) and (c) above, the site includes an existing and additional portions of a 4m high acoustic fence along this interface. The acoustic fence effectively limits the visibility of low level landscaping. However, the proposal shade trees which are located at the rear of the tenancies includes mature tree heights of up to 15m, effectively screening the built form of the proposed development. These shade trees are provided within the 3m landscaping strip behind the tenancies, refer **Attachment C**.

PO21 of the Industry code reads as follows:

PO21

Development provides:

- a. *appropriate screening and buffering to neighbouring residential areas so that the amenity of these areas is maintained or improved;*
- b. *landscaping of the site to present attractively to a residential area, with fencing and landscaping used to screen site activities from view.*

In consideration of PO21, the proposal must balance the noise amenity of this residential area, with the landscape amenity afforded by the mature shade tree heights as identified within the landscaping plans. As identified on the south-east elevation within the Architectural Plans (refer **Figure 2**), shows the visible portions. In this regard, the location of the shade trees has been optimised so that they are evenly spaced, to ensure ultimate canopy width further screens the visible part of the warehouses, refer **Attachment C** for further detail.



Figure 1– South-East elevation showing the part of the development above the fence.



Figure 2 – Proposed Landscaping to adjacent dwellings

In addition to the above, there has been an increase in the available 3m wide landscaping zone to this interface with repositioning of car parking and the arrangement of the tenancies. Former units 31 to 34 (now Units 29-31) have seen an increase in the setback to 3m from the boundary of the site and 83 Emerald Street. Effectively, this affords an increased separation between these units and the dwellings at 81 and 85-93 Emerald Street and increased planting width above 3m in part, refer **Figure 3** below. The extent of the width of the 3m landscaping buffer has been increased from around 64m to 81m, greatly increasing the ability to provide a planted buffer in a 3m planting area along a greater extent of the interface.

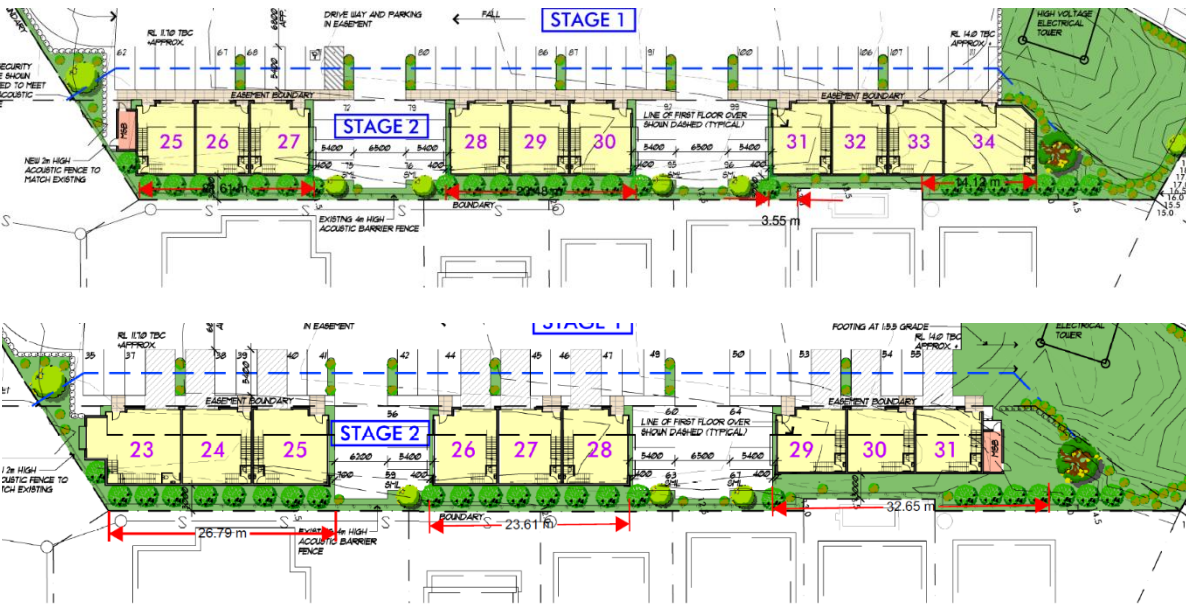


Figure 3 - Original Site Plan (top) and proposed (bottom) - extent of 3m wide landscaping

A landscaping maintenance zone of 1.5m has not been provided, with adequate access to the landscaping buffer area available from the two car parking areas. This is consistent with many other landscaping zones at the rear of buildings and in particular multiple dwellings, with no access pathway required for maintenance.

- 4) *Further information is required for the building scale and design facing the adjoining Dwelling houses to the south-east to demonstrate that the height within 20m of the boundary is less than 9.5m from natural ground level in accordance with PO19/AO19.1 of the Industry code.*
- a) *Provide updated elevation plans that clearly show the 9.5m height from natural ground level where buildings are within 20m of the south-eastern boundary.*

Response:

The amended architectural plans (refer **Attachment A**) identify that no part of the dwelling is more than 9.5m above ground level where within 20m of the south-eastern boundary.

Front Boundary Setback and Building Design

- 5) *The proposed building setbacks along the road frontages are not in accordance with the PO11/AO11.3 of the Industry code and do not allow for landscaping to be provided in accordance with PO12 of the Industry code. In addition, there is no allowance shown for the retaining structures required along the frontage. The reduced front boundary setbacks and proposed landscaping are not considered to contribute positively to the visual character of the area or achieve a 'distinctive subtropical character' intended for the Low medium density residential area.*
- a) *Provide amended plans showing an increased front boundary setback to allow for minimum 2m wide landscaping strip the length of the Barrack Road frontage and 3m to the Lytton Road frontage.*

Response:

The ability to provide increased setbacks along the street interfaces has been balanced with the non-prejudice area along Barrack Road and the road widening along Lytton road, as per plan RC16204. This road widening/non-prejudice area has been noted on the architectural and landscaping plans.

The proposal along the Lytton Road frontage includes significant setbacks of the proposed warehouses from the street interfaces, to facility the road non-prejudice/ road widening areas, in addition to delivery of increased landscaping to both frontages. The changes to the built form include the removal of carparking spaces directly interfacing with the road frontages, with these areas now including built form and larger areas of landscaping. The amended elevations provide further clarity on the built form interface to the street frontages which includes breaks in building length and treatment to differentiate the levels, refer **Figure 4-5** below.

A 2m wide landscaping strip which facilities the delivery of a tiered landscape planting opportunity, with the landscape plans showing shrubs and shade trees. The proposal also includes a break between units 7-9 and 10-15 to provide a break in the built form and to also allow additional landscaping width and depth where front Lytton Road. In particular, this break would be visible by eastbound traffic along Lytton road and would increase the visible perception of landscaping to Lytton Road.

A staff recreation space between the break in units 1-6 and 7-9 is included which is on the corner of the site to Barrack and Lytton Road, which facilities a landscaping zone for additional shade trees.

Along the balance of Barrack Road, a 1m landscaping strip is provided from the ultimate road alignment, with an additional up to 3m landscaping width available within the non-prejudice area comprising 8 street trees. In addition if and when the road widening is undertaken along Barrack Road, the planted street trees within the non-prejudice area (on the south of the footpath) are likely to be retained. Notwithstanding, the proposed landscaping within the 1m strip allows for landscaping which can deliver mature heights to the finished floor level.



Figure 4 - Street Interfaces



Figure 5 – Street interfaces (original top, and proposed bottom)

The originally provided Architectural Plans included roughly 211.5m² of landscaping to the Barrack Road and Lytton Road frontages. The amended architectural plans now include roughly 477.5m² of landscaping area to both street frontages, over double the area originally provided. The provided setbacks from the street frontages to the tenancies have been provided to improve the amenity of the site and to improve the visual appearance of the site from either street, while maintaining appropriate areas to tenancies 1 through to 15 considering the requirements of the internal road network and the Energex easement which traverses the site.

Noise Impacts

- 6) *The submitted Environmental Noise Level Impact Assessment, does not provide sufficient noise modelling for the proposed development. Further information is required to demonstrate that the proposed 24 hours of operation achieves the outcomes of PO2 of the Industry code. The acoustic report only models for 1 MRV movement per hour for 34 units for the evening and night time hours. No beeper or truck starts have been included and as such has not demonstrated compliance for the worst-case scenario.*
- It is noted that 24 hours operation is sought however the Environmental Noise Level Impact Assessment does not identify any activities in the Warehouse during the night as nothing was modelled. There is also no outline of tools to be used during this time.*
- a) *Provide a revised acoustic report, prepared in accordance with the Noise impact assessment planning scheme policy, demonstrating compliance with PO2 of the Industry code.*
- i) *Ensure that report is in reference to the latest applicable plans revisions.*
 - ii) *Verify the noise levels assumed (and used in the model) from activities onsite as higher levels of noise have been used for the same activities.*
 - iii) *Provide modelling for the day-time and evening operation for the proposed development and in relation to the different acoustic fence and building heights at the sensitive boundary.*
 - iv) *Provide modelling for any activities in the Warehouse and details of any tools to be used during the night.*
 - v) *Confirm the required height of an acoustic fence on the south-east boundary to achieve compliance with PO2 of the Industry code.*

Response:

A revised acoustic report has been prepared in accordance with the Noise impact assessment planning scheme policy, refer to **Attachment B**. The report includes amended noise source information and up to MRV vehicles, including vehicle starting. The report includes clarification that the noise sources includes forklift activity during business hours, not during non-business hours.

An additional 2m high acoustic fence to match the existing acoustic fencing along the southern boundary is to be installed on the south-east boundary in compliance with PO2 of the Industry code. It is noted that the revised acoustic report in the section 'Noise Level Impact' clarifies that with the existing (and minor extensions to) acoustic fence, that 24 hour operations comply with the noise criteria and there are no restrictions to operating hours. It is noted that outdoor activities and heavy vehicle movements are restricted, as listed in the introduction section of the report.

The amended acoustic report identified compliance with PO2 of the Industry code which requires compliance with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G.

Stormwater

- 7) *Preliminary Civil Works Plan (B24-043-PC02) and Preliminary earthworks plans (B24-043-PE01 sheet 01 & 03) by Westera Partners, shows an existing swale extending into the adjoining residential properties along the south-eastern boundary to the site (refer sections C, D, E & F on sheet 03).*
- a) *Amend plans to show any required swale is located entirely within the development site.*
 - b) *Demonstrate that all runoff from the development will be contained within the development site, with no adverse impact on the adjoining residential lots, in accordance with PO2 & PO3 of the Stormwater code.*
 - c) *Demonstrate how the proposed swale and new stormwater line along the south-eastern boundary will be maintained whilst allowing for the landscaping requirements in this location.*

Response:

An Amended Stormwater Management Plan has been included as part of this application, refer to **Attachment G**. The amended civil plans (refer **Attachment H**) shows removal of this swale which is no longer required, with stormwater directed back internal to the site car parking area, with a fall in levels from the car park back towards the internal underground drainage system. Also see response from Westera Partners in regards to item 7, refer **Attachment E**.

Landscaping

- 8) *The proposed reduced setbacks along both street frontages do not allow sufficient deep planting for subtropical shade trees to soften the built form in accordance with PO12 of the Industry code.*

The proposed difference in finished levels between Tenancies 1-6 and the streetscape further imposes on the public realm without sufficient setbacks to establish shade trees in deep planting and does not achieve the 'distinctive subtropical character' intended by OO5(a) of the Low-medium density residential zone.

The height of trees permitted within the powerline easement is restricted to a maximum 4m to avoid future conflict with infrastructure, however, large trees are a requirement of the Industry code to provide landscaping that are commensurate with the built form. As such, the proposed height of built form should be reduced back to ensure the proposal can achieve the level of visual amenity and privacy for adjoining residential dwellings that meets community expectations.

Deep planting areas are mainly located within the portion of the site containing the transmission tower. Proposed planting areas adjacent to Tenancies are insufficient in width to establish subtropical shade trees. As a result, proposed landscaping would not contribute to softening of the built form or mitigate heat island effects from expansive driveways and car parking areas.

- a) Provide an amended landscape concept plan to provide garden beds of sufficient width to establish medium height shade trees along site frontages and in the vicinity of proposed car parking areas to comply with AO12.1, AO12.2, AO12.3, AO12.4, except within the powerline easement area where provision for small trees and/or large shrubs is required.*
- b) Amend building setbacks for the development to achieve required landscaping, and to meet overall outcome 5(a) of the Low-medium density residential zone.*

Response:

The updated street frontage landscaping has been addressed in response to section 5 of this Information Request.

Tenancies 29, 30 & 31 have been reduced in area to provide an amended setback to the southern boundary of a minimum 3.0m. This increase in setback will allow for landscaping including medium height shade trees, small trees, and large shrubs at the rear of the three tenancies. As identified in the amended Landscaping Plans, (refer **Attachment C**), the proposal includes the delivery along the entire residential interface of screening trees and shade trees. These trees comprise mature heights of up to 15m in height, which will ultimately screen the building from the residential dwellings adjoining the site to the rear.

Transport, Access, Parking and Servicing (TAPS)

- 9) *The proposal provides a significant number of carparking spaces located in front of roller doors (approximately 50% of carparks) which will restrict practical access to the tenancies. The submitted traffic report by TTM (rec'd 9/9/24) relies on surveys at 2 other similar development sites (referenced as Attachment C), which have not been included in documentation. Further information is also required in relation to service vehicle access to individual tenancies.*

- a) Provide additional information in support of any proposed performance outcome, including the level of occupancy at the time of the survey at the referenced similar*

development sites in, to demonstrate compliance with PO6 of the Industry code and PO14 / AO14.1 of the TAPS code.

- b) Tenancies 1, 6, 9, 12, 13, 15, 16-24 & 25-34 do not have access via roller shutter doors. Demonstrate service vehicle access to all units in accordance with PO18 of the TAPS code, noting that the current proposal will require servicing from a relatively narrow aisle which will restrict circulation and access to parking.*
- c) Provide an amended RPEQ report demonstrating adequate height clearance for service vehicles accessing the individual units in accordance with PO18 of the TAPS code.*

Response:

The amended proposal plans include a key design change being the location of a loading bay in front of each tenancy for access to each warehouse. This bay is not counted towards total car parking requirements and is a loading zone. The car parking layout has been modified to then provide a total of 67 car parking spaces through the development excluding informal spaces in front of doors, reflecting a car parking rate of 2.16 car parks per tenancy. An Amended Traffic Impact Assessment provided by Colliers has been included under **Attachment D**.

Road Widening

10) The site is identified for road widening, as per attached dimension plan, 607 Lytton Road – RC16204 – Issue 1. The road widening on Lytton Road is to be dedicated (LGIP item) and a road widening on Barrack Road is to be demonstrated as “not to prejudice”.

- a) Provide amended plans demonstrating the required dedication and future road area along the site frontages.*

Response:

The dimension plan for 607 Lytton Road – RC16204 – Issue 1 has been included in the amended plans acknowledging the required dedication and non-prejudice area along the Lytton Road and Barrack Road frontages respectively, dashed in red along Barrack Road, and hatched in blue along Lytton Road. The current site context provides landscaping within the area until the road widening takes place. Refer to **Attachment A** for further information.

Refuse Storage and Servicing

11) In accordance with PO16/AO16.1, AO16.2 of the Industry code and PO8/AO8.1, AO8.2 of the Infrastructure design code provide amended plans which demonstrate the following requirements:

- a) The refuse storage area ('BINS') adjacent units 23 and 24 having a minimum internal area of 11.44m² (4,670mm x 2,450mm) on all relevant plans.*
- b) The refuse storage area ('BINS') adjacent unit 16 having a minimum internal area of 11.27m² (2,300mm x 2,450mm and 2,300mm x 2,450mm) on all relevant plans.*
- c) The area adjacent the refuse storage areas ('BINS') which will be utilised to transfer and service bulk bins does not exceed a gradient of 1:20.*

Response:

The 'BINS' adjacent to units 21 and 22 includes dimensions of 2,300mm x 4,900mm, shown on page 5 of the amended architectural plans. An area of 11.27m² is provided, which is 0.17m² short of the 11.44m² established in 11a). This reduction in area is very minor and is required due to the location of the bin area adjacent to the internal road network. An increased area would encroach onto the road and would impact the functionality of the internal road network. Given the decrease in area is very minor this is still viewed as an appropriate outcome which can avoid graffiti and vandalism through surrounding landscaping and fencing surrounding the bin area. The bins are located appropriately at the rear of units 21 and 22, with appropriate separation between the bins and units 3-6 which is separated via a 6.5m wide road and a car parking area.

The 'BINS' adjacent to unit 16 includes dimensions of 2,300mm x 4,900mm, shown on page 6 of the amended architectural plans. An area of 11.27m² is provided.

The internal road network, as well as the paved footpath network within the site will not exceed a gradient of 1:20.

Stormwater Quality – Stormwater Quality Management Plan

- 12) *A stormwater quality management plan has been provided however the associated MUSIC model is required.*
- a) *Submit an electronic copy of the pollutant export modelling MUSIC model for assessment.*

Response:

An electronic copy of the pollutant export modelling MUSIC model is included in this Information Request Response Letter.

Infrastructure Charges

- 13) *Further information is required to ensure any applicable infrastructure charges can be calculated.*
- a) *Provide accurately measured plans showing all impervious roofed structures, hard stand and other impervious areas with areas clearly marked.*

Response:

Plan DA141 of the amended architectural plans (refer **Attachment A**) include the GFA of Buildings 1 through 8 across Stages 1 & 2. All other hard stand and impervious areas are clearly marked across the amended architectural plans.

We advise that this Response to the Council Information Request is being made under section 13 of the DA Rules and constitutes a **full response** containing all of the information requested as outlined in clause 13.2(a).

The applicant will now progress to public notification.

Should you require any further information, we would be pleased to assist.

Yours sincerely,



Liam Donald

Principal Planner

DTS Group QLD Pty Ltd