

PLANNING REVIEW

NEW IMPACT ASSESSABLE DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE (WAREHOUSE)

239-241 Ewing Road, Woodridge, QLD 4114

CONTENTS

1. Introduction	4
Site Summary	4
Application Summary	4
Applicant Details	4
2. Site and Surrounding Context.....	5
2.1 Subject Site	5
2.2 Surrounding Context	5
3. Development Proposal.....	7
3.1 Development Parameters	7
3.2 Access, Parking and Servicing	7
4. PLANNING FRAMEWORK.....	9
4.1 Planning Act 2016	9
4.2 State Planning Instruments	9
4.3 Logan Planning Scheme 2015	9
4.4 Draft Logan Plan – Emerging Planning Intent	9
4.5 Zoning	10
4.6 Overlays	10
5. Category of Assessment.....	12
6. ASSESSMENT OF KEY PLANNING MATTERS.....	13
6.1 Warehouse Use – PO1 – 6.2.10 Mixed Use Zone Code	13
6.2 Boundary Clearances – PO8 – 6.2.10 Mixed Use Zone Code	15
6.3 Landscaping – PO1 – 9.4.4 Landscape Code	16
6.4 Motorcycle Parking – PO4 – 9.4.7 Servicing, Access and Parking Code	16
6.5 Bicycle Parking – PO5 – 9.4.7 Servicing, Access and Parking Code	17
7. Conclusion	18
Appendix A: Architectural Plans	19
Appendix B: Code Responses	20
Appendix C: Civil Engineering Report.....	21
Appendix D: Traffic Technical Memorandum	22
Appendix E: DA Form 1 and Owner Consent	23

Figures

Figure 1 – Site Location (Google Maps)	5
Figure 2 – Site Image (Nearmap).....	5
Figure 3 – Proposed Site Plan (Appendix A)	7
Figure 4 – Property Report (Draft Logan Plan)	10
Figure 5 – Zone Map (Logan Planning Scheme 2015)	10
Figure 6 – Property Report (Draft Logan Plan)	14
Figure 7 – Categories of Development and Assessment (Draft Logan Plan)	15

Document History

Stage	Rev No.	Prepared By	Reviewed	Date
First Draft	1	EZ	BY	11/5/2026
Technical Review	2	EZ	BY	09/6/2026
Amendment	3	EZ	BY/EZ	11/8/2026
Lodgement	4	BY	BY	17/8/2026

Limitations

This report was prepared for the use of Li & Hu Investments Pty Ltd in accordance with generally accepted consulting practice. No other warranty, expressed or implied, is made as to the professional advice included in this report. This report has not been prepared for use by parties other than the client stated. It may not contain sufficient information for the purposes of other parties or for other uses. It is recommended that any works planned by others and relating specifically to the content of this report be reviewed by Fountron Planning to verify that the intent of our recommendations is properly reflected in the final design. To the best of our knowledge, information contained in this report is accurate at the date of issue.

While every care has been taken in preparing this report, Fountron Planning accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within.

1. INTRODUCTION

This Planning Report forms part of a Development Application for Material Change of Use (Warehouse) at 239-241 Ewing Road, Woodridge, QLD 4114.

Under the Logan Planning Scheme 2015 V9.2 with TLPI 1/2024, the subject site is located within the Mixed Use Zone - Retail and Commerce precinct. The proposed Warehouse use is Impact Assessable under the current planning framework because of the applicable precinct provisions.

The Draft Logan Plan identifies the same site within the Specialised Centre - Mixed Commercial precinct. The project code response records that Warehouse development is expressly contemplated under the emerging planning framework and may be Code Assessable.

The application is supported by the following material:

- 'Planning Report' prepared by Fountron Planning;
- 'Architectural Plans' prepared by OKAS Design under *Appendix A*;
- 'Code Response' prepared by Fountron Planning under *Appendix B*;
- 'Engineering Plans and Civil Code Response' prepared by Meliora Engineering under *Appendix C*;
- 'Traffic Technical Memorandum' prepared by Velocity Traffic Engineering under *Appendix D*; and
- 'DA Form 1 and Owner Consent' under *Appendix E*.

For simplicity, the site summary, application summary and applicant details are outlined below.

SITE SUMMARY

Element	Detail
Address	239-241 Ewing Road, Woodridge, QLD 4114
Lot and Plan	Lot 10 on RP221198
Local Authority	Logan City Council
Planning Scheme	Logan Planning Scheme 2015 v9.2
Site Area	2,244m ²
Existing Zoning	Mixed Use Zone
Existing Use	Car Dealership
Neighbourhood Plan	Nil
Precinct	Retail and Commerce Precinct
Overlays	OM-11.00 Strategic airport and environs overlay; OM-12.00 Transport noise corridors trigger - Local Roads
NALL	Nil
State Referrals	Nil

APPLICATION SUMMARY

Element	Detail
Application	Application for a Development Permit for Material Change of Use (Warehouse)
Type of Approval	Development Permit
Category of Development	Assessable Development
Category of Assessment	Impact Assessment

APPLICANT DETAILS

Element	Detail
Applicant	Li & Hu Investments Pty Ltd
Contact	c/- Fountron Planning, Brent Yao
Email	planning@fountron.com
Phone	0488 886 660
Postal Address	PO Box 2155, Paddington QLD 4064

2. SITE AND SURROUNDING CONTEXT

2.1 SUBJECT SITE

The subject site is located at 239–241 Ewing Road, Woodridge and is formally described as Lot 10 on RP221198, with a total site area of approximately 2,244m². The site is currently occupied by a car dealership and obtains vehicular access via two existing access easements connecting to Ewing Road.

Ewing Road functions as an urban collector road and provides convenient access to Compton Road and the broader surrounding road network. The site is also within convenient walking distance of bus services operating along Compton Road.



Figure 1 – Site Location (Google Maps)

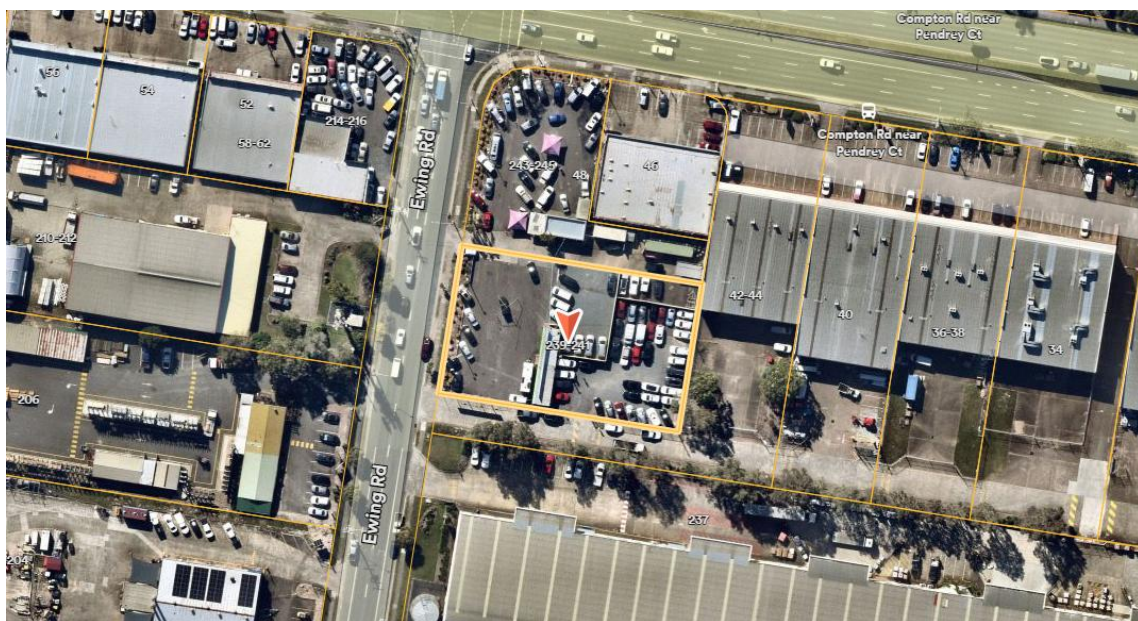


Figure 2 – Site Image (Nearmap)

2.2 SURROUNDING CONTEXT

The locality forms part of an established employment area containing a mixture of commercial, automotive, warehouse and other non-residential activities. The existing pattern of development is characterised by vehicle-oriented employment uses, large commercial premises and warehouse-style buildings rather than a conventional pedestrian-oriented retail centre.

- North – Ewing Road and the Compton Road commercial/employment corridor.
- East – Existing commercial and warehouse development.
- South – Existing warehouse/employment development and internal access areas.
- West – Ewing Road and established automotive/commercial activities.

3. DEVELOPMENT PROPOSAL

The proposal seeks approval for a Material Change of Use for Warehouse comprising 12 individually tenanted warehouse units with a combined Gross Floor Area of approximately 1,254m².

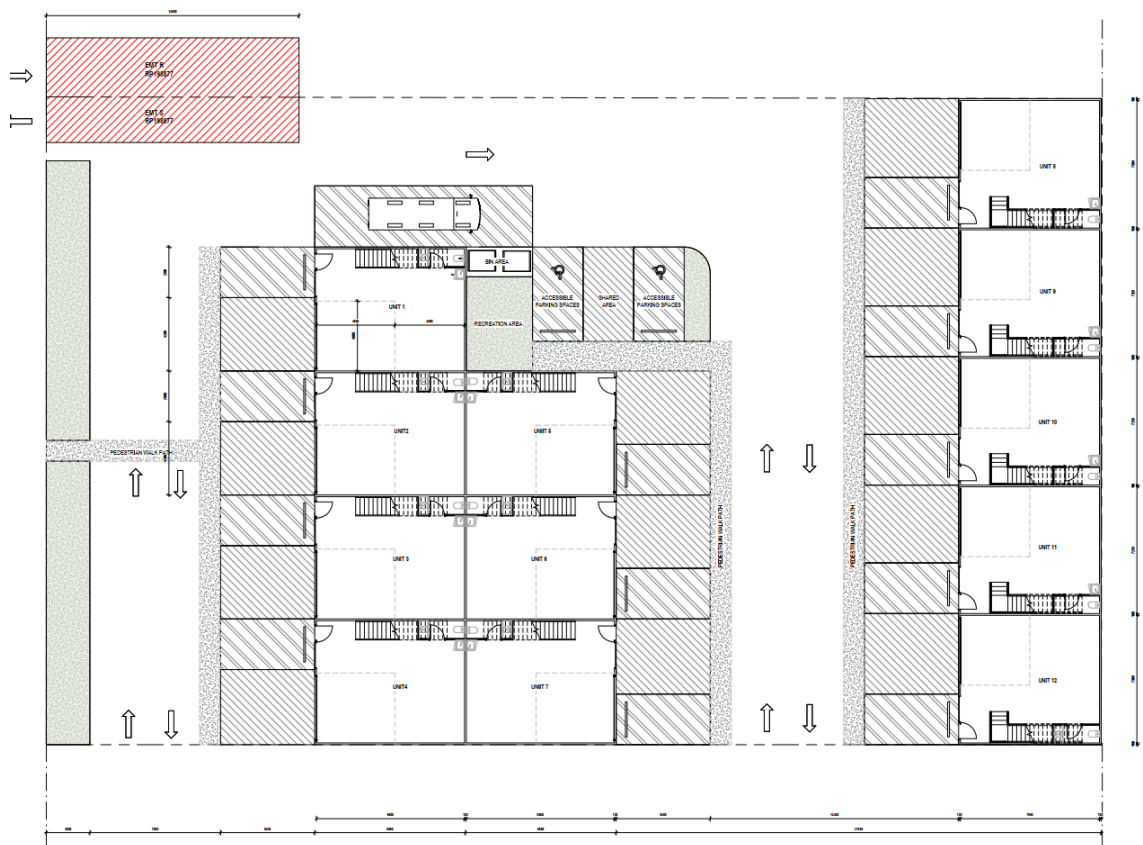


Figure 3 – Proposed Site Plan (Appendix A)

3.1 DEVELOPMENT PARAMETERS

Element	Proposal
Use	Warehouse
Warehouse tenancies	12
Gross Floor Area	Approximately 1,254m ²
Car parking	14 on-site spaces, including accessible parking
Planning Scheme parking requirement	12 spaces
Vehicular access	Existing access easements from Ewing Road
Commercial servicing	SRV / MRV with occasional HRV access
Refuse servicing	Rear-lift refuse collection vehicle; communal bulk bins
Traffic generation	Approximately 6 vehicle trips per hour during peak periods
Infrastructure	Urban services, stormwater, sewer and water addressed by Civil Engineering Report

3.2 ACCESS, PARKING AND SERVICING

The subject site is affected by a number of existing registered access easements which form part of the established shared vehicular access arrangements between Ewing Road, the subject site and adjoining properties. The general location and function of the relevant easements are summarised below.

Easement	Location / Arrangement	Relevance to Proposed Development
Easement R	Located along the northern portion of the site adjoining Ewing Road and extending towards the adjoining property to the east	Forms part of the established northern shared vehicular access arrangement. The proposed development retains this access function and maintains vehicle passage through the easement area.
Easement S	Located within the northern portion of the site, generally associated with the existing northern access arrangement from Ewing Road	Forms part of the existing shared access arrangement serving the site/adjoining land. The proposed layout integrates with and maintains the existing access function.
Easement H	Located along the southern / south-eastern portion of the site and associated with the southern access arrangement	The proposed development retains the existing southern access arrangement and ensures that access through the relevant easement area is maintained.
Overall access arrangement	Existing easements provide established shared access connections between Ewing Road, the subject site and adjoining properties	The proposal utilises the established access framework. Parking, loading and servicing are accommodated within the development so that the relevant access easements remain available for their intended access function.

The proposed development retains and integrates with this established access framework. Parking, loading and servicing activities are accommodated internally, ensuring that the relevant access easements remain available for their intended access function.

The Traffic Technical Memorandum prepared by Velocity Traffic Engineering confirms that the proposed access, parking, manoeuvring and servicing arrangements are functional for the anticipated operation of the development and capable of accommodating the relevant service vehicles.

A total of 14 on-site car parking spaces are provided against an identified Planning Scheme requirement of 12 spaces. Refuse collection and commercial servicing are also accommodated internally, minimising reliance on the surrounding road network for loading and servicing activities.

4. PLANNING FRAMEWORK

4.1 PLANNING ACT 2016

The development application is subject to Impact Assessment. In accordance with the Planning Act 2016, the assessment may consider the applicable assessment benchmarks and other relevant matters. This report therefore addresses the operative Logan Planning Scheme and the emerging planning intent expressed through the Draft Logan Plan.

4.2 STATE PLANNING INSTRUMENTS

Instrument	Planning Response
South East Queensland Regional Plan	The site is within the established urban area / Urban Footprint. The proposal represents redevelopment of an existing urban employment site.
State Planning Policy	Relevant State interests are addressed through the integrated planning framework and applicable referral requirements.
Planning Regulation 2017 / SARA	A full assessment of the assessment benchmarks has identified that the development will not trigger any referral.

4.3 LOGAN PLANNING SCHEME 2015

The applicable local planning instrument is the Logan Planning Scheme 2015 V9.2 with TLPI 1/2024. The site is included within the Mixed Use Zone – Retail/commerce Precinct.

Planning Matter	Current Planning Scheme
Zone / Precinct	Mixed Use Zone – Retail/commerce Precinct
Category of Assessment	Impact Assessment for the proposed Warehouse use
Relevant zone code	6.2.10 Mixed use zone code
Other applicable codes	Filling and excavation; Infrastructure; Landscape; Management of emissions and hazardous activities; Servicing, access and parking
Mapped overlays	OM-11.00 Strategic Airports and Environs Overlay; and OM-12.00 Transport noise corridor - Local roads

4.4 DRAFT LOGAN PLAN – EMERGING PLANNING INTENT

Council's Draft Logan Plan identifies the subject site within the Specialised Centre Zone – Mixed Commercial Precinct. This represents a material change from the existing Mixed Use Zone – Retail/commerce Precinct and is relevant to understanding Council's emerging strategic intent for the locality.

Planning Framework	Zone / Precinct	Warehouse Assessment
Current Logan Planning Scheme 2015	Mixed Use – Retail/commerce	Impact Assessment
Draft Logan Plan	Specialised Centre – Mixed Commercial	Contemplated and proposed to be Code Assessable

The Draft Logan Plan is not relied upon as the statutory assessment benchmark for the application. Rather, it is identified as a relevant planning matter demonstrating that Council's emerging framework recognises a broader mixed commercial employment function for the site and surrounding locality.



PROPERTY REPORT

Property Details	
Address:	239-241 Ewing Road WOODRIDGE QLD 4114
Lot/Plan:	Lot 10 RP 221198
Property Key:	192896
Property Size:	2,244 m ² (survey plan area)
Covenants and Easements:	Please view the survey plan to check if a covenant (CV) or easement (EA) applies to this property. Covenants and easements are rights or interests that may restrict usage of the land.
Division:	2 Mayor and Councillors

Planning Scheme Details	
Planning Scheme:	DRAFT Logan Plan
Zone and Precinct:	Specialised Centre - Mixed Commercial

Figure 4 – Property Report (Draft Logan Plan)

4.5 ZONING

The site is included in the Mixed Use Zone under the Planning Scheme as shown in **Figure 5** below.



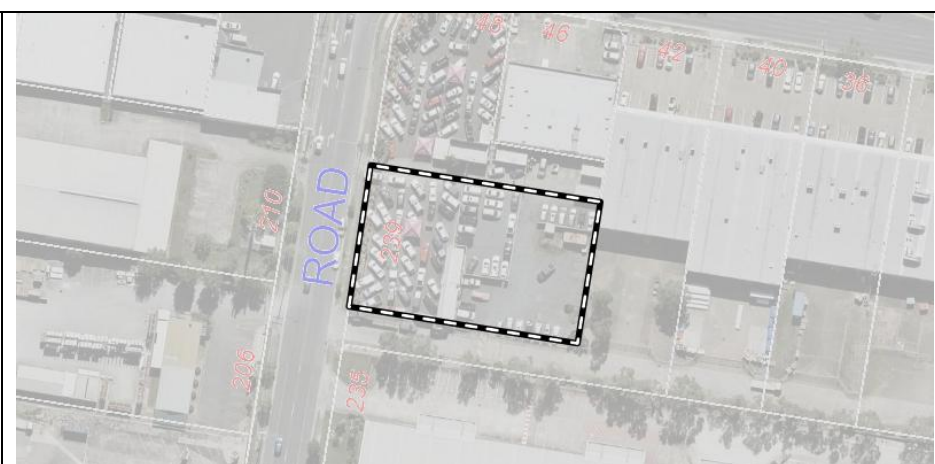
Figure 5 – Zone Map (Logan Planning Scheme 2015)

4.6 OVERLAYS

Table 1 identifies that the site is located within the following overlays.

Table 1- Overlays (Logan Planning Scheme 2015)

Overlays	
----------	--

OM-11.00 Strategic airport and environs overlay	
OM-12.00 Transport noise corridors trigger - Local Roads	

5. CATEGORY OF ASSESSMENT

According to Part 5 Tables of Assessment – Material Change of Use in the Mixed Use Zone is subject to the following Categories of Assessment, visible in **Table 2** below. The table below also identifies that the proposed development is required to be assessed against the relevant codes, with a detailed assessment prepared in *Appendix B* 'Code Responses'.

The development is identified as being generally consistent with the applicable codes.

Table 2 - Categories of Assessment

Element	Category of Assessment	Assessment Benchmark
Zone		
Mixed Use Zone	Impact Assessment <i>within Retail/commerce precinct</i>	6.2.10 Mixed use zone code 9.4.2 Filling and excavation code 9.4.3 Infrastructure code 9.4.4 Landscape code 9.4.5 Management of emissions and hazardous activities code 9.4.7 Servicing, access and parking code
Overlays		
OM-11.00 Strategic airport and environs overlay;	No change	8.2.10 Strategic airport and environs overlay code
OM-12.00 Transport noise corridors trigger - Local Roads	No change	Not Applicable

6. ASSESSMENT OF KEY PLANNING MATTERS

An assessment against the applicable assessment benchmarks of the Logan Planning Scheme 2015 is provided in Appendix B – Code Response.

The assessment demonstrates that the proposal achieves a high level of compliance with the applicable Acceptable Outcomes. Where an Acceptable Outcome is not achieved, further assessment has been undertaken against the corresponding Performance Outcome to demonstrate that the purpose and intent of the relevant assessment benchmark is nevertheless achieved.

As such, the following assessment benchmarks are applicable to the proposed development:

Table 3 - Performance Outcomes Requiring Further Assessment

Assessment Benchmarks	Relevant Performance Outcomes	Matter Requiring Assessment
Mixed use zone code	PO1	Warehouse use within the Retail/commerce Precinct
Mixed use zone code	PO8	Side and rear boundary clearances
Landscape code	PO1	Landscaping without a detailed Landscape Concept Plan
Servicing, access and parking code	PO4	Provision of motorcycle parking
Servicing, access and parking code	PO5	Provision of bicycle parking

6.1 WAREHOUSE USE – PO1 – 6.2.10 MIXED USE ZONE CODE

Table 6.2.10.3.1 - Mixed use zone code - accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes
For accepted development (subject to requirements) and assessable development	
Land use	
PO1 A use: a. if not in a precinct of the Mixed use zone, is for uses identified in section 6.2.10.2(3)(a)(i) overall outcomes for the Mixed use zone; b. in the Abattoir precinct, is for uses identified in section 6.2.10.2(3)(c)(i) overall outcomes for the Mixed use zone; c. in the Enterprise precinct, is for uses identified in section 6.2.10.2(3)(d)(i) overall outcomes for the Mixed use zone; d. in the Industry precinct, is for uses identified in section 6.2.10.2(3)(e)(i) overall outcomes for the Mixed use zone; e. in the Retail/commerce precinct, is for uses identified in section 6.2.10.2(3)(f)(i) overall outcomes for the Mixed use zone.	AO1 A use: a. if not in a precinct of the Mixed use zone, is for uses identified in section 6.2.10.2(3)(a)(i) overall outcomes for the Mixed use zone; b. in the Abattoir precinct, is for uses identified in section 6.2.10.2(3)(c)(i) overall outcome for the Mixed use zone; c. in the Enterprise precinct, is for uses identified in section 6.2.10.2(3)(d)(i) overall outcomes for the Mixed use zone; d. in the Industry precinct, is for uses identified in section 6.2.10.2(3)(e)(i) overall outcomes for the Mixed use zone; e. in the Retail/commerce precinct, is for uses identified in section 6.2.10.2(3)(f)(i) overall outcomes for the Mixed use zone.

The proposed Warehouse use is not identified as a preferred land use within the Retail/commerce Precinct under section 6.2.10.2(3)(f)(i) and therefore does not strictly achieve AO1 or the corresponding land use intent expressed by PO1.

Notwithstanding this technical inconsistency, the proposal is considered to represent an appropriate land use outcome when assessed in the context of the broader purpose of the Mixed Use Zone, the established character and function of the locality, and Council's emerging planning intent for the site.

Consistency with the broader Mixed Use Zone purpose. The purpose of the Mixed Use Zone is to accommodate a variety of business, retail, service industry and low impact industrial activities. More specifically, section 6.2.10.2(2)(a) identifies the local government purpose of the zone as providing a major employment area accommodating a variety of mixed use activities, including Low impact industry, Research and technology industry, Service industry and Warehouse.

Accordingly, while Warehouse is not specifically contemplated within the current Retail/commerce Precinct, it is not fundamentally inconsistent with the broader employment and economic function intended for the Mixed Use Zone.

Compatibility with the established locality. The subject site forms part of an established non-residential employment area characterised by a mixture of commercial, automotive, warehouse and other employment-generating activities. The site is presently occupied by a car dealership and does not form part of a conventional pedestrian-oriented retail centre.

The proposed development comprises 12 relatively small warehouse tenancies with a combined GFA of approximately 1,254m². Its scale and operational characteristics are compatible with the existing commercial and employment character of Ewing Road and the surrounding locality.

Importantly, the proposal does not introduce a sensitive land use and would not prejudice the continued operation of surrounding commercial or employment activities. Rather, it maintains the site's established non-residential employment function.

Emerging planning intent – Draft Logan Plan. The Draft Logan Plan provides relevant evidence of Council's emerging strategic planning intent for the site and locality.

Under the Draft Logan Plan, the subject site is proposed to transition from the existing Mixed Use Zone – Retail/commerce Precinct to the Specialised Centre Zone – Mixed Commercial Precinct. Within this emerging planning framework, Warehouse development is expressly contemplated and is proposed to be subject to Code Assessment.

This change is particularly relevant to the present application. The physical characteristics of the site and surrounding locality have not materially changed; rather, the Draft Logan Plan proposes a planning framework that more accurately reflects the established mixed commercial and employment function of the area.

The current Impact Assessment trigger can therefore be understood primarily as a consequence of the existing Retail/commerce Precinct designation, rather than indicating that Warehouse development is inherently inappropriate for the site.

PROPERTY REPORT

Property Details

Address:	239-241 Ewing Road WOODRIDGE QLD 4114
Lot/Plan:	Lot 10 RP 221198
Property Key:	192896
Property Size:	2,244 m ² (survey plan area)
Covenants and Easements:	Please view the survey plan to check if a covenant (CV) or easement (EA) applies to this property. Covenants and easements are rights or interests that may restrict usage of the land.
Division:	2 Mayor and Councillors

Planning Scheme Details

Planning Scheme:	DRAFT Logan Plan
Zone and Precinct:	Specialised Centre - Mixed Commercial

Figure 6 – Property Report (Draft Logan Plan)

Logan Plan (DRAFT)		
2 State Planning Provisions 3 Strategic Framework 4 Local Government Infrastructure 5 Tables of Assessment Preliminary Reading the Tables Categories of Development and Assessment Regulated Categories of Development and Assessment Prescribed by the Regulation Categories of Development and Assessment - Material Change of Use 5.1 Community Facilities Zone 5.2 District Centre Zone 5.3 Emerging Community Zone 5.4 Environmental Management and Conservation Zone 5.5 Innovation Zone 5.6 Limited Development Zone 5.7 Local Centre Zone 5.8 Low Density Residential Zone 5.9 Low Impact Industry Zone 5.10 Low-medium Density Residential Zone 5.11 Major Centre Zone 5.12 Medium Density Residential Zone 5.13 Medium Impact Industry Zone 5.14 Neighbourhood Centre Zone		
Logan Plan / Part 5 Tables of Assessment / 5.5 Categories of Development and Assessment - Material Change of Use / 5.5.20 Specialised Centre Zone		
Download Bookmark Reading mode Search for a keyword		
Veterinary service	Accepted development (subject to requirements) If: a. the material change of use: i. does not involve building work; or ii. involves building work that does not increase the existing gross floor area; or iii. involves minor building work; b. in the: i. Mixed Commercial Precinct; or ii. Underwood Business Precinct.	Not applicable 6.21 Specialised Centre Zone Code 9.3.4 Infrastructure Code 9.3.6 Pollution, Emissions, Amenity and Chemical Hazards Code 9.3.9 Transport, Access, Parking and Servicing Code
Warehouse	Accepted development (subject to requirements) If: a. the material change of use: i. does not involve building work; or ii. involves building work that does not increase the existing gross floor area; or iii. involves minor building work; b. in the: i. Mixed Commercial Precinct; or ii. Underwood Business Precinct.	6.21 Specialised Centre Zone Code 9.3.4 Infrastructure Code 9.3.6 Pollution, Emissions, Amenity and Chemical Hazards Code 9.3.9 Transport, Access, Parking and Servicing Code
	Code assessment If: a. not accepted development (subject to requirements); b. in the: i. Mixed Commercial Precinct; or ii. Underwood Business Precinct.	6.21 Specialised Centre Zone Code 9.3.1 Commercial Design Code 9.3.2 Filling and Excavation Code 9.3.4 Infrastructure Code 9.3.5 Landscape Work Code 9.3.6 Pollution, Emissions, Amenity and Chemical Hazards Code 9.3.9 Transport, Access, Parking and Servicing Code

Figure 7 – Categories of Development and Assessment (Draft Logan Plan)

Planning conclusion

Having regard to:

- the broader purpose of the Mixed Use Zone, which expressly contemplates Warehouse as part of its employment function;
- the established commercial, automotive, warehouse and non-residential character of the locality;
- the modest scale and employment-generating nature of the proposed development;
- the absence of material land-use conflict with surrounding premises; and
- the Draft Logan Plan, which expressly contemplates Warehouse development within the proposed Specialised Centre – Mixed Commercial Precinct,

the proposed Warehouse development is considered to represent an appropriate and orderly planning outcome for the subject site, notwithstanding its technical inconsistency with the current Retail/commerce Precinct land-use provisions.

6.2 BOUNDARY CLEARANCES – PO8 – 6.2.10 MIXED USE ZONE CODE

Boundary Clearance	
PO8 Development provides boundary clearances that: a. allows for the separation of buildings or structures necessary to ensure the impacts on residential amenity and privacy are minimised; b. provides access to natural light and ventilation; c. are consistent with the character for the zone; d. relates to the existing streetscape character.	AO8 Development, other than an existing lawful building, provides: a. a road boundary clearance: i. a minimum of four metres; or ii. where the building or structure aligns with the building setback of one or more adjoining buildings; b. a minimum side and rear boundary clearances of three metres.

The proposed development does not strictly achieve the minimum side and rear boundary clearances prescribed by AO8 in all locations.

The proposed boundary clearances are nevertheless considered to satisfy PO8. The setbacks respond to the existing site configuration, access easements and established pattern of commercial and industrial development surrounding the site.

The affected interfaces are predominantly with non-residential development and do not result in unreasonable impacts upon residential amenity or privacy. The proposed layout also maintains appropriate access to natural light and ventilation and is compatible with the established built form character of the locality.

Accordingly, the proposed boundary clearances provide an appropriate built form response to the site and surrounding development and are considered to achieve PO8.

6.3 LANDSCAPING – PO1 – 9.4.4 LANDSCAPE CODE

Landscape design	
PO1 Development provides landscaping that is designed and located to: a. enhance the visual amenity of premises; b. provide street trees; c. protect the <u>movement network</u> by: i. maintaining pedestrian accessibility; ii. not obstructing sightlines for pedestrians, cyclists and motorists; iii. being consistent with the function of the <u>road</u>; iv. being of a scale that is in proportion with the <u>road</u> width; d. be responsive to and compatible with soil conditions, topography and micro climate; e. utilise species selection that: i. is suitable for the available space and growing conditions; ii. incorporates, where practicable, <u>native vegetation in public open space and roads</u>; f. protect, where practicable, existing <u>native trees</u>; g. conserve energy and water; h. incorporate <u>water sensitive urban design</u> principles; i. prevent pondage and manage overland flow; j. act as a buffer to screen adverse visual impact of development and incompatible uses; k. define the common boundary and prevent encroachment of existing and future uses into <u>public open space</u>; l. rehabilitate degraded areas on the premises; m. be easily maintained. Editor's note - section 4.2 - Guidelines for landscaping in Planning scheme policy 5 - Infrastructure sets out requirements in relation to these elements.	AO1 <u>Landscape work</u> is carried out in accordance with a landscape site analysis and landscape concept plan prepared in accordance with <u>part 2 of Planning scheme policy 5 - Infrastructure</u>.

A detailed Landscape Concept Plan prepared in accordance with Planning Scheme Policy 5 – Infrastructure has not been submitted with the application and, accordingly, AO1 is not strictly achieved.

Notwithstanding, the proposed site layout provides sufficient opportunities for landscaping to enhance the visual presentation of the development and pedestrian environment.

The site is located within an established commercial and industrial locality and does not directly interface with residential premises requiring substantial landscape buffering. Detailed landscape treatment can therefore be appropriately resolved through subsequent detailed design and reasonable development conditions.

Landscaping can be designed to incorporate suitable low-maintenance species, maintain pedestrian and vehicle sightlines, avoid interference with access and servicing arrangements and provide appropriate screening where required.

Accordingly, sufficient opportunity exists for the development to provide functional and appropriate landscaping consistent with the intent of PO1.

6.4 MOTORCYCLE PARKING – PO4 – 9.4.7 SERVICING, ACCESS AND PARKING CODE

Provision of motorcycle parking	
PO4 Motorcycle parking is provided that is safe and functional.	AO4 Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004 - Parking facilities - Off street car parking.

Dedicated motorcycle parking is not specifically identified on the current development plans and therefore strict compliance with AO4 has not been demonstrated.

Notwithstanding, the proposal provides 14 on-site car parking spaces against a Planning Scheme requirement of 12 spaces, resulting in a surplus parking supply. The relatively small scale of the individual warehouse tenancies is also expected to generate limited motorcycle parking demand.

The site contains sufficient area for dedicated motorcycle parking to be incorporated as part of detailed design, if required, without materially altering the approved layout or compromising vehicle circulation and servicing.

Accordingly, safe and functional motorcycle parking can be readily accommodated within the development and the proposal is considered to achieve PO4.

6.5 BICYCLE PARKING – PO5 – 9.4.7 SERVICING, ACCESS AND PARKING CODE

Provision of bicycle parking	
PO5 Bicycle parking facilities are provided that: a. satisfy the likely demand for bicycle parking; b. are functional; c. are located close to a pedestrian entry to a building.	AO5 Bicycle parking facilities comply with: a. the rate specified in column 7 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. AS2890.3-1993 - Bicycle parking facilities.

Dedicated bicycle parking facilities are not specifically identified on the current development plans and therefore strict compliance with AO5 has not been demonstrated.

The proposed development comprises relatively small-scale Warehouse tenancies within an established commercial and industrial locality. Nevertheless, the site layout provides sufficient opportunity for bicycle parking facilities to be incorporated adjacent to pedestrian building entrances.

Bicycle parking can therefore be provided in a safe, functional and conveniently accessible location without adversely affecting vehicle circulation, parking or servicing arrangements.

Accordingly, the proposal is capable of satisfying the likely demand for bicycle parking and is considered to achieve PO5.

7. CONCLUSION

This Planning Report supports a Development Application seeking a Development Permit for a Material Change of Use (Warehouse) at 239–241 Ewing Road, Woodridge QLD 4114.

The assessment has identified the following key matters supporting approval:

- The proposed Warehouse use is compatible with the established commercial, warehouse and employment character of the surrounding locality;
- The development is of an appropriate scale and intensity for the site and surrounding area;
- The proposal retains and integrates with the established access and easement arrangements, with appropriate on-site parking, circulation and servicing;
- The supporting technical assessments demonstrate that traffic, stormwater and infrastructure matters can be appropriately managed;
- The proposal achieves a high level of compliance with the applicable assessment benchmarks, with the identified variations appropriately addressed through the planning assessment; and
- The Draft Logan Plan identifies the site within the Specialised Centre – Mixed Commercial Precinct, where Warehouse development is contemplated, providing further support for the proposed land use and Council's emerging planning intent for the locality.

While the Warehouse use is Impact Assessable under the current Mixed Use – Retail and Commerce Precinct provisions, the assessment demonstrates that the proposal does not result in an inappropriate or incompatible land use outcome.

Having regard to the applicable assessment benchmarks, the site and locality context, the supporting technical assessments and Council's emerging planning intent, the proposed development is considered to represent an appropriate, orderly and efficient planning outcome. Accordingly, the application is respectfully recommended for approval, subject to reasonable and relevant conditions.

APPENDIX A: ARCHITECTURAL PLANS

APPENDIX B: CODE RESPONSES

APPENDIX C: CIVIL ENGINEERING REPORT

APPENDIX D: TRAFFIC TECHNICAL MEMORANDUM

APPENDIX E: DA FORM 1 AND OWNER CONSENT