TOWN PLANNING REPORT
MATERIAL CHANGE OF USE
TRANSPORT DEPOT AND EDUCATIONAL ESTABLISHMENT
FOR A TRUCK DRIVING SCHOOL

351 Wecker Road, Mansfield QLD 4122

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November 2026

TOWN PLANNING REPORT

MATERIAL CHANGE OF USE
TRANSPORT DEPOT
351 and 359 Wecker Road, Mansfield QLD 4122
SDC 2417

Site Details

Site Address	351 & 359 Wecker Road, Mansfield QLD 4122
Real Property Description	Lot 75 on SP189527 and Lot 2 on RP86728
Landowner/s	Guri Sandhu, Navdeep Kaur & Great Training Academy Pty Ltd
Total Site Area	12,020 m^2 + 10,130 m^2 (22,150 m^2)
Local Government	Brisbane City Council

Planning Details

Planning Scheme	Brisbane City Plan 2014
Zone	RU Rural
Level of Assessment	Impact Assessable
Referral Agency	Energex

Proposed Development	Material Change of Use for a Transport Depot and Educational Establishment

Applicant Details

Applicant	C/- Himaansu Kumar Santoshi Development Consultants Pty Ltd
Prepared By	Pavithra Joshy Santoshi Development Consultants Pty Ltd
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1. INTRODUCTION

This Town Planning Report has been prepared on behalf of the Applicant in support of an impact assessable Development Application for a Development Permit for a Material Change of Use for a Transport Depot and Educational Establishment (Truck Driving School).

The proposal relates to 351 and 359 Wecker Road, Mansfield QLD 4122, described as Lot 75 on SP189527 and Lot 2 on RP86728, respectively. The properties have a combined area of approximately 22,150 m², comprising 12,020 m² at 351 Wecker Road and 10,130 m² at 359 Wecker Road.

The proposal is for an integrated operation across the two properties, with the Transport Depot at 351 Wecker Road and the Educational Establishment (truck driving school) at 359 Wecker Road. The land is currently an open area used for truck parking and driving activities. The proposed uses will include associated vehicle access, parking, truck movements and site operations.

Both properties are within the Rural zone under Brisbane City Plan 2014, Version 37. This report assesses the proposal against the relevant planning scheme provisions, including the Strategic Framework, applicable zone and overlay codes, and development codes. It also considers the site's access, traffic requirements, electricity easements, mapped environmental and hazard constraints, and any applicable State referral requirements, including referral to the State Assessment and Referral Agency (SARA).

2. SITE DESCRIPTION

2.1 Site Identification and Existing Development

The application site comprises two properties at 351 and 359 Wecker Road, Mansfield QLD 4122, within the Brisbane City Council local government area. The properties are described as Lot 75 on SP189527 (351 Wecker Road), with an area of approximately 12,020 m², and Lot 2 on RP86728 (359 Wecker Road), with an area of approximately 10,130 m². The combined site area is approximately 22,150 m².



Fig 1: Aerial View of the subject site- QLD Globe.

The subject site is an irregularly shaped, open allotment adjoining the Gateway Motorway corridor. The surrounding locality is characterised by large properties, open and vegetated land, and transport infrastructure. The site is currently used for truck parking and driving activities, with vehicle access provided by an existing road that crosses Powerlink land to the west and connects to Wecker Road. The landowner's in-principle agreement with Powerlink for this access has expired, and the existing access is proposed to be permanently discontinued.

The site's proximity to the motorway and larger properties provides context for assessing the proposed uses and associated vehicle movements.

2.3 Site Suitability

The two properties provide a suitable location for the proposed integrated Transport Depot and Educational Establishment (truck driving school). The largely open areas are already used for truck parking and driving activities, so the proposal can make practical use of existing disturbed land for vehicle parking, training, access and manoeuvring, while limiting the need for additional site disturbance.

The proposed uses complement each other across the two lots. The Transport Depot is proposed at 351 Wecker Road, while 359 Wecker Road contains an existing office used in connection with the operation and has access to the vehicle manoeuvring area. The office provides an established base for the educational component, while the adjoining vehicle areas support practical truck training. Common ownership and coordinated operation also support consistent management of vehicle movements, training activities and site safety.

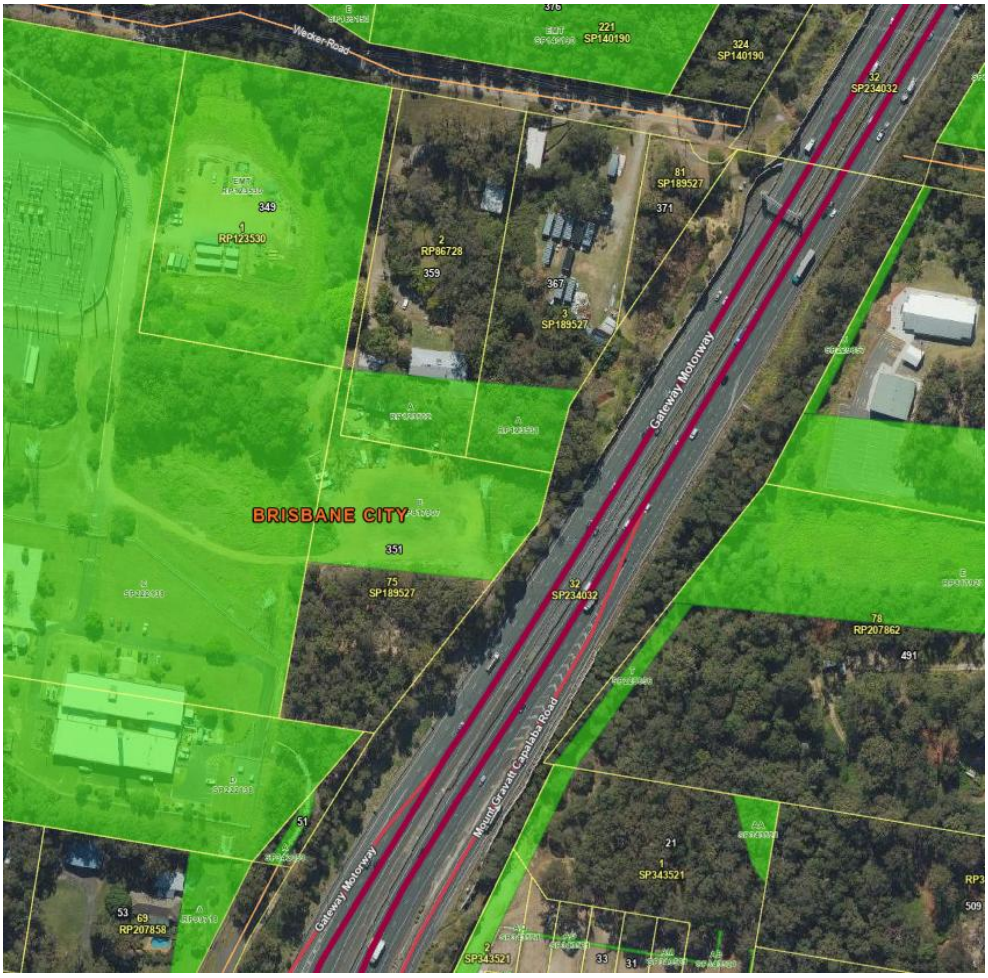


Figure 2: Proposed site plan showing the electricity easement and vehicle areas

An electricity easement crosses part of the site. The proposed plan identifies the easement and the vehicle areas. Keeping buildings outside the easement while using the area for open vehicle

activities can make practical use of land that is constrained for buildings, subject to the easement terms and the electricity network operator's requirements.

The site's proximity to the Gateway Motorway and its existing transport-related activities provide a relevant context for the proposed uses. The suitability of the layout and operation is further assessed in this report with regard to access, traffic, biodiversity and the other mapped site constraints.

3.0 PROPOSED DEVELOPMENT

3.1 Development Overview

The application seeks a Development Permit for an impact assessable Material Change of Use across 351 and 359 Wecker Road, Mansfield, a Transport Depot and an Educational Establishment (truck driving school). The two uses will operate together, with truck parking and storage, driver training and associated vehicle movements.

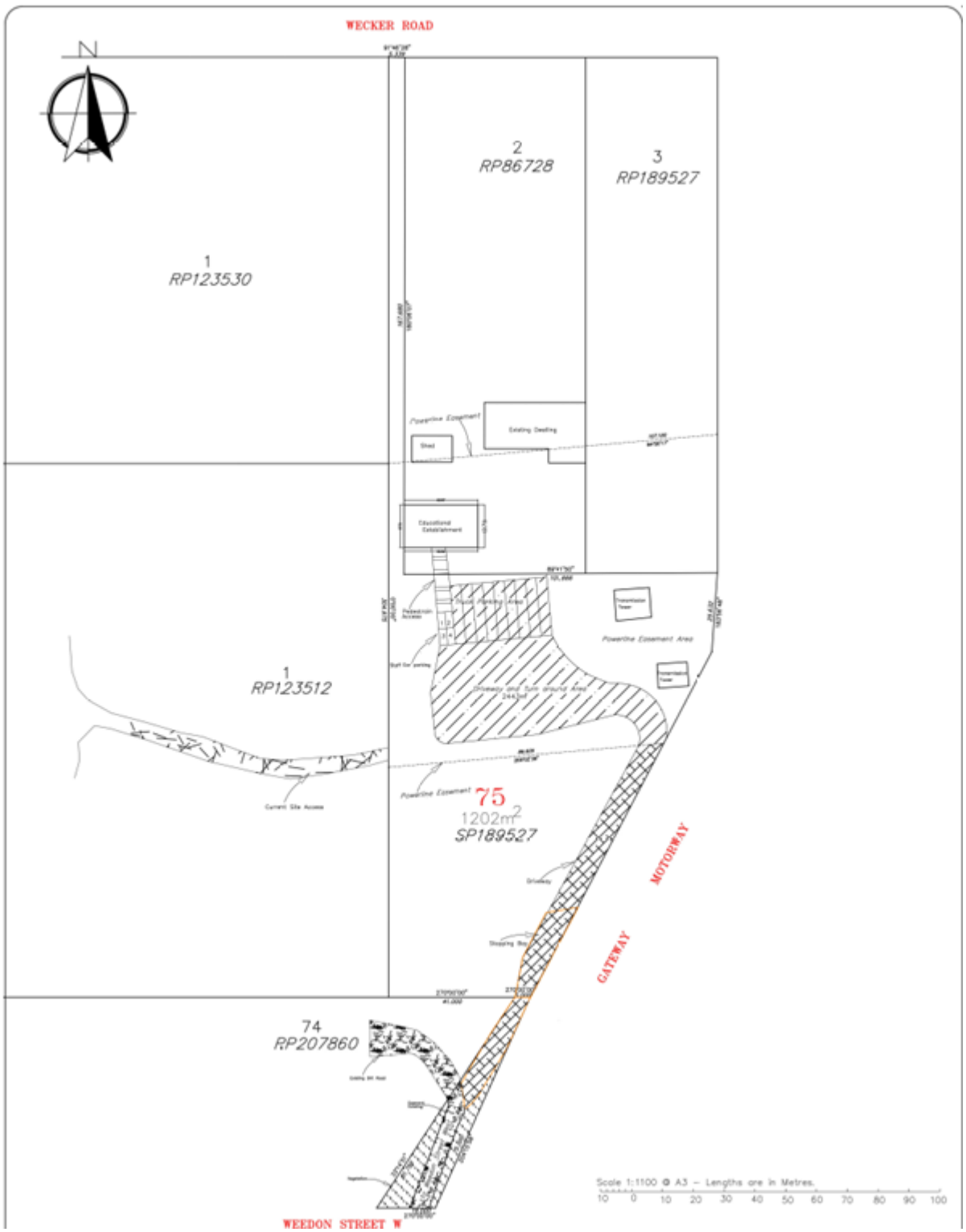


Figure 3: Proposed Transport Depot layout

The office at 359 Wecker Road will serve the educational establishment and has access to the designated vehicle manoeuvring and driving areas. The proposed layout provides an internal connection between the office and these areas. It also identifies the truck and car parking areas, internal driveway, turnaround area and hardstand for heavy vehicle manoeuvring. The existing access arrangement across Powerlink land has expired and is proposed to be permanently discontinued. The proposal includes access via the corridor connecting to Weedon Street West. The corridor is approximately 5 m wide at its narrowest point. The plans also identify the electricity easement and the separation between the proposed vehicle areas and existing transmission towers.

Development Aspect	Proposal Details
Proposed use	Material Change of Use for a Transport Depot and Educational Establishment (Truck Driving School)
Transport Depot	Parking areas for trucks and cars.
Educational Establishment	The existing office at 359 Wecker Road will serve the educational establishment and has access to the truck manoeuvring and driving area.
Internal vehicle movement	Driveway and turnaround area within the site
Vehicular access	Access corridor from Weedon Street West, connecting to the internal driveway and turnaround area,5 m wide at its narrowest point.
Buildings	Existing building at 359 Wecker Road retained for the Educational Establishment. No new buildings are shown on the development layout

3.2 Vehicular Access and Internal Movement

The development layout shows the proposed access from Weedon Street West via the hatched corridor. The access arrangement also uses the existing dirt road and easement extending toward the adjoining Powerlink land. The corridor is intended to accommodate two-way vehicle movements, with trucks passing one at a time through the approximately 5 m wide narrow section. The access is 6.5–8 m wide and widens to approximately 8 m beyond the narrow section to provide an internal passing and waiting area. Entering trucks have priority, and an exiting truck waits in this area until the narrow section is clear. A stopping bay near this bottleneck allows a truck to wait clear of the passage and is separate from the depot turnaround area. The corridor connects to the internal driveway and the open vehicle areas, including truck parking, hardstand manoeuvring and turnaround areas. It also provides access between the existing office at 359 Wecker Road and the truck-driving training area. Four car parking spaces are provided for staffs, alongside designated truck parking areas for the different sizes and classes of training vehicles.

The designated turnaround area shown on the layout will be used for practical training and vehicle manoeuvring. Training vehicles may include LR, MR, HR and HC trucks, along with plant equipment such as rollers, loaders, excavators and graders, depending on the courses

conducted at the site. The truck fleet includes up to 7 trucks and 2 trailers, and the access and manoeuvring layout adopts a 19 m articulated vehicle as the design vehicle. The plan identifies the existing transmission towers and shows separation between the towers and vehicle areas. Vegetation clearing for the proposed access is limited to the narrow vehicle corridor shown on the plan. The final plans should dimension the stopping bay, turnaround and hardstand areas, confirm tower clearances, and include swept-path plans for the vehicles and equipment proposed to use the site.

3.3 Depot and Truck Driving School Operations.

The Transport Depot at 351 Wecker Road will provide designated parking for trucks of different sizes and classes. The fleet includes up to 7 trucks and 2 trailers, with a 19 m articulated vehicle adopted as the design vehicle for access and manoeuvring**.** The existing building at 359 Wecker Road (Lot 2 on RP86728) will be used as the administrative office for the Educational Establishment. The office will serve the truck-driving school and connect with the designated hardstand and turnaround area, where practical instruction, truck manoeuvring and repositioning will take place. Four car parking spaces are provided for staff, in addition to the truck parking areas. Training may involve LR, MR, HR and HC trucks and plant equipment such as rollers, loaders, excavators and graders, depending on the courses delivered at the site.

The existing Wecker Road access is narrow and affected by mapped flood and overland-flow constraints, while the previous access arrangement across Powerlink land has been terminated. The Weedon Street West access is therefore required to serve the development and is intended to provide a more suitable route**.** Its suitability for emergency access and its trafficability during flooding are subject to confirmation through the relevant assessments.

The Educational Establishment and practical training activities will operate between 7:00 am and 5:00 pm. No vehicle cleaning, repair or servicing is proposed on site.

3.4 Easements and Vegetation Clearing

The site contains Easement A on RP123502 over Lot 2 on RP86728 (359 Wecker Road) and Easement B on RP817907 over Lot 75 on SP189527 (351 Wecker Road) in gross to Energex Limited. The proposed layout identifies the easements, existing transmission towers and vehicle areas. Truck parking is the only activity proposed within the easement areas; no buildings or practical training activities are proposed there.

The landowner has advised of an in-principle arrangement with Powerlink relating to truck parking within an easement area. Any such parking remains subject to the registered easement terms and the relevant easement holder’s and electricity asset owner’s safety, access and maintenance requirements. Vegetation will be retained across the site, including around the truck access. Clearing is limited to the narrow strip required for the proposed Weedon Street West access, as shown on the plan. No other vegetation clearing is proposed.

4.0 STATUTORY PLANNING FRAMEWORK

The application is assessed under the *Planning Act 2016*, the *Planning Regulation 2017* and Brisbane City Plan 2014, Version 37, effective 18 September 2026.

4.1 Applicable Planning Scheme

The application site comprises 351 and 359 Wecker Road, Mansfield QLD 4122, within the Brisbane City Council local government area. The properties are Lot 75 on SP189527 at 351 Wecker Road, with an area of approximately 12,020 m², and Lot 2 on RP86728 at 359 Wecker Road, with an area of approximately 10,130 m². The combined site area is approximately 22,150 m². Both properties are within the Rural Zone.

The application seeks a Development Permit for a Material Change of Use for an integrated Transport Depot and Educational Establishment (truck driving school). The application is impact assessable and will be publicly notified. The proposal is to be assessed against the relevant provisions of the planning scheme, including the Strategic Framework, applicable codes and overlay provisions.

The key planning details are summarised below.

Planning Matter	**Details**	
Planning Scheme	Brisbane City Plan 2014, Version 37.00/2026	
Site	351 Wecker Road: Lot 75 on SP189527 359 Wecker Road: Lot 2 on RP86728	
Proposal	Material Change of Use, Transport Depot and educational establishment	
Zone	Rural Zone	
Strategic Framework	i. Brisbane's clean and green leading environmental performance; ii. Brisbane's highly effective transport and infrastructure;	
Level of Assessment	Impact Assessable	
Relevant Assessment Benchmarks	Strategic Framework; Rural Zone Code; Transport, Access, Parking and Servicing Code; applicable overlay codes and other relevant City Plan provisions	
Relevant Overlays	**351 Wecker Road** Airport Environs; Biodiversity Areas; Bushfire; Community Purposes Network; Critical Infrastructure and Movement Network; Flood; Potential and Actual Acid Sulfate Soils; Regional Infrastructure	**359 Wecker Road** Airport Environs; Biodiversity Areas; Bushfire; Community Purposes Network; Critical Infrastructure and Movement Network; Flood; Landslide; Potential and Actual Acid Sulfate Soils; Road Hierarchy; Streetscape Hierarchy;

	Corridors and Substations; Road Hierarchy; Streetscape Hierarchy; Transport Air Quality Corridor; Transport Noise Corridor; and Waterway Corridors.	Transport Noise Corridor; Waterway Corridors
Priority Infrastructure Area	Priority Infrastructure Area	
Public Notification	Required for an impact-assessable application.	
Referral Agency	State Assessment and Referral Agency (SARA) for impacts on State-controlled transport infrastructure.	

5.0 PLANNING ASSESSMENT

5.1 Rural Zone Code

Both properties at 351 and 359 Wecker Road are located in the Rural Zone. The zone provides for rural uses and activities and other uses that are compatible with rural activities, the character and environmental features of the zone. It also seeks to protect the capacity of land for rural uses and significant natural resources.

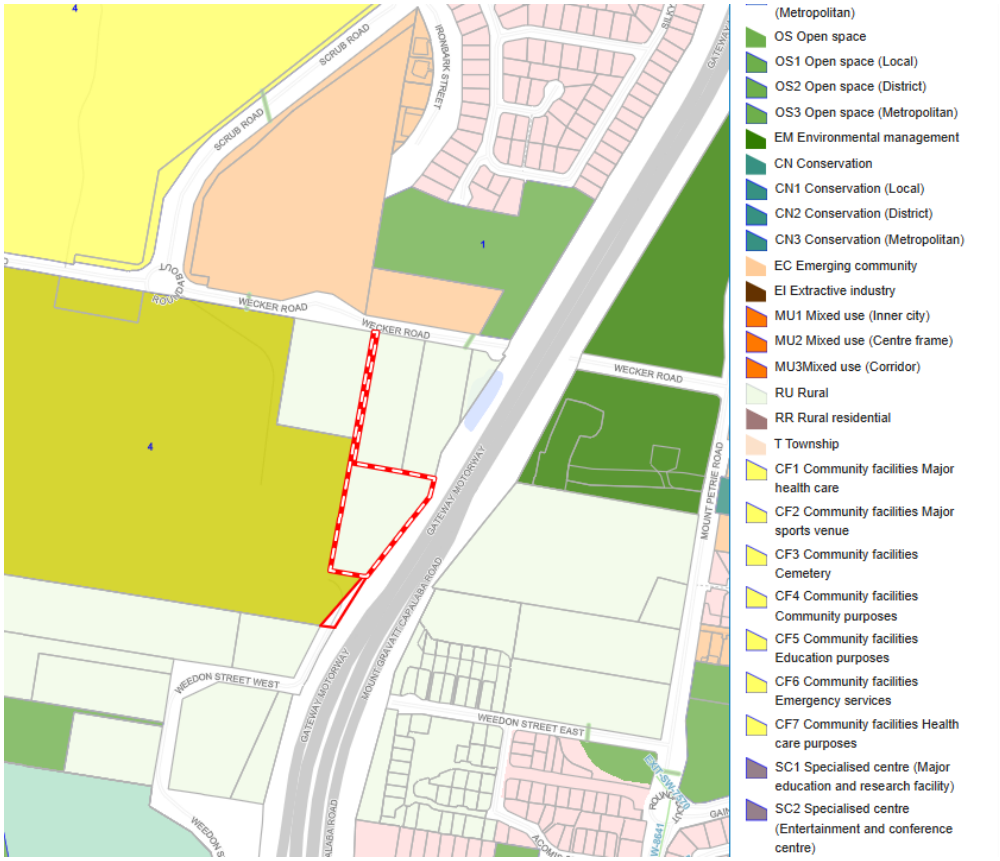


Figure 4: Zoning map of the subject site and surrounding area – Brisbane City Plan 2014

The proposed Transport Depot is a non-rural use, so its compatibility with these outcomes is a key consideration. The site is beside the Gateway Motorway corridor and Wecker Road, within a locality that includes established transport infrastructure and larger open properties. This context provides a basis for considering the depot at this location, subject to managing its effects on rural land, surrounding amenity and environmental values.

The layout shows an open truck and car parking area with no new buildings. Vegetation is to be retained across the site, with clearing limited to the narrow strip required for the proposed driveway connection to Weedon Street West. These features limit the built form and extent of vegetation removal. The proposal would still introduce a commercial truck storage use to Rural zoned land, and its compatibility with the zone's rural and landscape character must be considered alongside the relevant overlay requirements.

Overall, the site's location and open layout provide some support for the proposal's compatibility with the Rural Zone. The assessment also needs to address potential effects on rural land capacity, vegetation and environmental values, stormwater, traffic and amenity.

5.2 Transport, Access, Parking and Servicing Code

The layout identifies truck and car parking across the two properties, connected to the internal driveway, manoeuvring and turnaround areas. Access for the Transport Depot at 351 Wecker Road and the Educational Establishment at 359 Wecker Road is proposed from Weedon Street West via the access corridor. The existing narrow access from Wecker Road is narrow and affected by mapped flood, overland-flow and bushfire constraints, so it is not proposed to serve the development. The Weedon Street West corridor is approximately 5 m wide at its narrowest point, with a stopping bay proposed to allow trucks to pass through this section one at a time.

The main matters for assessment under the code are whether the access corridor and stopping bay safely accommodate the intended vehicles, whether the access provides suitable sight distances, and whether the on-site parking and manoeuvring areas meet the needs of staff, students and training vehicles. The traffic and access plans should show the truck sizes, parking dimensions, swept paths, corridor operation and proposed route to the major road network. These matters are relevant to PO1, PO3, PO9, PO11, PO15, PO18 and PO20.

The proposed layout provides designated parking and on-site areas for truck manoeuvring and practical driver training. Compliance with the code will be demonstrated by confirming that these arrangements operate safely and do not adversely affect the road network or nearby properties. PO21 applies only to freight-dependent development; the proposal is for truck parking and driver training, not freight transport, so PO21 is not applicable.

5.3 Overlay Code Assessment

5.3.1 Biodiversity Areas Overlay Code

The subject site is mapped within the High ecological significance and High ecological significance strategic sub-categories of the Biodiversity Areas Overlay. The mapping also identifies areas of matters of state environmental significance (MSES). These mapped areas are shown in Figure 5



Figure 5: Biodiversity Areas Overlay mapping for the subject site – Brisbane City Plan 2014.

The proposed Transport Depot layout locates the truck and car parking and vehicle manoeuvring areas within the existing open part of the site, outside the mapped biodiversity areas. No works, earthworks or vegetation clearing are proposed within those areas. Existing vegetation will be retained and protected. Vegetation clearing is limited to the narrow strip required for the new driveway connection to Weedon Street West, outside the mapped areas. The existing building on Lot 2 on RP86728, which will be used for the Educational Establishment, is outside the mapped biodiversity areas and is not affected by the overlay.

The layout therefore avoids disturbing or fragmenting the mapped biodiversity areas and protects their ongoing ecological function. On this basis, the development footprint is consistent with PO4 and AO4.1 of the code. As no filling or excavation is proposed within the mapped areas, PO3 and AO3 are not applicable. With the mapped areas retained and protected, no significant residual impact or environmental offset is anticipated under PO9.

5.3.2 Bushfire Overlay Code

The site is mapped within the High hazard buffer area. As the application is impact assessable, the Bushfire Overlay Code applies. Figure 6 shows the High hazard area to the north and nearby, with the hatched buffer extending across parts of the site and access corridor.

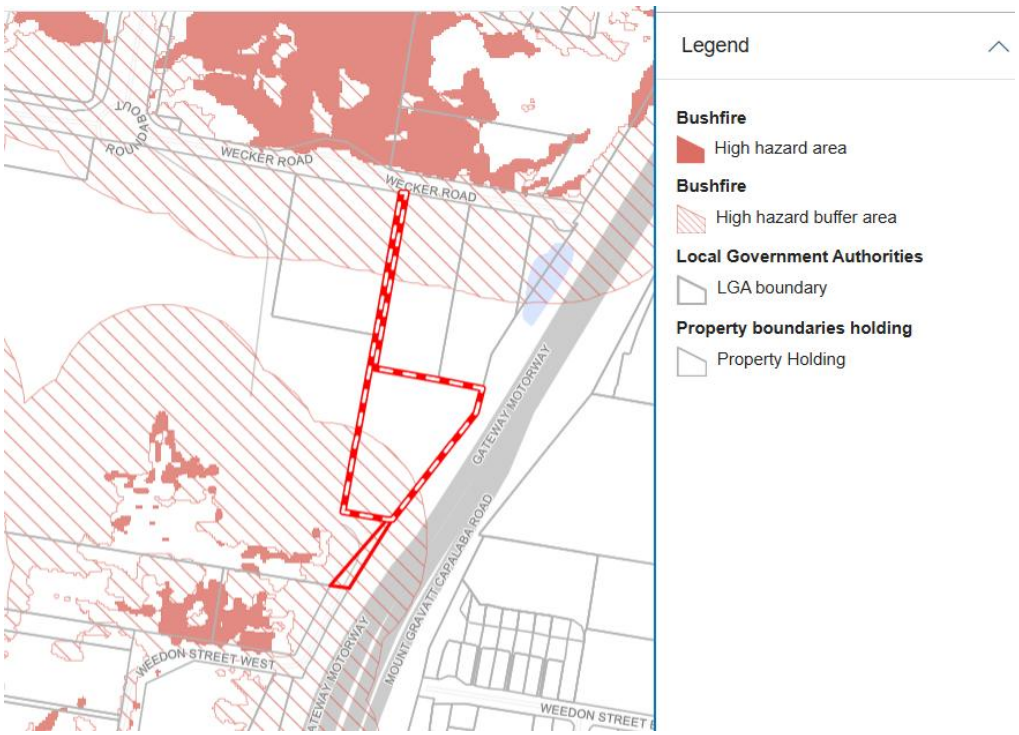


Figure 6: Bushfire Overlay mapping for the subject site – Brisbane City Plan 2014.

The main depot parking area appears to be outside the mapped High hazard area and largely outside the hatched buffer. This is a favourable aspect of the layout. No new buildings are proposed; the development comprises open truck and car parking areas and vehicle manoeuvring space. The existing building at 359 Wecker Road, used for the Educational Establishment, is outside the mapped High hazard area and buffer, so it is not directly affected by this mapped bushfire constraint.

Vegetation clearing is limited to the narrow strip required for the driveway connection to Weedon Street West, with vegetation elsewhere retained. The access corridor is approximately 5 m wide at its narrowest point, with a stopping bay proposed. A Bushfire Hazard Assessment is required to assess the proposal against the mapped hazard and address access, evacuation and firefighting requirements. Overall, the open depot area appears reasonably located in relation to the mapped hazard.

5.3.3 Flood Overlay Code

The Flood Overlay Code applies because the application is impact assessable and the site is mapped within the Flood Overlay. The mapping shows Creek/waterway Flood Planning Areas 1, 2 and 5 and an Overland Flow Flood Planning Area. As shown in Figure 7, the flood-affected area is concentrated in a narrow part of the site's northern section near Wecker Road. The proposed truck parking and vehicle access do not use this area.



Figure 7: Flood Overlay mapping– Brisbane City Plan 2014.

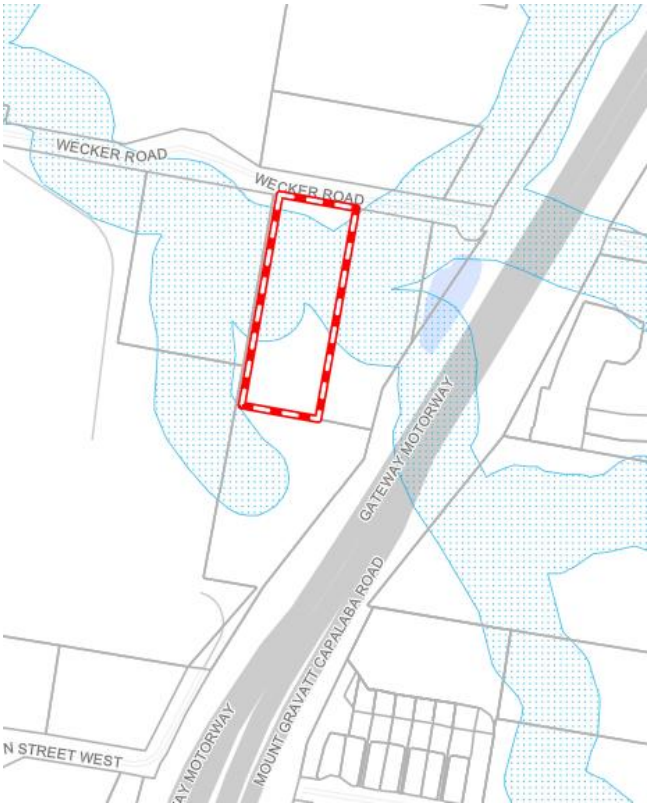
The existing building at 359 Wecker Road that will accommodate the Educational Establishment is outside the flood-affected area. The proposed new access from Weedon Street West connects to the depot area without routing trucks through the flood-affected northern section. This provides a direct access route and can assist emergency vehicle access and site evacuation, consistent with PO11. The access will need to be confirmed as trafficable during the defined flood event and suitable for emergency vehicles.

The layout leaves the mapped northern flow area outside the depot's operational footprint. This supports PO7 and AO7, which seek to maintain flood conveyance and avoid blocking or redirecting floodwaters. On the information available, the layout responds positively to the

mapped flood constraint. Confirmation through the flood assessment that the depot area and new access are not adversely affected will support a finding of compliance with the Flood Overlay Code.

5.3.4 5.3.4 Waterway Corridors Overlay Code

The site is mapped within the Local waterway corridor sub-category of the Waterway Corridors Overlay. This is a separate overlay from the Flood Overlay. It seeks to protect the waterway's flow, water quality, ecological health, habitat connectivity and natural amenity, and to minimise impervious surfaces.



The proposal includes use of the existing building for the Educational Establishment and outdoor areas for truck parking, manoeuvring and driver training. No new buildings are shown, and vegetation clearing is limited to the proposed Weedon Street West access corridor. The plans should show the mapped waterway corridor in relation to the building, access, parking, hardstand and training areas.

The proposal's response to the code depends on confirming whether any vehicle activity, access works, vegetation clearing, filling or excavation would occur within the mapped corridor. If the development footprint and vehicle activities avoid the corridor and its vegetation is retained, this would support the code's outcomes for protecting corridor function. Any proposed filling or excavation within the corridor should also be assessed against PO7 and AO7.

5.3.5 Road Hierarchy Overlay Code

The Road Hierarchy Overlay identifies Wecker Road as a Suburban road, Weedon Street West as a Neighbourhood road, and the Gateway Motorway and Mount Gravatt–Capalaba Road as higher-order roads. The proposed depot access is via Weedon Street West, with truck parking and manoeuvring provided within the site. No direct depot access to the motorway or arterial road corridor is proposed.



Fig 8: *Road Hierarchy – Brisbane City Plan 2014*.

The internal layout provides space for trucks to enter the site, proceed to the parking area, manoeuvre and leave. The stopping bay at the narrow access section allows vehicles to use that section one at a time. This arrangement is intended to keep truck parking and manoeuvring within the site and prevent depot vehicles from queuing or undertaking turning movements on the public road.

The access arrangement uses the Neighbourhood road and avoids direct connections to the nearby higher-order roads. On this basis, the proposal is expected to operate without adversely affecting the safety, efficiency or function of the surrounding road network, consistent with PO1 and PO2 of the Road Hierarchy Overlay Code.

5.3.6 Transport Air Quality and Transport Noise Corridors

Both properties are within the State-controlled road mandatory transport noise corridor, with mapped noise categories 1 to 4. The proposal is an open truck and car parking area with vehicle manoeuvring space. The Educational Establishment will operate within the existing building at 359 Wecker Road. No new buildings, residential uses or childcare centre are proposed.

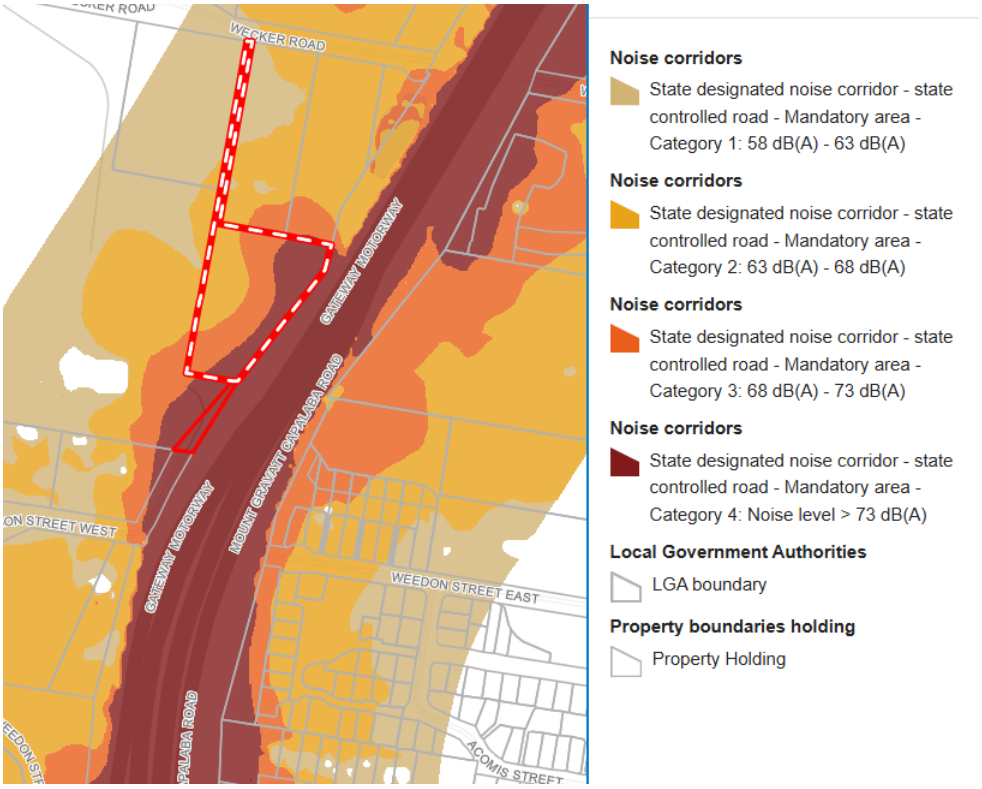


Fig 9: *State road designated transport noise corridor categories affecting the subject site – Brisbane City Plan 2014*

The Transport Air Quality Corridor Code's relevant outcomes address air quality exposure for sensitive uses and the design of buildings in the mapped sub-categories. The transport noise requirements under QDC MP 4.4 apply to building work for relevant residential buildings. As the proposal includes no sensitive use or building work, those air quality separation, ventilation and residential noise insulation requirements are not triggered.

The mapped corridors therefore do not prevent the proposed open Transport Depot. Noise from depot operations is a separate operational matter and is addressed under the relevant noise assessment provisions.

5. State-Controlled Transport Infrastructure -SARA Referral

The site adjoins the Gateway Motorway, a State-controlled road. SARA mapping shows the area within 25 m of a State-controlled road extending across part of the site's eastern side. As the proposal is an assessable material change of use, it is required to be referred to the State Assessment and Referral Agency (SARA) under Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 of the *Planning Regulation 2017*. SARA will assess the application against the relevant State Development Assessment Provisions.

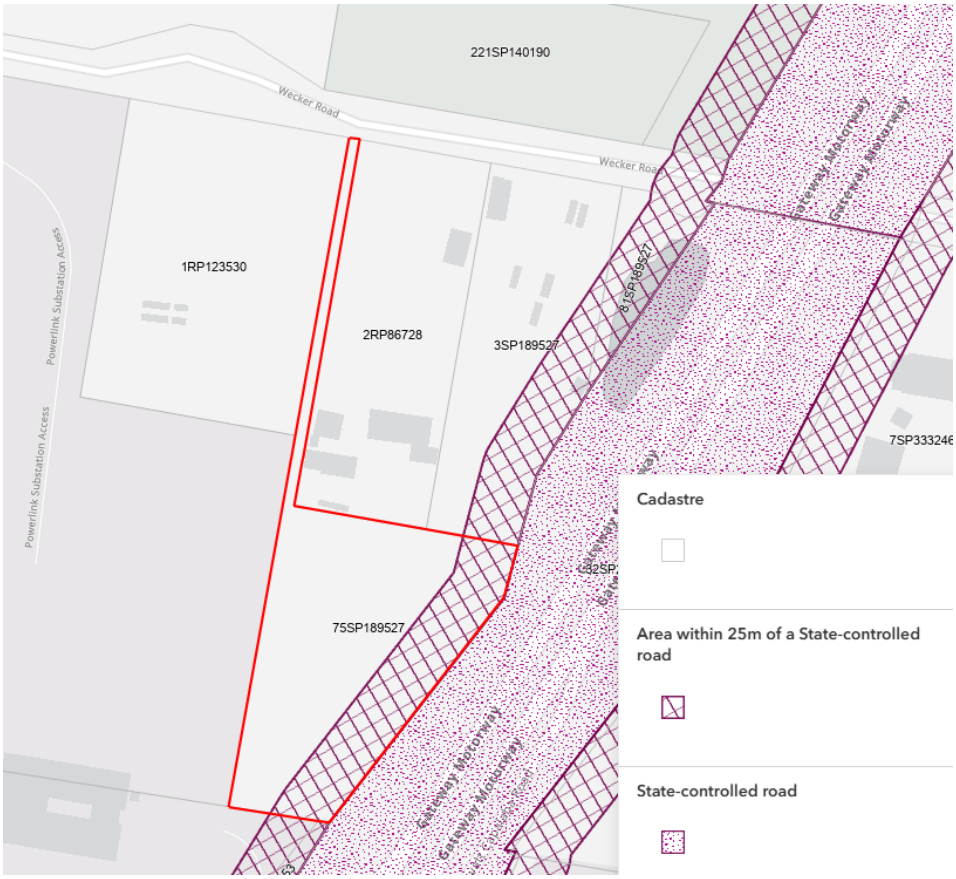


Fig 10: State-controlled road and 25 m proximity area affecting the subject site - SARA DA Mapping

No direct access to the Gateway Motorway is proposed. All site access will be from Weedon Street West. The traffic assessment will describe expected truck, staff and student movements, the routes vehicles will use to and from the site, and any potential effects on the safety or operation of the State-controlled road network.

5.2 STRATEGIC FRAMEWORK ASSESSMENT

The Strategic Framework establishes the policy direction for development under Brisbane City Plan 2014. Having regard to the proposed Transport Depot and the site's environmental and transport context, the following themes are considered most relevant to the assessment:

- Brisbane's globally competitive economy;
- Brisbane's clean and green leading environmental performance; and
- Brisbane's highly effective transport and infrastructure.

5.2.1 Brisbane's globally competitive economy

The Theme 1 recognises that freight infrastructure contributes to Brisbane's economic activity. Element 1.2 also identifies the importance of protecting industrial land, supporting the effective operation of freight routes and locating high-impact industrial activities in appropriate industrial areas.

The proposed Transport Depot at 351 Wecker Road would support the operation of a transport business by providing truck parking and storage. The associated Educational Establishment at 359 Wecker Road would provide truck-driver training, linking the two uses to Brisbane's transport sector and workforce. The site's location near the Gateway Motorway and Wecker Road provides a broader transport context for the proposal. Site access is proposed from Weedon Street West, with truck parking and manoeuvring areas within the site. The proposal makes use of the existing building at 359 Wecker Road and the established open vehicle areas, with no new buildings shown on the layout.

Although the site is in the Rural Zone, the proposal makes a practical contribution to transport-related business activity and driver training. Its potential effects are considered under the Rural Zone Code and the relevant transport and overlay provisions. Overall, the proposal supports the economic activity and transport workforce objectives of Theme 1.

5.2.2 Brisbane's clean and green leading environmental performance

Theme 3 identifies Rural land as part of Brisbane's Greenspace System and seeks to protect its biodiversity and ecological functions, maintain links between habitat areas and avoid fragmentation (Element 3.1, SO1 and SO2; L1 and L2.1). It also seeks to protect areas of high ecological significance and strategic biodiversity value and avoid locating urban development in those areas (SO4; L4.1–L4.3).

The proposal limits vegetation clearing to the narrow strip required for the Weedon Street West access, with vegetation elsewhere proposed to remain. This limits the extent of clearing and helps retain habitat connections, consistent with SO1 and SO2 and strategies L1 and L2.1. However, the mapping indicates that biodiversity values may overlap parts of the site and proposed development area. The ecological assessment should therefore address the full footprint, including access, parking, drainage and earthworks, and

demonstrate how impacts will be avoided or managed. Any residual native vegetation impacts should also be considered against the Framework's habitat restoration direction (SO5; L5.1–L5.3). The Framework also seeks to protect waterways and wetlands, including their drainage, water quality and biodiversity functions (SO7 and SO11, L7.3 and L11). The proposal's drainage and operational measures should demonstrate how runoff, pollutants and sediment will be managed to protect the mapped waterway corridor and downstream values. These matters are considered further under the applicable overlay codes.

Overall, the proposal can support Theme 3 by limiting vegetation removal, retaining habitat connections and managing potential effects on the waterway corridor, subject to these outcomes being demonstrated through the ecological and drainage assessments and the final development layout.

5.2.3 Brisbane's highly effective transport and infrastructure.

Theme 4 recognises that transport infrastructure supports economic growth and enables business and industry to operate effectively. It also seeks to support the efficient movement of freight between industrial areas, major interstate routes, the seaport and the airport (section 3.6.1). Within Element 4.1, SO1 and L1.1 seek safe and efficient road movement while minimising traffic effects on surrounding areas. SO2 and L2.1 seek to protect and enhance existing and future road corridors.

The proposed access is from Weedon Street West, which is identified as a Neighbourhood road. The layout provides an access corridor connecting to the on-site truck parking and manoeuvring areas. No direct access to the Gateway Motorway is proposed. The site's proximity to the motorway provides wider transport context, while the access and resulting truck movements must be assessed for their safety, connection to the broader road network and effects on nearby roads and neighbourhoods.

The site is also mapped within the Critical Infrastructure and Movement Planning Area. This mapping, together with the nearby State-controlled road, makes the access arrangement and its relationship to transport infrastructure important considerations. The proposal supports the objectives of Theme 4 where the final access design and assessment demonstrate safe vehicle movements, suitable site access and egress, and acceptable effects on the surrounding road network, consistent with SO1 and L1.1.

6.0 PLANNING JUSTIFICATION

6.1 Site Context and Proposed Use

- The site is a large, open allotment beside the Gateway Motorway corridor and close to Wecker Road.
- The proposal uses part of the site for commercial truck parking, associated car parking and vehicle manoeuvring, with no new buildings shown.
- The site's location near major transport infrastructure provides context for the proposed depot. Its location in the Rural Zone means the proposal's compatibility with rural land and surrounding amenity remains an important consideration.

6.2 Site Layout and Operations

- The layout identifies truck and car parking areas connected to the internal driveway and manoeuvring area.
- Four car parking spaces are provided for staff and students, in addition to parking areas for trucks of different sizes and classes.
- The internal hardstand and turnaround areas will accommodate truck parking, manoeuvring and practical driver training.
- The site plan does not show separate areas for truck washing, repair or servicing.
- The proposed operating hours are 7:00 am to 5:00 pm

6.3 Access and Vehicle Movement

- Vehicular access is proposed from Weedon Street West via the narrow access corridor.
- The corridor is approximately 5 m wide at its narrowest point, with a stopping bay proposed so trucks can use the constrained section one at a time.
- The access corridor connects to the internal driveway and turnaround area. The traffic assessment and vehicle swept paths will need to demonstrate that the intended trucks can use the route and manoeuvre safely.

6.4 Environmental Values and Site Constraints

- Vegetation clearing is proposed only within the narrow strip required for the new driveway connection to Weedon Street West, with vegetation elsewhere proposed to remain.

- The northern part of the site is mapped for flooding and is not shown as part of the truck access route or parking area. Flood and bushfire assessments will need to confirm that site access, operation and emergency arrangements are suitable.

6.5 Easements and Infrastructure

- The landowner has advised of an in-principle arrangement with Powerlink for truck parking within an easement crossing the site. Any parking or vehicle movement within an easement remains subject to the relevant easement rights and asset owner safety requirements.
- No new buildings are shown on the layout. The proposal's relationship with the electricity infrastructure and easements should be confirmed with the relevant asset owner.

7. OVERALL PLANNING ASSESSMENT

The application seeks approval for an integrated Transport Depot at 351 Wecker Road and Educational Establishment at 359 Wecker Road. The proposal includes truck parking and storage, driver training and associated vehicle manoeuvring, using the existing building at 359 Wecker Road and the designated vehicle areas shown on the development layout. Access is proposed from Weedon Street West. No new buildings are shown, and vegetation clearing is limited to the narrow access corridor.

Both uses are proposed in the Rural Zone, and the site is affected by mapped biodiversity, waterway, flood and bushfire constraints, as well as electricity infrastructure and the nearby State-controlled road. The site's existing transport use and the proposed layout provide a basis for considering the development at this location. Its suitability depends on demonstrating that the integrated operation, including student attendance and on-site training, can be accommodated safely and that environmental, flood, access and amenity impacts can be appropriately managed.

Subject to the technical assessments addressing the full proposal and the final design responding to the applicable planning provisions, the development can provide a functional transport and training use while managing the site's constraints. The application is also subject to the relevant SARA referral assessment.

8.0 CONCLUSION

This Town Planning Report assesses the proposed Material Change of Use for a Transport Depot at 351 Wecker Road and an Educational Establishment (Truck Driving School) at 359 Wecker Road, Mansfield, against Brisbane City Plan 2014. The proposal provides for truck parking and storage, staff and student parking, driver training and vehicle manoeuvring, using the existing building at 359 Wecker Road and without new buildings shown on the development layout.

The proposed access is from Weedon Street West, with a stopping bay at the narrow section of the access corridor and internal areas for parking and manoeuvring. No direct access to the Gateway Motorway is proposed. The application is to be referred to SARA because part of the site is within 25 m of the State-controlled road corridor.

Vegetation clearing is limited to the narrow access strip, with vegetation elsewhere proposed to be retained. The site's mapped biodiversity, flood, bushfire, transport and electricity infrastructure constraints are addressed through the proposed layout and are to be further considered through the relevant technical assessments and development conditions.

Having regard to the site context, proposed uses and identified impact management measures, the development is considered to have planning merit and is supported for approval, subject to assessment of the supporting technical material and appropriate conditions.