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Building B11
82 Colmslie
Road,
Morningside
QLD 4170

Town Planning Report
for a Material Change
Use for Food and Drink
Outlet

Prepared for Dunhill
Properties Pty Ltd

BCC DS

LODGED

11/04/2025

APPLICATION REF

A006752110

Disclaimer

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Document Control

Table 1: Issue History			
Document Title	Version	Date Issued	Issued To
Draft Town Planning Report	A	28/03/2025	Internal
Final Draft Town Planning Report	B	28/03/2025	Client
Final Town Planning Report	FINAL	11/04/2025	Council

Applicant Details

Table 2: Applicant Details	
Applicant	Dunhill Properties Pty Ltd c/- Place Design Group Pty Ltd Level 3/ 109 Edward Street, Brisbane City Queensland, 4000
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Executive Summary

This Town Planning Report is prepared on behalf of Dunhill Properties Pty Ltd as the applicant and seeks a Development Approval for a Material Change of Use for Food and Drink Outlet over land at 82 Colmslie Road, Morningside Qld 4170, more formally described as Lot 6 on RP201432 (**subject site**). Furthermore, the site is located within the Heritage Quarter of the Rivermakers Estate.

The Rivermakers Estate responds to an identified need to co-locate commercial activities with industrial uses with access to high quality amenity and services. Rivermakers will deliver a market leading industrial precinct which advances the vision of the *Brisbane: Our Productive City* and caters for a highly skilled workforce which will contribute significantly to Brisbane's economic development growth.

The site benefits from a number of historic development approvals, particularly for Medium Impact Industry (food processing, coffee roasting, brewing) (**Council reference: A006355002**). Specifically, the approval relates to Building B11 over the site, being a split level building with a total of 4 tenancies, with the proposed development to be contained within Tenancy 1.1 of the approved Building.

The proposed development directly relates to the approved Medium Impact Industry activities within Building B11, providing opportunities for business collaboration, economic growth, and employment. Furthermore, the proposal is of an appropriate scale to maintain industrial amenity and is consistent with the expectations for Food and Drink Outlets within the Rivermakers Estate and the Colmslie Road Industry Precinct (**CRIP**).

The Minister for State Development, Infrastructure, Local Government and Planning adopted Temporary Local Planning Instrument No. 01 of 2023 (TLPI No. 01 of 2023) for the Colmslie Road Industry Precinct to have effect from 30 June 2023 which includes The Heritage Quarter precinct of Rivermakers. Furthermore, the site is located within the IN2 Industry (General Industry B) Zone, and the River Gateway Neighbourhood Plan of the Brisbane City Plan 2014.

The proposed development will be assessed under the *Brisbane City Plan 2014 (v32.00/2025)* and the Colmslie Road Industrial Precinct TLPI and is subject to **Impact Assessment**. The proposed development demonstrates a highly compliant outcome and efficient use of the land with this report assessing the development and its merits against the assessment benchmarks of the City Plan and the relevant sections of the *Planning Act 2016*.

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Attachments

Table 3: List of Attachments		
Attachment	Name	Provided by:
Attachment 1	DA Form 1	Place Design Group
Attachment 2	Property Searches	Place Design Group
Attachment 3	Proposed Plans	O'Neill Architecture
Attachment 4	City Plan Code Responses	Place Design Group
Attachment 5	State Development Assessment Provisions Responses	Place Design Group

Site and Proposal Summary

Table 4: Subject Site Details	
Site Address	82 Colmslie Road, Morningside Qld 4170
Real Property Description	Lot 6 on RP201432
Total Site Area	19,190m ² (1.919ha)
Landowner(s)	Dunhill Properties Pty Ltd A.C.N. 602 466 339
Local Government	Brisbane City Council
Planning Scheme	Brisbane City Plan 2014 (v32.00/2025)
Zoning	IN2 Industry (General Industry B)
Neighbourhood Plan	River Gateway Neighbourhood Plan – Industry Precinct (NPP-005)
Overlays	Airport Environs Overlay – OLS – Approach and departure limitation surface boundary – Procedures for air navigation surfaces (PANS) – BBS zone - Distance from airport 3-8km – ANEF 20-25 Bicycle Network Overlay – Secondary cycle route Community Purposes Network Overlay Critical Infrastructure and Movement Network Overlay – Critical infrastructure and movement planning area sub-category Heritage Overlay – Local heritage place sub-category – State heritage place sub-category Landslide Overlay – Landslide susceptibility area Potential and Actual Acid Sulfate Soils Overlay – Potential and actual acid sulfate soils sub-category – Land above 5m AHD and below 20m AHD sub-category Road Hierarchy Overlay Streetscape Hierarchy Overlay – Industrial street
State Matters	SEQ Regional Plan Land Use Categories – Urban Footprint – SEQ Major Enterprise Area Queensland Heritage – Queensland Heritage Place Water Resources

Table 4: Subject Site Details

	- Water resources planning area boundaries
Development Permit	Material Change of Use for Food and Drink Outlet
Applicant	Dunhill Properties Pty Ltd c/- Place Design Group

1 Introduction

This report has been prepared by Place Design Group on behalf of Dunhill Properties Pty Ltd (**Applicant**) in support of a Food and Drink Outlet over land at 82 Colmslie Road, Morningside Qld 4170, more formally described as Lot 6 on RP201432 (**subject site**).

More specifically, the development application seeks:

- Development permit for a Material Change of Use for Food and Drink Outlet

The proposed development is related to a development approval for a Medium Impact Industry use for food processing, coffee roasting, brewing within Building B11 of the Rivermakers Estate (**Council reference: A006355002**). The building was approved as a split level low rise industrial building with the provision for 4 tenancies particularly including:

- Tenancy 1.1 – Proposed Food and Drink Outlet as part of this application; and
- Tenancy 1.2 – Medium Impact Industry (food processing, coffee roasting, brewing).

The proposed development for a Food and Drink Outlet will be contained within tenancy 1.1 of the approved Building B11, with no changes proposed to the building footprint or an increase in GFA. The proposed Food and Drink Outlet directly relates to and compliments the uses operating within the adjoining tenancy 1.2 for Medium Impact Industrial activities (food processing, coffee roasting, and brewing) and will offer opportunities for business collaboration, employment within the industrial sector, and economic growth.

The site is located within the IN2 Industry (General Industry B) Zone and is mapped within the bounds of the River Gateway Neighbourhood Plan (Industry Precinct - NPP-005), and more notably, the bounds of the Colmslie Road Industry Precinct (Area A). The proposed development is considered as being consistent with the purposes of the Industry Zone, the River Gateway Neighbourhood Plan and the Colmslie Road Industry Precinct TLPI, offering a development outcome which is compliant with the relevant assessment benchmarks.

This Town Planning Report addresses the merits of the proposed development with respect to the provisions of the statutory requirements, specifically the Brisbane City Plan 2014 (version 32.00/2025) (City Plan), the relevant components of the Planning Act 2016 (Planning Act), and the Colmslie Road Industry Precinct TLPI No.01 of 2023. This development application is subject to **Impact Assessment** pursuant to part 6.5 of the Colmslie Road Industry Precinct TLPI.

Full details of the proposed development are included in DA Form 1 in **Attachment 1**. The property searches for the subject site are provided in **Attachment 2**.

Based on the town planning assessment provided within this report and the analysis of the supporting technical reporting, it is noted that the proposed development is well justified. We therefore recommend that Brisbane City Council (**Council**) favourably consider the proposed development and approve the application, subject to relevant and reasonable conditions.

2 Site Characteristics and Context

2.1 Site Characteristics

2.1.1 Location and Property Description

The registered address for the premises is at 82 Colmslie Road, Morningside Qld 4170, more formally described as Lot 6 on RP201432. The subject site comprises an irregular shaped allotment with a total area of 19,190m² (1.919ha) and frontage to Colmslie Road of approximately 165m. Situated within the Heritage Quarter of the Rivermakers Estate, the proposed development relates to Building B11 located west of the precinct car park. The precinct is currently occupied by a number of operating industrial and complimentary land uses including

- Mas and Miek Ceramics (Medium Impact Industry)
- Revel Brewing Co (High Impact Industry/Food and Drink Outlet)
- Low n Slow Meat Co.

The subject site and relevant building is identified within **Figure 1** below.



Figure 1: Aerial Image of Subject Site and Identification of Building B11 (Source: NearMap, 2025)

2.1.2 Land Ownership, Easements, Encumbrances, and Interests

The site comprises freehold land owned by **Dunhill Properties Pty Ltd (A.C.N. 602 466 339)**.

A review of the subject site details indicates that a small component of the northern portion of the site is burdened by an existing easement, Easement R on RP814453. The proposed development does not propose any impacts upon the purpose of the easement, nor does the easement impact upon the proposed development.

2.1.3 Services

The subject site is appropriately serviced by the existing urban infrastructure including electrical, reticulated sewer, stormwater, and water supply utilities. The proposed development will connect to the service supply points, where necessary, and are sufficient in supporting the small-scale Food and Drink Outlet.

2.1.4 Topography and Vegetation

The topography of the site features a high point of 23m AHD at the southwestern corner of the site falling approximately 11m AHD towards Colmslie Road to a low point of 12m AHD at the site's northeastern corner (see Figure 2).



Figure 2: Topography of Subject Site (Source: Queensland Globe, 2025)

The site does not contain vegetation identified under the Natural Assets Local Law (NALL) and is not mapped within Brisbane City Council's biodiversity areas overlay or significant landscape tree overlay. Furthermore, the site is not identified on the State Development Mapping System (DAMS) as containing valued vegetation or

biodiversity.

2.1.5 Contaminated Land

In accordance with the requirements of the Queensland Environmental Protection Act 1994 (**EPA Act**) the Department of Environment and Science (**DES**) maintains a register of sites identified as having previous or current notifiable activities or which are contaminated by hazardous materials. The Environmental Management Register (**EMR**) identifies 'low-risk' sites that have been used for an activity which is likely to cause land contamination, while the Contaminated Land Register (**CLR**) identifies 'risk' sites as requiring remediation.

The subject site is included on the EMR for having previously been subject to a notifiable activity or hazardous contaminant, being storing petroleum products or oil. Refer to the EMR & CLR Search Result in **Attachment 2**.

Whilst the subject site has been listed on the EMR, it has undergone extensive operational and land contamination remediation works in accordance with previous approvals and as such, no further assessment is required as part of this development application.

2.1.6 Previous Approvals and Applications

The site benefits from several previous development applications and approvals, refer to **Table 5**. It should be noted that development applications and approvals lodged prior to 2004 are not available online.

Table 5: Relevant Development History		
Application Reference	Description of Development	Date of Approval
A006355002	Development permit for a Minor Change to an MCU for Medium Impact Industry	Approved 17/11/2023
A006220326	Development permit for an Other Change to MCU for Medium Impact Industry	Approved 5/6/2023
A006037222	Development permit for MCU for Medium Impact Industry (food processing, coffee roasting, brewing)	Approved 21/12/2022
A006009379	Development permit for MCU for Agricultural Supplies Store; Bar; Bulk Landscape Supplies; Car Wash; Educational Establishment; Food and Drink Outlet; Function Facility; Garden Centre; Hardware and Trade Supplies; Hotel; Indoor Sport and Recreation; Market; Office; Outdoor Sales; Service Industry; Shop; and Showroom	Appealed 10/9/2024
A005962727	Development permit for MCU for Bar; Food and Drink Outlet; Function Facility; Hardware and Trade Supplies; Hotel; Indoor Sport and Recreation; Market; Office; Parking Station; Shop; and Showroom	Withdrawn 9/6/2022
A005893260	Development permit for MCU for Educational Establishment and Medium Impact Industry	No Decision 1/12/2021
A005804996	Development permit for MCU for Food and Drink Outlet and Shop	In Progress
A005728797	Development permit for Carrying out Building Work Extension and Partial Demolition to a Heritage Place.	Approved 4/2/2022
A005586380	Development permit for MCU for Food and Drink Outlet and High Impact Industry	Approved 23/2/2021



Figure 4: Queensland Heritage Place Over Subject Site and Identification of Building B11 (Source: DAMS Mapping, 2025)

The proposed development does not involve any building work (extension/demolition) to this heritage place. Additionally, the proposal is to be contained within Building B11, which is in the location of a previously demolished building, is well removed from the heritage place, is separated by a large open air car park and does not impair the views of the heritage place.

3 Development Proposal

3.1 Proposed Development

The development application seeks approval for a Material Change of Use for Food and Drink Outlet, located within Building B11 (tenancy 1.1) of the Hills of Rivermakers precinct.

The precinct functions as a mixed industrial and retail precinct with Small Format Retail, Showroom, Recreation, and Industry uses. In particular, Building B11 accommodates for Medium Impact Industry uses including food processing, coffee roasting, and brewing, catering for changing expectations for a modern industrial workforce.

The proposed development for a Food and Drink Outlet aims to support the approved Medium Impact Industry use within Building B11, providing opportunities for local and regional economic growth within the Colmslie Road Industrial Precinct (CRIP), whilst also being compatible with expectations for development within the local context.

In particular, the proposed development is to have a GFA of 195m² with 50m² of outdoor dining space (see Proposed Plans in **Attachment 3**). The site offers a pedestrian friendly environment, with sufficient car parking supply and access to public transport networks to encourage visitation to the precinct and support local industrial businesses.

Importantly, the proposed development does not compromise the ongoing operation of the surrounding and adjoining industrial uses and will be contained within the existing building footprint of the approved Building B11 over the site. Furthermore, the proposed Food and Drink Outlet is maintained within the existing building footprint of Building B11 and does not result in an increase in GFA in accordance with the approved plans as part of the relevant approval (**Council Reference: A006355002**).

3.1.1 Car Parking

Table 13 of the Transport, Access, Parking, and Servicing (TAPS) Planning Scheme Policy specifies a minimum 12 car parking spaces for Food and Drink Outlets if less than 400m² GFA, where not in the Open Space Zone, Sport and Recreation Zone, or the Conservation Zone. Therefore, a minimum 30 car parking spaces is required for the proposed Food and Drink Outlet in accordance with the car parking provisions outlined within TAPS Planning Scheme Policy.

It has been determined through historic car parking analysis as part of past development approvals, that the existing Heritage Quarter precinct parking is sufficient in supporting anticipated demand for uses within the precinct, providing for 118 car parking spaces. Furthermore, it is suggested that 93 of these 118 car parking spaces will be used to support existing buildings and facilities surrounding Building B11, leaving a surplus of 25 spaces allocated for uses within Building B11.

The relevant approval for Medium Impact Industry uses within Building B11 suggested a car parking demand of 20 car parking spaces based on all 4 tenancies being used for Medium Impact Industry uses. As such, a reduction in this car parking demand for Medium Impact Industry uses is anticipated as a result of the proposed Food and Drink Outlet occupying tenancy 1.1.

The allocated car parking supply for Building B11 of 25 spaces is considered as being sufficient in accommodating for the existing approved Medium Impact Industry uses and the proposed Food and Drink Outlet, without having adverse impacts on the overall car parking supply for development within the Heritage Quarter.

3.1.2 Hours of Operation

Past approvals for development within Building B11 specifies Medium Impact Industry uses will operate between 7am-7pm in accordance with A02.4 of the Industry Code. The proposed development for Food and Drink Outlet intends to operate as per the approved hours of operation for the relevant approval, being 7am-7pm, and will not create adverse impacts on residential or industrial amenity.

3.1.3 Waste Collection and Storage

Appropriate measures and solutions for waste collection and storage have been addressed as part of historic approvals over the site. Existing refuse storage areas along the western façade of the building are sufficient in storing anticipated waste generated by the proposed Food and Drink Outlet and will be maintained as part of the proposed development. As such, no further assessment is considered as being required.

4 Statutory Planning Provisions

4.1 Colmslie Road Industrial Precinct TLPI No. 01 of 2023

Temporary Local Planning Instrument 01/23 – Colmslie Road Industry Precinct (**the TLPI**) came into effect on 30 June 2023. The TLPI includes an ‘overview’, which identifies that the TLPI is intended to protect the Colmslie Road Industry Precinct (**CRIP**) from encroachment by inappropriate non-industrial uses, and to support the CRIP as a regionally and locally significant industry area.

The TLPI establishes ‘Area A’ and ‘Area B’ which directly relate to the Heritage Quarter and Depot precincts included as part of the Rivermakers Estate Masterplan (see **Figure 5**). Under the TLPI these areas are afforded additional development potential for non-industrial land uses beyond the remainder of the Colmslie Road Industrial Precinct. This is important in recognising the unique opportunity associated with each of these precincts within the Rivermakers Estate and their role in supporting the industrial workforce. It is noted that the subject site is located within Area A.



Figure 5: Area A and Area B Boundaries (Source: TLPI, 2023)

In accordance with section 8.3 the TLPI, development for a Food and Drink Outlet is supported within Area A and must:

- i. be located in a building of state or local cultural heritage significance; and
- ii. contain a maximum gross floor area of 250m²; and
- iii. be co-located with a primary industrial use; and
- iv. not contain an outdoor seating or dining area greater than 50m².

The proposed development is considered as being consistent within the above requirements. In particular the proposed development:

- Provides a small-scale Food and Drink Outlet within an existing building on locally cultural heritage significant land.
- Maintains a GFA of 195m².
- Provides co-located land uses with an approved Medium Impact Industry use for food processing, coffee roasting, and brewing, offering opportunities for complimentary activities and economic development.
- Provides a 50m² outdoor dining area.

Furthermore, the proposed development aligns with the overall purpose for development within the TLPI, providing a complimentary land use which contributes to the local and regional economy. It ensures the integrity of industrial land within the CRIP for new and existing industry uses is protected and does not undermine the viability of and continued operation of established and envisaged industrial development.

Pursuant to the requirements of Section 45(5) of the Planning Act 2016, **Table 6** provides an assessment of the development against the relevant assessment benchmarks of the TLPI.

Table 6: Colmslie Road Industrial Precinct Provisions	
Provisions	Response
3.1 Purpose of the TLPI	
i) continues to protect the integrity of land in an Industry zone within the CRIP for new and existing industry uses and enable new investment in industry to occur within the CRIP to provide economic benefits to the region and local area; and	The proposed development protects the integrity of land in the Industry Zone within the CRIP, proposing a small-scale complimentary Food and Drink Outlet. Furthermore, the proposed development will support adjoining approved Medium Impact Industrial land uses and will contribute to providing economic benefits to the region and local area.
ii) ensure incompatible non-industrial uses do not undermine the viability of, and continued and future operation of, established and envisaged industrial development; and	The proposed development is not for an incompatible non-industrial use and will protect the viability of continued and future operation of established and envisaged industrial development.
iii) protect the effective operation of established and envisaged industrial uses by avoiding encroachment by incompatible non-industrial development that may generate reverse amenity or transport impacts; and	The proposed development will not encroach upon industrial development and will ensure the operation of existing and envisaged industrial uses is maintained. Furthermore, the car parking provision provided within the relevant approval is considered as being sufficient in accommodating for the proposed development and will not have adverse impacts on the surrounding road network.
iv) improve the capacity, operating and safety performance of the transport network to support traffic and transport movements generated by new development	The existing car parking and traffic arrangement for Building B11 is sufficient in accommodating for the proposed land use.
v) ensure development enables safe and efficient access to the CRIP, including public passenger transport infrastructure and active transport infrastructure.	The proposed development ensures existing access arrangements and transport routes to the CRIP are protected and retained.

Table 6: Colmslie Road Industrial Precinct Provisions	
Provisions	Response
Assessment Benchmarks	
8.1 Overall Outcomes	
i) land in an Industry zone within the CRIP is for new and existing industry uses; and	Complies with Overall Outcome The proposed development is for a Food and Drink Outlet which will support existing and envisaged industrial uses over the site and specifically within Building B11. It will ensure the industrial character of the CRIP is retained.
ii) land and industrial uses in an Industry zone within the CRIP are protected from inappropriate non-industrial activities; and	Complies with Overall Outcome The proposed development compliments existing industrial development over the site and provides economic and community benefit.
iii) non-industrial development that may result in reverse amenity impacts to industry uses does not locate on land in an Industry zone within the CRIP; and	Complies with Overall Outcome The proposed development is for a Food and Drink Outlet which is complimentary to existing industrial development. As such, the proposal is not anticipated to have adverse impacts on amenity and functionality of industrial development.
iv) office uses do not locate on land in an Industry zone within the CRIP unless ancillary to or directly associated with an industrial use on the same site; and	Complies with Overall Outcome The proposed development does not involve an Office use.
v) indoor sport and recreation and outdoor sport and recreation uses do not locate on land in an Industry zone within the CRIP; and	Complies with Overall Outcome The proposed development does not involve Sport and Recreation and Outdoor Sport and Recreation uses.
vi) large format retail does not locate on land in an Industry zone with the CRIP unless in 'Area B'; and	Complies with Overall Outcome The proposal does not involve Large Format Retail uses.
vii) the only non-industrial uses contained on land in an Industry zone within the CRIP: a) are small-scale food and drink outlet or shop or large format retail uses that provide business services and facilities that are necessary to support the industrial workforce within the CRIP or have a demonstrated direct nexus with industrial businesses; and b) do not involve a clustering of non-industrial uses; and c) do not locate in a catchment which is already serviced by an existing or approved non-industrial use, except where located in 'Area A' or 'Area B' identified in Figure 2; and	Complies with Overall Outcome The proposed development is for small-scale Food and Drink Outlet which provides services and facilities that support approved Medium Impact Industry development.

Table 6: Colmslie Road Industrial Precinct Provisions

Provisions	Response
<ul style="list-style-type: none"> d) are those needed to facilitate the economic growth and advancement of the industry uses within the CRIP; and e) do not adversely impact on the continued operation of nearby industrial uses or compromise the industrial function of the CRIP. 	
viii) development must not result in an adverse impact on the safety or efficiency of the transport network; and	<p>Complies with Overall Outcome</p> <p>The proposed development does not result in an adverse impact on the safety or efficiency of the transport network. And is for a small-scale Food and Drink Outlet.</p>
ix) development must provide safe and direct access to public passenger transport infrastructure and active transport infrastructure.	<p>Complies with Overall Outcome</p> <p>The proposed development maintains access to public transport services and does not create obstructions or distractions to pedestrians, drivers, or cyclists.</p>

Specific Outcomes

8.2 Development for a food and drink outlet outside of Area A identified in Figure 2

Not Applicable
The proposed development is located within Area A.

8.3 Development for a food and drink outlet in Area A identified in Figure 2

i) be located in a building of state or local cultural heritage significance; and	<p>Complies with Specific Outcome</p> <p>The proposed development is to be located on land identified as obtaining state and local cultural heritage significance.</p>
ii) contain a maximum gross floor area of 250m ² ; and	<p>Complies with Specific Outcome</p> <p>The proposed development is proposed to have a GFA of 195m².</p>
iii) be co-located with a primary industrial use; and	<p>Complies with Specific Outcome</p> <p>The proposed development is to be co-located with approved Medium Impact Industrial land uses for food processing, coffee roasting and brewing.</p>
iv) not contain an outdoor seating or dining area greater than 50m ² .	<p>Complies with Specific Outcome</p> <p>The proposed development does not provide an outdoor seating area greater than 50m².</p>

8.4 Development for a shop where located outside of Area A in Figure 2

Not Applicable
The proposed development is not for a Shop.

8.5 Development for a shop where located in Area A identified in Figure 2

Table 6: Colmslie Road Industrial Precinct Provisions	
Provisions	Response
Not Applicable The proposed development is not for a Shop.	
8.6 Development for a Large format retail	
Not Applicable The proposed development is not for Large Format Retail.	
8.7 Development for an office	
Not Applicable The proposed development is not for an Office	
8.8 All development	
i) must not create a safety hazard or result in a worsening of an existing safety hazard for users of the transport network; and	Complies with Specific Outcome The proposed development does not create a safety hazard or result in a worsening of an existing safety hazard for users of the transport network.
ii) must provide safe and direct access to public passenger transport infrastructure and active transport infrastructure; and	Complies with Specific Outcome The proposed development maintains and protects existing public transport services and active transport networks.
iii) capable of having a significant adverse impact on the transport network: a) must contribute to the improvement of the operational or safety performance of the transport network; and b) address safety, capacity and efficiency issues on Colmslie Road, Lytton Road, and the Colmslie Road, Lytton Road, Junction Road intersection, identified in Figure C.	Not Applicable The proposed development is not considered as being capable of having a significant adverse impact on the transport network.
8.9 Development for any other non-industrial use	
Not Applicable The proposed development is for a small-scale Food and Drink Outlet co-located with approved Medium Impact Industry uses.	

4.2 State Framework

4.2.1 Planning Act 2016

Under the provisions of the *Planning Act 2016* (**Planning Act**), the proposed development involves a Material Change of Use and is assessable development. The City Plan identifies that the category of assessment is **Impact assessment**.

4.2.2 Assessment Manager

The assessment manager for this Material Change of Use assessable against the Planning Scheme is Brisbane City Council, as determined by the *Planning Regulation 2017* (**Planning Regulation**).

4.2.3 Public Notification

As the proposed development is subject to Impact Assessment, public notification will be required as part of the development application process. It is understood submissions may be received regarding the proposed development and submitters will be afforded third party appeal rights.

4.2.4 Referral Agencies

An assessment of Schedule 10 of the Planning Regulation has identified the application requires referral to the State Assessment and Referral Agency (**SARA**), in accordance with Schedule 10, Part 8, Division 2, Subdivision 3, Table 1.

Table 7: Referral Agencies and Triggers under the Planning Regulation

Matter of Interest	Schedule 10 Reference	Applicability
Airport Land	Part 1	No
Brothels	Part 2	No
Clearing native vegetation	Part 3	No
Contaminated land	Part 4	No
Environmentally relevant activities	Part 5	No
Fisheries	Part 6	No
Hazardous chemical facilities	Part 7	No
Heritage places	Part 8	Yes
Infrastructure related referrals	Part 9	No
Koala habitat area	Part 10	No
Noise sensitive place on noise attenuated land	Part 11	No
Operational work for reconfiguring a lot	Part 12	No
Ports	Part 13	No

Table 7: Referral Agencies and Triggers under the Planning Regulation

Matter of Interest	Schedule 10 Reference	Applicability
Reconfiguring a lot under Land Title Act	Part 14	No
SEQ development area	Part 15	No
SEQ regional landscape and rural production area and SEQ rural living area	Part 16	No
Tidal works or work in a coastal management district	Part 17	No
Urban design	Part 18	No
Water related development	Part 19	No
Wetland protection area	Part 20	No
Wind farms	Part 21	No

As outlined throughout section 4.1.4 above, the proposal requires referral to the State Assessment and Referral Agency (SARA) in accordance with the following trigger:

- Planning Regulation, Schedule 10, Part 8, Division 2, Subdivision 3, Table 1 (Assessable development under section 15(1)).

The Material Change of Use is carried out on a lot that contains a Queensland heritage place but is not carried out on the Queensland heritage place. This triggers assessment against State Code 14: Queensland Heritage of the State Development Assessment Provisions – Version 3.2 (SDAP). An assessment against this SDAP code has been provided in **Attachment 5**.

4.3 State Planning Policy

The current *State Planning Policy 2017 (SPP)* commenced in July 2017 and establishes the State's interests that must be addressed through local government planning schemes, regional plans and when making development decisions. It is understood that the City Plan does not fully reflect the interests of the SPP.

Part E of the SPP outlines the assessment benchmarks for each State interest. The assessment benchmarks are applicable to the assessment of the development application to the extent the SPP has not been integrated into the City Plan.

An assessment has been undertaken against the SPP to the extent of any inconsistency (refer to **Table 8**) and it does not introduce any additional assessment benchmarks relevant to the site or this proposal.

Table 8: State Planning Policy – Part E Assessment Benchmarks		
State Interest	Complies	Assessment Benchmark Response
Planning for Liveable Communities and Housing		
Housing Supply and Diversity	Not Applicable	The proposal does not involve residential development.
Liveable Communities	Complies	The proposal will contribute to liveable communities by delivering a complimentary use to industrial development, supporting economic industrial growth within the CRIP.
Planning for Economic Growth		
Agriculture	Not Applicable	The proposed development does not facilitate or envisage any agriculture component.
Development and Construction	Complies	The proposal ensures that development remains consistent with the expectation of the local area for urban development.
Mining and Extractive Resources	Not Applicable	The proposed development does not facilitate or envisage any mining or extractive resources components.
Tourism	Not Applicable	The proposed development does not facilitate or envisage any tourism components.
Planning for the Environment and Heritage		
Biodiversity	Not Applicable	The site is not mapped as containing valued vegetation or biodiversity in accordance with the DAMS mapping.
Coastal Environment	Not Applicable	The site is not located within the coastal management district area.
Cultural Heritage	Complies	The site contains a State heritage place. However, the proposed development does not result in adverse impacts to the heritage place over the site. An assessment against the relevant State Development Assessment Provisions have been provided within Attachment 5 .
Water Quality	Complies	Historic approvals over the site appropriately respond to water quality measures and treatments. Furthermore, the proposed development will not have adverse impacts on the water quality over the site and as such, no further assessment is required.
Planning for Safety and Resilience to Hazards		
Emissions and Hazardous Activities	Not Applicable	This proposed development does not propose any uses or assessable works that relate to emissions and hazardous materials.
Natural Hazards, Risk and Resilience	Complies	Under the SPP mapping, the site is located within a Flood hazard area and Bushfire prone area. The applicable Planning Scheme includes overlays which adequately address flood hazards, risk and resilience. As such, no further assessment against the SPP code is considered necessary.

Planning for Infrastructure		
Energy and Water Supply	Complies	The site is well connected to electricity and water supply.
Infrastructure Integration	Complies	The proposed development will ensure any future development over the site integrates infrastructure accordingly and utilises infrastructure where necessary.
Transport Infrastructure	Complies	Transport infrastructure will continue to function unobstructed by the proposed development.
Strategic Airports and Aviation Facilities	Not Applicable	This proposed development does not propose any uses or assessable works that relate to strategic airports and aviation facilities.
Strategic Ports	Not Applicable	The site is not within a strategic port location.

4.4 South East Queensland Regional Plan 2023

The primary purpose of The South East Queensland Regional Plan 2023 (ShapingSEQ 2023) is to provide a sustainable growth management strategy for the region that articulates the strategic direction and certainty to accommodate a significant increase in population in SEQ to 2046.

The subject site is wholly located within the Urban Footprint which identifies land that can meet the region's urban development needs to 2046. The proposed development is considered to accord with the Urban Footprint land use intent of the SEQRP, as it proposes development which supports the growth of the local and regional economies.

Additionally, the site is located within a Major Enterprise and Industrial Area (MEIA) which represent major anchor for SEQ's industrial activities. The proposed industrial land uses are considered as being consistent with the intent of development within MEIA's providing development which compliments existing industrial development in the local context.



Figure 6: Urban Footprint Map (Source: DAMS Mapping, 2025)

5 Local Framework

5.1 Local Planning Instrument

The Brisbane City Plan 2014 (**City Plan**) (version 32.00/2025) is the applicable Planning Scheme for the City of Brisbane and provides the relevant framework for development assessment and approval. The provisions of the City Plan that are relevant to the proposed development are identified and addressed in the following sections of this report.

5.1.1 Defined Use

Pursuant to Schedule 1 of the City Plan, the proposed land use as part of this development application is:

Food and Drink Outlet means the use of premises for –

- a. *preparing and selling food and drink for consumption on or off the premises; or*
- b. *providing liquor for consumption on or off the premises, if the use is ancillary to the use in paragraph (a).*

The proposed development is consistent with the above definition, providing opportunities for the sale of goods produced as part of complimentary Medium Impact Industrial activities over the site which may include coffee and alcoholic beverages.

5.1.2 Assessment Benchmarks

The proposed development achieves compliance with the applicable provisions of the relevant assessment benchmarks. The benchmarks applicable to the assessment of the proposed development are listed below in **Table 9** and the relevant codes are addressed fully in **Attachment 4**.

Table 9: Assessment Benchmarks		
Code	Applicability	Comment
Overlay Codes		
Airport Environs Overlay Code	Applicable	In accordance with Table 5.10.2, a full response to the Airport Environs Overlay Code has been prepared by Place Design Group and is provided within Attachment 4 .
Bicycle Network Overlay Code	Not Applicable	In accordance with Table 5.10.3, the proposed development does not trigger assessment against the Bicycle Network Overlay Code.
Community Purposes Network Overlay Code	Not Applicable	In accordance with Table 5.10.7A, the proposed development does not trigger assessment against the Community Purposes Network Overlay Code.
Critical Infrastructure and Movement Network Overlay Code	Not Applicable	In accordance with Table 5.10.8, the proposed development does not trigger assessment against the Critical Infrastructure and Movement Network Overlay Code.
Heritage Overlay Code	Not Applicable	In accordance with Table 5.10.2 the proposed development does not trigger assessment against the Heritage Overlay Code.
Landslide Overlay Code	Not Applicable	In accordance with Table 5.10.14 the proposed development does not trigger assessment against the Landslide Overlay Code.

Table 9: Assessment Benchmarks		
Code	Applicability	Comment
Potential and Actual Acid Sulfate Soils Overlay Code	Not Applicable	In accordance with Table 5.10.15, the proposed development does not trigger assessment against the Potential and Actual Acid Sulfate Soils Overlay Code.
Road Hierarchy Overlay Code	Not Applicable	In accordance with Table 5.10.18, the proposed development does not trigger assessment against the Road Hierarchy Overlay Code.
Streetscape Hierarchy Overlay Code	Not Applicable	In accordance with Table 5.10.20, the proposed development does not trigger assessment against the Streetscape Hierarchy Overlay Code.
Neighbourhood Plan Codes		
River Gateway Neighbourhood Plan Code	Applicable	In accordance with Table 5.9.58.A, the neighbourhood plan does not change the level of assessment. However, the applicable criteria of the River Gateway Neighbourhood Plan Code have been addressed in full within Attachment 4 .
Zone Codes		
Industry Zone Code	Applicable	In accordance with Table 5.5.16, a response against the overall outcomes of the Industry Zone Code have been provided within Table 12 .
Development Codes		
Industry Code	Applicable	In accordance with Table 5.5.16, a full response to the Industry Code has been prepared by Place Design Group and is provided within Attachment 4 .
Prescribed Secondary Codes		
Filling and Excavation Code	Not Applicable	This development application does not propose development that involves filling and/or excavation. Therefore, assessment against the Filling and Excavation Code is not required.
Infrastructure Design Code	Not Applicable	No external works are proposed. The proposed development will connect to existing services and infrastructure created as part of historic developments.
Landscape Work Code	Not Applicable	The nature of the proposed development does not involve landscaping works. Furthermore, landscaping works have been addressed as part of historic development approvals for Building B11 and will be maintained.
Outdoor Lighting Code	Not Applicable	Not outdoor lighting is proposed as part of the proposed development.
Stormwater Code	Not Applicable	The proposed development is located within an existing building and will maintain the approved stormwater management arrangements as part of historic development approvals. As such, an assessment against the Stormwater Code is not required.
Transport, Access, Parking and Servicing Code	Applicable	In accordance with Table 5.3.5.1, a response to the TAPS Code has been prepared by Place Design Group and is provided within Attachment 4 .

Table 9: Assessment Benchmarks		
Code	Applicability	Comment
Wastewater Code	Not Applicable	The site is currently serviced by existing urban infrastructure. As such, the Wastewater Code does not provide criteria relevant to the proposed development.

5.1.3 Strategic Framework

As the proposed development is subject to impact assessment, the application is to be assessed against the entire City Plan, including the relevant aspects of the Strategic Framework. The Strategic Framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs throughout the Brisbane area for the life of the City Plan.

The strategic intent of the Strategic Framework seeks to achieve a vision for Brisbane to become Australia's new world city. Section 3.2.1 of the City Plan emphasises that:

"Brisbane is evolving into a city that plans strategically for its economic development and optimises, protects and maintains the characteristics that its residents value highly. Brisbane is known for its unique subtropical lifestyle and capacity for its residents to actively contribute to its future and enjoying its lifestyle."

The following five (5) themes collectively represent the policy intent of the City Plan:

- Theme 1: Brisbane's globally competitive economy;
- Theme 2: Brisbane's outstanding lifestyle;
- Theme 3: Brisbane's clean and green leading environmental performance;
- Theme 4: Brisbane's highly effective transport and infrastructure; and
- Theme 5: Brisbane's CityShape.

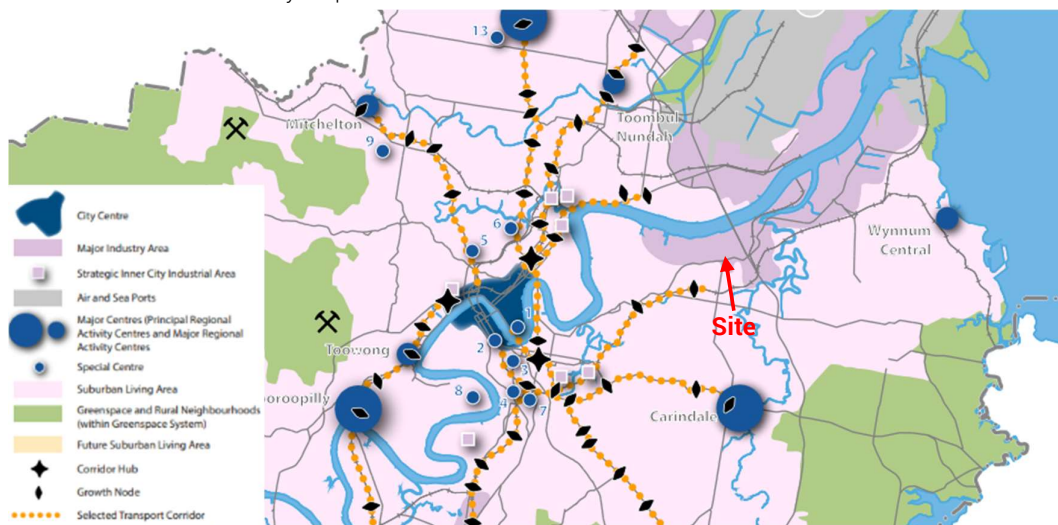


Figure 7: Strategic Framework Mapping (Source: Brisbane City Plan 2014)

The Industry Zone supports the implementation of the policy direction set in the Strategic Framework and particularly relates to:

- i. *Theme 1: Brisbane's globally competitive economy, Element 1.2 – Brisbane's industrial economy and Element 1.3 – Brisbane's population-serving economy;*
- ii. *Theme 5: Brisbane's CityShape, Element 5.2 – Brisbane's Major Industry Areas.*

An assessment of the relevant themes of the Strategic Framework has been provided below in **Table 10**.

Table 10: Strategic Framework Response		
Specific outcomes	Land use strategies	Response
Theme 1 – Brisbane's globally competitive economy		
Element 1.2 – Brisbane's industrial economy		
S01 Brisbane's Major Industry Areas and Strategic Inner City Industrial Areas are protected to ensure their integrity and effective operation.	L1.1 Brisbane's remaining zoned land suitable for high-impact industries is reserved for these purposes.	Complies with S01 The proposed development is suitably located and does not impact the potential for future high-impact industrial land uses within the surrounding context.
	L1.2 High-impact industrial activities are carefully located within industrial areas to enable their separation from nearby sensitive land uses.	Not Applicable. The development does not involve high impact industrial activities.
	L1.3 Lower impact industrial activities serve as buffers, locating between high-impact industrial activities and sensitive land uses.	Not Applicable The proposed development does not involve Low Impact Industrial land uses.
	L1.4 Existing lawful industries continue to operate with certainty and are protected from encroachment by sensitive land uses. Proposed expansions of these industries meet relevant health, safety and environmental standards.	Complies with L1.4. The proposed Food and Drink Outlet is complimentary to surrounding industrial development and does not compromise the functionality and operation of these uses.
	L1.5 Strategic Inner City Industrial Areas continue to provide a focus for economic activity and employment and future potential changes to land use mix are considered by a	Not Applicable. The site is not located in a Strategic Inner City Industrial Area.

Table 10: Strategic Framework Response		
Specific outcomes	Land use strategies	Response
	Neighbourhood Plan process consistent with outcomes and strategies indicated in Theme 5.	
<p>S02</p> <p>Brisbane's Major Industry Areas and Strategic Inner City Industrial Areas are optimised to provide the widest range of industrial uses in order to maximise the economic opportunity for the city.</p>	<p>L2.1</p> <p>Development for industrial uses is prioritised in the Major Industry Areas and Strategic Inner City Industrial Areas which are zoned to maximise the industrial land use potential of these areas.</p>	<p>Complies with S02</p> <p>The proposed development offers a complimentary land use which supports industrial development and provides additional opportunities for economic growth.</p>
	<p>L2.2</p> <p>The ongoing range of uses in Strategic Inner City Industrial Areas may change subject to planning processes, outcomes and strategies indicated in Theme 5.</p>	
<p>S03</p> <p>Brisbane's industrial areas facilitate the co-location of applied research with related industrial activities.</p>	<p>L3</p> <p>Brisbane's industrial areas provide opportunities for knowledge-intensive clusters of industrial production and related research and administrative functions where risk, hazard and transport needs are addressed.</p>	<p>Complies with S03.</p> <p>The proposed development does not prevent the co-location of research and knowledge industries with related industrial activities.</p>
<p>S04</p> <p>Brisbane's Major Industry Areas include clusters of supporting business services and a range of services and facilities for the convenience of workers.</p>	<p>L4</p> <p>Major Industry Areas provide opportunities for clusters of supporting services for business and the convenience of workers of these areas. They are in accessible locations, serviced by public transport where possible and do not compromise the ongoing operation of industrial activities in these areas.</p>	<p>Complies with L4.</p> <p>The proposed development supports existing and envisaged industrial businesses, specifically co-located to compliment development for Medium Impact Industrial activities (food processing, coffee roasting, brewing). The site is well connected to public and active transport networks, with sufficient car parking supply to support the proposed land use.</p>
<p>S05</p> <p>Brisbane's industrial areas have a high degree of connectivity which</p>	<p>L5.1</p> <p>Development optimises the use and efficiency of freight routes and they are protected from</p>	<p>Complies with L5.1.</p> <p>The proposed development is for a small-scale Food and Drink Outlet and does not impact on the efficiency or</p>

Table 10: Strategic Framework Response		
Specific outcomes	Land use strategies	Response
is protected and enhanced.	encroachment by sensitive land uses.	ongoing operation of the surrounding freight routes.
	L5.2 Development optimises and integrates with the use of airspace of the Brisbane and Archerfield airports and limits the intensification of sensitive land uses in proximity to existing and future runway approaches.	Not Applicable. The proposed development does not impact on the use of airspace of the Brisbane and Archerfield airports.
	L5.3 Development optimises the use and efficiency of the Port of Brisbane and limits the intensification of sensitive land uses in proximity to existing and future port operations.	Not Applicable The proposed development does not involve a sensitive land use in proximity to the Port of Brisbane.
S06 Brisbane facilitates a significant growth in resource recovery.	L6 Brisbane's Major Industry Areas and transfer stations at Nudgee, Willawong, Ferny Grove and Chandler are appropriate locations for the growing resource recovery industry where environmental and amenity impacts are managed to best-practice standards.	Not Applicable The proposed development is not for resource recovery industry.
S07 Brisbane's extractive industry operations are protected.	L7 Sites of hard rock, sand and gravel extraction and associated transport routes and buffers are protected from encroachment of incompatible land uses and environmental and amenity impacts are managed to best-practice standards.	Not Applicable. The proposed development does not impact on Brisbane's extractive industry operations.
S08 Brisbane's industrial lands are protected from encroachment by office or other non-industrial-based uses.	L8.1 Major Industry Areas and Strategic Inner City Industrial Areas are protected from encroachment of office parks and large-format retailing; these uses are adequately provided for elsewhere in the plan.	Complies with L8.1 The proposed development does not involve office parks or large format retail.

Table 10: Strategic Framework Response

Specific outcomes	Land use strategies	Response
	<p>L8.2</p> <p>Land uses other than industrial do not compromise the existing or potential industrial uses that occupy land in the Special industry zone, General industry C zone precinct or General industry B zone precinct of the Industry zone.</p>	<p>Complies with L8.2</p> <p>The proposed development is for a small-scale Food and Drink Outlet and does not compromise the existing or potential industrial uses over the site.</p>
	<p>L8.3</p> <p>Mixed industrial service and business administration uses will be promoted on land appropriately zoned at the Australia TradeCoast, Cannon Hill, Wacol and Richlands to accommodate personal and administrative services supporting businesses or employees of that Major Industry Area and where serviced by public transport.</p>	<p>Not Applicable</p> <p>The proposed development is not for Mixed industrial service and business administration uses.</p>
	<p>L8.4</p> <p>The co-location of administrative functions with industrial uses may occur within a site where directly related to the principal use of the premises and the design, interface and functionality outcomes for both administrative offices and industrial functions are achieved.</p>	<p>Complies with SO8</p> <p>The proposed development does not involve ancillary office functions. Notwithstanding, the proposed Food and Drink Outlet directly relates to the principal use of Medium Impact Industry uses within Building B11.</p>

Element 1.3 –Brisbane’s population-serving economy

<p>S01</p> <p>Brisbane provides for a diverse mix of highly accessible retail and commercial locations to service a growing population.</p>	<p>L1</p> <p>Development for retail and commercial uses accords with the CityShape theme and the zoning pattern.</p>	<p>Not Applicable</p> <p>The proposed development is not for retail and commercial uses.</p>
<p>S02</p> <p>Brisbane’s City Centre offers the greatest concentration of the highest order retail, personal and</p>	<p>L2.1</p> <p>Brisbane’s City Centre accommodates future demand for high-order goods, services and facilities that are of a global standard.</p>	<p>Not Applicable</p> <p>The proposed development is not located in the City Centre.</p>

Table 10: Strategic Framework Response		
Specific outcomes	Land use strategies	Response
community services and facilities, and cultural, recreational and entertainment experiences.	L2.2 Brisbane's retail heart expands beyond the Queen Street Mall into new shopping streets and precincts with high-quality pedestrian environments.	Not Applicable The proposed development is located in an industrial area and does not involve retail shopping streets or precincts.
SO3 Brisbane's Major Centres and Growth Nodes on Selected Transport Corridors contain significant concentrations and diversity of population-serving activities.	L3.1 The largest existing Major Centres at Chermside, Upper Mt Gravatt and Indooroopilly absorb the greatest expansion of population-serving activities.	Not Applicable The proposed development is not within a Major Centre.
	L3.2 Other Major Centres provide opportunities for key points providing access to goods and services in their catchments.	
	L3.3 Centres within the Growth Nodes on Selected Transport Corridors are Brisbane's key mixed-use areas including business and population-serving economic activities.	
	L3.4 Within Growth Nodes on Selected Transport Corridors, business activities, retail, personal and community services and facilities cluster around public transport nodes and are in proximity to high- density residential precincts.	
SO4 Brisbane's district centres and neighbourhood centres continue to service local population needs.	L4 District centres and neighbourhood centres continue to evolve, offering an increasing range of local services and facilities.	Not Applicable The proposed development is not within a District or Neighbourhood Centre.
SO5 Brisbane's population-serving economy is supported by home-based businesses.	L5 Home-based business is supported in residential areas where environmental and amenity impacts are managed to best-practice standards.	Not Applicable The proposed development does not involve a Home-based business.

Table 10: Strategic Framework Response		
Specific outcomes	Land use strategies	Response
<p>S06</p> <p>Brisbane provides opportunities in its centres for start-up businesses seeking cost-effective business locations.</p>	<p>L6</p> <p>Opportunities for low-impact manufacturing and industries are provided for in Brisbane's centres where environmental and amenity impacts are managed to best-practice standards.</p>	<p>Not Applicable</p> <p>The proposed development is not within a Centre.</p>
<p>S07</p> <p>Brisbane preserves opportunities for low impact industry throughout the city in support of a strong population and economic growth.</p>	<p>L7</p> <p>Industrial premises in the Low impact industry zone or General industry A zone precinct of the Industry zone are protected from encroachment and incompatible uses.</p>	<p>Not Applicable</p> <p>The subject site is located within the General Industry B Precinct of the Industry Zone.</p>
<p>S08</p> <p>Brisbane provides appropriately zoned and accessible areas for large-format retailing.</p>	<p>L8</p> <p>Large-format retail outlets are developed in highly visible, accessible locations along key transport routes, as identified in a neighbourhood plan or in the Specialised centre zone. Development must integrate with surrounding built form and anticipated development intensity.</p>	<p>Not Applicable</p> <p>The proposed development does not involve Large-format retail.</p>
<p>S09</p> <p>Brisbane's large public and private community facilities are highly accessible by public transport and are well serviced with a range of associated and supporting services and facilities.</p>	<p>L9</p> <p>Professional, business and other associated and supporting services and facilities cluster around larger scale public and private health, education, recreational, cultural and other community facilities.</p>	<p>Complies with S09</p> <p>The proposed development does not impact upon Brisbane's large public and private community facilities. Furthermore, the site is appropriately serviced to support the proposed development.</p>
Theme 5 – Brisbane's CityShape		
Element 5.2 – Brisbane's Major Industry Areas		
<p>S01</p> <p>The Australia TradeCoast is serviced by improved road and</p>	<p>L1.1</p> <p>Development supports the upgrade of Kingsford Smith Drive to six lanes.</p>	<p>Not Applicable</p> <p>The site is not located in proximity to Kingsford Smith Drive.</p>

Table 10: Strategic Framework Response		
Specific outcomes	Land use strategies	Response
freight transport networks which are supported by development.	L1.2 Development supports improved connections between the Australia TradeCoast and the south-west industrial gateway to facilitate movement of freight and workers.	Complies with L1.2 The development maintains the surrounding road network which provides efficient connections between Australia TradeCoast and the South-West Industrial Gateway.
	L2.1 Development supports opportunities for the improved use of the existing rail network (Cleveland line, Airtrain corridor and disused portion of Pinkenba line) to provide access for workers to the Australia TradeCoast.	Not Applicable The site is not in proximity to the rail network.
S02 The Australia TradeCoast is serviced by expanded public and active transport networks which are supported by development.	L2.2 Development encourages commuters to the Australia TradeCoast to use public transport.	Complies with S02 The proposed development maintains existing public transport networks and does not pose impacts on the surrounding road system.
	L2.3 Development supports a rail and bus interchange at Skygate to further enable the area's operation as a commercial precinct.	Not Applicable The site is not located in proximity to the interchange at SkyGate.
	L2.4 Development supports increasing affordable public transport options to and from the airport, including potential for a fast 24-hour service connecting the airport to the City Centre.	Not Applicable The site is not located in proximity to the airport.
	L2.5 Development supports dedicated bus priority services to the region from key trip generator areas, including linking with workers in the south-western suburbs.	Not Applicable The site is not located in a key trip generator area or within the south-western suburbs.
	L3.1 Development enhances the function of the Brisbane Airport's role as a key centre, with a	Not Applicable The site is not located in proximity to
S03 The Brisbane Airport and Port of Brisbane is a key centre in the city	L3.1 Development enhances the function of the Brisbane Airport's role as a key centre, with a	Not Applicable The site is not located in proximity to

Table 10: Strategic Framework Response		
Specific outcomes	Land use strategies	Response
and provides major air access to and from the city for passengers and freight.	variety of uses complementary to the airport's passenger, freight, logistics and aerospace industry focus taking advantage of the transport network accessibility of the location without compromising the primary purpose of the safe and efficient function and operation of the airport and aircraft.	the airport.
	L3.2 Development enhances the function of the Port of Brisbane's role as a key centre for freight, logistics and industry. Development enhances this function with complementary and ancillary uses that do not compromise the primary purpose of the safe and efficient function and operation of the Port, shipping and transport.	Complies with L3.2 The proposed development does not compromise the Port of Brisbane's role as a key centre for freight, logistics and industry. The proposed development provides for a Food and Drink Outlet which supports existing and envisaged industrial uses.
SO4 The Australia TradeCoast is serviced by improved energy infrastructure networks which are supported by development.	L4.1 Development collaborates with energy utilities to ensure appropriate investment in energy infrastructure to support the forecast increase in energy-intensive heavy manufacturing. The Australia Trade Coast Strategic Infrastructure Plan has identified the need for a 275kV transmission line in the next 10–20 years.	Complies with SO4 The proposed development utilises the existing energy infrastructure which sufficiently services the site.
	L4.2 Development promotes the use of natural gas (southern Australia TradeCoast is adjacent to the Roma Brisbane gas pipeline) and renewable energy and installs smart-grid technologies to enhance energy demand management.	
SO5 The Australia TradeCoast has a coordinated approach to water supply.	L5.1 Development supports water infrastructure investment.	Not Applicable The proposed development is located within an existing building and maintains the water supply infrastructure that appropriately services the site.
	L5.2 Development promotes efficient water use, including greater use of water sensitive urban	

Table 10: Strategic Framework Response		
Specific outcomes	Land use strategies	Response
	design and demand management.	
	L5.3 Development supports a potential project to transport recycled water via a pipeline from Luggage Point to Australia TradeCoast Central.	
	L5.4 Development supports targeted opportunities for stormwater harvesting.	
S06 Operations in the Australia TradeCoast are flood tolerant.	L6.1 Development provides for flood immunity and mitigation in the Australia TradeCoast.	Not Applicable The subject site is not subject to flooding. Notwithstanding, the proposed development does not contribute to creating potential flood hazards or increase the flood risk of surrounding lots.
	L6.2 Development supports a coordinated approach to filling land across the Australia TradeCoast.	
S07 The Australia TradeCoast is serviced by a fibre optic cable network which is supported by development.	L7.1 Development supports the deployment of high-speed fibre optic cable networks.	Complies with S07 The proposed development is serviced by cable networks and does not pose potential threats to the functionality of the cable network.
	L7.2 Development ensures works projects in the Australia TradeCoast include conduit suitable for fibre optic cable networks.	
S08 The Australia TradeCoast's open space and community facilities networks are enhanced by development.	L8.1 Development buffers residential areas from roadways and industrial areas.	Complies with L8.1. The proposed development is suitably located and does not pose potential threats on surrounding residential development.
	L8.2 Development improves links between education and training institutions (e.g. TAFE/SkillsTech in Eagle Farm) and industry (manufacturing, aviation, logistics) within the Australia TradeCoast.	Not Applicable. The development is not located within proximity to training institutions or educational establishments.

Table 10: Strategic Framework Response

Specific outcomes	Land use strategies	Response
	L8.3 Development makes provision for appropriate community facilities to cater for an increasing workforce in the Australia TradeCoast, including health, education, childcare and recreation facilities.	Complies with L8.2. The development provides for a complimentary Food and Drink Outlet which provides employment and economic benefit within the Australia TradeCoast.
	L8.4 Development makes provision for improved use of the Brisbane River and bay for recreational and tourism purposes such as the investigation of the feasibility of a river-based integrated ferry terminal to service Moreton Bay.	Not Applicable. The development is not located in close proximity to the Brisbane River or bay.

Northern industrial area (extending from Northgate to Zillmere)

Not Applicable

The subject site is not located within the Northern Industrial Area.

South-west industrial gateway

Not Applicable

The subject site is not located within the South-West Industrial Gateway.

5.1.4 Neighbourhood Plan

The subject site is located within the Industry precinct (NPP-005) of the River Gateway Neighbourhood Plan. The purpose of the River Gateway Neighbourhood Plan is to provide finer grained planning at a local level for the River Gateway Neighbourhood Plan Area.

Table 11: River Gateway Neighbourhood Plan Overall Outcomes

Overall Outcome

3. Neighbourhood Plan Overall Outcome

a) The River gateway area is developed as a distinct, mixed use area, supporting additional housing opportunities, improved connectivity and additional local shops, cafes, services and facilities, as well as small- to medium-scale commercial and industrial development.	Complies with Overall Outcome The proposed development is for a small-scale Food and Drink Outlet which supports industrial development.
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b) Development is of scale and form that protects nearby residents and respects the interface of adjoining areas by carefully managing transitions.	Complies with Overall Outcome The proposed development maintains the existing building footprint and design of the approved Building B11, protecting residential and industrial amenity.
c) Development does not constrain the ability of existing development to operate.	Complies with Overall Outcome The proposed development compliments existing and envisaged industrial development over the site and will not constrain the ability for existing development to operate.
d) Development protects and enhances the long-term viability of environmentally significant areas, regional ecosystems, fauna habitat and movement corridors. The Seven Hills Bushland Reserve and Minnippi Parklands continue to provide a range of sustainable open space and recreational opportunities.	Complies with Overall Outcome The development does not impact on the surrounding environmentally significant areas or open space land.
e) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.	Complies with Overall Outcome The proposed development maintains the existing building footprint of building B11 in accordance with the approved plans.

Morningside precinct (River gateway neighbourhood plan/NPP-001) overall outcomes are:

Not Applicable

The subject site is located within the bounds of the Industry precinct (NPP-005).

Seven Hills TAFE precinct (River gateway neighbourhood plan/NPP-002) overall outcomes are:

Not Applicable

The subject site is located within the bounds of the Industry precinct (NPP-005).

Cannon Hill/Murarrrie precinct (River gateway neighbourhood plan/NPP-003) overall outcomes are:

Not Applicable

The subject site is located within the bounds of the Industry precinct (NPP-005).

Minnippi precinct (River gateway neighbourhood plan/NPP-004) overall outcomes are:

Not Applicable

The subject site is located within the bounds of the Industry precinct (NPP-005).

Industry precinct (River gateway neighbourhood plan/NPP-005) overall outcomes are:

a. Development comprising the consolidation of existing uses is consistent with the outcomes sought in established industrial areas where impacts on existing sensitive zones are managed through separation distances. Separation distances between industry and sensitive zones are a minimum of 250m for medium impact industry and 500m for high impact industry, unless it can be demonstrated that emissions and risks can be quantified and effectively managed to achieve appropriate environmental outcomes.	Not Applicable The proposed development does not involve the consolidation of existing land uses.
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<p>b. Existing parks and outdoor sport and recreation facilities within the precinct are retained.</p>	<p>Complies with Overall Outcome The proposed development ensures existing parks and outdoor sport and recreation facilities within the precinct are retained.</p>
<p>c. Pedestrian and bicycle connections to the riverside parks are improved. Development provides for a new off-road pedestrian/bicycle pathway connecting Colmslie Recreation Reserve and Colmslie Beach Reserve.</p>	<p>Complies with Overall Outcome The wider Rivermakers Estate is currently intersected by an identified Trunk Cycle Route (MOR-SP-008). The location of the Cycle Route was established as part of a historic development approval (Council Ref: A005624795). The proposed development will ensure this cycle route will be retained.</p>
<p>d. Special industries are not consistent with the outcomes sought.</p>	<p>Complies with Overall Outcome Special industries are not proposed.</p>

5.1.5 Zoning

The subject site is wholly located within the IN2 Industry Zone and the General Industry B precinct (see **Figure 8**). The purpose of the Industry Zone is to provide for:

- a. *a variety of industry activities; and*
- b. *other uses and activities that:*
 - i. *support the surrounding industrial uses; and*
 - ii. *do not compromise the future use if premises for industrial purposes.*

The proposed development is compatible with the purpose of the Industry Zone, providing a land use which compliments existing and envisaged industrial development and does not compromise future industrial development.



Figure 8: Zoning Map for Subject Site (Source: Council Interactive Mapping, 2025)

The purpose of the Industry Zone Code is achieved by addressing the overall outcomes, which have been assessed comprehensively throughout **Table 12**.

Table 12: Overall Outcomes of the Industry Zone	
Overall Outcomes	Response
3. Zone role overall outcomes are:	
<p>a. Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:</p> <ul style="list-style-type: none"> i. Theme 1: Brisbane's globally competitive economy, Element 1.2 – Brisbane's industrial economy and Element 1.3 – Brisbane's population-serving economy; ii. Theme 5: Brisbane's CityShape, Element 5.2 – Brisbane's Major Industry Areas. 	<p>Complies with Overall Outcome</p> <p>The proposed development aligns with the strategic vision for development within the Industry Zone and supports local and regional economic growth.</p>
4. Development location and uses overall outcomes are:	
<p>a. Development facilitates and maintains the long-term viability of industrial uses by encouraging a broad range of industry that is compatible with adjacent residential areas.</p>	<p>Complies with Overall Outcome</p> <p>The proposed development maintains the viability of industrial uses by providing a complimentary land use to existing and envisaged development.</p>

b. Development provides for industrial uses appropriate to the zone precinct.	Complies with Overall Outcome The proposed development is for a small-scale Food and Drink Outlet and is considered as being an appropriate use to support industrial development.
c. Development avoids or minimises noise and air emissions to meet noise and air quality criteria at sensitive zones.	Complies with Overall Outcome The proposed development meets noise and air quality criteria at sensitive zones.
d. Development for an industrial use meets the requirements for separation from sensitive uses to minimise the likelihood of environmental harm or environmental nuisance.	Not Applicable The proposed development is for a Food and Drink Outlet and is not anticipated to cause environmental harm or environmental nuisance.
e. Development protects the viability of existing and future industry by excluding incompatible development.	Complies with Overall Outcome The proposed development protects the viability of existing and future industry and is compatible with the surrounding industrial development over the site.
f. Development for a stand-alone office is not accommodated.	Complies with Overall Outcome The proposed development does not involve a stand-alone office.
g. Development for a use that is ancillary to an industrial use on the same site, such as an office function, or small-scale shop or food and drink outlet that directly supports the industry and workers may be accommodated.	Not Applicable The proposed development does not involve a use that is ancillary to an industrial use. However, the proposed Food and Drink Outlet directly supports the Medium Impact Industry uses within Building B11 being food processing, coffee roasting, and brewing.
h. Development for an industrial use is located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on non-industrial land.	Not Applicable The proposed development does not involve an industrial use.
i. Development in a flood-prone area is limited to uses that are compatible with minimising potential off-site impacts during and after a flood event.	Not Applicable The proposed development is not located within a flood-prone area.
5. Development form overall outcomes are:	
a. Development is of a built form, mass and setback that contribute to a high standard of amenity.	Not Applicable The proposed development is maintained within the existing building B11 over the site and retains the approved built form and setbacks in accordance with the relevant approval.
b. Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	Not Applicable The proposed development is maintained within the existing building B11 over the site and as such, any response to environmental values and overlays have been addressed as part of the relevant approval.

6. General industry A zone precinct overall outcomes are:

a. Development provides for low impact industry, service industry and warehouse uses throughout the General industry A zone precinct.	Not Applicable The proposed development is for a small-scale Food and Drink Outlet does not involve an industrial use.
b. Development includes a broad range of industry that is compatible with adjacent residential areas.	Not Applicable The proposed development is for a small-scale Food and Drink Outlet does not involve an industrial use.
c. Development for a medium impact industry use: i. is located at an appropriate distance from sensitive uses; ii. avoids or minimises noise and air emissions to meet noise and air quality criteria at sensitive zones and zone precincts.	Not Applicable The proposed development is for a small-scale Food and Drink Outlet does not involve an industrial use.

6. General industry A zone precinct overall outcomes are:

Not Applicable
The subject site is not located within the General Industry A Zone Precinct.

7. General industry B zone precinct overall outcomes are:

a. Development provides for low impact industry and medium impact industry throughout the General industry B zone precinct.	Not Applicable The proposed development does not involve an industrial use. Notwithstanding, the proposed Food and Drink Outlet supports existing and envisaged Medium Impact Industry uses within Building B11.
b. Development for a high impact industry use: i. is located at an appropriate distance from sensitive uses; ii. avoids or minimises noise and air emissions to meet noise and air-quality criteria at sensitive zones.	Not Applicable The proposed development does not involve a High Impact Industry use.
c. Development avoids or minimises noise and air emissions to meet noise and air-quality criteria at the minimum separation distances to sensitive zones.	Complies with Overall Outcome The proposed development does not result in any adverse noise or air emissions.
d. Development protects adjacent residential and community use areas from intrusion of heavy vehicular traffic.	Complies with Overall Outcome Adjacent residential and community use areas will not be impacted by additional vehicular traffic as part of the development proposal.

8. General industry C zone precinct overall outcomes are:

Not Applicable
The subject site is not located within the General Industry C Zone Precinct.

6 Conclusion

This report has been prepared by Place Design Group on behalf of Dunhill Properties Pty Ltd with regards to a development application for a Material Change of Use for Food and Drink Outlet over land at 82 Colmslie Road, Morningside, Qld, 4170, more formally described as Lot 6 on RP201432.

The assessment undertaken in support of the development application demonstrates that the proposed development provides a complimentary land use to existing Medium Impact Industry development and will contribute to supporting the local and regional economy. Furthermore, the proposal complies with the relevant assessment benchmarks and aligns purpose of the Colmslie Road Industry Precinct.

Ultimately, through this assessment it has been demonstrated that:

- The proposed development does not compromise the operation of existing and envisaged industrial development within the CRIP.
- The proposed development is highly compliant with the City Plan 2014 and the Colmslie Road Industry Precinct TLPI No.1 2023.
- The proposed development is small-scale and does not involve changes to the built form or GFA of the existing Building B11.
- The proposed development is supported by sufficient car parking supply and vehicular access arrangements.
- The proposed development is connected to all essential urban infrastructure.

The proposed development demonstrates an appropriate use of the land within the CRIP and is considered to align with the relevant community expectations for the site. We therefore recommend that Council favourably considers the proposed development and approves the development application subject to relevant and reasonable conditions, to allow the established land use to continue to operate indefinitely.

Should you have any queries or require further information, please contact **Angus Green** on (07) 3852 3922 or angus.g@placedesigngroup.com