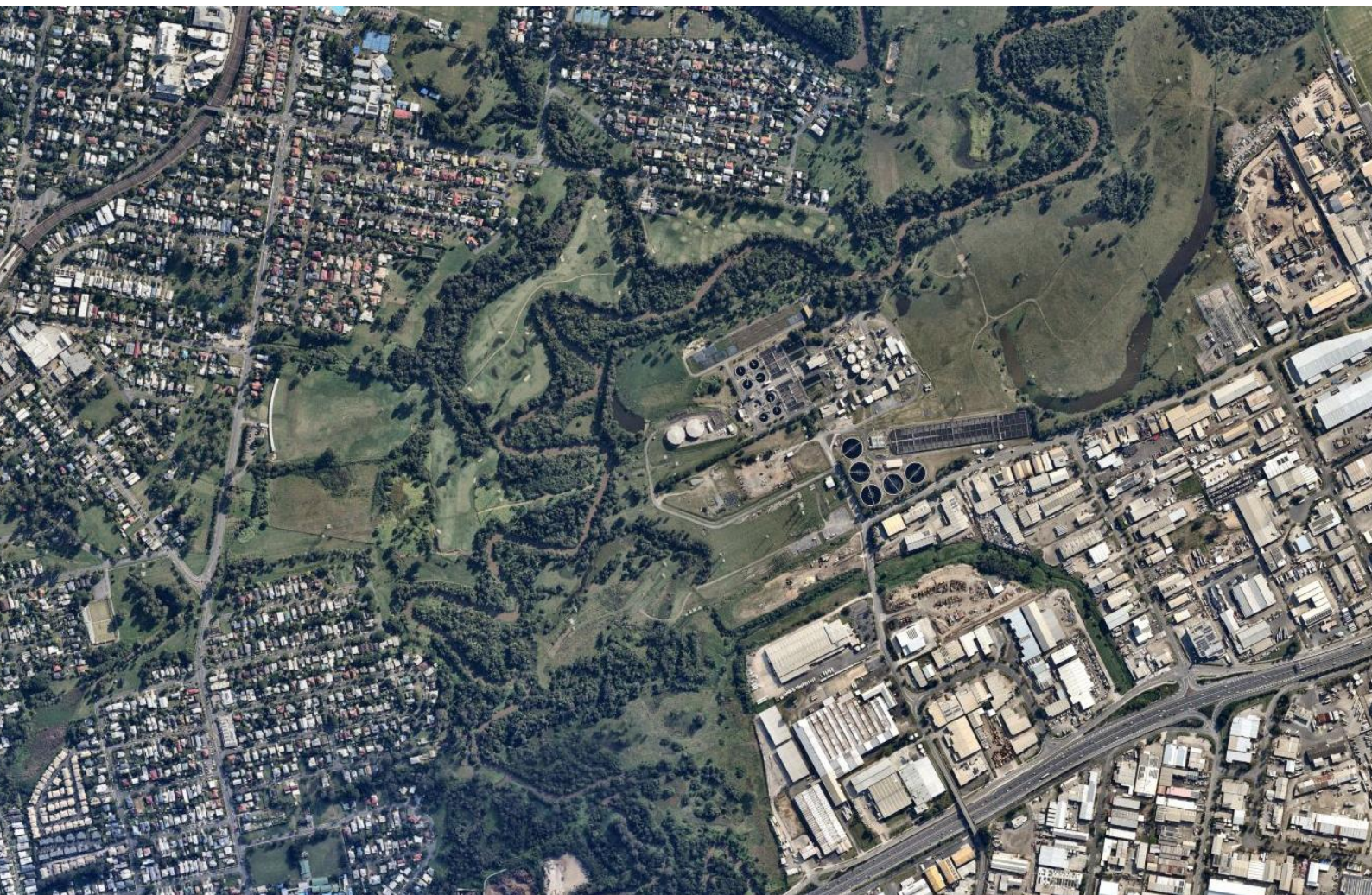


# Planning Report

148 DONALDSON ROAD, ROCKLEA QLD 4106

**For:** Queensland Electricity Transmission Corporation Limited

**Date:** January 2026



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#### Version History

Version	Description	Author	Reviewed	Date
1	Draft	S. Dow	J. Taylor	17 June 2025
2	Final	S. Dow	J. Taylor	14 January 2026

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# Summary

## Site and Planning Framework

**Table A** below provides a summary of the key site details and relevant planning framework information.

Table A – Site and Planning Framework Details

Site Details	
Address	148 Donaldson Road, Rocklea Qld 4106
Real Property Description	Lot 1 on RP220014
Area	101,171m <sup>2</sup>
Owner/s	QUEENSLAND ELECTRICITY TRANSMISSION CORPORATION LIMITED
Easement/s	Easement A on RP852747, burdening the land to Brisbane City Council
Local Planning Matters	
Local Government	Brisbane City Council ( <b>Council</b> )
Planning Scheme	Brisbane City Plan 2014 – Version 35
Strategic Framework	Major Industry Area
Zone	Industry investigation zone Rural zone
Local Plan	N/A
Overlays	<ul style="list-style-type: none"> <li>▪ Airport environs overlay               <ul style="list-style-type: none"> <li>○ OLS – Horizontal limitation surface boundary</li> <li>○ Procedures for air navigation surfaces (PANS)</li> <li>○ BBS zone - Distance from airport 0-3km</li> <li>○ LI – Zone D – 450 Candela – 1500m wide 4500m from runway strip</li> <li>○ LI – Within 6km – Max intensity of light sources 3 deg above horizon</li> </ul> </li> <li>▪ Bicycle network overlay               <ul style="list-style-type: none"> <li>○ Local cycle route</li> </ul> </li> <li>▪ Biodiversity areas overlay               <ul style="list-style-type: none"> <li>○ High ecological significance</li> <li>○ High ecological significance strategic</li> <li>○ Matters of state environmental significance (MSES) – areas</li> <li>○ Matters of state environmental significance (MSES) – lines</li> </ul> </li> <li>▪ Coastal hazard overlay               <ul style="list-style-type: none"> <li>○ Erosion prone area – coastal erosion</li> <li>○ Erosion prone area – permanent inundation due to sea level rise at 2100</li> <li>○ High storm-tide inundation area</li> <li>○ Medium storm-tide inundation area</li> </ul> </li> <li>▪ Community purposes network overlay</li> <li>▪ Critical infrastructure and movement network overlay               <ul style="list-style-type: none"> <li>○ Critical infrastructure and movement planning area</li> </ul> </li> <li>▪ Flood overlay               <ul style="list-style-type: none"> <li>○ Brisbane River flood planning area 2a</li> <li>○ Creek/waterway flood planning area 1</li> <li>○ Creek/waterway flood planning area 2</li> <li>○ Creek/waterway flood planning area 3</li> <li>○ Creek/waterway flood planning area 4</li> <li>○ Creek/waterway flood planning area 5</li> </ul> </li> <li>▪ Potential and actual acid sulfate soils overlay               <ul style="list-style-type: none"> <li>○ Potential and actual acid sulfate soils</li> <li>○ Land at or below 5m AHD</li> <li>○ Land above 5m AHD and below 20m AHD</li> </ul> </li> <li>▪ Road hierarchy overlay               <ul style="list-style-type: none"> <li>○ Neighbourhood road</li> </ul> </li> <li>▪ Streetscape hierarchy overlay               <ul style="list-style-type: none"> <li>○ Neighbourhood street minor</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>▪ Waterway corridors overlay <ul style="list-style-type: none"> <li>○ Citywide waterway corridor</li> </ul> </li> </ul>
Local Government Infrastructure Plan	<ul style="list-style-type: none"> <li>▪ Priority infrastructure area</li> </ul>
Temporary Local Planning Instrument/s	N/A
State Planning Matters	
State Planning Policy	<ul style="list-style-type: none"> <li>▪ Biodiversity <ul style="list-style-type: none"> <li>○ MSES – Regulated vegetation (intersecting a watercourse)</li> <li>○ MSES – High ecological significance wetlands</li> <li>○ MSES – Regulated vegetation (category B)</li> <li>○ MSES – Regulated vegetation (essential habitat)</li> <li>○ MSES – Regulated vegetation (wetland)</li> <li>○ MSES – Wildlife habitat (koala habitat areas – core)</li> <li>○ MSES – Wildlife habitat (endangered or vulnerable)</li> <li>○ MSES – Wildlife habitat (special least concern animal)</li> </ul> </li> <li>▪ Coastal environment <ul style="list-style-type: none"> <li>○ Coastal management district</li> </ul> </li> <li>▪ Natural hazards risk and resilience <ul style="list-style-type: none"> <li>○ Erosion prone area</li> <li>○ High storm tide inundation area</li> <li>○ Medium storm tide inundation area</li> <li>○ Flood hazard area – local government flood mapping area</li> <li>○ Bushfire prone area – High, Medium, and Potential impact buffer</li> </ul> </li> <li>▪ Strategic airports and aviation facilities <ul style="list-style-type: none"> <li>○ Wildlife hazard buffer zone – 3km</li> <li>○ Lighting area buffer 6km</li> <li>○ Light restriction zone – Zone D</li> <li>○ Obstacle limitation surface area</li> </ul> </li> </ul>
Development Assessment Mapping	<ul style="list-style-type: none"> <li>▪ SEQ Regional Plan triggers <ul style="list-style-type: none"> <li>○ Urban footprint</li> <li>○ SEQ major enterprise and industrial area</li> </ul> </li> <li>▪ Coastal protection <ul style="list-style-type: none"> <li>○ Coastal management district</li> <li>○ Coastal area – erosion prone area</li> <li>○ Coastal area – medium storm tide inundation area</li> <li>○ Coastal area – high storm tide inundation area</li> </ul> </li> <li>▪ Fish habitat areas <ul style="list-style-type: none"> <li>○ Queensland waterways for waterway barrier works – moderate</li> <li>○ Major (tidal)</li> </ul> </li> <li>▪ Water resources <ul style="list-style-type: none"> <li>○ Water resource planning area boundaries</li> </ul> </li> <li>▪ Native vegetation clearing <ul style="list-style-type: none"> <li>○ Regulated vegetation management map – Category B</li> </ul> </li> <li>▪ Koala habitat in SEQ region <ul style="list-style-type: none"> <li>○ Core koala habitat area</li> </ul> </li> </ul>

## Change Application Details

**Table B** below provides an overview of the change application.

Table B – Change Application Details

Change Application Details	
Existing Approval Sought to be Changed	Council ref: A006816083 Date: 30 October 2025 <ul style="list-style-type: none"> <li>▪ Development Permit – Material Change of Use for Utility Installation</li> <li>▪ Preliminary Approval – Building Work for Utility Installation</li> </ul>
Approval Sought	Other change under section 82 of the <i>Planning Act 2016</i> for: <ul style="list-style-type: none"> <li>▪ Development Permit – Material Change of Use for Utility Installation and Educational Establishment (Training Facility)</li> <li>▪ Development Permit – Building Work for Utility Installation and Educational Establishment (Training Facility)</li> </ul>

Proposed Use	New – Educational Establishment (Training Facility) Existing – Utility Installation
Category of Assessment	Impact assessment
Public Notification	Required – 15 business days
Assessment Manager	Council
Referral(s)	N/A
<b>Applicant Details</b>	
Applicant	Queensland Electricity Transmission Corporation Limited
Applicant Representative	Therefor Group
Contact Person	Sophia Dow / Jen Taylor (07) 3666 5200 / 0415 252 577 <a href="mailto:sdow@thereforgroup.com.au">sdow@thereforgroup.com.au</a> / <a href="mailto:jtaylor@thereforgroup.com.au">jtaylor@thereforgroup.com.au</a>
Reference:	25-0254P

## Supporting Material

**Table C** below provides an overview of the supporting material which accompanies this application and has been incorporated and referenced throughout this report.

Table C – Supporting Material

Document Title	Prepared By	Date
DA Forms 1, 2 & 5	Therefor Group	14.01.2026
Signed Owner's Consent	-	16.01.2026
Site Searches	Therefor Group	05.01.2026
Code Compliance Statements	Therefor Group	14.01.2026
Prelodgement Advice	Brisbane City Council	14.05.2025
Building Plans	ATCO	08.04.2025
Conceptual Layout Plan	Aurecon	08.12.2025
Traffic Impact Statement	SLR Consulting	18.12.2025
Stormwater Drainage Memo	Aurecon	15.12.2025

## Planning Merit

Powerlink Queensland (Queensland Electricity Transmission Corporation Limited) owns and operates the Rocklea Lines Training Facility on the site. Since the 1980s the site has served as the training grounds for workers engaged in constructing and maintaining high-voltage electricity transmission infrastructure across Queensland.

With the growing need for new and upgraded electricity infrastructure, Powerlink is seeking to expand their training capabilities and capacity on the site with an additional building and associated sealed car park. The proposed building will complement the existing training facility on site, designed as an elevated demountable building to provide flood immunity. The proposed development will not materially intensify the existing use of the site as it only seeks to accommodate the natural expansion and growth of the electricity sector and needs of the network.

Typically, an application for an Educational Establishment over some industrial zoned land (such as the Industry investigation zone) would be deemed an incompatible use. In this circumstance, the training facility and nature of the training operations, including the practice of installing and dismantling inactive high-voltage transmission towers and lines, function at a level comparable to an industrial use and more appropriate within an industrial (rather than residential, commercial etc) setting. With consideration of the site's location adjoining Oxley Creek, the significant risk of flood would render most industrial uses unfeasible over the site; the proposed development can employ adequate measures to minimise flood risk, allow for most of the site to serve for flood conveyance, reducing impacts for many surrounding industrial uses, and can be carried out in accordance with the approved Flood Emergency Management Plan. The compatibility of the proposed development is further evidenced by the unimpeded long-term use of the site for these purposes for over four decades.

# 1. Introduction

On behalf of Queensland Electricity Transmission Corporation Limited (**Powerlink**), Therefor Group has prepared this planning report in support of a change application for the proposed development, which is made over the land at 148 Donaldson Road, Rocklea Qld 4106, formally described as Lot 1 on RP220014 (**site**).

Specifically, the proposed change relates to a development approval granted by Council on 30 October 2025 for minor changes to a Utility Installation (Training Facility), with the approval introducing additional hardstand areas for training towers and other operational changes and upgrades including access, stormwater discharge, earthworks, and storage. The 2025 approval introduced ancillary components to the existing Utility Installation (Training Facility) for Powerlink's linesman training operations. The existing Training Facility on the site was the subject of a development approval from 21 June 2013, which reestablished the training facility following damage from the 2011 floods. The site's use for linesman training operations has been established since receiving initial approval in 1981.

This proposed development seeks to increase the capacity and capability for training operations on the site with an additional building and associated sealed car park within the eastern portion of the site.

This change application is seeking approval for the following aspects of development:

- Development Permit – Material Change of Use for Utility Installation and Educational Establishment (Training Facility)
- Development Permit – Building Work for Utility Installation and Educational Establishment (Training Facility)

## **(proposed development)**

The change application is subject to **impact assessment**.

This report addresses the merits of the proposed development and provides an in-depth discussion and assessment of the proposed development with respect to the relevant provisions of the state and local planning instruments, the *Planning Act 2016* (**Planning Act**) and other relevant legislation.

In conjunction with the supporting material, this report aims to outline the facts and circumstances which weigh in favour of approval of the proposed development, and demonstrate it should be approved, subject to reasonable and relevant conditions.

Specifically, this report provides the following to assist in assessment of the change application:

- An overview of the key aspects of the proposed development.
- A summary of the planning merit and alignment with the planning intent for the site and wider area.
- A site analysis which provides details of the key characteristics of the site and surrounding area, including relevant development approval/s.
- A summary of the technical analysis which has informed the design of the proposed development.
- An overview of the state planning framework as it relates to the site, including referral details and some commentary on the proposed development's alignment with the state planning interests, where relevant.
- An overview of the local planning framework as it relates to the site, including some commentary on the proposed development's alignment with the local planning intent.

## 2. Proposed Development

### 2.1 Intent and Rationale

Powerlink owns and operates the Rocklea Lines Training Facility on the site. This is a dedicated training facility for workers engaged in constructing and maintaining high-voltage transmission infrastructure. Training is provided onsite to people both within an existing elevated demountable building, and outdoors within a grassed and/or gravelled area void of established vegetation. The outdoor training area enables people to practice installing and dismantling inactive high-voltage transmission lines, using various forms of crane and elevated work platform machinery.

The site has operated as a Utility Installation (Linesman Training Practice Area) since its first approval in 1981 (Council ref: 4725/81). As a result of damage to the facility in the 2011 floods, a replacement Utility Installation (Training Facility) was approved in 2013 (Council ref: A003338101). Recognising additional operational needs, a minor change application to include new areas for training tower assembly and disassembly, storage areas, and related upgrades, was approved in 2025 (Council ref: A006816083), this is the approval subject to this change application.

Powerlink intends to enhance the site's capacity and capability for training by installing an additional elevated demountable building and associated sealed car park.

### 2.2 Existing Approval

This change application seeks to change the existing development approval (Council ref: A006816083) granted on 30 October 2025 for:

- Development Permit – Material Change of Use for Utility Installation.
- Preliminary Approval – Building Work for Utility Installation.

As noted in **Section 3.4**, this development approval was a change application to the existing 1981 and 2013 approvals over the site. The 2025 approval introduced new hardstand areas for training towers, shipping container storage areas, upgrades to site access and internal vehicular manoeuvring, upgrades to stormwater drainage, and earthworks to facilitate the changes.

The current development approval maintains the existing training facility and land use description from the 2013 approval.

Notably, the existing use of the site is operating in accordance with this existing development approval, and the development approvals from 1981 and 2013.

### 2.3 Changed Aspects

Powerlink intends to enhance the capacity and capability of their Powerlink Lines Training Facility for the continued specialist training of workers engaged in constructing and maintaining high-voltage transmission infrastructure.

The proposed change subject to this application relates to a new elevated demountable building for an Educational Establishment (Training Facility) and an associated sealed car park to expand the existing training operations on site. The training facility is proposed to accommodate a maximum of approximately 14 persons at any one time (in addition to the 50 of the existing approval), and will operate for 48 weeks a year, on weekdays only.

In accordance with section 82 of the Planning Act, this planning report and supporting documentation addresses the State and local assessment benchmarks relevant to the proposed change, in the context of the current development approval. This assessment does not revisit aspects of previously approved development which are unchanged. Based on the assessment contained in this report, the proposed development is in accordance with the relevant planning requirements and assessment benchmarks, and it is therefore recommended that the application be approved subject to reasonable and relevant conditions.

#### 2.3.1 Summary

**Table D** below provides a summary of the changed aspects of development.

Table D – Changed Aspects of Development

Component	Development Detail of Additional Building and Car Parking
Building height	9m above sealed surface area
Finished floor level	6m above sealed surface area
Gross floor area (GFA)	137m <sup>2</sup>

Site cover	291m <sup>2</sup> (0.29%)
Car parking	<ul style="list-style-type: none"> <li>20 car spaces</li> <li>▪ 4 car spaces under the building, including 1 PWD space</li> <li>▪ 16 car spaces in sealed carpark to the building's west</li> <li>1 motorcycle space under the building</li> </ul>

### 2.3.2 Land Use

The proposed development involves the following land use as defined in the planning scheme.

Table E – Proposed Land Use/s

Land Use	Definition
Educational establishment	<p>Educational establishment means the use of premises for—</p> <ul style="list-style-type: none"> <li>a. training and instruction to impart knowledge and develop skills; or</li> <li>b. student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph (a).</li> </ul> <p>Examples of an educational establishment— college, outdoor education centre, primary school, secondary school, special education facility, technical institute, university</p>

Importantly, the proposed development is consistent with the existing approved use of the site—namely, a Utility Installation (Training Facility)—which was originally approved under the now-superseded Brisbane City Plan 2000. The development involves activities and operations that are identical to those previously approved. The proposed change in land use classification is solely due to the way these activities and operations are defined under the current planning scheme.

Further and as described in **Section 2.1**, the “*training and instruction to impart knowledge and develop skills*” conducted on the site is not comparable to that provided at typical educational establishment. Instead, it is specific to the construction and maintenance of high-voltage transmission infrastructure and aligns more closely with an industrial setting.

### 2.3.3 Built Form

The proposed development provides a built form outcome consistent with the established building on site and surrounding area. The training facility is an elevated single-storey design with a maximum building height of approximately 9m above the sealed surface area. The building is elevated 6m above the sealed surface area in response to the flood constraints on the site, as well as allowing for car parking underneath.

### 2.3.4 Access

The building and carparking area will be afforded access by the existing driveway, accessed from a modified crossover (as approved by in the minor change application).

Fencing is to be provided within the site to separate the building and carparking area from the rest of the site, providing a clear indication of the destination and the dedicated carparking area.

### 2.3.5 Carparking

The proposed development provides for 20 car parking spaces, 4 under the building (including 1 PWD space), and 16 car spaces in the adjacent sealed car park. It also provides for 1 motorcycle space. The proposed development provides adequate car parking provision, providing a space for each of the anticipated maximum number of persons on site at any one time associated with the proposed building.

### 2.3.6 Refuse and servicing

The site's existing refuse and servicing arrangements are to be maintained. The proposed development does not result in a material intensification of use on the site thereby not resulting in significant additional waste generation.

### 2.3.7 Provision of Infrastructure

#### Water

The training facility is to be connected to the existing potable water supply connection within the site.

## Sewer

The training facility is to be connected to the existing sewer connection within the site. Refer to the **Conceptual Layout Plan** for further detail.

## Stormwater

A roofwater downpipe is proposed from the training facility to discharge as overland flow into the existing stormwater easement. Refer to the **Conceptual Layout Plan** and **Stormwater Drainage Memo** for further detail.

## Electricity, gas and telecommunications

The training facility is to be connected to the existing electricity and telecommunications connection to the site. There is no gas connection to the site.

## 2.4 Proposed Changes to Development Approval

### 2.4.1 Changes to Approved Drawings and Documents

Amendments to the list of Approved Drawings and Documents will be required to reflect the proposed changes. New or amended drawings and documents are identified in red.

Table F – Changes to Approved Drawings and Documents

Drawing or document	Number	Plan date	Comments
Stormwater Management Plan	T-P.25.1154-DRN-REP-001-Rev01/DW/rb	18-SEP-2025	To be maintained.
Flood Emergency Response Plan	PTY-PRO-A5946499 Version 2.0	19-SEP-2025 (Received)	To be maintained.
Acid Sulfate Soil Management Plan	Version 1.9	10-OCT-2025	Plan to be included from approved compliance with condition 8 of the original approval.
Acid Sulfate Soil Factual Report	Version 01, Revision A	26-SEP-2025	Plan to be included from approved compliance with condition 8 of the original approval.
General Arrangement Plan Sheet 1	BC-0100 - Rev 0	19-SEP-2025 (Received)	To be maintained.
General Arrangement Plan Sheet 2 Civil Engineering Overall Site Conceptual Layout Plan	BC-0101 - Rev 0 (Amended In Red 23-OCT-2025) BC-0102 - Rev A	19-SEP-2025 (Received) 08-DEC-2025	Amended to reflect car parking arrangement, sealed training facility and contractor car park, and building location.
Landscaping Plan	BC-0900 - Rev 0 (Amended In Red 23-OCT-2025)	19-SEP-2025 (Received)	To be maintained.
Earthworks Plan	BC-0300 - Rev D	15-JUL-2025 (Received)	To be maintained.
Drainage General Arrangement Plan Sheet 1 of 2	BC-0400 - Rev D	15-JUL-2025 (Received)	To be maintained.
Drainage General Arrangement Plan Sheet 2 of 2	BC-0401 - Rev D	15-JUL-2025 (Received)	To be maintained.
Drainage Typical Sections and Details	BC-0410 - Rev B	15-JUL-2025 (Received)	To be maintained.
Proposed Location of Buildings	11109-02C	30-APR-2013 (Received)	To be maintained for the existing training facility.
Floor and Roof Plan	Sheet No. 1 of 6	27-APR-2012 (Received)	To be maintained for the existing training facility.
Elevation 1 and Elevation 2	Sheet No. 2 of 6 (Amended In Red 21-JUN-2013)	27-APR-2012 (Received)	To be maintained for the existing training facility.
Elevation 3 and Elevation 4	Sheet No. 3 of 6 (Amended In Red 21-JUN-2013)	27-APR-2012 (Received)	To be maintained for the existing training facility.
Floor Plan, Section A-A, Roof Plan and Site Plan	Sheet 1 of 1 (Amended In Red 17-JUN-2013)	27-APR-2012 (Received)	To be maintained for the existing training facility.
Site Plan	250133SP-A100 Rev E	08-APR-2025	New document for new training facility.
Plan	250133SP-A200 Rev E	08-APR-2025	New document for new training facility.

Plan – Carpark	250133SP-A201 Rev E	08-APR-2025	New document for new training facility.
Roof Plan	250133SP-A210 Rev E	08-APR-2025	New document for new training facility.
Elevations – 1 of 2	250133SP-A300 Rev E	08-APR-2025	New document for new training facility.
Elevations – 2 of 2	250133SP-A301 Rev E	08-APR-2025	New document for new training facility.
Foundation Plan	250133SP-A400 Rev D	08-APR-2025	New document for new training facility.
Foundation Details	250133SP-A401 Rev D	08-APR-2025	New document for new training facility.
Subfloor Structural 3D	250133SP-A450 Rev D	08-APR-2025	New document for new training facility.
Shop Drawings – Stair Details	250133SP-S450 Rev D	08-APR-2025	New document for new training facility.
Shop Drawings – Lift Details	250133SP-S455 Rev D	08-APR-2025	New document for new training facility.
Shop Drawings – Landing Details	250133SP-S461 Rev D	08-APR-2025	New document for new training facility.

## 2.4.2 Changes to Conditions of Approval

The following conditions of the existing approval are identified as requiring amendments.

Condition	Comment
<p><b>8) Acid Sulfate Soils</b></p> <p>Submit to Development Services, and obtain approval for, an Acid Sulfate Soils (ASS) Investigation Report and any applicable subsequent Management Plan, where the disturbance of land is at equal to or less than 5m AHD, involving:</p> <ol style="list-style-type: none"> <li>filling equal to or greater than 500m<sup>3</sup>; or</li> <li>filling equal to or greater than 0.5m average depth; or</li> <li>excavation equal to or greater than 100m<sup>3</sup></li> </ol> <p>The ASS Management Plan must detail management measures of possible impacts of soil disturbance and demonstrate the disturbance impact will be appropriately managed.</p> <p>The ASS Investigation Report and Management Plan must be prepared in accordance with the Potential and Actual Acid Sulfate Soil Overlay Code and Potential and actual acid sulfate soils planning scheme policy.</p> <p>The Report and Management Plan are to be prepared by an appropriately qualified and experienced person, such as a person with the following:</p> <ul style="list-style-type: none"> <li>qualifications in agricultural or environmental soils science with specialisation in soil chemistry and hydrology;</li> <li>at least 2 years experience in acid sulfate soil management; and</li> <li>accreditation by a professional organisation such as the Australian Society of Soil Science.</li> </ul> <p><b>8(a) Implement Plan</b></p> <p>Implement and maintain the provisions of the approved 'Acid Sulfate Soil Management Plan'.</p> <p><b>8(b) Certification</b></p> <p>Submit to Development Services certification from a Registered Professional Engineer Queensland (RPEQ) or appropriately qualified and experienced professional, that the measures recommended in the Acid Sulfate Soils (ASS) Report and/or Management Plan have been implemented into the development.</p>	<p>It is understood that compliance has been achieved with Condition 8 (Council ref: A006899055).</p> <p>The proposed development does not seek to alter the approved Acid Sulfate Soil Management Plan. The earthworks necessary to facilitate the new car parking area and building were approved under the existing approval, as such, no changes are sought to the approved Acid Sulfate Soil Management Plan.</p> <p>It is proposed that Condition 8 be amended to reflect the approved Acid Sulfate Soil Management Plan and Acid Sulfate Soil Factual Report from A006899055. Potential wording is proposed below.</p> <p><i>Potential or actual Acid Sulfate Soils (ASS) as identified in the approved Acid Sulfate Soil Factual Report prepared by Construction Sciences dated 26/09/2025 must be managed in accordance with the approved Acid Sulfate Soil Management Plan prepared by Powerlink Queensland dated 10/10/2025.</i></p>

Should further changes be required it is intended that these changes be finalised and confirmed during the application assessment process in consultation with Council.

### 2.4.3 Changes to Infrastructure Charges Notice

As the proposed development involves an increase in gross floor area and a slight increase in impervious area, a revised Infrastructure Charges Notice will be required. Pursuant to the *Brisbane Infrastructure Charges Resolution (No. 14) 2025*, an estimate of the associated infrastructure charges is provided in **Table G** below. It is acknowledged that the distributor-retailer proportion of the charge will be levied separately.

Table G – Infrastructure charges calculation (estimate)

Use	Type	Multiplier	Adopted charge	Calculation
Educational establishment	Gross floor area	137m <sup>2</sup>	\$133.38 per m <sup>2</sup>	<b>\$18,273.06</b>
	Impervious area	1,015m <sup>2</sup>	\$12.87 per m <sup>2</sup>	<b>\$13,063.05</b>
			<b>Total</b>	<b>\$31,336.11</b>

## 2.5 Pre-lodgement Engagement

Pre-lodgement discussions were held with Council on 5 May 2025 to discuss key planning and technical matters associated with the proposed development, and other works on site. Matters that were discussed broadly included:

- Application process.
- Flood hazard.
- Carparking, access and servicing.
- Stormwater discharge.

All matters that were discussed in the meeting have been considered and addressed throughout this report and the supporting documentation as relevant. Please see the **Pre-lodgement Advice** attached.

# 3. Site Analysis

## 3.1 Overview

The site, shown in the below aerial, is located at 148 Donaldson Road, Rocklea Qld 4106. It is generally rectangular in shape except for where it abuts Oxley Creek to the west, and has a total site area of 101,171m<sup>2</sup>.



Figure 1. Aerial imagery of site (NearMap)

## 3.2 Site Characteristics and Servicing

Table H below provides an overview of the key site characteristics and servicing information.

Table H – Site Characteristics and Servicing Information

Site Characteristics	
Existing Use / Improvements	As shown in the aerial imagery above, the site is currently improved by a training facility at the northeast corner of the site. This facility was the subject of the 2013 approval. The rest of the site is largely vacant with various inactive electricity transmission lines and poles across the site used for training purposes.
Access and Frontage	The site has frontage of approx. 130m to Donaldson Road.
Easement/s	The site is subject to Easement A on Lot RP852747 benefiting Brisbane City Council for stormwater purposes.
Topography	The site grades from RL 6m along the northeastern site boundary to RL 1m at the western boundary where abutting Oxley Creek. The area of the proposed works is generally flat sloping from approx. RL 4.2m in the north to RL 3.9m along the south.
Vegetation	The western half of the site contains significant vegetation, as identified by State and local government mapping. The eastern half of the site, including the area where the proposed development is confined to does not contain any significant vegetation. The proposed development does not involve vegetation clearing.
Waterways and Waterbodies	The western site boundary directly abuts Oxley Creek. A mapped watercourse cuts north—south through the site at the approximate midway point. The proposed development does not interfere with either of these waterways.
Contaminated Land / Environmental Management	The site is not identified on the contaminated land or environmental management register/s (see attached <b>Site Searches</b> ).

Servicing Information	
Water	The site is serviced by existing water infrastructure in Donaldson Road.
Sewer	The site is serviced by existing sewer infrastructure, including a sewer manhole within the stormwater easement.
Stormwater	The site is serviced by stormwater infrastructure, notably, a stormwater easement runs along the southern side boundary of the site.
Electricity, Gas and Telecommunications	The site has existing connections to electricity and telecommunications services. The site is not connected to any gas infrastructure.

### 3.3 Context

Development in the surrounding area predominantly consists of industrial and public utilities uses. The southern adjoining lot is not improved by any structures and appears to be used for the storage of heavy machinery and large vehicles. The northern adjoining lot is utilised by Urban Utilities as the Donaldson Road Depot Facility for the purpose of the storage of waste materials collected during maintenance activities and planned works. This is in addition to the Urban Utilities Oxley Creek Water Reclamation Plant opposite to and to the northeast of the site on Donaldson Road. Other development surrounding the site include motor vehicle repair shops, warehouses, wholesale suppliers, and trade training facilities.

### 3.4 Development Application and Approval History

#### Subject Site

**Table I** below provides an overview of the application and approval history of the site, where relevant.

**Table I – Site Approval History**

Council Reference	Description	Approval Date
A006899055	<ul style="list-style-type: none"> <li>▪ Compliance with condition 8 of development approval A006816083.</li> </ul>	14 November 2025
A006816083	<ul style="list-style-type: none"> <li>▪ s81 change application to A003338101 and 4725/81:               <ul style="list-style-type: none"> <li>○ Development Permit for a Material Change of Use for Utility Installation (Training Room Facilities)</li> <li>○ Preliminary Approval for Building Work for Utility Installation</li> </ul> </li> </ul>	30 October 2025
A003338101	<ul style="list-style-type: none"> <li>▪ Development Permit for a Material Change of Use for Utility Installation (Training Room Facilities)</li> <li>▪ Preliminary Approval for Building Work for Utility Installation</li> </ul>	21 June 2013
4725/81	<ul style="list-style-type: none"> <li>▪ Utility Installation (Linesman Training Practice Area)</li> </ul>	9 December 1981

#### [A003338101 – 2013 Approval](#)

While the 2025 approval is sought to be changed, the details of the 2013 approval are relevant to the operational context of the additional Training Facility.

The 2013 development approval sought to reestablish a training facility on the site after the existing facility had been damaged in the 2011 floods and subsequently demolished. The original facility was approved in 1981 (Council ref: 4725/81).

The reestablished training facility included an increase in gross floor area of 201.94m<sup>2</sup> and raised floor level of the building to 7.5m AHD for flood immunity and maintained existing approved car parking and access on site. The supporting documentation to the application identified the training facility is used for a total of 3 months per year, with a maximum of 50 trainees on site at any one time. This number of trainees did not result in an increase from what had been approved in 1981. As such, there was no additional demand for car parking and no changes to the existing gravel car park.

The application also required referral to the former Department of Environment and Resource Management as an Advice Agency due to being within a Wetland Management Area under the now repealed *Sustainable Planning Regulation 2009* and was impact assessable whereby requiring public notification. No submissions were received.

## Surrounding Sites

**Table J** below provides an overview of the recent application and approval history of surrounding sites, where relevant. This provides additional context to the nature of the industrial activities surrounding the site.

Table J – Surrounding Development Applications and Approvals

Site	Council Reference	Description	Approval Date
1979 Ipswich Road, Rocklea (Lot 1 on SL7195)	A006125685	<ul style="list-style-type: none"> <li>▪ Local Government as Referral Agency – Referral Response for Building Work in Flood hazard area</li> <li>▪ Material Change of Use for Educational Establishment (Trade training facility)</li> </ul> <p>Key development &amp; site aspects:</p> <ul style="list-style-type: none"> <li>▪ Located in the Industry (general industry C) zone.</li> <li>▪ Subject to the Industrial amenity overlay code and demonstrated compliance despite being a sensitive use.</li> </ul>	29 June 2023
99 Donaldson Road, Rocklea (Lot 23 on RP843976)	A006661846	<ul style="list-style-type: none"> <li>▪ Minor Change to Development Approval for Material Change of Use for Medium Impact Industry (9 tenancies):               <ul style="list-style-type: none"> <li>○ Development Permit for Building Work for Medium Impact Industry</li> <li>○ Development Permit for Material Change of Use for Medium Impact Industry</li> </ul> </li> </ul>	6 March 2025

## 4. Technical Analysis

The proposed development will involve works and other outcomes which require technical assessment. Technical reports have been prepared to accompany this change application and are summarised below.

### 4.1 Flood Impact Assessment

The Flood Assessment Report prepared by J.C. Engineers Pty Ltd (**JCE**) and dated 19/09/2025 (received) for the original approval is not varied by this change application. Recommendations in the report include the following:

- The Defined Flood Level (DFL) at the site is confirmed as 9.70m AHD.
- All parts of the property are at or above H5 hazard category, as such any new development must be built structurally safe to withstand the hydrostatic, hydrodynamic, and debris impact loads accordingly.
- As all egress routes will be rendered impassable during a flood event, strict adherence to the Flood Emergency Response Plan is required during site operations.

Importantly, the above recommendations have been adopted for the proposed development:

- the proposed building has a finished floor level above 9.70m AHD.
- the proposed building will be designed to withstand the hydrostatic, hydrodynamic, and debris impact loads.
- A Flood Emergency Response Plan has been prepared and will be maintained on site.

### 4.2 Traffic Impact Statement

A **Traffic Impact Statement** has been prepared by SLR Consulting. The report confirms the following:

- The anticipated traffic generation of up to 14 additional trips during peak hours is insignificant and will not materially impact on the operational performance, safety or amenity of the adjoining road network.
- The proposed 20 carparking spaces exceeds the minimum requirement of 4 spaces.
- The provision of 1 PWD carparking space satisfies the National Construction Code requirement.
- The provision of no bicycle parking spaces is acceptable as the proposed development will not accommodate any full-time students, with training participants only accessing the site for short term courses lasting up to two weeks.
- The carparking and circulation arrangements are compliant with Australian Standards and planning scheme requirements.
- The existing refuse arrangement is to be maintained, whereby waste is removed from site by operatives.

The assessment also provides a response to the Transport, access, parking and servicing code.

### 4.3 Stormwater Statement

A **Stormwater Drainage Memo** has been prepared by Aurecon. The memo confirms the following:

- A lawful point of discharge is confirmed via the swale that connects to Oxley Creek.
  - A spoon drain will be constructed along the southern side of the development area to collect and convey runoff towards the designated outlet. Roof downpipes from the demountable buildings will be connected directly to this spoon drain.
  - Collected runoff will be conveyed to the existing southern grassed swale. The existing swale and its water quality treatment capacity will be retained with no upgrades proposed.
- Existing overland flow paths will be maintained.
- Temporary erosion and sediment control measures will be implemented during construction to minimise impacts.

# 5. State Planning Framework

## 5.1 Planning Act 2016

The Planning Act and its subordinate legislation is the statutory framework for decision making in relation to land use and development in Queensland. The proposed development is for an ‘other change’ under s82 of the Planning Act and the application is subject to impact assessment.

Section 82 of the Planning Act prescribes:

- (2) *For administering the change application, and assessing and deciding the change application in the context of the development approval, the relevant provisions apply—*
  - (a) *as if—*
    - (i) *the responsible entity were the assessment manager; and*
    - (ii) *the change application were the original change application, with the changes included, but was made when the change application was made; and*
  - (b) *with necessary changes.*

The *Planning Bill 2015* also states:

*“The intent of the reference to assessing and deciding the change application “in the context of the development approval” is that the proposed change should not be considered in isolation. Neither however is the entirety of the development including the change re-assessed. Instead, it is intended the change be assessed with reference to the context of the development approval already existing for the development.”*

As such, the proposed change, being to provide an additional building and associated sealed car parking for existing training operations, defined as an Education Establishment (Training Facility), should be considered in the context of the existing approvals which included a Utility Installation (Training Facility).

### 5.1.1 Category of Assessment

In accordance with section 43 of the Planning Act, the relevant categorising instrument for this change application is the Brisbane City Plan 2014 (**planning scheme**). As identified in **Section 6.2.1** of this report, the planning scheme categorises the proposed development as **impact assessable**.

Section 45(5) of the Planning Act states:

*An impact assessment is an assessment that—*

- (a) *must be carried out—*
  - (i) *against the assessment benchmarks in a categorising instrument for the development; and*
  - (ii) *having regard to any matters prescribed by regulation for this subparagraph; and*
- (b) *may be carried out against, or having regard to, any other relevant matter, other than a person’s personal circumstances, financial or otherwise.*

The matters outlined in section 45(5)(a)(i) above are identified in **Section 6.2** of this report and subsequently addressed.

With respect to section 45(5)(a)(ii), the matters Planning Regulation prescribes are:

- The matters stated in Schedules 9 and 10 of the Planning Regulation for the development.
- The planning scheme (see **Section 6**).
- The regional plan for the region, to the extent it is not identified in the planning scheme as being appropriately integrated.
- The State Planning Policy, to the extent it is not identified in the planning scheme as being appropriately integrated.
- Any designation applying to the premises.
- Any temporary State Planning Policy applying to the premises.
- Any development approval for, and any lawful use of, the premises or adjacent premises (see **Section 3.4**).
- The common material.

Unless otherwise stated, the following sections assess the change application against the above matters.

In respect to section 45(5)(b), an assessment of 'other relevant matters' is included in **Section 7** of this report.

## 5.2 Planning Regulation 2017

The purpose of the *Planning Regulation 2017* (**Planning Regulation**) is to prescribe instruments and address matters provided for under the Planning Act and provide the mechanics for the operation and implementation of the Planning Act.

### 5.2.1 Schedules 9 and 10 (Assessable Development and Referrals)

Schedules 9 and 10 of the Planning Regulation outlines various types of development which are prohibited development, assessable development or development requiring referral agency assessment. The Development Assessment Mapping System (**DAMS**) assists to identify development assessment triggers and referrals under the Planning Regulation.

The mapping (refer attached **Site Searches**) and the Planning Regulation has been reviewed in the context of this change application and the following is confirmed:

- The proposed development **is not** prohibited development.
- The proposed development **is not** assessable development (under Schedules 9 and 10 of the Planning Regulation).
- The proposed development **does not** require referral.

It is noted that the development application the subject of the existing development approval required referral to the former Department of Environment and Resource Management due to being within a Wetland Management Area under the now repealed *Sustainable Planning Regulation 2009*. Importantly, the site is not mapped on the DAMS as a Wetland Protection Area, and therefore referral for this State interest is not applicable to the proposed change.

## 5.3 Regional Plan

The site falls within the bounds of the South East Queensland Regional Plan 2023 (**ShapingSEQ**). ShapingSEQ provides the framework for managing growth, change, land use and development in the SEQ Region to the year 2046.

### 5.3.1 SEQ land use category

As shown in **Figure 2** below, the site is located within the Urban footprint and SEQ major enterprise and industrial area (MEIA) defined by ShapingSEQ. Land within the urban footprint is considered generally suitable for urban development subject to consideration of State and local planning constraints and assessment matters. The proposed development is consistent with this intent.

Land within an MEIA is intended to provide for and protect industrial land, with the roles and functions of MEIAs varying across locations. While the proposed development is for an Educational Establishment (Training Facility), it is consistent with the existing use of the site and its nature as a specialised training facility for electricity infrastructure workers aligns with the intent of MEIAs. The proposed development will assist to address a known skills shortage for electrical lines workers in Queensland, a skill that is critical for the build out of renewable generation and transmission infrastructure in South East Queensland and Queensland more broadly.

Further, given the significant flooding constraints over the land, any intensification of the site (such as conversion to manufacturing and processing) would likely be unfeasible. The site's continued use as a training facility maximises its current potential and supports industrial activities within Brisbane and wider South East Queensland.

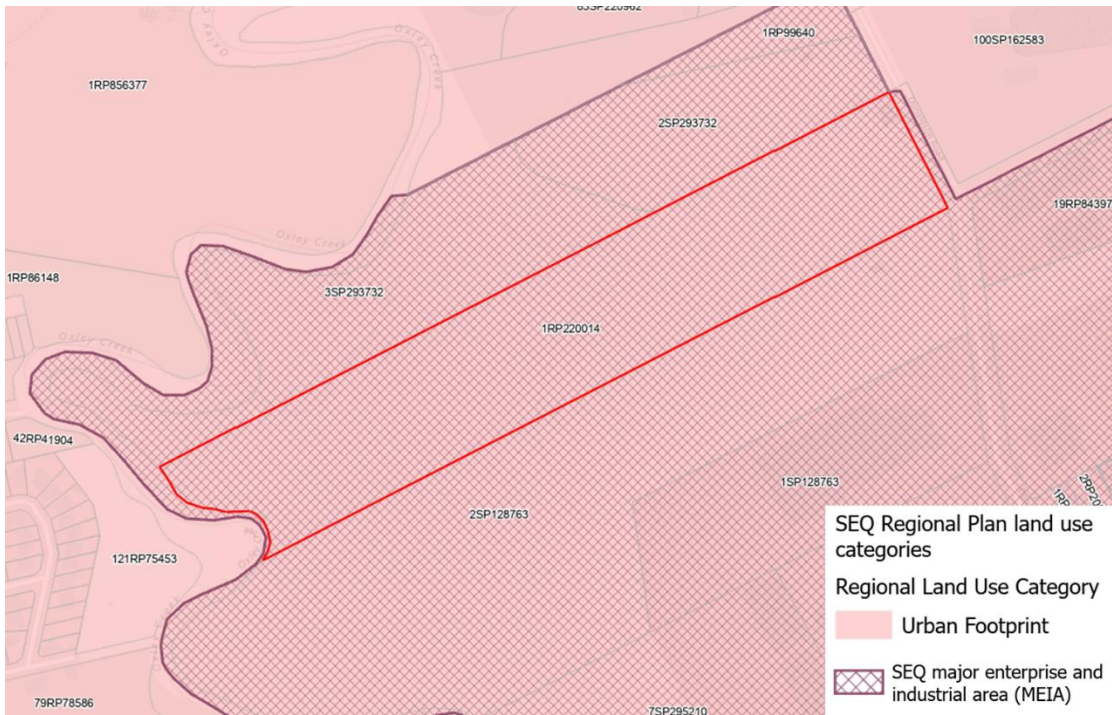


Figure 2. SEQ land use category (DAMS Mapping)

## 5.4 State Planning Policy

The current State Planning Policy (July 2017) (**SPP**) relates to 17 separate State interests grouped together under 5 broad themes and provides direction to local governments in preparation of planning documents and assessment of development applications. Where one or more State interest policies are not integrated into a local government’s planning scheme, the local government must, to the relevant extent, have regard to Part C (purpose and guiding principles), D (State interests) and E (State interest policies) of the SPP.

Pursuant to Part 2.1 of the planning scheme, the only items of the SPP which have not been integrated are:

- State interest – Natural hazards, risk and resilience – The bushfire prone area in the planning scheme does not reflect the State mapping layer.
- State interest – Strategic airports and aviation facilities – The building restricted area is not identified in the planning scheme.

State interest matters are spatially defined as layers included in the SPP interactive mapping system to assist local government, the community and industry understand and interpret where and how state interest policies apply in land use planning and development. A full copy of the SPP report can be found in the **Site Searches**.

As the site is identified as being mapped under the Bushfire prone area layer, which has not been integrated in the planning scheme, an assessment against the SPP is required. As shown in **Figure 3**, the site is mapped under the Bushfire prone area, but as the proposed change wholly avoids the mapped bushfire areas and will not result in an increase in the severity of risk, the proposed development complies with the assessment benchmarks of the SPP.

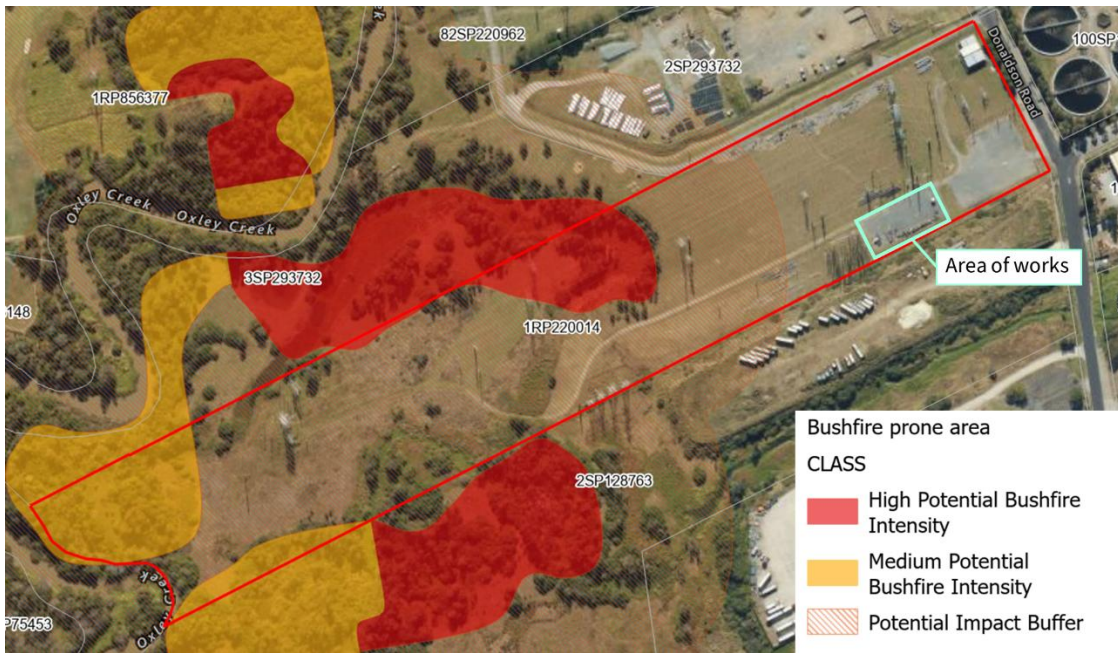


Figure 3. Bushfire prone area mapping (SPP Mapping)

### 5.5 Designated Premises

The site is not identified as being a designated premises.

### 5.6 Temporary State Planning Policies

No temporary State planning policies have been identified as being relevant to the site or this change application.

# 6. Local Planning Framework

## 6.1 Planning Scheme

The Brisbane City Plan 2014 (**planning scheme**) is the key local planning instrument which sets out the intent for development within the bounds of the Council local government area.

## 6.2 Category of Assessment and Assessment Benchmarks

### 6.2.1 Summary

**Table K** below summarises the category of assessment for the proposed development and the relevant assessment benchmarks of the planning scheme. As identified below, the change application will be subject to **impact assessment**.

Table K – Category of Assessment and Assessment Benchmarks

Provision	Category of Assessment	Assessment Benchmark/s	Response Location
Industry investigation zone	<b>Impact assessment</b>	The planning scheme, including: <ul style="list-style-type: none"> <li>Strategic framework (where relevant)</li> <li>Industry investigation zone code</li> <li>Community facilities code</li> <li>Infrastructure design code</li> <li>Stormwater code</li> <li>Transport, access, parking and servicing code</li> <li>Wastewater code</li> </ul>	<b>Sections 6.2.2, 6.2.3, 6.2.4, Traffic Impact Statement and Code Compliance Statements.</b>
Rural zone	<b>No change</b>	Rural zone code	<b>Section 6.2.3.</b>
Airport environs overlay	<b>No change</b>	Airport environs overlay code	<b>Section 6.2.4 and Code Compliance Statements.</b>
Bicycle network overlay	<b>No change</b>	Bicycle network overlay code	<b>Section 6.2.4 and Code Compliance Statements.</b>
Biodiversity areas overlay	<b>Not applicable</b>	-	<b>Section 6.2.4.</b>
Coastal hazard overlay	<b>Not applicable</b>	-	<b>Section 6.2.4.</b>
Community purposes network overlay	<b>Not applicable</b>	-	<b>Section 6.2.4.</b>
Critical infrastructure and movement network overlay	<b>Not applicable</b>	-	<b>Section 6.2.4.</b>
Flood overlay	<b>No change</b>	Flood overlay code	<b>Section 6.2.4 and Code Compliance Statements.</b>
Industrial amenity overlay	<b>No change</b>	Industrial amenity overlay code	<b>Section 6.2.4 and Code Compliance Statements.</b>
Potential and actual acid sulfate soils overlay	<b>Not applicable</b>	-	<b>Section 6.2.4.</b>
Road hierarchy overlay	<b>No change</b>	Road hierarchy overlay code	<b>Section 6.2.4 and Code Compliance Statements.</b>
Streetscape hierarchy overlay	<b>No change</b>	Streetscape hierarchy overlay code	<b>Section 6.2.4 and Code Compliance Statements.</b>
Waterway corridors overlay	<b>Not applicable</b>	-	<b>Section 6.2.4.</b>

### 6.2.2 Strategic framework

The Strategic Framework sets out the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs throughout Brisbane for the life of the planning scheme. As the proposed development is assessable against the whole planning scheme (to the extent relevant), additional information has been provided below to demonstrate how the proposed changes are consistent with the planning scheme intent.

The proposed development aligns with the Strategic intent for “The economy” in Brisbane, which seeks to ensure that Brisbane offers a diverse range of employment opportunities, and that Major Industry Areas continue to support business growth. The proposed development will create a greater capacity for Powerlink and contractors to provide training for high-voltage

transmission line workers who serve essential roles in the delivery and maintenance of essential electricity infrastructure across Queensland. The continued use of the site to train these workers further supports the Strategic intent for “World-class infrastructure”, by ensuring the growing need for new and upgraded electricity infrastructure, essential to the community, can be supported by a capable workforce.

The Strategic Framework comprises the following five (5) themes that collectively represent the policy intent of the scheme:

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

The themes and associated elements of the strategic framework have been reviewed in the context of their relevance to the proposed development and key elements have been identified below. It is noted the site is located within the Major Industry Area, and Conservation and Environmental Management and Biodiversity area of the Greenspace System on Strategic Framework mapping and the assessment has been informed by this.

### **Brisbane's Globally Competitive Economy**

The proposed development supports Brisbane's globally competitive economy through its alignment with Element 1.2 – Brisbane's industrial economy. The proposed development will support a strong pipeline of workers in Brisbane and Queensland's industrial sector, particularly for the construction and maintenance of essential electricity infrastructure. The proposed development will assist to address a known skills shortage for electrical lines workers in Queensland, a skill that is critical for the build out of renewable generation and transmission infrastructure in South East Queensland and Queensland more broadly.

The proposed development will not adversely impact on Brisbane's Major Industry Areas. The proposed development provides for the continued use of the site as the training grounds for workers engaged in constructing and maintaining high-voltage electricity transmission infrastructure, and is a use more appropriately located within an industrial zone (rather than a residential, commercial etc. zone), noting it relies on people having access to inactive high voltage electricity transmission infrastructure; infrastructure that is more akin to industry and unsightly with adverse amenity impacts on non-industrial uses within other zones. Whilst defined as an Educational Establishment, a sensitive land use, the operational nature of the proposed development aligns the proposed land use with industrial qualities, rather than typical characteristics of a sensitive use, and the use is limited to a training facility only. The nature of the proposed activities is such that they would be incompatible with any area outside of an industrial zone.

Further assessment against this element is provided in the **Code Compliance Statements**.

### **Brisbane's Clean and Green Leading Environmental Performance**

The proposed development supports Brisbane's Clean and Green Leading Environmental Performance through its alignment with Element 3.1 – Brisbane's environmental values. The proposed development is not located on identified Greenspace System land; it is located on a part of the site that has been disturbed and outside areas mapped as potential rural and environmental value. As such, the proposed development will protect the site's identified ecological values and rural land, maintaining Brisbane's Greenspace System's values and functions, particularly along the important Oxley Creek waterway.

Further assessment against this element is provided in the **Code Compliance Statements**.

### **Brisbane's CityShape**

The proposed development supports Brisbane's CityShape through its alignment with Element 5.2 – Major Industry Area. The proposed development will provide for continuation of a use on the site to support a growing workforce in essential infrastructure delivery and maintenance without compromising the function of the South-west industrial gateway.

The proposed development further supports this theme through alignment with Element 5.6 – Brisbane's Greenspace System. The proposed development is located outside of the site's identified Greenspace System; it is located on a part of the site that has been disturbed and outside areas mapped as potential rural and environmental value. As such the proposed development will allow for the continued protection and function of this land for ecological processes and flood and drainage functions.

Further assessment against these elements is provided in the **Code Compliance Statements**.

### 6.2.3 Zone

As shown in **Figure 4** below, the site is in the Industry investigation zone and Rural zone, with the area containing the proposed development being solely in the Industry investigation zone. The surrounding area includes a mix of land in industrial zones, the Rural zone, and the Special purpose (Utility services) zone. Across Oxley Creek, land is predominantly zoned for rural, residential and open space and sport and recreation uses.



Figure 4. Zoning map (Brisbane City Plan 2014 Interactive Mapping)

#### Industry investigation zone

Pursuant to section 6.2.5.4(1) of the planning scheme, the purpose of the Industry investigation zone is to identify and protect land that may be suitable for industry activities, subject to further planning and investigation.

The proposed development is consistent with the intent and purpose of the zone and appropriately advances the purpose and overall outcomes of the zone code as it:

- protects land that is unsuitable for industrial development due to site constraints (flooding and ecological values) by providing an operationally compatible land use that simultaneously manages these constraints.
- will not impinge on the existing or intended use of the adjacent area due to the industrial nature of the training, and established use and operation of the site for these training activities. Refer to further commentary on this matter at **Section 6.2.2** above.
- is of a scale and design that will minimise potential off-site impacts during and after a flood event with an elevated building and minimal impervious area.

Further assessment against the Industry investigation zone code is provided in the **Code Compliance Statements**.

#### Rural zone

Pursuant to section 6.2.6.5(1) of the planning scheme, the purpose of the Rural zone is to provide for rural uses and activities; and provide for other uses and activities that are compatible with existing and future rural uses and activities and the character and environmental features of the zone; and maintain the capacity of land for rural uses and activities by protecting and managing significant natural resources and processes.

The proposed development is consistent with the intent and purpose of the zone and appropriately advances the purpose and overall outcomes of the zone code as:

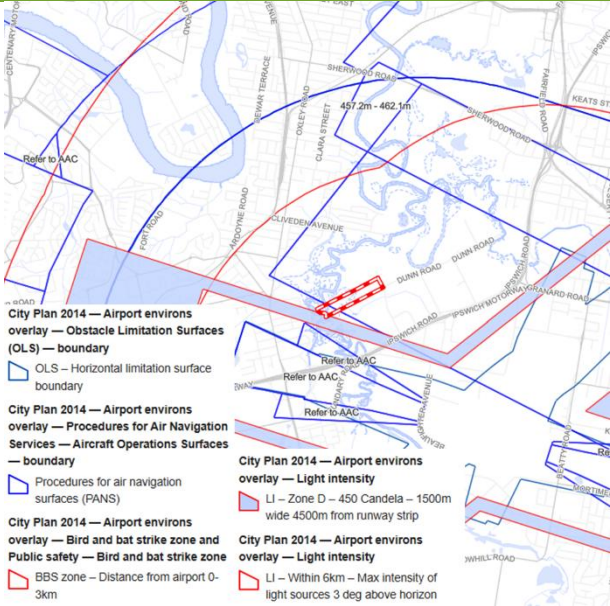
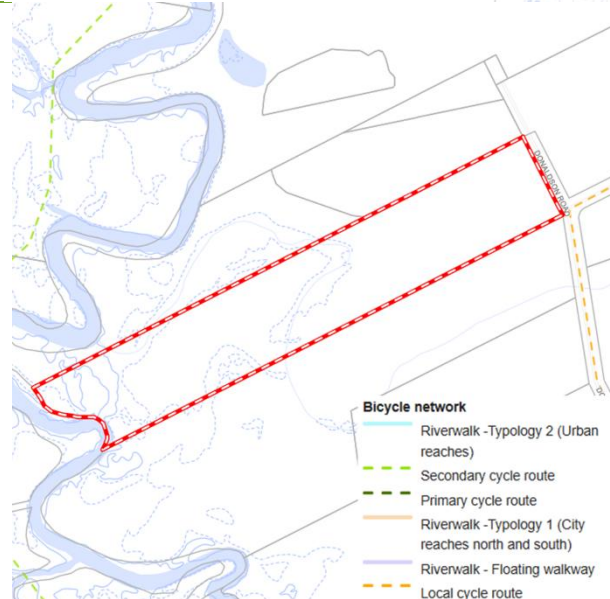
- the proposed development is not located in the Rural zone to protect the natural values of the site, particularly the ecological functions of the land.
- the proposed built form is of a small scale and will maintain the established amenity and visual aesthetic of the site established by the existing building, thereby not detracting from the anticipated rural amenity on site.

A detailed assessment of the proposed development against the Rural zone code is not applicable and has not been provided on the basis the proposed development is located on a part of the site that is not in the Rural zone.

## 6.2.4 Overlays

**Table L** below provides an overview of the overlays which are mapped over the site and provides some commentary on the effect of each overlay on the proposed development.

Table L – Summary of Overlays

Overlay Mapping	Summary
 <p><b>City Plan 2014 — Airport environs overlay — Obstacle Limitation Surfaces (OLS) — boundary</b></p> <ul style="list-style-type: none"> <li>OLS – Horizontal limitation surface boundary</li> </ul> <p><b>City Plan 2014 — Airport environs overlay — Procedures for Air Navigation Services — Aircraft Operations Surfaces — boundary</b></p> <ul style="list-style-type: none"> <li>Procedures for air navigation surfaces (PANS)</li> </ul> <p><b>City Plan 2014 — Airport environs overlay — Bird and bat strike zone and Public safety — Bird and bat strike zone</b></p> <ul style="list-style-type: none"> <li>BBS zone – Distance from airport 0-3km</li> </ul> <p><b>City Plan 2014 — Airport environs overlay — Light intensity</b></p> <ul style="list-style-type: none"> <li>LI – Zone D – 450 Candela – 1500m wide 4500m from runway strip</li> <li>LI – Within 6km – Max intensity of light sources 3 deg above horizon</li> </ul>	<p><b>Airport environs overlay</b></p> <p>The site is mapped under the following sub-categories of this overlay:</p> <ul style="list-style-type: none"> <li>▪ OLS – Horizontal limitation surface boundary</li> <li>▪ Procedures for air navigation surfaces (PANS)</li> <li>▪ BBS zone - Distance from airport 0-3km</li> <li>▪ LI – Zone D – 450 Candela – 1500m wide 4500m from runway strip</li> <li>▪ LI – Within 6km – Max intensity of light sources 3 deg above horizon</li> </ul> <p>Pursuant to Table 5.10.2 of the planning scheme, the proposed development triggers assessment against this overlay.</p> <p>An assessment against this overlay code is included in the attached <b>Code Compliance Statements</b>. The proposed development (both built form or emissions) will not intrude into the operational airspace of Archerfield Airport, will not attract wildlife, and will not involve outdoor lighting.</p>
 <p><b>Bicycle network</b></p> <ul style="list-style-type: none"> <li>Riverwalk -Typology 2 (Urban reaches)</li> <li>Secondary cycle route</li> <li>Primary cycle route</li> <li>Riverwalk -Typology 1 (City reaches north and south)</li> <li>Riverwalk - Floating walkway</li> <li>Local cycle route</li> </ul>	<p><b>Bicycle network overlay</b></p> <p>The site's southeastern corner adjoins the Local cycle route sub-category under this overlay.</p> <p>Pursuant to Table 5.10.3 of the planning scheme, the proposed development triggers assessment against this overlay.</p> <p>An assessment against this overlay code is included in the attached <b>Code Compliance Statements</b>. The proposed development will not impact on the delivery of the local cycle network and is not of a scale that warrants additional and/or upgrades to bicycle infrastructure.</p>

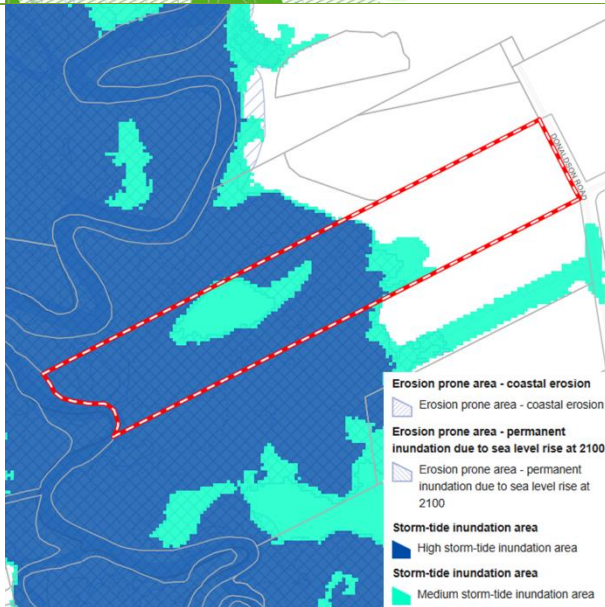


**Biodiversity areas overlay**

The site is mapped under the following sub-categories of this overlay:

- High ecological significance
- High ecological significance strategic
- Matters of state environmental significance (MSES) – areas
- Matters of state environmental significance (MSES) – lines

Pursuant to Table 5.10.4 of the planning scheme, the proposed development would typically trigger assessment against this overlay. However, in this instance, as the proposed changes are outside of the mapped area, it is considered that this overlay does not apply pursuant to section 5.3.2(5) of the planning scheme.



**Coastal hazard overlay**

The site is mapped under the following sub-categories of this overlay:

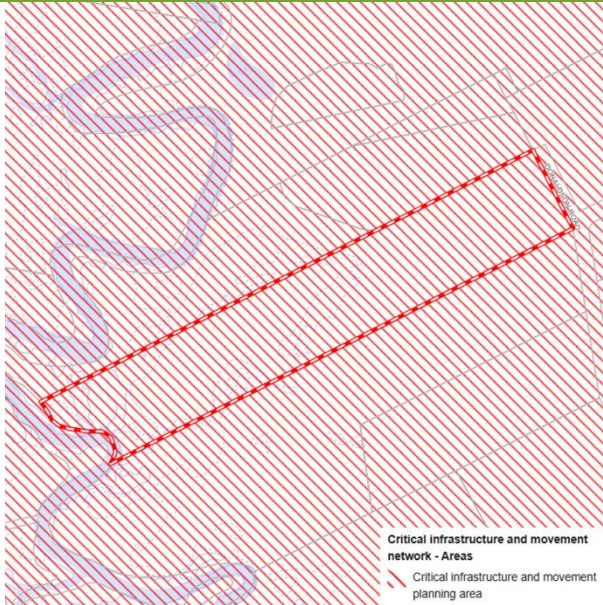
- Erosion prone area – coastal erosion
- Erosion prone area – permanent inundation due to sea level rise at 2100
- High storm-tide inundation area
- Medium storm-tide inundation area

Pursuant to Table 5.10.6 of the planning scheme, the proposed development would typically trigger assessment against this overlay. However, in this instance, as the proposed changes are outside of the mapped area, it is considered that this overlay does not apply pursuant to section 5.3.2(5) of the planning scheme.

N/A

**Community purposes network overlay**

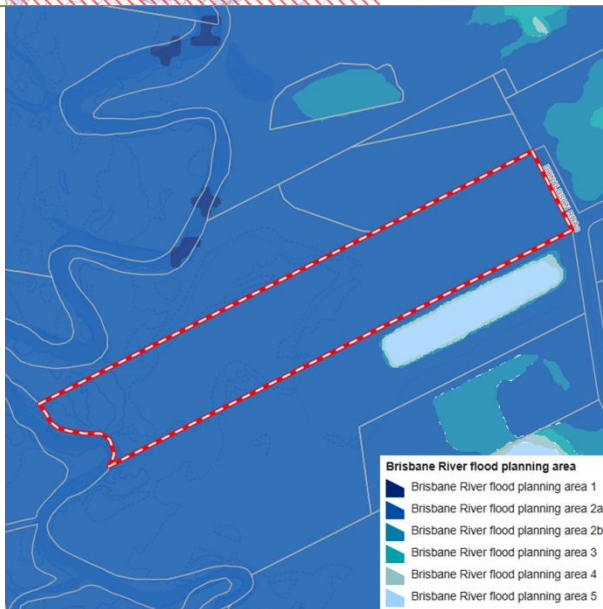
Whilst technically mapped under this overlay, the site is not located in any of the sub-categories of the overlay and the provisions of the Community purposes network overlay code are not relevant to the application.



**Critical infrastructure and movement network overlay**

The site is mapped as being located within the Critical infrastructure and movement planning area sub-category.

Pursuant to Table 5.10.8 of the planning scheme, the proposed development is not assessable development against this overlay.



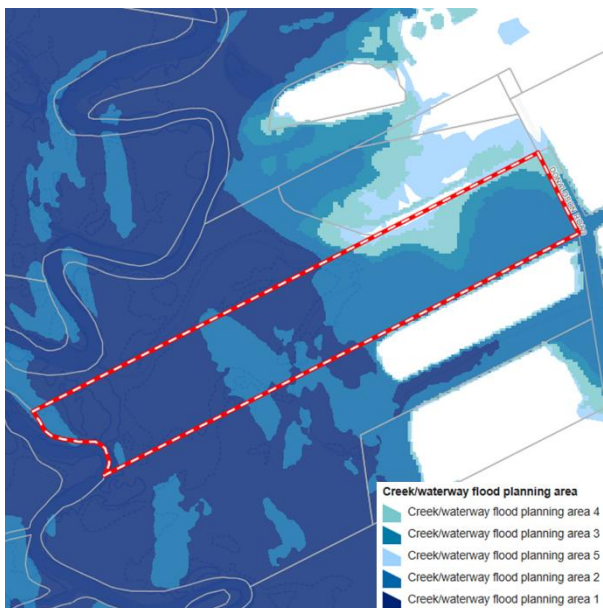
**Flood overlay**

The site is mapped under the following sub-categories of this overlay:

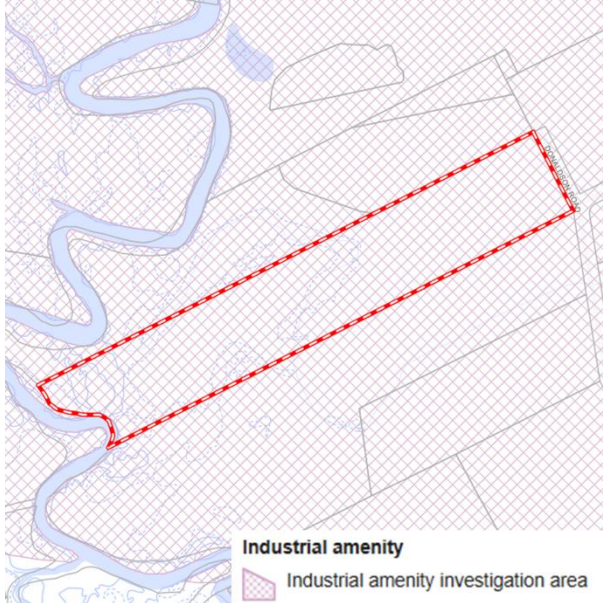
- Brisbane River flood planning area 2a
- Creek/waterway flood planning area 1
- Creek/waterway flood planning area 2
- Creek/waterway flood planning area 3
- Creek/waterway flood planning area 4
- Creek/waterway flood planning area 5

Pursuant to Table 5.10.11 of the planning scheme, the proposed development triggers assessment against this overlay for both a material change of use and building work.

An assessment against this overlay code is included in the **Code Compliance Statements**. The Flood Assessment Report prepared by JCE and dated 19/09/2025 (received) for the original approval is not varied by this change application. As detailed in **Section 4.1**, various recommendations are made in the report which will be implemented by the development.



The approved **Flood Emergency Response Plan** is to be maintained. The proposed development has been designed to ensure the finished floor level of the building is located above the Defined Flood Event (above 9.7m AHD) and will be constructed to be built structurally safe to withstand the hydrostatic, hydrodynamic, and debris impact loads accordingly, and will be carried out in accordance with the approved Flood Emergency Response Plan.

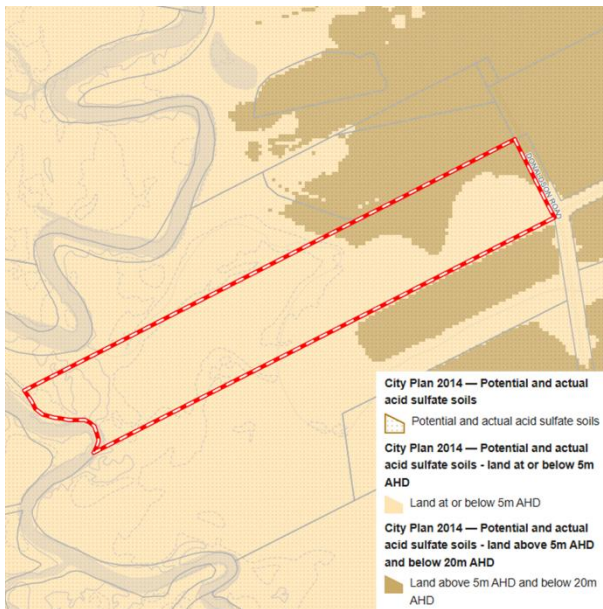


**Industrial amenity overlay**

The site is mapped as being located within the Industrial amenity investigation area sub-category.

Pursuant to Table 5.10.13 of the planning scheme, the proposed development triggers assessment against this overlay.

An assessment against this overlay code is included in the attached **Code Compliance Statements**. The operational nature of the proposed development aligns the proposed land use with industrial qualities, rather than typical characteristics of a sensitive use, and the use is limited to a training facility only. The nature of the proposed activities is such that they would be incompatible with any area outside of an industrial zone. Further discussion on this matter is provided throughout the report.



**Potential and actual acid sulfate soils overlay**

The site is mapped under the following sub-categories of this overlay:

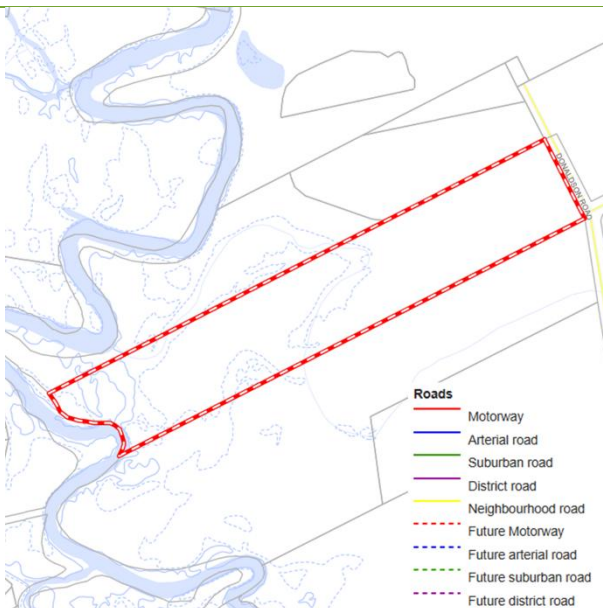
- Potential and actual acid sulfate soils
- Land at or below 5m AHD
- Land above 5m AHD and below 20m AHD

Pursuant to Table 5.10.15 of the planning scheme, the proposed development is not assessable development against this overlay as it does not involve:

- Filling equal to or greater than 500m<sup>3</sup>; or
- Filling equal to or greater than 0.5m average depth; or
- Excavation equal to or greater than 100m<sup>3</sup>.

The earthworks necessary to facilitate the proposed development were approved under the 2025 minor change application.

The current development approval conditions the management of acid sulfate soils (Condition 8). Compliance with this condition was achieved on 14 November 2025, supported by an Acid Sulfate Soil Management Plan and Acid Sulfate Soil Factual Report (Council ref: A006899055).

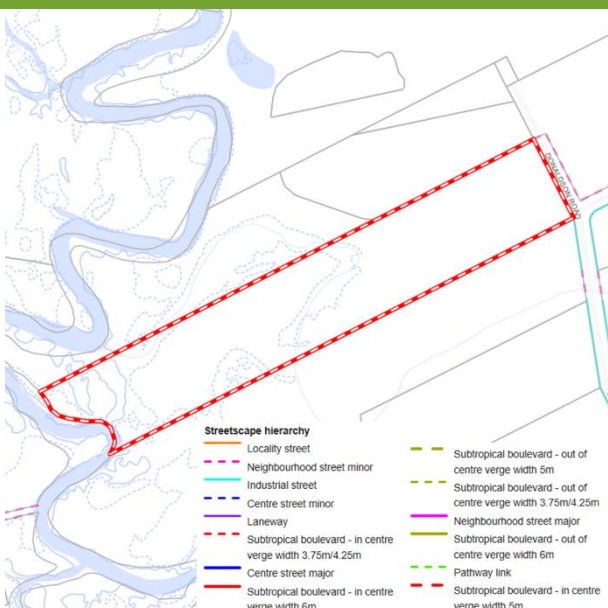


**Road hierarchy overlay**

The site is mapped as adjoining a Neighbourhood road under this overlay.

Pursuant to Table 5.10.18 of the planning scheme, the proposed development triggers assessment against this overlay.

An assessment against this overlay code is included in the attached **Code Compliance Statements**.

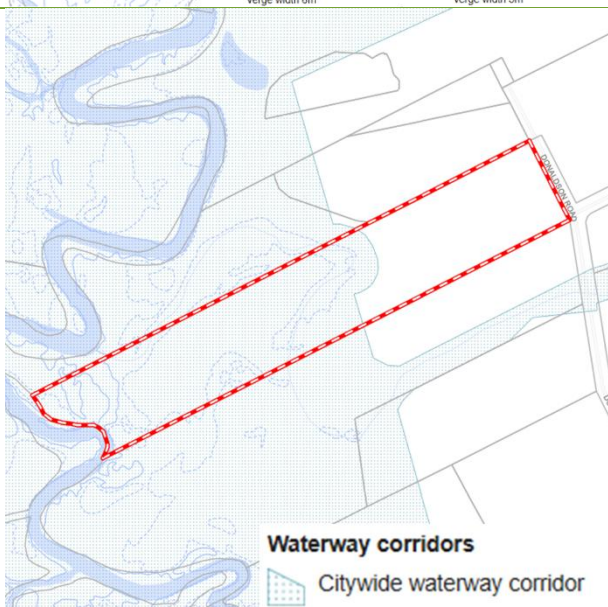


**Streetscape hierarchy overlay**

The site is mapped as adjoining an Industrial street under this overlay.

Pursuant to Table 5.10.20 of the planning scheme, the proposed development triggers assessment against this overlay.

An assessment against this overlay code is included in the attached **Code Compliance Statements**.



**Waterway corridors overlay**

The site is partially mapped as being located within the Citywide waterway corridor sub-category.

Pursuant to Table 5.10.25 of the planning scheme, the proposed development would typically trigger assessment against the Waterway corridors overlay code.

However, in this instance, as the proposed changes are outside of the mapped area, it is considered that this overlay does not apply pursuant to section 5.3.2(5) of the planning scheme.

6.2.5 Use and Development Code/s

**Table M** below provides an overview of the relevant use and development code/s which are identified as assessment benchmarks and provides some commentary on the effect of each on the proposed development. The following is based on a review of Part 5.3.5 – Prescribed secondary codes of the planning scheme.

Table M – Summary of Use and Development Code/s

Code	Summary
Community facilities code	A full response to this code is included in the <b>Code Compliance Statements</b> .
Childcare centre code	<b>Not applicable</b> – the proposed development does not involve a childcare centre.
Filling and excavation code	<b>Not applicable</b> – the proposed development does not involve filling and excavation. As noted above, the earthworks necessary to facilitate the new car parking area and building were approved under the existing approval.
Infrastructure design code	A full response to this code is included in the <b>Code Compliance Statements</b> .
Landscape work code	<b>Not applicable</b> – the proposed development does not involve landscape work.
Multiple dwelling code	<b>Not applicable</b> – the proposed development does not involve a multiple dwelling.
Outdoor lighting code	<b>Not applicable</b> – the proposed development does not any outdoor lighting.

Code	Summary
Park planning and design code	<b>Not applicable</b> – the proposed development does not involve a park.
Stormwater code	A full response to this code is included in the <b>Code Compliance Statements</b> .
Transport, access, parking and servicing code	Refer to the <b>Traffic Impact Statement</b> , which includes a full response to this code.
Wastewater code	<b>Not applicable</b> – the proposed development does not involve any on-site wastewater system.

### 6.3 Temporary Local Planning Instruments

The site is not identified as being subject to any TLPIs.

### 6.4 Planning Scheme Policies

The relevant planning scheme policies have been addressed as part of the response to the assessment benchmarks.

### 6.5 Local Government Infrastructure Plan

The site is identified in the Priority Infrastructure Area (PIA). No existing or future trunk infrastructure matters are identified over the site.

### 6.6 Infrastructure charges

The proposed development will be subject to infrastructure charges, please refer to **Section 2.4.3**.

# 7. Other Relevant Matters

## 7.1 Introduction

Pursuant to Section 45(5)(b) of the Planning Act, an impact assessable change application may be carried out against any other relevant matters, other than a person's personal circumstance, financial or otherwise.

This section identifies multiple relevant matters which are presented as relevant to Council's consideration of the proposed development, and within a balanced assessment framework, weigh in favour of approval.

## 7.2 Site Context

Assessment of the application against the relevant benchmarks demonstrates that the proposed development does not create an adverse impact on the industrial amenity and operation of surrounding land, or on flood and environmental matters on site.

### 7.2.1 Industrial amenity

The proposed development provides for the continued use of the site as the training grounds for workers engaged in constructing and maintaining high-voltage electricity transmission infrastructure, and is a use more appropriately located within an industrial zone (rather than a residential, commercial etc. zone), noting it relies on people having access to inactive high voltage electricity transmission infrastructure; infrastructure that is more akin to industry and unsightly with adverse amenity impacts on non-industrial uses within other zones. Whilst defined as an Educational Establishment, a sensitive land use, the operational nature of the proposed development aligns the proposed land use with industrial qualities, rather than typical characteristics of a sensitive use, and the use is limited to a training facility only. The nature of the proposed activities is such that they would be incompatible with any area outside of an industrial zone.

The proposed development's compatibility with industrial amenity is evidenced by the site's established operation for linesman training for over 40 years; the proposed development simply enables an additional building and associated sealed car park for such training, with an anticipated increase in person on site of approximately 14 people; a minor increase.

Further, the strategic intent of Major Industry Areas allows for the establishment of community facilities (i.e., educational establishments) where supporting a growing workforce, as this proposed change will.

### 7.2.2 Flood impacts and environmental values

The proposed development has been thoughtfully designed and sited in response to the site context. The area for the proposed building and sealed carpark is well-located outside of site constraints, including biodiversity areas, coastal erosion, and waterway corridors. This siting reduces impacts to these site aspects and will ensure key site values such as biodiversity areas continue to be maintained and protected.

Further, the site is identified in the flood overlay as subject to Brisbane River flooding and creek/waterway flooding. The proposed building has been designed as an elevated structure to improve flood immunity and reduce the increase of flood hazard and risk to the surrounding area. Importantly, the proposed development has been designed to ensure the finished floor level of the building is located above the Defined Flood Event (above 9.7m AHD) and will be constructed to be built structurally safe to withstand the hydrostatic, hydrodynamic, and debris impact loads accordingly, and will be carried out in accordance with the approved Flood Emergency Response Plan.

Furthermore, due to these constraints, the site is rendered unsuitable for most other industrial activities. The proposed development allows for these site constraints to be effectively managed, whilst still maximising the site's potential as useable land for other compatible purposes.

## 7.3 Need

The proposed development responds to Powerlink and their contractors need for additional workforce training capacity and capabilities to meet the growing demand for workers to construct and maintain high-voltage transmission infrastructure across Queensland. The proposed development will assist to address a known skills shortage for electrical lines workers in Queensland, a skill that is critical for the build out of renewable generation and transmission infrastructure in South East Queensland and Queensland more broadly.

The site has been established as a training facility for these purposes for over 40 years, with this change application reflecting the natural evolution and growth of the electricity industry and need to appropriately accommodate training for a growing workforce.

## 7.4 Planning Scheme Amendments for Industrial Areas

In mid-2025, Council adopted major amendment package K to the planning scheme. This amendment package introduced changes for industrial land and uses, enacting key actions from the *Brisbane Industrial Strategy 2019*.

Notable changes included a lowered assessment level (from impact to code assessable) for educational establishments where for trade or industry related training in the Low impact industry zone and General industry A zone precinct. Additional wording was also introduced to the strategic framework in support of additional facilities for the industrial workforce.

Despite these amendments, as the site is in the Industry investigation zone, an educational establishment (of any kind) remains impact assessable. Nevertheless, these recent amendments to the planning scheme reflect a broader intent for greater co-location of trade and industrial workforce training within active industrial areas. Co-locating these uses will not only better meet the needs of workers but also allow for industrial training to be undertaken on more appropriately zoned and located land.

## 8. Conclusion

In summary, this report, and the supporting material, has provided a comprehensive assessment of the proposed development in accordance with requirements and framework of the Planning Act and applicable common law, and confirms that the proposed development satisfies all relevant matters of assessment and is able to be approved.

On a balanced assessment, it is considered the facts and circumstances outlined within this report and the supporting material are overall favourable to the approval of the proposed development. As such, it is recommended the proposed development be approved, subject to reasonable and relevant conditions.

It is expected that reasonable and relevant conditions will be imposed on the development approval in accordance with section 65 of the Planning Act.



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