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31 Virginia Street, Geebung

Town Planning Report

Prepared for Cater Properties Pty
Ltd

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Executive Summary

This Town Planning Report, prepared by Place Design Group, is made to Brisbane City Council (Council) on behalf of Cater Properties Pty Ltd (**the Applicant**) in support of an Impact Assessable Development Application (DA) over land at 31 Virginia Street, Geebung, formally described as Lot 26 on RP197731 (the site). The site is located within the Low Impact Industry Zone under Brisbane City Plan 2014 (Version 36) (**City Plan**) and forms part of an established industrial precinct. The site is currently vacant.

Made under section 50 of the *Planning Act 2016*, this DA seeks a Development Permit for a Material Change of Use for a Transport Depot (the proposed development). The application is subject to Impact Assessment pursuant to Table 5.5.15 of Brisbane City Plan 2014.

The proposed development involves the establishment of a Transport Depot for the storage of heavy machinery, construction equipment and other similar machinery. While the proposed use is identified as Impact Assessable under the City Plan, the assessment trigger arises rather than from any fundamental inconsistency with the zoning framework. Importantly, the proposed Transport Depot is a land use that is compatible with and supports the intended industrial function of the locality. The site is situated within an established industrial area and the development aligns with the strategic intent, overall outcomes and land use expectations of the Low Impact Industry Zone.

The proposed development achieves, or generally achieves, the relevant outcomes sought by the Strategic Framework and the Industry Code. In particular, the development contributes to the ongoing operation of industrial activities within an appropriately zoned industrial precinct and represents a planning outcome that is consistent with the intent and policy direction of the Low Impact Industry Zone despite requiring impact assessment under the planning scheme.

A summary of the key planning matters is provided below:

- The proposed development is a low-impact land use.
- The proposed development is supported by comprehensive technical documentation and responses addressing relevant planning considerations.

The relevant town planning provisions have been identified and assessed, and grounds supporting the application are provided throughout the report. Given the ability of the proposed development to demonstrate compliance with the provisions, Council is requested to support the proposed development issue the required Development Permit.

Application Summary		
Applicant	Cater Properties Pty Ltd C/- Place Design Group	
Proposed Development	Development Permit for Material Change of Use for a Transport Depot	
Site address	31 Virginia Street, Geebung 4034	
Real property description	Lot 26 on RP197731	
Site area	1000m ²	
Zoning	Low Impact Industry	
Easements	N/A	
Neighbourhood plan	N/A	
Relevant overlays	<u>Local</u> – Airport environs overlay – Critical infrastructure and movement network overlay – Flood overlay – Potential and actual acid sulfate soils overlay – Road hierarchy overlay	<u>State</u> – SEQ Regional Plan Triggers - o SEQ major enterprise and industrial area (MEIA) - o Urban Footprint – Water Resource - o Water resource planning area boundaries

	– Streetscape hierarchy overlay	
Category of assessment	Impact Assessable	
Public notification	Required	
LGIP	N/A	
State referral agencies	N/A	

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Attachments

Table 2: Attachments	
Attachment	Provided by:
1. DA Form 1	Place Design Group
2. Property Searches	Place Design Group
3. Landowner's Consent	Cater Properties
4. Proposal Plans	Sparc
5. Code Assessment	Place Design Group
6. Traffic Impact Assessment	Ratio Consultants
7. Site Based Stormwater Management Plan	Bornhorst and Ward
8. Serviceability Report	Bornhorst and Ward
9. Flood Impact Assessment	Bornhorst and Ward
10. Survey Plan	ONF Surveyors

1 Introduction

This Impact Assessable DA, prepared by Place Design Group, is made to Council, on behalf of Cater Properties Pty Ltd. The DA is lodged over land at 31 Virginia Street, Geebung, formally described as Lot 26 on RP197731.

As detailed throughout this report, this DA seeks a Development Permit for a Material Change of Use for Transport Depot.

The site is located within the Low Impact Industry Zone. In accordance with Part 5 of the planning scheme, the proposed development is subject to Impact Assessment.

This report:

- Describes the proposed development.
- Identifies the relevant assessment benchmarks.
- Assesses the proposed development against the relevant assessment benchmarks.
- Provides a summary of the reasons for the assessment manager to approve the application.

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

The proposed development will establish a high quality and efficient Transport Depot. Architectural Plans illustrating the proposed development have been prepared by Sparc and are provided in **Attachment 4**.

Based on the assessment provided within this report and the analysis of the supporting technical documentation, it is noted that the proposed development is well justified. It is therefore recommended that Council favourably consider the proposed development and approve the application, subject to reasonable and relevant conditions.

1.1 Strategic Context

The proposed development is for a Transport Depot on an existing site within an established industrial precinct, that has historically been utilised and zoned for industrial purposes. In this regard, the proposed development is consistent with the strategic intent of the City Plan, including the objectives of the Our Productive City strategy, which seeks to support and protect industrial activities in appropriate locations. The surrounding northern industrial area comprises a range of Low Impact Industry and General Industry uses, creating a well-established employment and industrial hub. Given the operational characteristics of the proposed Transport Depot and its industrial nature, the development is considered to integrate appropriately within the existing industrial context. Accordingly, the proposed development is compatible with surrounding land uses and reinforces the ongoing function of the area as a productive industrial precinct, providing further planning merit for the development.

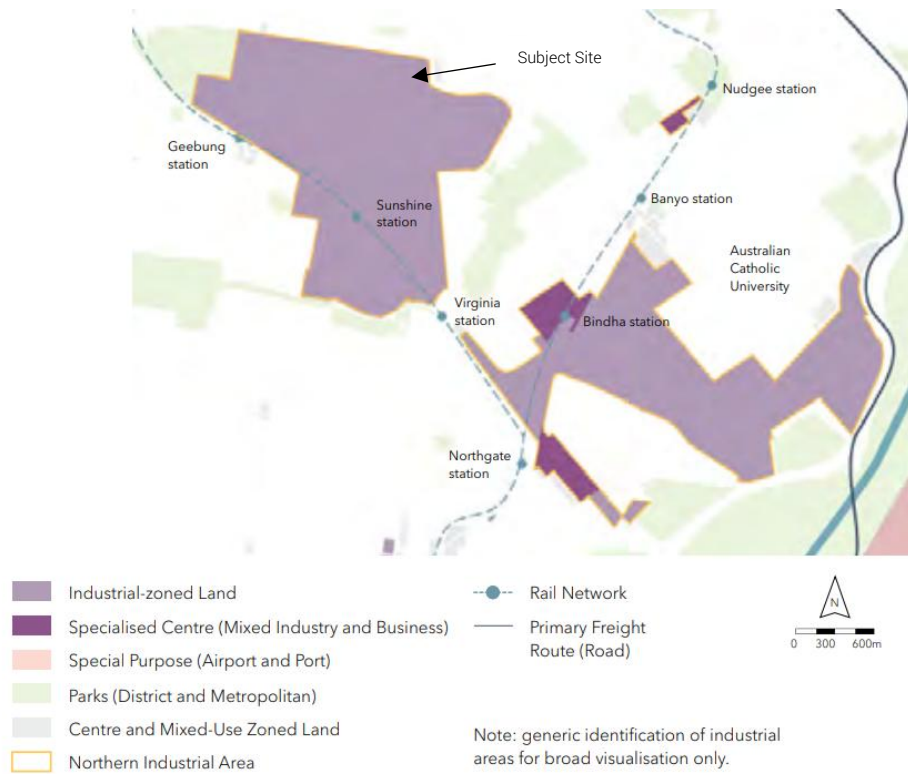


Figure 1: Northern Industrial Area Mapping (Source: Brisbane City Council, 2022)

2 Site Characteristics and Context

2.1 Site Details and Location

The site is located at 31 Virginia Street, Geebung 4034, formally described as Lot 26 on RP197731. The site has an area of 1000m² and a 25m frontage to Virginia Street. The site is currently vacant land.

The location of the site is illustrated in **Figure 2**.

The site is surrounded by a mix of industrial land uses, including a car yard facility, as well as a range of low-impact and general industrial developments that characterise the immediate area.



Figure 2: Site Aerial (Source: Queensland Globe, 2026)

2.2 Surrounding Uses

The site's surrounding land uses are detailed below and illustrated in **Figure 3**:

- **North:** To the north of the site lies additional industrial land, Frank Sleeman Park, and the Brisbane International Hotel Virginia. Further beyond are established residential areas.
- **South:** The southern boundary is characterised by a range of industrial uses forming part of a broader northern industrial area, which is a significant and concentrated industrial zone within the region.
- **East:** To the east, the site is bordered by St Joseph's Nudgee College, the Virginia Golf Club, and further industrial land that connects to Sandgate Road, a key industrial and transport corridor. This area also includes the Nundah Creek Reserve.
- **West:** The western side comprises additional industrial land, transitioning further west into open space and residential areas that form part of the suburb of Zillmere.



Figure 3: Surrounding Site Context (Source: Nearmap, 2026)

2.2.1 Tenure, Easements and Encumbrances

A review of Queensland Globe and the Title Search provided under **Attachment 2** confirms the site is a freehold lot that doesn't contain any easements.

2.2.2 Contaminated Land

In accordance with the requirements of the *Queensland Environmental Protection Act 1994* (EPA) 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 site is not included within the EMR or CLR. A copy of the search result is provided in **Attachment 2**.

2.3 Application/Approval History

A review of Council's online development application tracker has identified there are no existing development applications or approvals over the site.

2.4 Infrastructure

The site has existing connections to sewer, water and electricity and communications as confirmed by the Survey Plan and 'Dial Before You Dig' searches as well as the Serviceability Report provided in **Attachment 8**. While the site has existing connections to infrastructure, new connections and upgrades to the service points is required for the proposed development to ensure the lot maintains adequate access to the service points.

2.4.1 Access

The development is located along the Virginia Street frontage and is accessible via Bilsen Road and Zillmere Road. As discussed during the initial pre-lodgement meetings with Council, it is understood that Virginia Street will ultimately terminate in a court bowl turning facility, which is proposed to be delivered primarily within 46 Zillmere Road. Specifically, road widening plans have been provided by Council and should be considered in the future design and development of the site.

2.4.2 Water

There is an existing 150mm water reticulation main within the Virginia Street road reserve. A new water connection to this main will be constructed to service the development site for both fire and domestic uses.

2.4.3 Stormwater

The site is serviced by an established stormwater network, including existing concrete stormwater pipes within the Virginia Street road reserve, nearby gully pits, and a roof water connection that drains to the local stormwater system. The downstream network has been designed to accommodate a fully developed catchment. Under the proposed development, site runoff and roof water will connect to the existing stormwater infrastructure, with minor storms managed through a piped drainage network and major storm events directed overland to Virginia Street. No stormwater detention or water quality treatment measures are proposed, as the site is located in the lower portion of the catchment, thus rapid discharge is preferred to minimise downstream impacts, and the development area is below Brisbane City Council's threshold requiring stormwater quality treatment.

2.4.4 Sewer

Urban Utilities asset plans indicate that a 150mm sewer main is located within the Virginia Street road reserve and ultimately connects to a 600mm sewer trunk main along the site's western boundary, which drains south. The site is currently serviced by this sewer main. This connection will be retained and continue to service the development, with only minor associated sewer works anticipated.

2.5 Topography and Vegetation

The topography of the site demonstrates a slope is relatively flat confirmed by a survey plan provided in **Attachment 10**. The site has a high point along the southern boundary of approximately 4.75m AHD and falls to approximately 4.25m AHD along the front boundary along the street frontage.

The subject site is not identified as containing any protected vegetation under Natural Assets Local Law (NALL) excluding street trees. Landscaping is set to be provided over the site within dedicated areas.

3 Pre-lodgement Advice

A pre-lodgement meeting with Brisbane City Council was held on 30 March 2026. The key outcomes/advice provided by Council are summarised in **Table 3** below.

Item	Advice	Response
1. Land Use	– The site is located in the SEQ Major Enterprise and Industrial Area of the Regional Plan (MEIA). – The site is located within the Low Impact Industry zone in <i>City Plan 2014</i>, in addition to overlays, including but not limited to the Flood overlay (creek/waterway flood planning area 2/3/4) and Potential and actual acid sulfate soils overlay. – The proposed development would require a development application for a Material Change of Use for a Transport Depot. – A Transport Depot in the Low Impact Industry zone is impact assessable. – Therefore, public notification in accordance with the <i>Planning Act 2016</i> will be required to be carried out. Any submissions received will be considered in the assessment of the application, and properly made submitters retain appeal rights. – The primary purpose of the Low impact industry zone code is to provide for service, warehouse and low impact industry uses. Alternative development proposals should protect the viability of existing and future industry by excluding incompatible development. – It is acknowledged that the site is well located to transport, on a primary freight route, located adjacent to a builders/wreckers yard, with the rear boundary adjoining the Industry zone to the rear. The built form proposed is minimal with more temporary type structures. It is therefore considered that the site could revert back to a land use anticipated for the zone. There is therefore merit for the land use proposed. – A future application would need to demonstrate that the development does not prejudice the future potential long-term industrial land uses specific to that site/locality as well as the intent of the overall Strategic framework. Further information would be required to demonstrate that the Development supports the implementation of the policy direction set in the Strategic framework. – If an application were pursued, justification against the requirements of the City Plan 2014 (including the Strategic Framework) may be provided and an application may also have regard to any other relevant matter (s45 (5) of the Planning Act 2016). – A landscape strip along the site frontage should be proposed. Given the development proposed it is considered a performance outcome for the 3% landscaping acceptable outcome could be demonstrated. However, a new footpath and street tree would be required. Where there are no on site staff outline this in respect of the usual Industrial requirement for a staff recreation area.	The proposed development comprises a Transport Depot, which is classified as an industrial use. Accordingly, the development is consistent with and aligns with the intent of the SEQ Major Enterprise and Industrial Area designation. A response to the relevant development and overlay codes is provided in Attachment 5 and is supported by a suite of technical assessments that address the identified overlay constraints affecting the site. As the application is impact assessable, public notification will be undertaken for a period of 15 business days, during which any properly made submissions will be considered and responded to as part of the assessment process. In considering the nature of the development, it is noted that the proposed development is of a low-impact nature. All structures associated with the development are temporary and are not intended to establish permanent buildings on the site. The development has been assessed against the key themes and elements of the Strategic Framework, as demonstrated in Sections 7.3.1 and 8.11 of this report. Responses to the relevant assessment benchmarks and codes are provided in Attachment 5. A landscaped strip has been provided along the street frontage, and landscaping comprises approximately 3% of the overall site area, satisfying the relevant landscaping requirements. This is illustrated on the proposal plans contained in Attachment 4.

2. Engineering	– Transport operations team suggested some form of dedication at the end of the street. A plan identifying this area will be provided as part of this advice. Requesting it be dedicated as non-trunk. Not an LGIP/LTIP item so no timeframe for Council to deliver the infrastructure yet. – Any proposed design will need to consider both interim (existing) and future road alignments. – Access crossover (15m proposed) occupies a significant portion of the frontage. Standard 9m. This will require further justification from an RPEQ with swept paths and vehicle types. (19m long trucks most frequent trucks). Will need to take into account street parking. – Parking – provide justification why limited parking is required, including number, location, design and proposed surfacing. – Surface treatment proposed – fill 150mm thick gravel material. – Stormwater in Virginia St – make sure achieve Lawful point of discharge. – Line marking – May contact Council separately to a DA regarding line marking. <u>Traffic and Transport Advice</u> Traffic and Transport advice will be provided by Council about the potential impact of current and future transport initiatives which may affect the design and nature of the development proposal at the above address. This advice will not replace the in-depth investigation associated with the formal assessment of an application and consideration of any submissions. Accordingly, although the advice is given in good faith, the decision of Council in relation to any future development applications is not bound by the advice.	The proposed access arrangements have been designed with consideration of both the existing and future Virginia Street road alignments, including provision for the future court bowl and associated truncation of the site frontage. The applicant acknowledges Council's request regarding dedication of the affected area as non-trunk infrastructure and is prepared to work with Council on the required dedication. The Traffic Impact Assessment prepared by Ratio Consultants and provided in Attachment 6 confirms, through RPEQ-certified swept path analysis, that the proposed crossover can accommodate the site's operational vehicles, including 12.5m HRVs under interim conditions and 1m articulated vehicles under ultimate conditions. The report also concludes that two on-site parking spaces are sufficient given the site's low-intensity operation, with a maximum of one staff member on-site at any time and only occasional visitors. The manoeuvring area is proposed to comprise 150mm thick gravel surfacing.
3. Hazardous Goods – Flood Prone Area	– The site is located in the Flood Overlay. Demonstrate that an adequate level of flood immunity for the protection of hazardous goods and processes can be provided – Submit further information demonstrating that the proposed use can comply with the storage and handling provisions as prescribed in A016/P016 of the Flood Overlay Code. This can be demonstrated by the submission of a Chemical Hazards Flood Risk Report in accordance with P016 of the Code and the Management of Hazardous Chemicals in Flood Prone Areas Planning Scheme Policy.	The submitted Flood Impact Assessment and Flood Emergency Management Plan demonstrate that the proposed Transport Depot can provide an adequate level of flood immunity for the protection of hazardous goods and processes. The site benefits from flood warning procedures, pre-emptive evacuation measures, flood-mitigating recommendations, and controls requiring the removal or relocation of any hazardous substances, portable machinery and equipment from flood-affected areas prior to inundation. These measures ensure hazardous materials are not mobilised by floodwaters and minimise risks to people, property and the environment. Key measures include: – Monitoring of Brisbane Severe Weather Alert Service warnings and implementation of a site-specific Flood Emergency Management Plan. – Removal of hazardous substances, portable machinery and equipment from areas susceptible to flooding prior to a flood event.

		– Early evacuation of personnel before access routes becomes inundated. – Use of temporary barriers, signage and flood-proofing measures to protect the site during flood events. It is demonstrated that the development is capable of complying with the intent of AO16/PO16 of the Flood Overlay Code by providing appropriate management measures for the storage and handling of any hazardous materials associated with the operation of the Transport Depot.
4. Hazard & Risk – Hazardous Goods	The proposed use has the potential to store and/or use various quantities of hazardous goods (fuel storage). Such goods have the potential to impact on human health and the environment. Submit further information detailing the Type, Quantity, Location, Class and Package Group of all existing/proposed dangerous goods. Where quantities exceed AO3 of the Industry Code, submit for approval a Hazard Analysis Report in accordance with PO3 of the Code and Industrial Hazard and Risk Assessment Planning Scheme Policy.	As demonstrated in this assessment of the application, the proposed development for a Transport Depot does not involve the storage of any hazardous goods on site, this is inclusive of any storage of fuel or any other related item on site. As such a response to PO3 of the Industry Code has been provided in Attachment 5.
5. Acid Sulfate Soils	– The site is located within the Potential and Actual Acid Sulfate Soils Overlay. It would therefore need to be demonstrated in a future development application that the site is not affected by, or will not disturb, actual or potential acid sulfate soils. – Submit information on whether the development includes soil disturbance at or below 5m AHD and involving i) excavating or removing equal to or greater than 100m³ of soil; or ii) soil disturbance (including filling) greater than 500m³; or iii) filling equal to or greater than 0.5m average depth. – Where the above soil disturbance is involved, provide an Acid Sulfate Soils (ASS) Investigation Report and Management Plan prepared by an appropriately qualified and experienced person, and prepared in accordance with relevant policies/guidance materials and technical guidelines/manuals such as: - o State Planning Policy and SPP Guidance Materials; Queensland Acid Sulfate Soil Guidelines: sampling guidelines; laboratory methods guidelines/manuals; and Queensland Acid Sulfate Soil Technical Manual: Soil Management Guidelines.	The site is located within the Potential and Actual Acid Sulfate Soils Overlay. Proposed earthworks are anticipated to involve soil disturbance below 5m AHD and are likely to exceed the relevant assessment thresholds. The submitted Serviceability Report prepared by Bornhorst and Ward and provided in Attachment 8 identifies that acid sulfate soils may be encountered and recommends that an Acid Sulfate Soils Investigation and Management Plan be prepared by a suitably qualified geotechnical engineer as part of the detailed design phase. Any required investigations and management measures will be undertaken in accordance with the Queensland Acid Sulfate Soil Technical Manual and relevant State and Council guidelines.

4 Proposed Development

4.1 Overview

This DA seeks approval for a Development Permit for a Material Change of Use for a Transport Depot.

The proposed development involves the establishment of a Transport Depot on a vacant site previously utilised as overflow storage associated with a vehicle storage yard. The development would facilitate the storage, dispatch and management of heavy vehicles, plant and machinery within a dedicated depot facility.

While the proposal involves activities typically associated with industrial land uses, a Transport Depot is considered consistent with the intended low-intensity operational characteristics of the Low Impact Industry Zone. The zone anticipates industrial activities that generate limited impacts on surrounding land uses, including relatively low levels of traffic generation, heavy vehicle movements and operational activity. The function of a Transport Depot is the storage, dispatch and return of heavy vehicles and equipment to and from the site.

The proposed built form is limited in scale, comprising a temporary site office and a small temporary hangar located toward the rear of the site. The remainder of the development consists of hardstand storage and manoeuvring areas to accommodate the efficient operation of the depot. The proposed development is intended to function as a low-intensity transport and equipment storage facility, with minimal built form and staffing requirements.

Proposal plans have been prepared by Sparc and are provided in **Attachment 4**. The proposed development is also illustrated in **Figure 4 and 5** below.

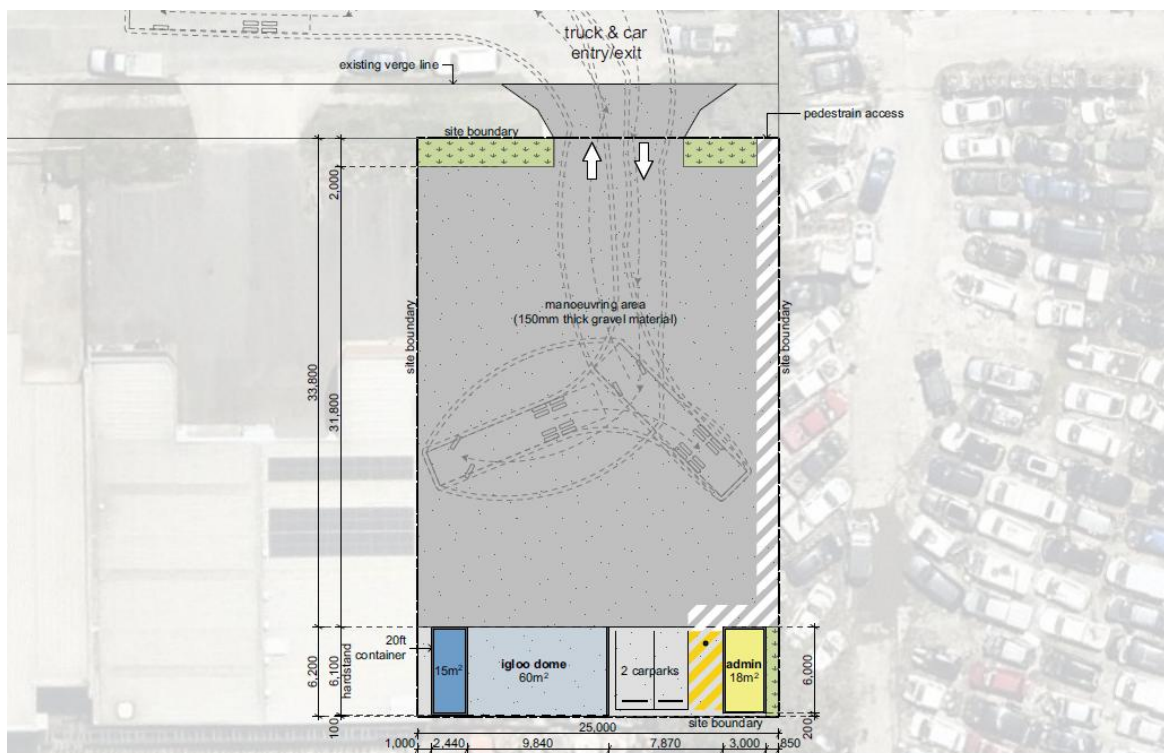


Figure 4: Site Plan (Interim) (Source: Sparc, 2026)

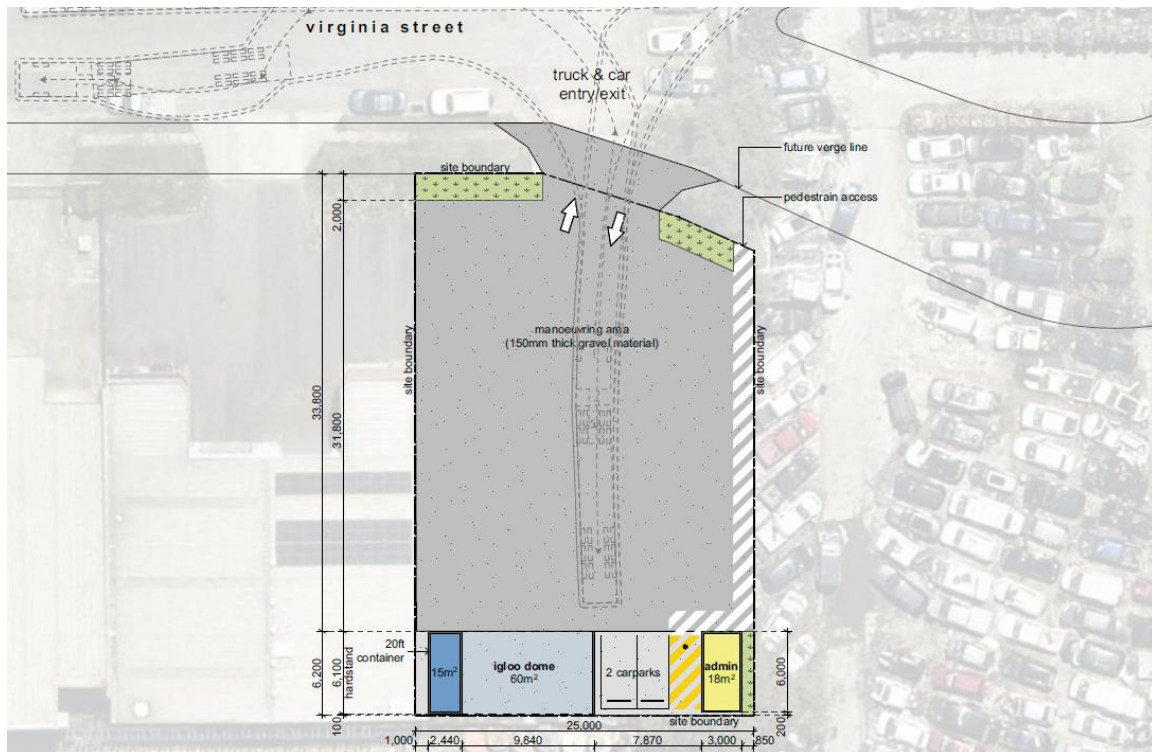


Figure 5: Site Plan (Ultimate) (Source: Sparc, 2026)

4.2 Operation

The proposed development will operate between 7:00am and 7:00pm. The nature of the use is low impact and is not expected to generate significant noise, vibration, or other emissions that would adversely affect the amenity of surrounding properties. Further, the surrounding locality is predominantly industrial in nature, with established transport and industrial related activities contributing to the existing character and operational characteristics of the area. Accordingly, the proposed Transport Depot is consistent with the anticipated operational intensity of the locality and is considered compatible with the surrounding land uses.

The development will involve the storage of heavy machinery on-site as part of the Transport Depot use. As shown below, equipment will be stored within the designated manoeuvring areas and the proposed igloo dome structure. The machinery will generally only be delivered to and collected from the site for short periods, limiting the frequency and duration of operational activities. Given the limited operational intensity, daytime operating hours, and industrial setting of the area, the development is not anticipated to result in unreasonable impacts on nearby residents or other sensitive land uses.

4.3 Landscaping

A landscaped strip has been provided along the street frontage, with landscaping comprising approximately 3% of the overall site area, thereby satisfying the landscaping requirements being A013.1 and A015 of the City Plan. The proposed landscaping responds positively to the existing Virginia Street streetscape, whilst contributing to the established character of the industrial area. The sites design has also been developed with consideration of the planned road widening, with appropriate setbacks and frontage treatments incorporated into the proposed development. These matters are illustrated on the proposal plans contained in **Attachment 4**.

4.4 Temporary Structures

The proposed development is limited to the installation of temporary structures on the site. These structures comprise:

- 20-foot shipping container for storage purposes;
- 60m² igloo dome, which is a temporary and relocatable structure; and
- 18m² administration building that will serve as the site's operational office and accommodate only a single staff member at any given time.

All structures proposed as part of the development are temporary in nature and are not intended to form permanent buildings on the site. Accordingly, 78m² GFA has been calculated for the development, as the proposed structures are considered temporary and ancillary to the site's operations.

5 Technical Documents

To ensure that a comprehensive and quality outcome is achieved for the proposed development, a qualified team of consultants has been coordinated to provide the following specialist assessments:

- Traffic Impact Assessment (**Attachment 6**)
- Site Based Stormwater Management Plan (**Attachment 7**)
- Civil Servicing Report (**Attachment 8**)
- Flood Impact Assessment (**Attachment 9**)

Where necessary, the above specialist assessments have been summarised in the following sections.

5.1 Serviceability Report

A Serviceability Report has been prepared by Bornhorst and Ward and is provided under **Attachment 8**. The proposed servicing arrangement is illustrated in **Figure 6**.

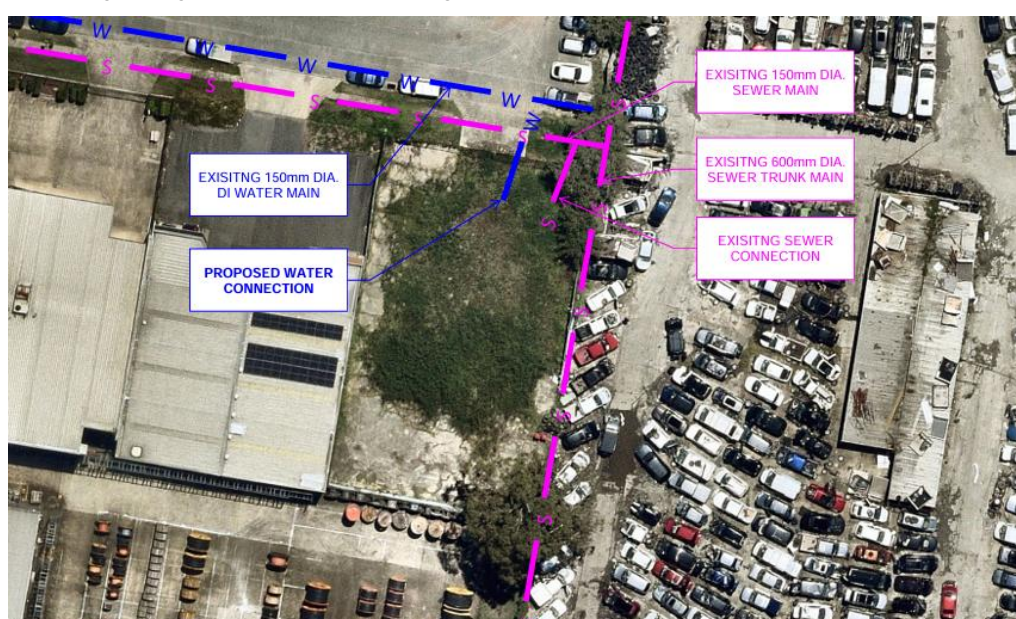


Figure 6: Proposed Servicing Arrangement (Source: Bornhorst and Ward, 2026)

5.1.1 Electricity and Telecommunications

As outlined in the Civil Servicing Report, this report identifies that there is a high voltage underground electrical infrastructure located on both sides of Virginia Street within the road reserve. As such, existing infrastructure capacity will be designed and determined by an electrical engineer and will be assessed by Energex during the detailed design phase of the development.

5.1.2 Water

As outlined in the Civil Servicing Report prepared by Bornhorst and Ward and provided in **Attachment 8**, there is an existing 150mm diameter water reticulation main within the Virginia Street road reserve. A new water connection to the existing 150mm diameter ductile iron water main under Virginia Street will be constructed to service the development site for both fire and domestic uses.

5.1.3 Stormwater

As outlined in the Civil Servicing Report prepared by Bornhorst and Ward and provided in **Attachment 8**, this determines the following in relation to stormwater connections:

- An existing stormwater pipe of varying diameter is located within the Virginia Street Road reserve fronting the development site
- Three stormwater gully pits are located to the north of the development site
- An existing roof water line of an unknown size connects from the development site to a stormwater gully to the north-west which directs stormwater to a 675mm diameter stormwater main within Virginia Street
- The main running along Virginia Street drains to a 750mm diameter stormwater pipe which discharges to a drainage easement north of the site
- The stormwater infrastructure downstream of the site has been built for a fully developed catchment

As such a Site Based Stormwater Management Plan has been provided in **Attachment 7**.

5.1.4 Sewer

As outlined in the Civil Servicing Report prepared by Bornhorst and Ward and provided in **Attachment 8**, this determines the following in relation to sewer infrastructure:

- There is an existing 150mm diameter sewer main drain under the Virginia Street Road reserve
- The sewer main servicing the site ultimately reaches a 600mm diameter sewer trunk main located on the western boundary of the site which gravity drains south
- An existing sewer property connection to this main currently services the development site

These will be maintained as part of the proposed development.

5.1.5 Waste and Servicing

A Traffic Impact Assessment (TIA) has been prepared by Ratio Consultants and is provided in **Attachment 6**. The assessment considers the waste collection and servicing arrangements for the proposed development.

- Waste collection is proposed to be undertaken by a Council-operated 10.52m front-loader waste vehicle, which is anticipated to follow a similar manoeuvring path to the 12.5m Light Rigid Vehicle (LRV) assessed within the TIA.
- Under both interim and ultimate conditions, the refuse collection vehicle (RCV) will:
- Enter the site from Virginia Street via the approved crossover.
- Manoeuvre within the hardstand area adjacent to the refuse storage area to collect waste.
- Swept path assessments of these critical vehicle movements have been undertaken and are included in Appendix B of the TIA.

The assessment demonstrates that the proposed waste collection and servicing arrangements can be accommodated safely and efficiently within the site and are considered appropriate for the operational requirements of the proposed development.

5.2 Site Based Stormwater Management Plan

A Site-Based Stormwater Management Plan has been prepared by Bornhorst and Ward and is provided under **Attachment 7**. A summary of this assessment is provided as follows:

- The proposed stormwater management strategy will direct runoff from the development to the existing stormwater infrastructure located north of the site.
- Roof water will connect to an existing kerb adaptor, while a piped drainage network will collect and convey stormwater during minor rainfall events.
- During major storm events, excess flows will be directed via the Virginia Street Road reserve before

- entering the existing stormwater system.
- A stormwater detention system is not proposed because the site is located within the lower third of the catchment.
- Delaying runoff through detention could result in peak flows from the site coinciding with delayed upstream flood peaks, potentially increasing flooding impacts downstream.

5.3 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) has been prepared by Ratio Consultants and is provided under **Attachment 6**. This report has been prepared to assess the impacts the development has on the surrounding transport network, access arrangements and car parking requirements. A summary of this assessment is provided as follows:

- The proposed development provides adequate on-site parking, with two car spaces considered sufficient to meet anticipated peak parking demand.
- Vehicle access, parking circulation, and loading arrangements generally comply with the relevant TAPS PSP and AS2890 design standards.
- Access has been designed to function safely under both interim and ultimate road conditions, with swept path assessments confirming access for a 12.5m HRV initially and up to a 19m articulated vehicle following road upgrades.
- The development is expected to generate very low traffic volumes, with no material impact anticipated on the operation or safety of the surrounding road network.

5.4 Flood Impact Assessment

A Flood Impact Assessment has been prepared by Bornhorst and Ward and is provided under **Attachment 9**. This report provides a comprehensive assessment of the potential sources of inundation of the site and the impact of the proposed development and potential risks associated with flooding over the site. A summary of this assessment is provided as follows:

- The site is located within the Nundah Creek flood extent and is subject to creek flooding, with inundation of the site expected during a 5% AEP flood event (RL 5.3m AHD).
- Key flood risks include isolation of occupants, restricted emergency access, damage to buildings and equipment, business disruption, and potential threats to human safety during flood events.
- Flood risk can be appropriately managed through implementation of a Flood Emergency Management Plan, including monitoring of flood warnings, staff awareness measures, evacuation procedures, temporary access restrictions, and flood-mitigation measures.
- Subject to the recommended flood management and evacuation strategies being implemented, the development can maintain an acceptable level of flood safety and resilience, with protection of human life identified as the highest priority during flood events.

6 Statutory Planning Framework

6.1 Planning Act 2016

The Act establishes the framework for Queensland's planning system and governs the development assessment process for a DA. The provisions of the Act categorise the type of development proposed for this development application as being a Material Change of Use for a Transport Depot. The planning scheme identifies the category of assessment as impact assessable.

In accordance with section 45(4) of the Act, impact assessable applications are required to be assessed against the assessment benchmarks in a categorising instrument for the development and have regard to any matters prescribed in the *Planning Regulation 2017* (**the Regulation**). Impact assessable applications may also be carried out having regard to any other relevant matter, other than a person's personal circumstances, financial or otherwise.

The assessment benchmarks in the Regulation are identified, to the extent relevant to the development, as being:

- the South East Queensland Regional Plan 2023, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme
- the State Planning Policy 2017, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme
- Council's LGIP

The matters prescribed in the Regulation are set out in section 27 and are as follows, to the extent relevant to the development:

- the South East Queensland Regional Plan 2023, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme
- the State Planning Policy 2017, to the extent it is not identified in the planning scheme as being appropriately integrated in the planning scheme
- any development approval for, and any lawful use of, the premises or adjacent premises
- the common material.

The assessment benchmarks and other matters, to the extent they are relevant to the proposed development, as discussed below.

6.1.1 Public Notification

As the proposed development is subject to Impact assessment, public notification will be required as part of the development application process in accordance with section 53(1)(a) of the Act. It is further understood that, in accordance with section 53(4)(b)(iii) of the Act, public notification is to be carried out for a period of at least fifteen (15) business days.

6.2 Planning Regulation 2017

6.2.1 Assessment Manager

The assessment manager for this development application is Brisbane City Council, as determined by Schedule 2 of the Regulation.

6.2.2 Referral Agencies

An assessment of Schedule 10 and Schedule 20 of the Regulation has identified the application does not require referral to the State Assessment and Referral Agency (SARA) pursuant to Schedule 10, Part 9 of the Planning Regulation.

6.3 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. Part E of the SPP outlines the assessment benchmarks for each State interest. Pursuant to the Regulation, assessment of the application must have regard to the SPP to the extent the SPP has not been integrated into the Planning Scheme.

A review of section 2.1 of the planning scheme confirms that all state interests have been appropriately integrated into the planning scheme.

An assessment has been undertaken against the SPP to the extent of any inconsistency (refer **Table 5**), and it does not introduce any additional assessment benchmarks relevant to the site or this proposed development.

Table 5: 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	No housing supply is proposed.
Liveable Communities	Not Applicable	The proposed development will contribute to liveable communities with access to employment opportunities.
Planning for Economic Growth		
Agriculture	Not Applicable	The proposed development does not facilitate or envisage any agriculture component.
Development and Construction	Complies	The proposed development ensures that development remains consistent with the expectation of the local area for urban development.
Mining and Extractive Resources	Complies	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 Environment and Heritage		
Biodiversity	Not Applicable	The proposed development does not interfere with any matters of biodiversity on the site.
Coastal Environment	Not Applicable	The site is not within a coastal management district area.
Cultural Heritage	Not Applicable	The site does not contain any areas of cultural heritage significance
Water Quality	Not Applicable	Please refer to the Stormwater Management Plan prepared by Bornhorst and Ward and provided under Attachment 7 .
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	Not Applicable	Under the SPP mapping, the site is located within a flood hazard area. The Planning Scheme includes overlays which adequately address these natural 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 adequately connected to the appropriate energy and water supply infrastructure.

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	Complies	The proposed development is mapped within proximity to the Brisbane Airport on the SPP Interactive mapping. The proposed development, however, does not propose any uses or assessable works that relate to the strategic airports and aviation facilities, and will not obstruct the function of the Brisbane Airport.
Strategic Ports	Not Applicable	The site is not within a strategic port location.

6.4 South East Queensland Regional Plan 2023

The primary purpose of the *South East Queensland Regional Plan 2023* (SEQRP) 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 site is wholly located within the Urban Footprint (refer **Figure 7**), which is a broad land use category under SEQRP. The Urban Footprint identifies land in which the region's urban development needs to 2046 can be accommodated. The proposed development is considered to align with the Urban Footprint land use intent of the SEQRP, as it proposes a Transport Depot which will support urban growth and is consistent with overall outcomes.

It is also noted that the site is wholly located in the SEQ Major Enterprise and Industrial Area (MEIA). MEIAs represent major anchors for SEQ's industrial activities. MEIAs accommodate medium and high impact industries and other employment uses associated with or with access to, state transport infrastructure. These areas are major drivers of economic growth.

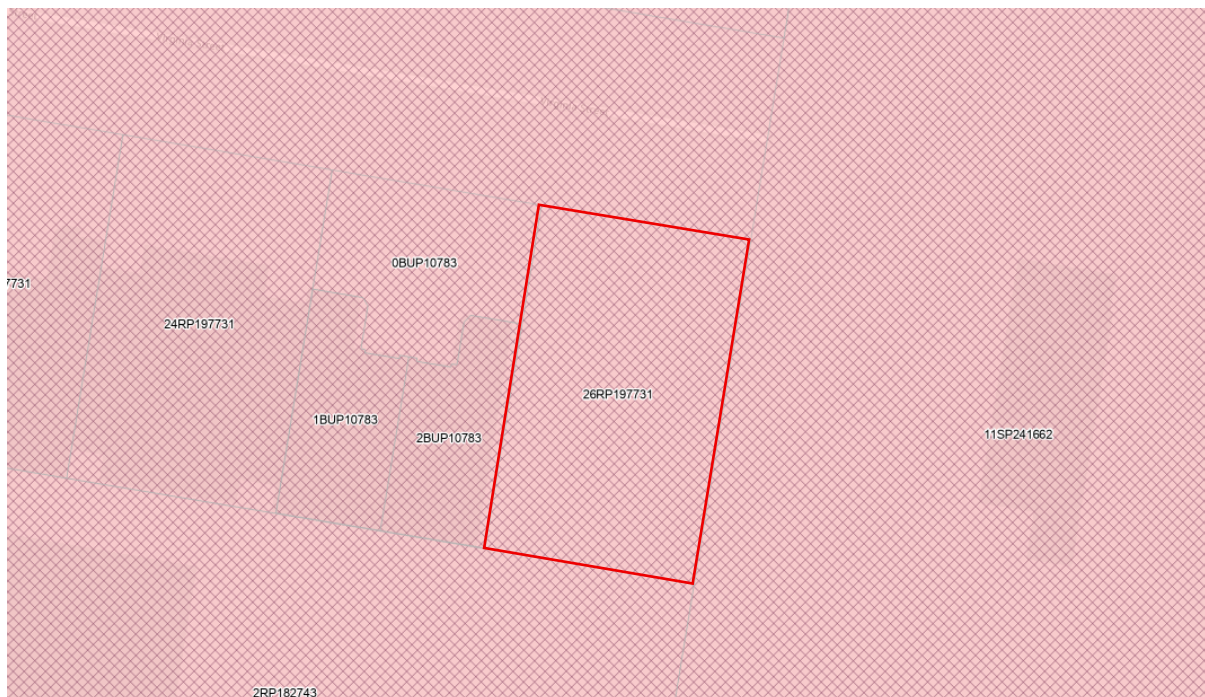


Figure 7: SEQRP Land Use Category (Source: Queensland Government, 2026)

7 Local Planning Framework

7.1 Local Planning Instrument

The Brisbane City Plan 2014 (version 36.00, 2026) is the applicable planning scheme for Brisbane City Council 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. The land use definition for Transport Depot is defined below:

Transport depot means the use of premises for –

storing vehicles, or machinery, that are used for a commercial or public purpose; or

cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).

Examples of a transport depot – using premises to store buses, taxis, trucks, heavy vehicles or heavy machinery

7.2 Category of Development and Assessment

The benchmarks applicable to the assessment of the proposed development are listed in **Table 6** and the relevant codes are fully addressed in **Attachment 5**.

Table 6: Category of Development and Assessment		
Parameter	Category of Development	Assessment Benchmark
Zone		
Low Impact Industry Zone	Impact Assessment	Industry Code Low impact industry zone code Prescribed secondary code
Overlays		
Airport environs overlay	Impact Assessment	Airport environs overlay code
Flood overlay	Impact Assessment	Flood overlay code
Potential and actual acid sulfate soils overlay	Impact Assessment	Potential and actual acid sulfate soils overlay code
Road hierarchy overlay	Impact Assessment	Road hierarchy overlay code
Streetscape hierarchy overlay	Impact Assessment	Streetscape hierarchy overlay code – purpose, overall outcomes and outcomes in sections A and B
Prescribed Secondary Code		
Filling and excavation code	Impact Assessment	Filling and excavation code
Infrastructure design code	Impact Assessment	Infrastructure design code
Landscape work code	Impact Assessment	Landscape work code
Outdoor lighting code	Impact Assessment	Outdoor lighting code
Park planning and design code	Not Applicable	Park planning and design code
Stormwater code	Impact Assessment	Stormwater code
Transport access, parking and servicing code	Impact Assessment	Transport access, parking and servicing code
Wastewater code	Impact Assessment	Wastewater code

7.3 Assessment Benchmarks

The proposed development achieves compliance with the applicable provisions of the relevant assessment benchmarks. The benchmarks applicable to the proposed development are listed in **Table 7** and the relevant codes are addressed in **Attachment 5**.

Table 7: Assessment Benchmarks		
Code	Applicability	Comment
Zone		
Low Impact Industry Zone	Applicable	An assessment against the Low impact industry zone code has been provided within Table 11 .
Overlays		
Airport environs overlay	Applicable	An assessment against the Airport environs overlay code has been provided in Attachment 5 .
Flood overlay	Applicable	An assessment against the Flood overlay code has been provided in Attachment 5 .
Potential and actual acid sulfate soils overlay	Applicable	An assessment against the Potential and actual acid sulphate soils overlay has been provided in Attachment 5 .
Road hierarchy overlay	Applicable	An assessment against the Road hierarchy overlay has been provided in Attachment 5 .
Streetscape hierarchy overlay	Applicable	An assessment against the Streetscape hierarchy overlay has been provided in Attachment 5 .
Development Codes		
Industry Code	Applicable	An assessment against the industry code has been provided in Attachment 5 .
Prescribed Secondary Code		
Filling and excavation code	Applicable	An assessment against the Filling and excavation code has been provided in Attachment 5 .
Infrastructure design code	Applicable	An assessment against the Infrastructure design code has been provided in Attachment 5 .
Landscape work code	Applicable	An assessment against the Landscape work code has been provided in Attachment 5 .
Outdoor lighting code	Applicable	Where outdoor lighting is proposed, it will be designed and installed in accordance with the Outdoor Lighting Code.
Stormwater code	Applicable	An assessment against the Stormwater code has been provided in Attachment 5 .
Transport access, parking and servicing code	Applicable	An assessment against the Transport access, parking and servicing code has been provided in Attachment 5 .
Wastewater code	Applicable	An assessment against the Wastewater code has been provided in Attachment 5 .

7.3.1 Strategic Framework

This DA is impact assessment and is assessable against the entire planning scheme including the strategic framework. The strategic framework contained within Part 3 of the planning scheme sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in Brisbane for the life of the planning scheme. The strategic framework is structured around key themes and corresponding strategic intent, specific outcomes and strategic outcomes. It is supported by strategic framework mapping that identifies settlement patterns, natural environments, public transport and road and freight.

Table 8 below provides an assessment summary of the proposed development against the strategic framework.

Table 8: Strategic Framework		
Theme		
Theme 1: Brisbane's globally competitive economy		
Element		
Element 1.2 – Brisbane's industrial economy		
Specific Outcome	Land Use Strategies	Response
SO1 Brisbane's Major Industry Areas, Strategic Inner City Industrial Areas and other industrial zoned land	L1.1 Brisbane's remaining zoned land suitable for high-impact industries is reserved for these purposes.	Complies with L1.1 The proposed development will maintain the site's existing function and is consistent with the intent of the Industry

are protected to ensure their integrity and effective operation.		Zone, as it continues to operate as an industrial use.
	L1.2 High-impact industrial activities are carefully located within industrial areas to enable their separation from nearby sensitive land uses.	L1.2 - Not Applicable The proposed development does not involve a high-impact industrial activity and therefore this requirement is not applicable.
	L1.3 Lower impact industrial activities serve as buffers, locating between high-impact industrial activities and sensitive land uses.	Complies with L1.3 The proposed development will continue to operate as a low-impact industry use, specifically a Transport Depot, and remains consistent with the intended outcomes of the Industry Zone.
	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 development introduces a new industrial use on the site and has been designed to ensure that health, safety, and environmental standards are appropriately maintained and managed.
	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 Neighbourhood Plan process consistent with outcomes and strategies indicated in Theme 5 Element 5.9.	L1.5 - Not Applicable The proposed development is not located within an inner-city industrial area; accordingly, this requirement does not apply.
S02 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.	L2.1 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.	Complies with L2.1 The proposed development is located in Brisbane northern major industrial area as such it proposes to maintain its industrial character and land uses over the site.
	L2.2 The ongoing range of uses in Strategic Inner City Industrial Areas may change subject to comprehensive planning processes, outcomes and strategies indicated in Theme 5 Element 5.9.	Complies with L2.2 The proposed development maintains an industrial use and as such aligns with Theme 5 Element 5.9 of the strategic framework.
S03 Brisbane's industrial areas facilitate the co-location of applied research with related industrial activities.	L3 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.	Not Applicable The proposed development does not involve a component of applied research with related industrial activities.
S04 Brisbane's Major Industry Areas include clusters of services and facilities that support industry and the industrial workforce.	L4 Major Industry Areas provide opportunities for clusters of supporting services for business and for 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.	Complies with S04 The proposed development provides a Transport Depot which supports the industrial workforce by providing accessibility to heavy machinery for industrial/construction purposes.

S05 Brisbane's industrial areas have a high degree of connectivity which is protected and enhanced.	L5.1 Development optimises the use and efficiency of freight routes and they are protected from encroachment by sensitive land uses.	Complies with L5.1 The proposed development ensures that it benefits and optimises freight routes in the immediate area, by allowing safe manoeuvrable access to and from the site.
	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.	Complies with L5.2 The proposed Transport Depot will not affect the safe operational airspace of the Brisbane or Archerfield airports, as such it does not involve the intensification of a sensitive land use.
	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.	Complies with L5.3 The proposed Transport Depot will not affect the operation efficiency of 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 does not involve a use involving resource recovery.
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 involve an extractive industry operation.
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 S08 The proposed development involves an industrial use being a Transport Depot. As such, the development protects the encroachment of office parks and large format retaining into an industrial area.
	L8.2 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.	
	L8.3 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.	
	L8.4	

	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. L8.5 Brisbane's industrial zoned areas are protected from encroachment by incompatible uses to maximise their industrial land use potential to effectively service businesses and residents and link the wider network of industrial land use across the city.	
Element 1.3 – Brisbane's population serving economy		
Specific Outcome	Land Use Strategies	Response
S01 Brisbane provides for a diverse mix of highly accessible retail and commercial locations to service a growing population.	L1 Development for retail and commercial uses accords with the CityShape theme and the zoning pattern.	Complies with L1 The proposed development does not involve the establishment of a retail or commercial use.
S02 Brisbane's City Centre offers the greatest concentration of the highest order retail, personal and community services and facilities, and cultural, recreational and entertainment experiences.	L2.1 Brisbane's City Centre accommodates future demand for high-order goods, services and facilities that are of a global standard. 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 not located within the Brisbane City Centre.
S03 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. 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.	Complies with S03 The proposed development is located north of the H6 (Northgate) growth node as such, won't obstruct or affect the ongoing growth and diversification of activities within this area.
S04	L4	Not Applicable

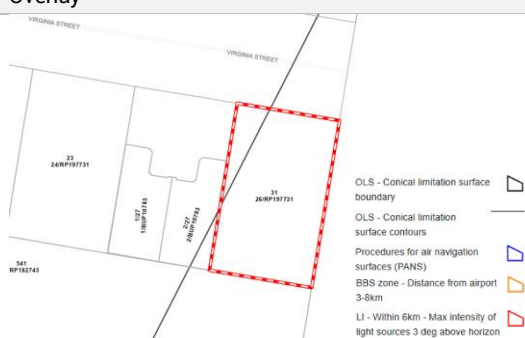
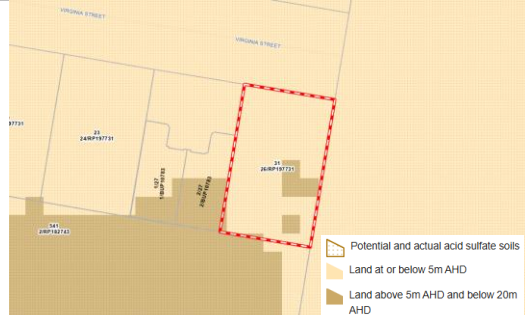
Brisbane's district centres and neighbourhood centres continue to service local population needs.	District centres and neighbourhood centres continue to evolve, offering an increasing range of local services and facilities.	The proposed development does not involve development within a district or neighbourhood centre.
S05 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.
S06 Brisbane provides opportunities in its centres for start-up businesses seeking cost-effective business locations.	L6 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.	Not Applicable The proposed development does not involve the establishment of a use involving low impact manufacturing.
S07 Brisbane preserves opportunities for low impact industry throughout the city in support of a strong population and economic growth.	L7 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.	Complies with L7 The proposed development involves the establishment of a Transport Depot within the low impact industry zone, as such supports the strong growth of Brisbane industrial sector.
S08 Brisbane provides appropriately zoned and accessible areas for large-format retailing.	L8 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.	Not Applicable The proposed development does not involve the establishment of a large format retail outlet over the site.
S09 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.	L9 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.	Not Applicable The proposed development does not involve the establishment of a large public or private community facility.
Theme		
Theme 5: Brisbane's CityShape		
Element		
Element 5.2 – Brisbane's Major Industry Areas		
Northern industrial area (extending from Northgate to Zillmere)		
Specific Outcome	Land Use Strategies	Response
S09 Development supports the viability and efficient functioning of the Northern industrial area.	L9 The Northern industrial area: a. is located on Brisbane's north-eastern railway line and adjacent to the Gateway Motorway; b. is primarily focused on manufacturing, transport and wholesale trade but is increasingly focused on low impact industry and business services given its central location in Brisbane's northern suburbs, proximity to the	Complies with L9 The proposed development is located in Brisbane's northern industrial area, as such is supported by accesses to high order road networks and ensures to provide a long-term industrial use for the site within the Geebung industrial area.

	Australia TradeCoast and accessibility by public transport; c. is served by Geebung as its primary service centre.	
Element		
Element 5.9 – Brisbane’s Strategic Inner City Industrial Areas		
Specific Outcome	Land Use Strategies	Response
S01 Strategic Inner City Industrial Areas provide a range of industry and industrial related uses with a focus on industrial, service trades, logistics, construction, automotive services, office support and research.	L1.1 Land use zoning provides a basis for industrial and industrial related development.	Complies with L1.1 The proposed development provides a Transport Depot with an existing industrial use, aligning with the intent of the zoning and area.
	L1.2 Development enhances the industrial and industry related functions.	Complies with L1.2 The proposed development ensures that its functionality as a transport depot does not impede on the operation of existing industrial uses in the area.
	L1.3 Development manages potential impacts to not compromise the ongoing mix of uses or the surrounding sensitive land uses.	Complies with L1.3 The proposed development ensures that it remains low impact as a Transport Depot and will not impact compromises surrounding sensitive land uses.
S02 The ongoing range, mix and focus of activities and uses in Strategic Inner City Industrial Areas will be responsive to changing business and community needs.	L2.1 Development of non-industrial uses that are less compatible with industry is not supported without undertaking comprehensive planning consistent with Element 5.8.	Not Applicable The proposed development is not located within the strategic inner city industrial areas.
	L2.2 Development retains a focus on economic activity, business and employment in whatever ongoing land uses and mix of land uses is determined.	
	L2.3 The scale and intensity of development is consistent with industrial uses or the outcomes and strategies of underlying strategic framework Theme 5 elements only where L2.2 above is achieved.	

7.4 Overlays

Overlays have the potential to alter the level of assessment for development in accordance with Part 5 of the City Plan. **Table 9** highlights the overlays and overlay sub-categories which are mapped as affecting the subject site and indicates the relevance of each overlay. Where development is proposed on premises partly affected by an overlay, the assessment benchmarks for the overlay only relates to the part of the premises affected by the overlay.

Table 9: Planning Scheme Overlays

Overlay	Applicability
	Airport environs overlay The site is located within the following sub-categories of the airport environs overlay: OLS - Conical limitation surface boundary - OLS - Conical limitation surface contours - Procedures for air navigation surfaces (PANS) - BBS zone - Distance from airport 3-8km - LI - Within 6km - Max intensity of light sources 3 deg above horizon The proposed development will not result in intrusion nor create impacts on the operational airspace of the Brisbane Airport
	Critical infrastructure and movement network overlay The existing infrastructure and movement network surrounding the development site is not critical for transport connections and essential functions during a natural disaster event.
	Flood overlay The site is located within a mapped flood overlay and will continue to incorporate appropriate flood mitigation and management measures. The proposed development will not result in significant damage or disruption to the established flood behaviour of flow paths. The site is identified within the flood planning sub-categories: - Creek/waterway flood planning area 2 sub-category - Creek/waterway flood planning area 3 sub-category - Creek/waterway flood planning area 4 sub-category As such, please refer to the Flood Impact Assessment provided in Attachment 9.
	Potential and actual acid sulfate soils overlay The site is mapped within the Potential and Actual Acid Sulfate Soils overlay. Accordingly, the proposed development will be designed and managed to avoid impacts on, or disturbance of these areas.
	Road hierarchy overlay Virginia Street is identified as a neighbourhood road under the road hierarchy overlay. The proposed development does not compromise the road hierarchy in its use, function, flow or capacity and ensures that land uses are located to support and implement a safe and efficient road hierarchy.



7.5 Zoning

As illustrated below in **Figure 8**, the site is identified as being within the Low Impact Industry Zone. The purpose of the Low Impact Industry Code is to facilitate service-based and low-impact industrial uses that support broader industrial activities, while ensuring these uses do not compromise the long-term availability or suitability of land for future industrial development.

The proposed Transport Depot is consistent with the intent of the Low Impact Industry Zone as it supports industrial and service-based activities that rely on the storage, dispatch, maintenance and movement of vehicles, equipment and goods. The use contributes to Brisbane's industrial economy and functions similarly to other anticipated industrial activities, such as service industry and warehouse uses.

The proposed use will operate without compromising the long-term viability of industrial land, provides employment opportunities, and supports surrounding industrial businesses. The proposed development will be managed, including the provision of setbacks, buffering, traffic management and measures to minimise noise and amenity impacts, the use aligns with the zone's overall outcomes of maintaining industrial character.

An assessment against the overall outcomes of the Low Impact Industry code is provided in **Table 10**.

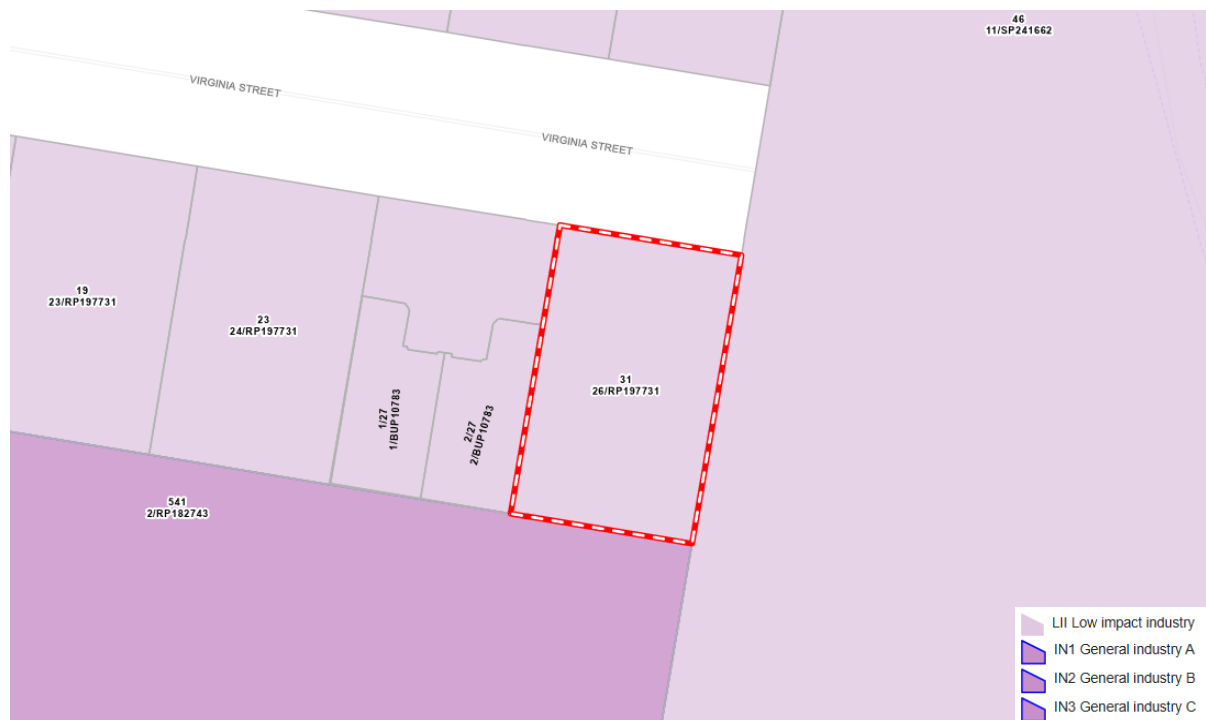


Figure 8: Zoning (Source: Brisbane City Plan Interactive Mapping, 2026)

Table 10: Low Impact Industry Zone Overall Outcomes

Overall Outcome	
(3) Zone role overall outcomes are:	
a. Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: 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 and Element 5.9 – Brisbane's Strategic Inner City Industrial Areas.	Complies The proposed development has been assessed against the Strategic Framework, with a detailed assessment provided in Section 8.1 of this report.
b. 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.	Complies The proposed development comprises a Transport Depot, an industrial land use that contributes to the diversity of uses within the area. The development will not detract from, or adversely impact, adjoining residential areas.
c. Development provides for low impact industry, service industry and warehouse uses throughout the Low impact industry zone.	Complies The proposed development represents a low-impact use that will not adversely affect the overall industrial amenity of the locality.
d. Development for a medium impact industry: 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 Medium Impact Industry use.
e. Development for an industrial use meets the requirements for separation from sensitive uses to minimise the likelihood of environmental harm or environmental nuisance.	Complies The proposed development involves the establishment of a Transport Depot and is not located adjacent to sensitive land uses.
f. Development protects the viability of existing and future industry by excluding incompatible development.	Complies The proposed development will support future industrial development of the site and maintain compatibility with surrounding industrial activities.
g. Development for a stand-alone office is not accommodated.	Not Applicable The proposed development does not involve a stand-alone office use.
h. Development that is an ancillary part of an industrial use on the same site, such as an administrative area, that directly supports the industrial use, may be accommodated.	Not Applicable The proposed development does not involve a use ancillary to an industrial activity on the site.
i. Development for a food and drink outlet, indoor sport and recreation or shop: i. is of a small-scale that supports industry uses or serves local industrial workers; ii. is not located in proximity to an established non-industrial use of a similar nature; iii. does not create an unplanned centre through a clustering of non-industrial uses; iv. does not compromise the industrial function of an industrial area.	Not Applicable The proposed development does not involve the establishment of a food and drink outlet, indoor sport and recreation facility, or shop.
j. Development for an educational establishment for trade or industry related training, where not involving overnight accommodation on premises, may be accommodated.	Not Applicable The proposed development does not involve the establishment of an educational establishment.

Table 10: Low Impact Industry Zone Overall Outcomes

k.	Development for an industrial use is located, designed and managed to maintain safety to people and provide a buffer, to avoid significant adverse effects on the natural environment and minimise impacts on adjacent non-industrial land including sensitive uses.	Complies The proposed development has been designed to maintain the safety of people through the provision of adequate pedestrian access and landscaping throughout the site.
l.	Development is of a built form, mass and setback that contribute to a high standard of amenity.	Complies The proposed development incorporates a low-scale built form with appropriate setbacks and site layout, with development generally limited to hardstand areas and temporary structures.
m.	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.	Complies The proposed development appropriately addresses applicable overlay constraints. Detailed responses to the relevant overlay codes are provided in Attachment 5.
n.	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.	Complies The site is affected by creek/waterway flood constraints, which are addressed through the Flood Impact Assessment included in Attachment 9.

8 Key Planning Matters

8.1 Strategic Framework

The proposed development generally achieves the intent and policy direction of the relevant themes of the Strategic Framework and the Low Impact Industry Zone Code, as outlined below:

- **Theme 1: Brisbane's Globally Competitive Economy**
The proposed development supports Theme 1 by facilitating industrial activities that can evolve, diversify and expand in response to changing market conditions. Brisbane's Major Industry Areas are intended to accommodate industrial activities that meet high public safety and environmental performance standards. The proposed Transport Depot is consistent with this outcome by contributing to the diversity of industrial activities within the area and supporting the continued operation of industry-related uses.
- **Theme 5: Brisbane's CityShape**
The proposed development also aligns with Theme 5, which seeks to provide a range of industrial and industry-related uses, including industrial services, service trades, logistics, construction and automotive activities. The proposed use will contribute to the mix of activities within the Strategic Inner City Industrial Area and support an employment-generating industrial function that is responsive to changing business and market needs.

Accordingly, the proposed development is considered to be consistent with the relevant Strategic Framework themes and the intent of the Low Impact Industry Zone Code.

8.2 Low Impact Industry Zone Intent

The proposed development is consistent with the intent and Overall Outcomes of the Low Impact Industry Zone, as it supports the ongoing viability and productive use of industrial land while maintaining an appropriate mix of industrial activities within the locality. The key Overall Outcomes are:

- The proposed Transport Depot constitutes an industrial land use that is compatible with the established character of the surrounding area and is not expected to result in unacceptable impacts on adjoining properties or nearby sensitive land uses, consistent with Overall Outcome 2(e). This is supported by the proposed operating hours and traffic movements, which are comparable to those associated with surrounding industrial activities within the locality.
- The proposed development responds appropriately to the site's constraints through considered design measures, technical input, and assessment against the relevant planning codes. Compliance with the applicable assessment benchmarks has been demonstrated in relation to environmental values and other site characteristics identified through overlay mapping and relevant development codes. Accordingly, it is considered that the proposed development is consistent with Overall Outcome 2(m).
- The Transport Depot is appropriately located within an established industrial area and maintains adequate separation from sensitive land uses, in accordance with Overall Outcome 2(e). As such, the proposal minimises the potential for environmental harm, environmental nuisance, and adverse amenity impacts on surrounding properties.
- The nature, intensity, and scale of the proposed operations are compatible with the surrounding industrial development and are unlikely to result in adverse impacts relating to noise, traffic, vibration, air quality, or other environmental considerations. Therefore, achieving the intent of Overall Outcome 2(d).

8.3 Road Resumption

Virginia Street will ultimately provide a court bowl treatment, delivered primarily within 46 Zillmere Road. To facilitate this treatment, the north-eastern corner of the site will be truncated as part of future road widening works.

The site access arrangements have been designed with regard to both the proposed road widening and the construction of a court bowl terminus to the east of the site under ultimate conditions, as well as the interim period between development completion and future road construction.

Consistent with the planning scheme, the proposed development has been designed having regard to SC6.31 Transport, access, parking and servicing planning scheme policy, including the approach to road widening and associated land dedication. This is reflected in the interim and ultimate condition plans provided in **Attachment 4**. Further details are provided in the Traffic Impact Assessment at **Attachment 6**.

8.4 Car Parking

The proposed development provides two (2) on-site car parking spaces, resulting in a shortfall of one (1) space when compared with the minimum parking rate prescribed under the Planning Scheme. To assess the appropriateness of this outcome, a car parking demand assessment has been undertaken to determine the likely parking demand generated by the proposed use. The proposed development addresses the outcomes of SC6.31 Transport, Access, Parking and Servicing Planning Scheme Policy.

Based on operational information provided by the applicant, the proposed use will operate with a maximum of one (1) staff member on-site at any given time. The applicant has also advised that the site may occasionally accommodate visitors associated with deliveries; however, the premises will not be open to the public. Having regard to the proposed operational characteristics, the development is expected to generate a peak parking demand of no more than two (2) spaces. The provision of two (2) on-site parking spaces is considered sufficient to accommodate the anticipated demand, including occasional peak periods.

The proposed development includes one (1) dedicated on-site parking space for people with disabilities. Accordingly, the development complies with the relevant accessibility requirements and is considered acceptable from a parking and accessibility perspective.

Further details are provided in the Traffic Impact Assessment at **Attachment 6**.

8.5 Setbacks

The proposed building is a demountable-style temporary structure designated for general admin purposes to support the site operations. A setback of 1.5 metres is provided from the adjoining property boundary, ensuring compliance with applicable fire safety requirements. Given that the adjoining land use is a vehicle sales yard and that the proposed use is temporary and of a low-impact nature, it is considered that the 1.5m setback to the adjoining land use is sufficient. The proposed development is therefore not expected to adversely affect the adjoining property.

Furthermore, the storage use is ancillary to the approved Transport Depot land use and supports the day-to-day operation of the existing transport business. The proposed development does not introduce a new or incompatible activity but rather facilitates an established transport-related use on the site. This is consistent with the intent of the Low Impact Industry Zone, which anticipates industrial, service industry, warehouse and transport-related activities that operate with minimal off-site impacts. As such, the proposed development is compatible with the existing and intended character of the locality and is not expected to result in land use conflict with surrounding properties.

9 Other Relevant Matters

9.1 Preliminary

Section 45(5)(b) of the Act establishes that an assessment manager must have regard to other relevant matters when undertaking an impact assessment. Examples of other relevant matters given under section 45(5)(b) are:

- A planning need.
- The current relevance of the assessment benchmarks in the light of changed circumstances.
- Whether assessment benchmarks or other prescribed matters were based on material errors.

The Act therefore requires an assessment manager to reach a balanced decision in the public interest based on an assessment of the merits of the application, which is subject to the limits implied by the scope and purpose of the Act.

As outlined in the preceding sections, the proposed development provides a broad range of community benefits and responds to the strong policy momentum derived from the Queensland Government and Council's recent strategic directions.

9.2 Industrial Land Supply

The proposed development aligns with the relevant policy which includes the 'our productive city' document. As such the site is located within Brisbane's Northern Industrial Area. Within this area particularly the Geebung industrial area. As such the proposed development for a Transport Depot is expected to provide an industrial use, this contributes to the growing need for industrial supply by developing a use consistent with the intent of the area by developing on unused industrial land in a key industrial precinct. As the proposed use for a Transport Depot represents one of the key themes directly through providing Servicing which relates to maintaining, repurposing and repairing goods and equipment. As such the operation relate to the storage and holding of plant and heavy machinery for sale purposes, as such being second hand machinery and vehicles.

10 Conclusion

This report has been prepared pursuant to section 51 of the Planning Act in support of an impact assessable DA seeking a Development Permit for Material Change of Use for a Transport Depot. The DA is lodged over land at 31 Virginia Street, Geebung 4034, formally described as 26 on RP197731.

The proposed development has been assessed against the relevant assessment benchmarks of the Brisbane City Plan 2014 and is supported by a range of technical studies and assessments. As demonstrated in this report, the proposed development is consistent with the strategic framework, relevant assessment benchmarks and other key strategic documents from Council. This report has identified that there are several other relevant matters that add further justification for approval. These include:

- The proposed development is consistent with the intent and overall outcomes of the Low Impact Industry Zone, as it supports industrial activities within an established industrial precinct.
- The proposed Transport Depot represents an appropriate industrial land use that is compatible with surrounding development and the character of the locality.
- The site is suitably located to accommodate the storage and operation of heavy machinery without adversely affecting sensitive land uses.
- The proposed development generally complies with the relevant provisions of the Strategic Framework and Industry Code.
- The development will facilitate the continued operation of industrial businesses and contribute to the economic function of the industrial area.

In summary, this application confirms the proposed development represents an excellent outcome for the site, facilitating a development that aligns with the strategic intent of the area and the community's expectations for development in the Low impact industry zone. The proposed development reinforces the basic fundamentals of first principles planning and mitigates to deliver a high-quality outcome for the site that responds to the site's constraints and does not result in unacceptable impacts to adjoining properties. For the reasons outlined above, it is recommended that Council approve the DA subject to reasonable and relevant conditions.

Should you have any queries or require further information, please contact Bailey George on 07 3852 3922 or bailey.g@placedesigngroup.com.au.