

Town Planning Report



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APPLICATION REF
A006924141

Change Application (Other Change) To Existing Approval at 179 Logan Road, Woolloongabba

December 2025

Prepared for: Reil Dealership Bonds Pty Ltd



Urbis staff responsible for this report were:

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Project Code P0058349
Report Number 1

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Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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Storage King 2025			

Site and Proposal Summary

Site and proposal details

Key information	Proposal detail
Address	179 Logan Road, Woolloongabba QLD 4102
Real Property Description	Lot 8 on RP803071 Lot 33 & 34 on RP11904
Total site area	4,301m ²
Local Government	Brisbane City Council
Planning Scheme/Local Government Categorising Instrument	Brisbane City Plan 2014 Version 35
Zone and Zone Precinct	HDR2 – High Density Residential Zone (Up to 15 Storeys)
Neighbourhood Plan	Woolloongabba Centre Neighbourhood Plan (Logan Road corridor Precinct – NPP-004)
Purpose	Other Change Application to current development approval over the site for Material Change of Use for Warehouse (A005712796; A006196762).
General Description	Extension to existing self-storage facility
Land owner	<i>Reil Dealership Bonds Pty Ltd</i>

Aspects of Development

Type of development	Development Permit for Material Change of Use for Warehouse
Category of Development	Impact Assessment

Applicant Details

Applicant	Urbis Contact details	Urbis reference number
Reil Dealership Bonds Pty Ltd	Name of contact: Andrew Kennedy Email: akennedy@urbis.com.au Phone: 07 3007 3847	P0058349

Introduction

Urbis Ltd has prepared this Town Planning Report on behalf of *Reil Dealership Bonds Pty Ltd* ('the Applicant') in relation to proposed changes to the approved development over land at 179 Logan Road, Woolloongabba QLD 4102, formally described as Lot 8 on RP803071 and Lots 33-34 on RP11904.

The site benefits from an existing development approval that is relevant to this proposal. This approval comprises a Material Change of Use development permit that authorises the change for warehouse (self-storage) facility on the premises, which was approved by Brisbane City Council ('Council') on 25 January 2022 (Council Ref: A005712796). Subsequently, Brisbane City Council approved a minor change to the development permit was approved issued by Council on 13 March 2023 (A006196752).

The change application, seeks to alter the existing development approval to:

- Introduce staging to the development permit, comprising:
 - Existing development, not altered. This comprises self-storage building up to three storeys, at the eastern side of the site;
 - Stage 1: Comprising a building on the western side of the site, up to five storeys, to replace an existing two storey building;
 - Stage 2: One additional storey, atop the existing three storey at the eastern side of the site, totalling four storeys.
- Delete condition 7, which currently requires that development cease operation by 1 June 2033.
- Amend the landscape concept plan, to illustrate how the proposed changed development relates to landscaping on the site, and introduces additional landscaped area in the western side setback.

This report is accompanied by the following supporting information:

- **Appendix A** – DA Form 1 & Form 5;
- **Appendix B** – Title Searches & Owners Consent;
- **Appendix C** – Existing Development Approval Documents;
- **Appendix D** – Proposed Architectural Plans;
- **Appendix E** – Landscape Concept Plan;
- **Appendix F** – Traffic Impact Assessment;
- **Appendix G** – Brisbane City Plan 2014 Code Assessment.

The assessment of the application is to be undertaken in accordance with Sections 45(5) and 82 of the Planning Act as well as Section 27 of the Planning Regulation 2017.

This report provides a detailed assessment against these provisions and concludes that the changed development remains appropriate for the site and is generally consistent with State legislative framework, the existing City Plan controls and intent for the area, and will not adversely impact upon the amenity of the locality. Council's approval of the application is therefore sought, subject to relevant and reasonable conditions.

1

The Site

1 The Site

1.1 Site Details

Key details of the site are as follows:

Category	Description
Site Address	179 Logan Road, Woolloongabba QLD 4102
Real Property Description	Lot 8 on RP803071 Lot 33 & 34 on RP11904
Site Area	Lot 8 on RP803071: 3,454m ² Lot 33 on RP11904: 430m ² Lot 34 on RP11904: 417m ² Total: 4,301m ²
Land Owner	Reil Dealership Bonds Pty Ltd
Contaminated Land	The site is not on the Environmental Management Register or Contaminated Land Register.
Easements	No easements are identified on the site.
Existing Land Use	Warehouse (Self-Storage)

The site is illustrated at **Figure 1**. This illustrates the current state of the building, landscaping and the relationship between the site and surrounds, and key features of the streetscape

Figure 1 – Storage King Site



Picture 1 – Buranda Street Frontage

Source: Urbis Ltd



Picture 2 – Logan Road Frontage

Source: Urbis Ltd



Picture 3 – View of Site from Lane to North

Source: Urbis Ltd



Picture 4 – Interface to Residential, to the West

Source: Urbis Ltd

1.2 Immediate Surrounds

The area surrounding the site is characterised by a mixture of residential land uses, including high-density and character residential dwellings, as well as mixed use development and community facilities.

Specifically, the surrounding land uses include the following:

- **North** – Immediately north of the site are a variety of dwelling types including high-density residential and CR3 character (infill housing) zones. North-West of the site beyond the residential and character housing zones is a mixed-use precinct comprising the Norman Hotel, Healthcare Australia, and South Brisbane Day Hospital.
- **South** – Immediately south of the site are residential dwellings, Car One Automotive Mechanics, and Lighthouse Church Inner City. Further south of the site is Buranda Train Station and Uni-Lodge Student Accommodation. South-east of the site are more high-density and character residential dwellings along with 4Cyte Pathology Stones Corner and South Brisbane Ambulance Station.
- **East** – Immediately east of the site South City Square, a high density living, mixed use development. Further east is more character residential dwellings and low-impact industry warehouses.
- **West** – Immediately west of the site are character residential dwellings extending towards the Pacific Motorway. South-west of the site is more character residential dwellings along with community facilities that includes St Luke’s Parish (Buranda) and St Luke’s Green Retirement Facility.

The surrounding context of the site is illustrated below in **Figure 2**.

Figure 2 – Site Surrounds



Picture 5 – North: Eastwood Apartments

Source: Google Maps



Picture 6 – East: South City Square

Source: Urbis Ltd



Picture 7 – South: Buranda Train Station

Source: Google Maps



Picture 8 – West: St Luke's Parish and Retirement Facility

Source: Google Maps

1.3 Woolloongabba Priority Development Area

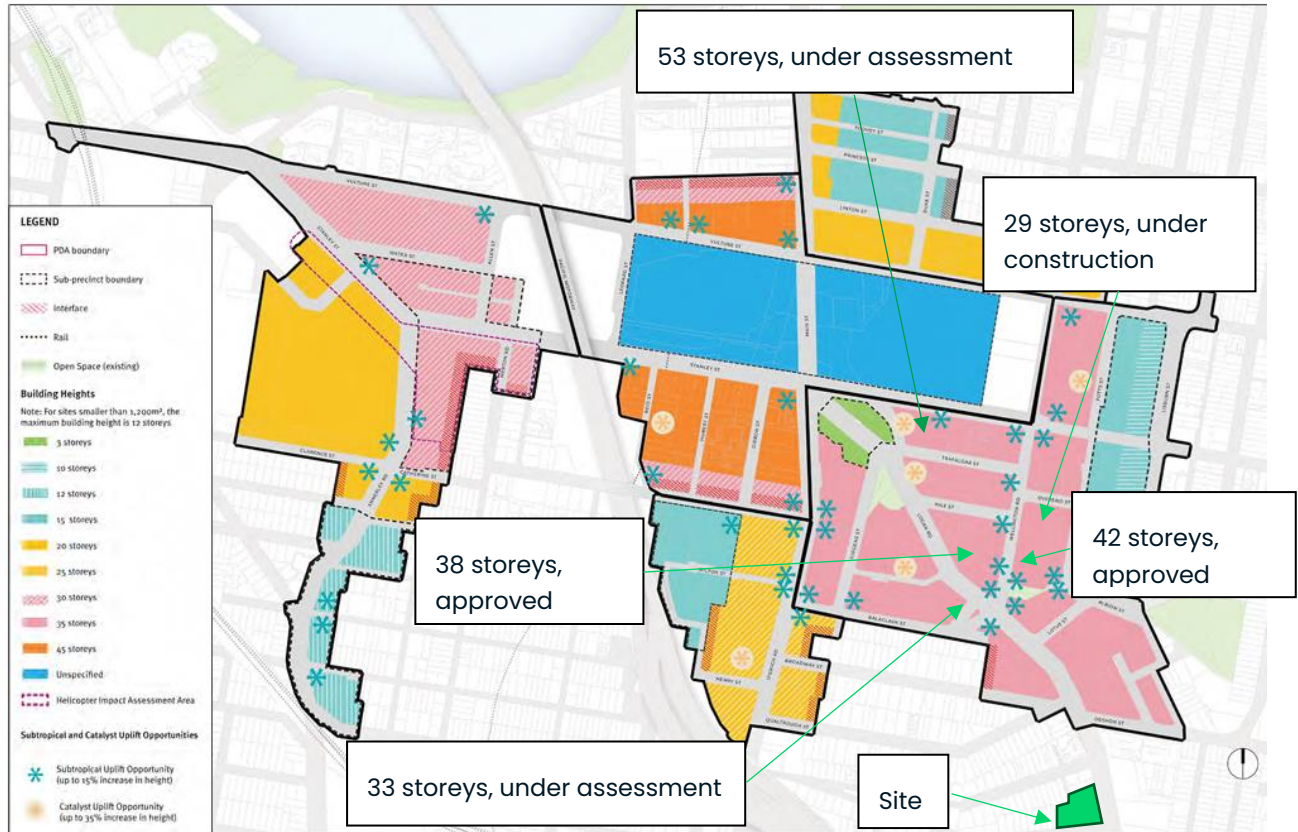
The site is situated immediately outside the southern boundary of the Woolloongabba Priority Development Area (the 'PDA'). While not within the PDA itself, this emerging precinct is set to undergo significant urban renewal and infrastructure investment in the lead-up to the Brisbane 2032 Olympic Games and beyond.

The Woolloongabba PDA was first declared in September 2023 and is guided by an amended Development Scheme that took effect on 10 October 2025. The PDA's vision is to transform the area into a vibrant, mixed-use inner-city neighbourhood, delivering housing in higher-density, high-rise formats, alongside improved public spaces, active transport links, and enhanced public transport connections, particularly around the new Cross River Rail station.

The Woolloongabba PDA Development Scheme nominally identifies housing supply in the PDA of 16,000 dwellings, for approximately 24,000 people. The Development scheme includes significant building heights, and there does appear to be realistic appetite from the development industry to act upon this, based on applications under assessment, approvals in place, and projects underway. Although there is a mixture of approvals under the Development Scheme, and the preceding Brisbane City Plan 2014, the level of activity in the PDA is significant and a clear indicator that the development industry expresses confidence in investing in the precinct.

Figure 3 - Extract of Building height map, Woolloongabba PDA Development Scheme

Map 3: Building Height



Source: EDQ

Although the proposed self-storage development is outside the PDA boundary, it will complement the PDA's vision by supporting the lifestyle and practical requirements of current and future residents. The site's location provides excellent connectivity to the CBD, the Woolloongabba PDA, and surrounding high density residential precincts. **Figure 4** below illustrates examples of high density development in the surrounding precincts.

Figure 4 - Nearby High Density Residential Precincts



Picture 9 - Woolloongabba PDA

Source: Urbis Ltd



Picture 10 - Stones Corner

Source: Urbis Ltd

2

Approval History

2 Approval History

The site benefits from multiple previous development approvals, including the current land use as Warehouse (Self-Storage facility). The site's most recent approvals that are relevant to this application are summarised in the sections below.

2.1 Material Change of Use for Warehouse (Self-Storage) – 2021 (Council Ref: A005712796)

On 25 January 2022 Council approved a Material Change of Use application for a Warehouse (Self-Storage) facility on the premises, involving changes for adaptive reuse and minor extensions to existing buildings. On 1 April 2022 the final decision for the application was issued following the submission of Negotiated Decision Notice. A summary of the key components of the development proposal is summarised as follows:

Key Development Parameters	Proposed Development
Defined Land Uses	Warehouse (Self-Storage)
Gross Floor Area (GFA) (m ²)	5,525.49m ²
Site Area	4,301m ²
Site Coverage	62.2%
Building Height	10.8 maximum, 3 storeys
Access	2 x crossovers Buranda St, crossover Logan Rd
Car Parking	10 parking spaces, including 1 PWD space
Servicing	Medium Rigid Vehicle (MRV) and Refuse Collection Vehicle (RCV)
Deep Planting	571.6m ² (13.3%)

The proposal also utilised the existing car dealership buildings for self-storage facility by:

- Demolishing the existing roof and development of additional floor levels to the main dealership building;
- Constructing an enclosed warehouse atop the exiting concrete suspended slab at the rear, which was formerly used for car parking above and below;
- Installing a series of self-storage units throughout each building;
- Modifying site entrances to suit the proposed use, and installation of service bays for customer use;
- Modifying of building facades and cladding; and
- Undertaking new landscaping.

2.2 Minor Change to Existing Development Approval (Self-Storage Warehouse) – 2023 – (Council Ref: A006196762)

On 13 March 2023, Council approved a Minor Change to the existing development approval for the site. The change related to the proposed cladding, which had originally been intended to include the re-use of existing fibre cement sheeting where possible. During partial demolition works, undertaken to progress the development, the applicant determined that the condition of the existing sheeting was unsuitable for re-use.

As a result, the approved cladding was amended from painted fibre cement sheeting to more contemporary Colourbond sheet metal cladding. The approved colour scheme, as depicted in the original approval, was retained. No changes were made to the approved GFA, building footprints, or the physical built form.

The proposal also involved minor changes to the internal floor plan to change the layout in storage units inside.

A copy of the existing development approval is provided in **Appendix C** of this Report.

3

Proposed Changes

3 Proposed Changes

3.1 Key Proposal Details

On 25 January 2022, the original approval (Council Ref: A005712796) for the overall development of the site was granted by Council. It was an Impact Assessable application for a Development Permit for Material Change of use for Warehouse (Self-Storage).

This change application involves an 'Other change' to the approved development for the site (Council Ref: A005712796). This Other Change application is made in accordance with Sections 78 and 82 of the Planning Act.

In preparing the amendments to the current approval, the Applicant has undertaken a detailed assessment of the development opportunities for the site, having regard to the surrounding context and within the parameters of the existing Development Approval

The amended proposal involves the continued use of the site as a self-storage facility, with changes to building heights, increased capacity, and various structural upgrades. Changes have been considered in the context of the level of market interest and uptake, since opening the facility in Mid-2024. In this 18 month period, the facility is above 90% occupancy, demonstrating a significant level of demand for the service.

Key elements of the amended design include:

- **Building 1**
 - Increase building height from three to four storeys
 - Install new roof framing and construct a new roof.
- **Building 2 (Existing Warehouse)**
 - Partial demolition and rebuild to increase height from two to five storeys.

Proposed plans are provided at **Appendix D**, with a comparison of the approved and proposed development parameters outlined in **Table 1** below.

Table 1 – Key Development Parameters

Parameter	Approved	Proposed
Height	3 Storeys	5 Storeys
GFA	5,668.26m ²	9,488.10m ²
Site Cover	62.2%	66.6%
Setbacks	Side (West): 3m Rear (Adjacent to 20 Buranda Street): 3m Front (Logan Road): 4m Front (Buranda St): 2.725m	Side (West): 4m Rear (Adjacent to 20 Buranda Street): 3.7m Front (Logan Rd): 4m Front (Buranda St): 3m

3.2 Revised Building Structure and Height

The proposed change continues to provide a storage facility on the eastern side of the site, consistent with the approved use. The proposal seeks to revitalise the design of the approved warehouse to deliver an improved built form outcome that maximises the site's functionality and operational efficiency.

The change includes the demolition of floors within Building 2 (for structural purposes) and subsequent expansion to increase its height from two to five storeys. Due to the existing building's structural limitations, the addition of a new floor level atop the existing suspended concrete slab cannot be supported without posing safety risks. As such, reconstruction is required to achieve the proposed design and ensure compliance with current building standards.

The revised design of Building 2 will provide a more contemporary architectural form, with improved materiality and detailing that better integrates with the broader site. The additional height has been designed to maintain a balanced scale and proportion, ensuring the building remains compatible with its surroundings while enhancing the site's storage capacity. The increased height has also been carefully considered to achieve a more appropriate transition between adjoining built forms, supporting a cohesive streetscape profile.

In addition, the proposal seeks to increase the height of Building 1, at the eastern side of the site, from three to four storeys. This change will involve the redevelopment of the existing roof structure to support the new level, ensuring the works are undertaken in accordance with current building standards and maintaining the building's integration with the overall site design.

Figure 5 – Existing vs Proposed development



Picture 11 – Existing approval

Source: Focus Architecture



Picture 12 – Proposed

Source: Focus Architecture

3.2.1 Height definition

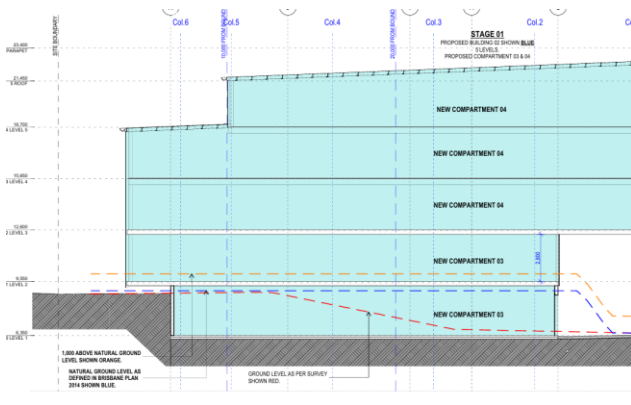
This application takes a cautious approach to calculating building height. We acknowledge that:

- The current approval utilises a pre-existing carpark structure, to form a floor level of the western building. This building comprises two-levels of self-storage facility.
- The ground levels of the site appear to pre-date 2002, and the 2002 City Plan contours. Therefore, a common approach would be to adopt the 2002 contours as the Natural Ground Level (Prescribed Level) to identify whether a basement is a storey;
- However, as seen at **Figure 6** below, the 2002 contours appear to relate to the suspended carpark deck. A conservative approach is to consider the current ground levels beneath, in case of uncertainty regarding the status of the 2002 contours. Therefore, this report considers that the space beneath the car park deck is a storey, as a cautious approach. This approach is taken whether describing the existing or proposed changed development.

In any case, with respect to the effect of height:

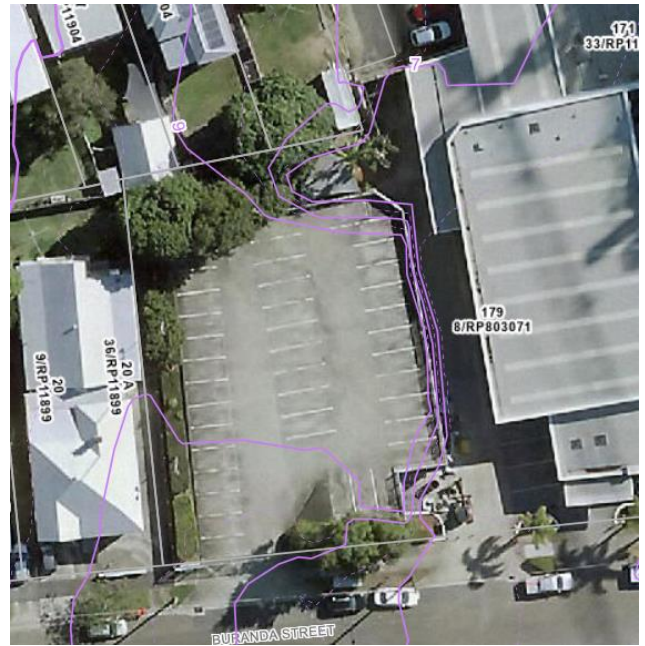
- The key assessment matters are about the additional storeys proposed, above the level of the existing building at the western side of the site (ie. above RL 12.6m). The status of ground level below that does not vary the overall height increase, relative to neighbouring properties;
- Whether the proposal comprises four or five storeys does not affect category of assessment;
- The key built form parameters, and assessment of these as discussed at Section 7 are not significantly affected by this approach to defining height.

Figure 6 – Building Height Characteristics



Picture 13 – Section Extract

Source: Focus Architecture



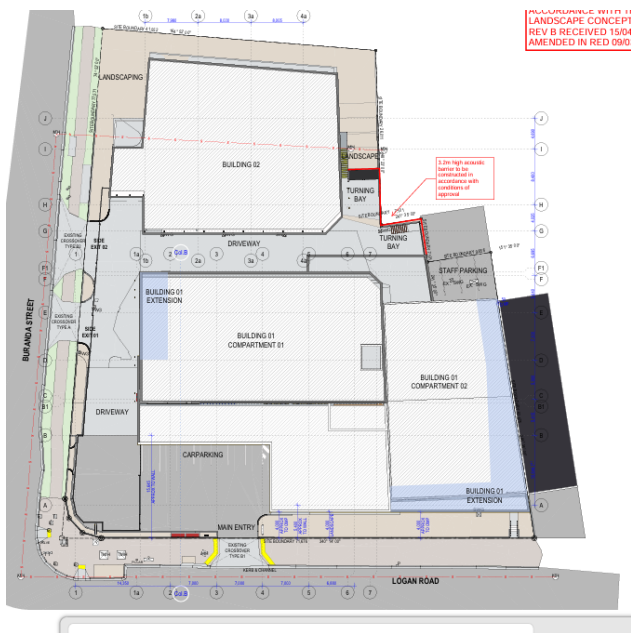
Picture 14 – 2002 Contours

Source: Brisbane City Council

3.3 Setbacks

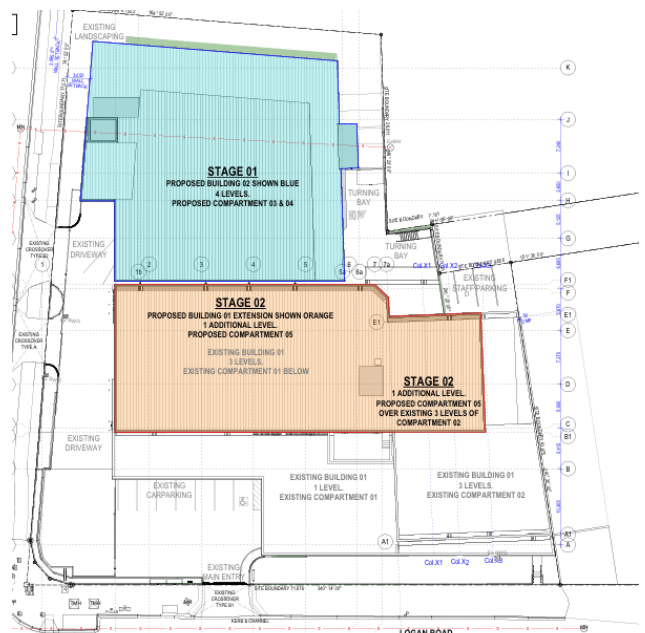
The amended proposal continues to propose a built form, bulk and scale that is consistent with the previously approved development and achieves setbacks and building height transitions consistent with the existing development. **Figure 7** below illustrates the site layout and setbacks.

Figure 7 – Existing vs Proposed Setbacks



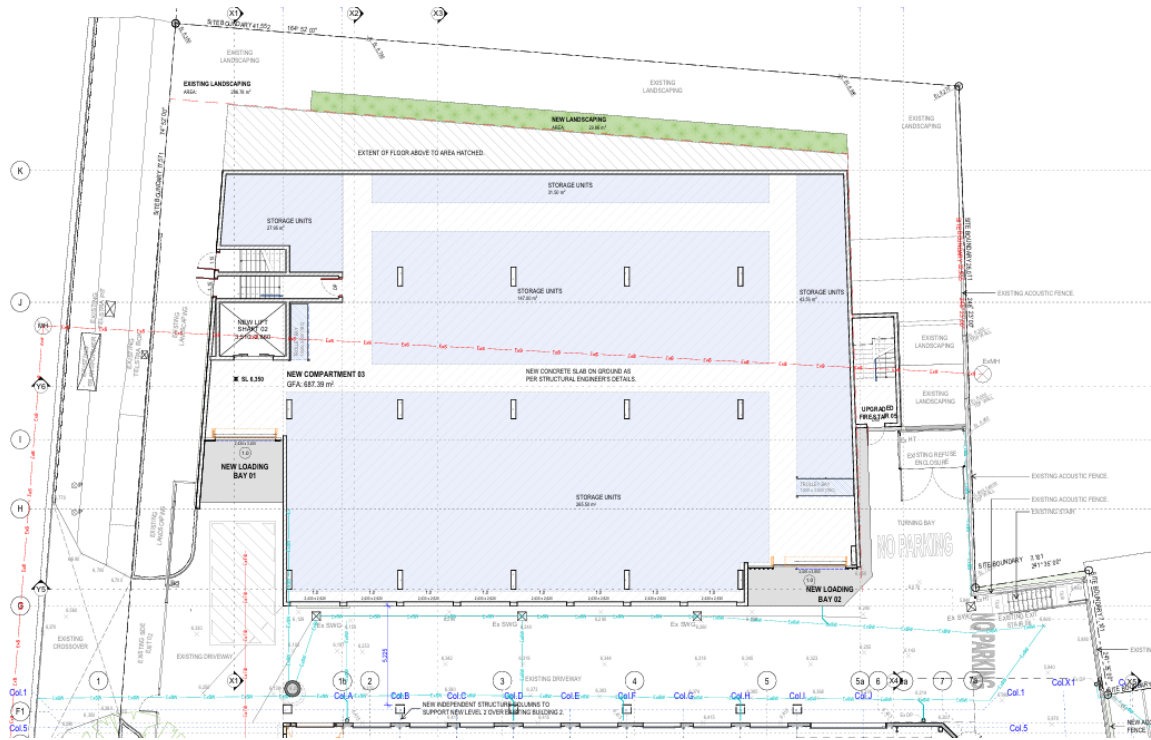
Picture 15 – Existing Site plan

Source: Focus Architecture



Picture 16 – Proposed Site plan

Source: Focus Architecture



Picture 18 – Proposed Internal Configuration

Source: Focus Architecture

3.5 Landscaping Works

The proposal involves minor changes to the existing landscaping on the site. Due to the development of the new building and its footprint, a portion of the current landscaped area will be removed to accommodate the structure and associated access requirements. However, the design incorporates a new, smaller landscaped area at the rear of the site, ensuring that green space is retained and continues to contribute to the overall visual amenity of the development.

A new concept landscaping plan has been prepared, detailing a variety of plants and species chosen to complement the surrounding character and integrate seamlessly with the existing landscaping on the site. The selection includes species that are low-maintenance, climate-appropriate, and consistent with the established streetscape, providing seasonal interest and enhancing the site’s presentation. The proposed landscaping will soften the built form, provide visual relief, and maintain a level of greenery that supports the amenity of both the site and the adjoining properties. **Figure 9** below illustrates the existing and proposed landscaping works.

Figure 9 – Existing vs Proposed Landscaping



Picture 19 – Existing Landscaping

Source: Urbis



Picture 20 – Proposed Landscaping

Source: Urbis

3.6 Staging

The proposed development is planned to be delivered in two distinct stages to allow for an orderly and efficient construction program while maintaining operational continuity on the site.

Stage 1:

Stage 1 will involve the demolition of **Building 2 (existing two storey warehouse)** and its reconstruction to meet current structural and compliance standards, enabling a height of five storeys. Works in this stage will also include extending the roofline and walls to expand the gross floor area (GFA) and improve site utilisation.

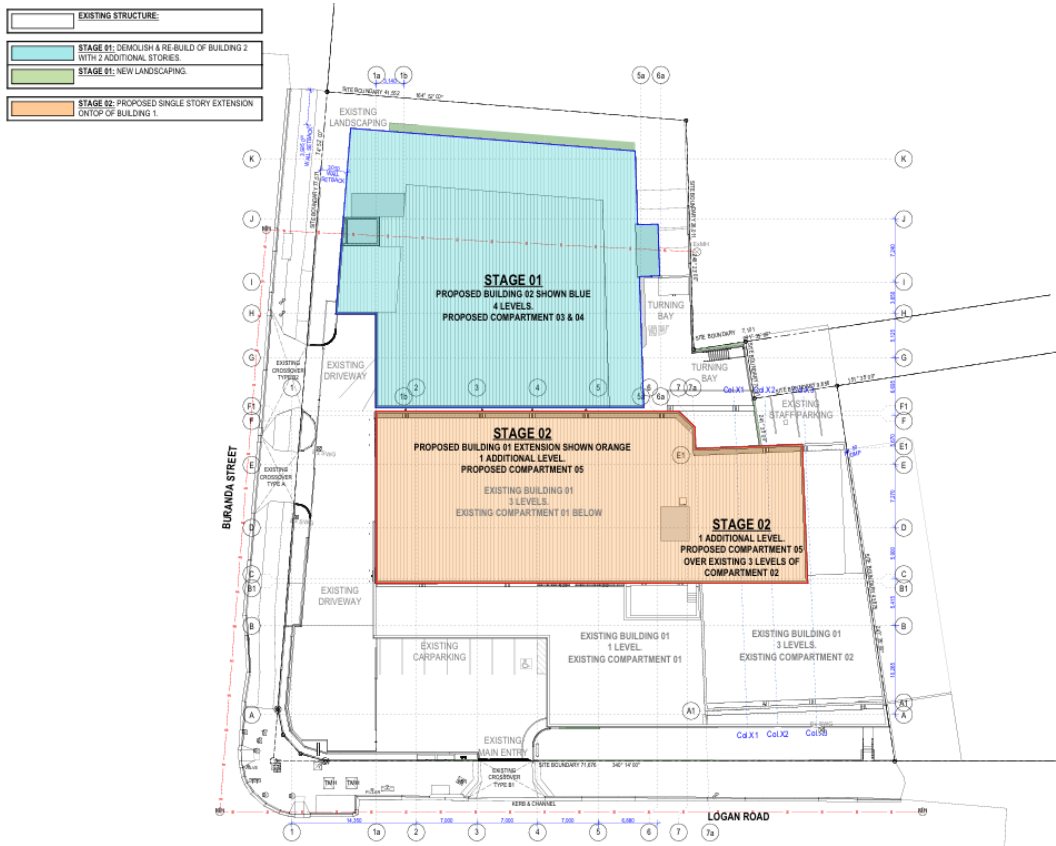
Stage 2:

Stage 2 will commence after Stage 1 and will involve the vertical extension of the existing three storey **Building 1**, increasing its height to four storeys.

The staged delivery approach ensures that works are sequenced to minimise disruption, address structural requirements in priority order, and allow for the efficient integration of site-wide improvements such as landscaping, screening, and fire separation between the two buildings.

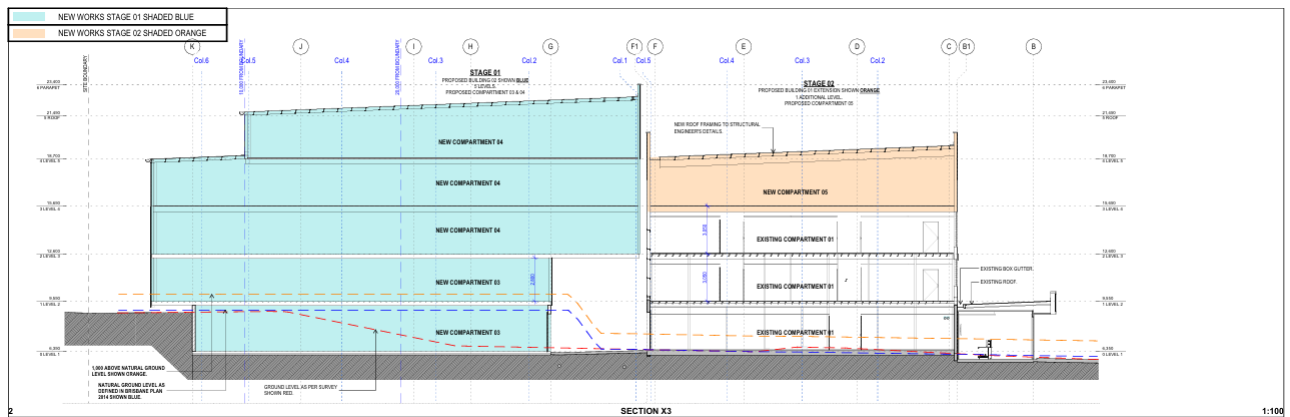
Figure 10 below illustrates the proposed staging of the Development.

Figure 10 – Proposed Staging of Development



Picture 21 – Staging of Development (Plan View)

Source: Focus Architecture



Picture 22 – Staging of Development (Section View)

Source: Focus Architecture

4 Amendments to Approval

4 Amendments to Approval

As a result of the proposed changes described above, several amendments are sought to the list of approved documents and conditions contained in Council’s approval dated A006196762. The proposed amendments to the approved documents and conditions are described in the following sections.

4.1 Amendments to Approved Documents

Table 2 sets out the amendments required to the list of approved plans and documents to reflect the proposed changes and ensure any approval issue acknowledges the correct plans. Specifically, **red** text with a **strikethrough** indicates wording to be deleted and **blue and underlined** text indicates proposed amendments.

Table 2 – Proposed Changes to Approved Plans

Drawing or Document	Revision Number	Plan Date
Project Overview Site Plan – Proposed	A1.03 REV 04 <u>A</u>	20/12/2022 <u>7/11/2025</u>
Project Overview Site Plan – Existing	A1.04 REV 03 <u>A</u>	20/12/2022 <u>7/11/2025</u>
<u>Project Overview</u> <u>Shadow Diagrams</u>	<u>A1.07 REV A</u>	<u>7/11/2025</u>
Floor Plans – Proposed Ground Floor – Building 01 Proposed <u>Building 01 Ground Level 1 – Floor Plan Proposed</u>	A2.01 REV 11 <u>A</u>	20/12/2022 <u>7/11/2025</u>
Floor Plans – Proposed First Floor – Building 01 Proposed <u>Building 01 Level 2 – Floor Plan Proposed</u>	A2.02 REV 12 <u>A</u>	20/12/2022 <u>7/11/2025</u>
Floor Plans – Proposed Second Floor – Building 01 Proposed <u>Building 01 Level 3 – Floor Plan Proposed</u>	A2.03 REV 10 <u>A</u>	20/12/2022 <u>7/11/2025</u>
Floor Plans – Proposed Roof Plan – Building 01 Proposed <u>Building 01 Level 4 – Floor Plan Proposed</u>	A2.04 REV 07 <u>A</u>	20/12/2022 <u>7/11/2025</u>
Floor Plans – Proposed Ground Floor – Building 02 Proposed <u>Building 01 Roof Plan – Proposed</u>	A2.05 REV 10 <u>A</u>	20/12/2022 <u>7/11/2025</u>
Floor Plans – Proposed First Floor – Building 02 Proposed <u>Building 02 Ground Level 1 – Floor Plan Proposed</u>	A2.06 REV 09 <u>A</u>	20/12/2022 <u>7/11/2025</u>
Floor Plans – Proposed	A2.07 REV 03 <u>A</u>	20/12/2022 <u>7/11/2025</u>

~~Roof Plan – Building 02 Proposed~~

[Building 02 Level 2 – Floor Plan Proposed](#)

Floor Plans – Proposed

A2.08 REV ~~10~~ A

~~20/12/2022~~ [7/11/2025](#)

~~Ground Floor – Building 01 Unit Plan~~

[Building 02 Level 3 – Floor Plan Proposed](#)

Floor Plans – Proposed

A2.09 REV ~~07~~ A

~~20/12/2022~~ [7/11/2025](#)

~~First Floor – Building 01 Unit Plan~~ Building

[02 Level 4 – Floor Plan Proposed](#)

Floor Plans – Proposed

A2.10 REV ~~06~~ A

~~20/12/2022~~ [7/11/2025](#)

~~Second Floor – Building 01 Unit Plan~~

[Building 02 Level 5 – Floor Plan Proposed](#)

Floor Plans – Proposed

A2.11 REV ~~06~~ A

~~20/12/2022~~ [7/11/2025](#)

~~Ground Floor – Building 02 Unit Plan~~

[Building 02 Roof Plan – Proposed](#)

~~Floor Plans – Proposed~~

~~A2.12 REV 06~~

~~20/12/2022~~

~~First Floor – Building 02 Unit Plan~~

[Floor Plans – Existing](#)

[A3.01 REV A](#)

[7/11/2025](#)

[Building 01 Ground Level 1 –](#)

[Existing/Demolition](#)

[Floor Plans – Existing](#)

[A3.02 REV A](#)

[7/11/2025](#)

[Building 01 Level 2 – Existing/Demolition](#)

[Floor Plans – Existing](#)

[A3.03 REV A](#)

[7/11/2025](#)

[Building 01 Level 3 – Existing/Demolition](#)

[Floor Plans – Existing](#)

[A3.04 REV A](#)

[7/11/2025](#)

[Building 01 Roof Plan –](#)

[Existing/Demolition](#)

[Floor Plans – Existing](#)

[A3.05 REV A](#)

[7/11/2025](#)

[Building 02 Level 1 – Existing/Demolition](#)

[Floor Plans – Existing](#)

[A3.06 REV A](#)

[7/11/2025](#)

[Building 02 Level 2 – Existing/Demolition](#)

[Floor Plans – Existing](#)

[A3.07 REV A](#)

[7/11/2025](#)

[Building 02 Roof Plan –](#)

[Existing/Demolition](#)

[Sections](#)

[A4.02 REV A](#)

[7/11/2025](#)

[Sections X3 & X4](#)

[Sections](#)

[A4.03 REV A](#)

[7/11/2025](#)

[Sections X5, Y2](#)

[Elevations 1 – Proposed](#)

[A5.01 REV A](#)

[7/11/2025](#)

[Elevations 2 – Proposed](#)

[A5.02 REV A](#)

[7/11/2025](#)

Elevations 3- Proposed	A5.03 REV A	7/11/2025
Elevations 1 – Existing	A5.04 REV A	7/11/2025
Elevations 2 – Existing	A5.05 REV A	7/11/2025
Elevations 3 – Existing	A5.06 REV A	7/11/2025
Landscape concept report	LP-01 Rev B LP-02 Rev C	Amended in red 09-Mar-2023 26 Nov 2025

4.2 Amendments to Conditions

Table 3 sets out the amendments required to the conditions of the approval to reflect the proposed changes and ensure any approval issue acknowledges the correct plans. To explicitly illustrate the proposed change, **red** text with a **strikethrough** indicates wording to be deleted and **blue and underlined** text indicates proposed amendments.

Table 3 – Proposed Changes to Conditions of Approval

Condition	Timing
<p>7) Temporary Use Approval</p> <p>The Approved use on the land for Warehouse (Self-Storage facility) is permitted to operate until midnight 1 June 2033, after which the use must cease operation.</p> <p>Note: The temporary approval may only be extended via a change application submitted to Development Services. Any future extension may be limited in time to such period as may be determined by the Team Manager, Planning Services East. Any request to extend this temporary use must be made in writing via a change application submitted to Development Services via edaest@brisbane.qld.gov.au. Any extension of the temporary approval period must be sought at least 30 days prior to the expiration of the temporary approval period, although this advice does not obligate Council to support such a request.</p>	As indicated

The nature of this proposal including partly demolishing and reconstructing Building 2 seeks to deliver a fit-for-purpose self-storage solution to local residents on a permanent basis. As established elsewhere in this report, the introduction and evolution of the nearby Woolloongabba PDA is expected to fuel a significant population increase in the local area and self-storage is expected to remain in high demand. Given the established use onsite, it has been demonstrated that this use can operate effectively without adverse impacts to neighbouring residents. Therefore, in combination with the proposed investments in improved built form and capacity, it is respectfully requested that *Condition 7 – Temporary Use Approval* be deleted to reflect the proposed permanent development outcome onsite.

5

Specialist Information

5 Specialist Information

A series of technical investigations and assessments have been undertaken. The key findings and recommendations of these investigations are documented in the following sections below.

5.1 Landscape Concept Plans

Urbis Ltd has prepared a landscape concept plan, at **Appendix E**, outlining the key updates to the existing landscaping on the site. The plan confirms that:

- The majority of existing landscaping works, including site trees, will be retained.
- A new landscaped zone is proposed along the rear boundary adjacent to 20 Buranda Street, featuring a softscape palette that complements the surrounding character.
- A new pedestrian fire egress connection to Buranda Street will be introduced to improve foot traffic access.

5.2 Traffic Impact Assessment

A Traffic Impact Assessment, at **Appendix F** has been completed by Urbis Ltd outlining the key updates to the existing parking and manoeuvring of service vehicles on the site. The assessment confirms that:

- There are no changes to the existing service arrangements onsite, however it is recommended to replace the existing refuse storage gates with a roller or sliding door arrangement. This will ensure sufficient manoeuvring for the MRV design vehicle in accordance with the approved Traffic Impact Assessment;
- The existing parking supply on the site is appropriate for the scale of development;
- Traffic generated by the subject site is not likely to have an impact on the safety or operational efficiency of the adjacent intersections and roads, given the low generation volumes.

6

Local Planning Framework

6 Local Planning Framework

The *Brisbane City Plan 2014 Version 35* ('Planning Scheme') is the local planning instrument relevant to the assessment of the proposed development. The current version which took effect on 05 December 2025.

The following sections of this report provide an assessment of the proposed development against the assessment benchmarks contained in the Planning Scheme.

6.1 Definition

The proposed self-storage use of the site is identified within the Planning Scheme as 'Warehouse'. The Planning Scheme defines this use as follows:

Warehouse: The use of premises for –

- a. Storing or distributing goods, whether or not carried out in a building; or*
- b. The wholesale of goods, if the use is ancillary to the use in paragraph (a)*

6.2 Strategic Framework

Given that the original approval is subject to Impact Assessment, the application is required to be assessed against the entire Planning Scheme, including the Strategic Framework and its objectives.

The strategic framework sets the policy direction for the Planning Scheme and forms the basis for ensuring appropriate development occurs in the Planning Scheme area for the life of the Planning Scheme. The strategic framework outlines 5 themes that collectively represent the policy intent of the scheme, including:

- 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 5 themes express the strategic outcomes, elements, specific outcomes and land use strategies for the City. Although each theme has its own section, the strategic framework in its entirety represents the policy intent for the Planning Scheme.

In this instance, the particularly relevant themes include 'Theme 1, Brisbane's Globally competitive economy' and Theme 5 Brisbane's City Shape.

6.2.1 Theme 1: Brisbane's Globally Competitive Economy

Table 4 below provides an assessment of how the proposal meets relevant Specific Outcomes for 'Theme 1: Brisbane's Globally Competitive Economy'.

Table 4 – Element 1.2 and 1.3 Assessment Against Relevant Specific Outcomes of Strategic Framework

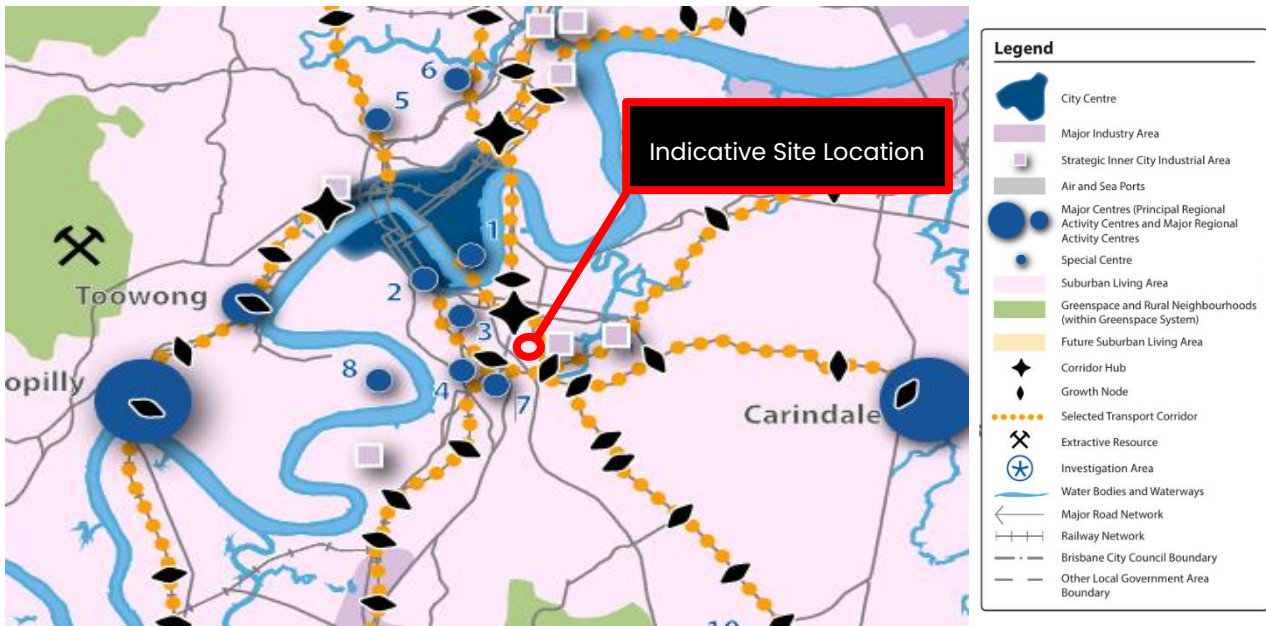
Specific Outcome	Land Use Strategy	Response
Element 1.2		
<p>SO1</p> <p>Brisbane’s Major Industry Areas, Strategic Inner City Industrial Areas and other industrial zoned land are protected to ensure their integrity and effective operation.</p>	<p>L1.5</p> <p>Strategic Inner City Industrial Areas continue 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.</p>	<p>The proposal is not in a Strategic City Industrial Area (SICA).</p> <p>However, the continuing, and expanded use of the site for a lower impact, residential supporting use, is appropriate. Land in industrial zones is in limited supply, and better used for industrial uses that require a more significant buffer to sensitive uses.</p> <p>Although the proposal could operate within an industrial zone, retaining and expanding the warehouse (storage facility) use on this site under its current approval preserves industrial land for more intensive activities that depend on such zoning, while the proposed changes enhance the site’s capacity and operational efficiency.</p>
<p>SO8</p> <p>Brisbane’s industrial lands are protected from encroachment by office or other non-industrial-based uses.</p>	<p>L8.1</p> <p>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.</p>	<p>Self-storage is a specific subset of warehouse use, with requirements and impacts that are not explicitly addressed in the Planning Scheme.</p> <p>While it is neither an office park nor large format retail, its presence on industrial land would have a similar effect.</p> <p>As it does not generate the same potential impacts on sensitive uses, it can be regarded as a ‘non-industrial’ use.</p> <p>The proposed changes will not alter these characteristics. As discussed below, in section 7, the development is able to manage amenity and character impacts to an appropriate degree.</p>
Element 1.3		
<p>SO3</p>	<p>L3.4</p>	<p>The site is not located within a growth node, but it is positioned</p>

<p>Brisbane's Major Centres and Growth Nodes on Selected Transport Corridors contain significant concentrations and diversity of population-serving activities.</p>	<p>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.</p>	<p>along a designated transport corridor.</p> <p>It supports a local, population-serving activity that benefits from proximity to the higher-density residential areas it is likely to serve.</p> <p>While constraints often limit the provision of light industry or traditional warehousing near sensitive uses, these are less relevant for self-storage.</p> <p>The proposed changes will not affect this locational advantage or the suitability of the use in this context. Indeed, the use of an existing self-storage site to meet some expected increase in demand likely reduces the pressure on other inner-city land near the burgeoning population of Woolloongabba to meet the demand for self-storage.</p>
<p>S07</p> <p>Brisbane preserves opportunities for low impact industry throughout the city in support of a strong population and economic growth.</p>	<p>L7</p> <p>Industrial premises in the Low impact industry zone or General industry A zone precinct of the Industry zone are protected from encroachment and incompatible uses.</p>	<p>As noted above, using the proposed site for self-storage preserves opportunities within the SICA for low-impact industrial uses. The proposed changes will not diminish this outcome or limit future industrial opportunities in the area.</p>

6.2.2 Theme 5 Brisbane's City Shape

Figure 11 below illustrates that the site is within the Suburban Living Area, and is adjacent to the Logan Road Transport corridor, between Kangaroo Point and Upper Mount Gravatt. It is within close proximity to a growth node at Buranda.

Figure 11 - Strategic Framework Map SFM-002 City Shape 2031



Source: Brisbane City Council

Table 5 below provides an assessment of how the proposal meets relevant Specific Outcomes of the Suburban Living Area of the City Shape Theme.

Table 5 – Element 5.5 Assessment Against Specific Outcomes of the Strategic Framework

Specific Outcome	Land Use Strategies	Response
<p>SO1</p> <p>Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.</p>	<p>L1</p> <p>The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.</p>	<p>The proposal involves changes to an existing self-storage use, defined as a warehouse (industrial use), which continues to align with the built form expectations of the area and complement the surrounding high-density residential land uses within the suburban living area.</p> <p>The proposed changes will not affect this alignment or the ongoing compatibility with nearby residential uses.</p> <p>As discussed at Section 7 and 9 below, the circumstances of development, and high density housing, in the Woolloongabba and South Brisbane area are heavily influenced by planning policies that extend beyond the typical provisions of Brisbane City Plan 2014.</p>
<p>SO7</p>	<p>L7</p>	<p>The proposal involves changes to an existing self-storage use</p>

<p>Non-residential uses support local character and amenity.</p>	<p>A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following:</p> <ol style="list-style-type: none"> a. local and district services and shopping with access to public transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment; b. schools and other community facilities; c. a range of parks, from district sports parks to local recreation parks; d. vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect; e. pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas. 	<p>that supports residential amenity and convenience in the local area. It serves residents who need additional space for larger items or belongings that cannot be accommodated within their homes – a need that is more common in smaller dwellings, such as higher-density residential buildings, which are increasingly prevalent in the area. Locating the development close to higher-density housing is likely to encourage uptake of that accommodation.</p> <p>With the Woolloongabba PDA coming into effect nearby, and its focus on delivering higher-density residential development, it will be important to continue this use and maximise its capacity to meet the growing storage needs of local residents.</p> <p>Any potential amenity impacts from the proposed changes can be appropriately managed. The overall scale of the development is compatible with expectations for a residential use on the site. In addition, noise, vehicle movements, and odour impacts are expected to be managed appropriately, as they are with existing use at the site. Notably, the operator has greater ability to manage noise impacts and meet conditions, than the operation of a multiple dwelling.</p>
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6.3 Zoning

Under the Planning Scheme the site is included within the High-Density Residential Zone (up to 15 Storeys zone precinct). The overall outcomes for the High-Density Residential Zone are as follows:

- *“Development provides for a range of well-designed, location-responsive, high density, medium to high rise multiple dwellings to predominate.*
- *Development facilitates intensive urban consolidation and the highly efficient use of physical and social infrastructure in well-located parts of the city, capitalising on the High density residential zone’s strategic location and amenity and proximity to key destinations.*
- *Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker’s accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to:*
 - *have a gross floor area of less than 250m²;*
 - *serve local residents’ day-to-day needs;*
 - *not undermine the viability of a nearby centre.*
- *Development which would result in the co-location of new non-residential uses only occurs along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.*
- *Development for a home-based business may only operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.*
- *Development for any other non-residential use serves a local community facility need only such as a childcare centre or a substation.”*

An extract of the zoning map is included in **Figure 12** below.

Figure 12 – Site Zoning Mapping Extract



Source: Brisbane City Council

The overall outcomes above highlight that the zone is intended to primarily comprise higher density residential development, that is part of a functional community, that also offers amenity including convenience and lifestyle non-residential land use. In the context of the site and surrounds, the development of higher density generally accompanies a period of transition from historically industrial and bulky goods uses. As a result, the provision of lifestyle and amenity uses is often provided as part of either new master planned developments (eg, South City Square), or in a more ad-hoc way, as industrial site are re-purposed to suit their nearby burgeoning customer base (eg, coffee roasters, cafes and bakeries etc in nearby low impact industry settings).

As was the case at the time of the original development application for the Storage King, the proposed Material Change of Use (in this instance, expansion of the scale) reflects a change in the intensity of high density residential uses, and demand for conveniently located self-storage. Notably, the intensity of high density residential development is being increased nearby, predominantly in the Woolloongabba PDA.

The presence of the ongoing use, and the characteristics of operation, have demonstrated an ability to manage amenity impacts on nearby residents. As discussed at Section 7, the built form and proposed design are also sufficient to avoid undue amenity impacts, in the context of a high density residential site and the built form controls that apply.

6.4 Woolloongabba Centre Neighbourhood Plan

Under the City Plan, the site is situated within the Woolloongabba Centre Neighbourhood Plan, specifically within the Logan Road Corridor Precinct (NPP-004).

The overall outcomes of the Woolloongabba Centre Neighbourhood Plan relevant to this precinct are as follows:

- “The proposed range of uses and intensity of development in the precinct are the same as those of the Ipswich Road and Stanley Street corridor precinct (Woolloongabba centre neighbourhood plan/NPP-003).
- The notable difference between the 2 corridor precincts is in the mix of uses. The balance of uses in the precinct is an 80/20 mix between residential and business development. The precinct’s comparatively lower volumes of traffic, proximity to large areas of detached housing, and the city-wide need for residential dwellings mean that this corridor has a higher proportion of residential development.
- Street-level frontages of buildings along Wellington Road and Logan Road are activated. Boulevarding significantly enhances the appeal of these roads for retailing and small-scale non-residential uses and creates opportunities for outdoor dining and other street-based activities to flourish.
- The provision of a new open space link between Wellington Road and Hampton Street provides for a greater degree of connectivity between the Woolloongabba core precinct (Woolloongabba centre neighbourhood plan/NPP-001) and the Norman Creek corridor.”

The proposed development is consistent with the intent of the Logan Road Corridor Precinct (NPP-004), as it maintains the approved and existing land use for the site and does not introduce any new or incompatible uses. The balance of uses remains aligned with the precinct’s planning outcomes, with the continued operation of the storage facility supported by site-wide improvements that enhance amenity and presentation.

Street-level frontages along Logan Road will be activated through the provision of new landscaping and screening works, significantly improving the visual appeal of the site and contributing to a more engaging and functional streetscape. These enhancements will help create a more attractive environment for surrounding businesses and passers-by, in line with the precinct’s objective of fostering active and appealing public interfaces.

The proposed built form changes, including the increase in building heights and associated structural upgrades, are consistent with the scale and character envisaged for the precinct. The design ensures that the openness of street vistas is retained and that no significant view corridors are impacted.

The revised development has been consciously designed to maintain appropriate separation from adjoining properties, preserving amenity for neighbouring uses. The inclusion of fire separation between buildings, along with other site-wide improvements, further supports the precinct’s vision for safe, high-quality, and visually cohesive development that integrates seamlessly with the surrounding urban context.

6.5 Overlays

Parts of the site are identified within the following overlays:

Table 6 – List of Overlays identified on the site

Overlay	Sub-Category
Airport Environs	<ul style="list-style-type: none"> – OLS – Horizontal limitation surface boundary – Procedures for air navigation surfaces (PANS) – BBS zone – Distance from airport 3-8km and 8-13km (Archerfield and Brisbane Airports)
Bicycle Network	<ul style="list-style-type: none"> – Bicycle network overlay
Critical Infrastructure and Movement Network	<ul style="list-style-type: none"> – Critical infrastructure and movement planning area sub-category
Dwelling House Character	<ul style="list-style-type: none"> – Dwelling character overlay
Potential and Actual Acid Sulfate Soils	<ul style="list-style-type: none"> – Potential and actual acid sulfate soils sub-category – Land above 5m AHD and below 20m AHD sub-category
Road Hierarchy	<ul style="list-style-type: none"> – Arterial road – Neighbourhood road
Streetscape Hierarchy	<ul style="list-style-type: none"> – Subtropical boulevard – Neighbourhood street, major
Transport Noise Corridor	<ul style="list-style-type: none"> – Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 1 sub-category – Noise corridor – Brisbane: Queensland Development Code MP4.4 Noise Category 2 sub-category

6.6 Categories of Development & Assessment

There are three (3) categories of development under the Act. These are Accepted Development, Assessable Development (Code and Impact Assessable), and Prohibited Development.

The City Plan, acting as the local categorising instrument, identifies the proposed development as Assessable Development. In addition, the Planning Regulation 2017 establishes categories of assessment for certain aspects of the proposal, which also confirm its status as Assessable Development.

For the changed development, the category of assessment is determined by both the City Plan and the Planning Regulation 2017. The table below outlines the relevant categorisations under Part 5 of the City Plan and Schedule 10 of the Planning Regulation 2017 for each aspect of the proposed changes.

6.7 Assessment Benchmarks

6.7.1 Relevant Codes

The entirety of the Planning Scheme is identified as an assessment benchmark for the proposed development given the proposal involves impact assessable development. However, the *Planning Scheme* codes listed in the table below in addition to the strategic framework, are the parts of the Planning Scheme that are most relevant to the assessment of this application.

Table 7 – Relevant Assessment Benchmarks

Primary Codes	Prescribed Secondary Codes	Overlay Codes
<ul style="list-style-type: none"> ▪ High-Density Residential Code ▪ Woolloongabba Centre Neighbourhood Plan Code ▪ Industry Code 	<ul style="list-style-type: none"> ▪ Filling and Excavation Code ▪ Infrastructure Design Code ▪ Stormwater Code ▪ Landscape Work Code ▪ Outdoor Lighting Code ▪ Transport, Access, Parking and Servicing Code 	<ul style="list-style-type: none"> ▪ Bicycle Network Overlay Code ▪ Road Hierarchy Overlay Code ▪ Streetscape Hierarchy overlay

There are a number of secondary and overlay codes that do apply to the development as identified above. However, due to the development characteristics, and nature of the changes to approval proposed, detailed assessment is not warranted. **Table 8** below identifies these, and why a limited assessment only is required. Where not stated below, codes responses are included at **Appendix G**.

Table 8 – Development Codes Assessment Summary

Code	Assessment summary
Infrastructure Design code	<p>The development utilises existing services, roads and crossovers. The development remains able to achieve suitable access and servicing.</p> <p>The existing development has upgraded streetscape works to meet previous conditions</p>
Stormwater code	<p>The existing development has been assessed with respect to stormwater impacts, and there are no significant increases to impervious area or roof area. Development conditions already apply with respect to stormwater discharge and compliance is achieved.</p>
Landscape work code	<p>The development largely retains (and where necessary, reinstates) existing landscaping. The landscape design has been assessed previously.</p>
Outdoor lighting code	<p>No new outdoor lighting is proposed. Should they be required for assurance, conditions of approval an ensure development meets relevant standards.</p>
Bicycle Network overlay code	<p>The site footprint and impact on road reserve is unchanged from previous assessment</p>

Road hierarchy overlay code

The site access locations are unchanged from the original approval. The supporting Traffic Impact Assessment provides an assessment of the changes with respect to effect on traffic generation and the network.

No conditions of approval or approved documents require road widening or other accommodation of upgrades

Streetscape hierarchy overlay code

The existing development has met conditions of approval with respect to streetscape upgrades to contemporary standards in the Infrastructure Design Planning Scheme Policy.

In summary, this assessment coupled with the relevant supporting reports demonstrates that the proposed development is capable of fulfilling the Acceptable Outcomes or associated Performance Outcomes of each Code.

7

Key Planning Matters

7 Key Assessment Matters

The key assessment matters identified in assessment benchmarks that arise for this proposal focus on the elements that represent a change to the approval, rather than a re-assessment of matters that have already been approved. For example,

- the height of the building is increased, and warrants assessment;
- In contrast, the front setback to Logan Road remains as already approved and constructed, therefore no new assessment of that element is warranted.

7.1 Bulk and scale

It is acknowledged the bulk and scale of the self-storage facility is proposed to be increased. Key assessment benchmark provisions that relate to bulk scale include those listed below:

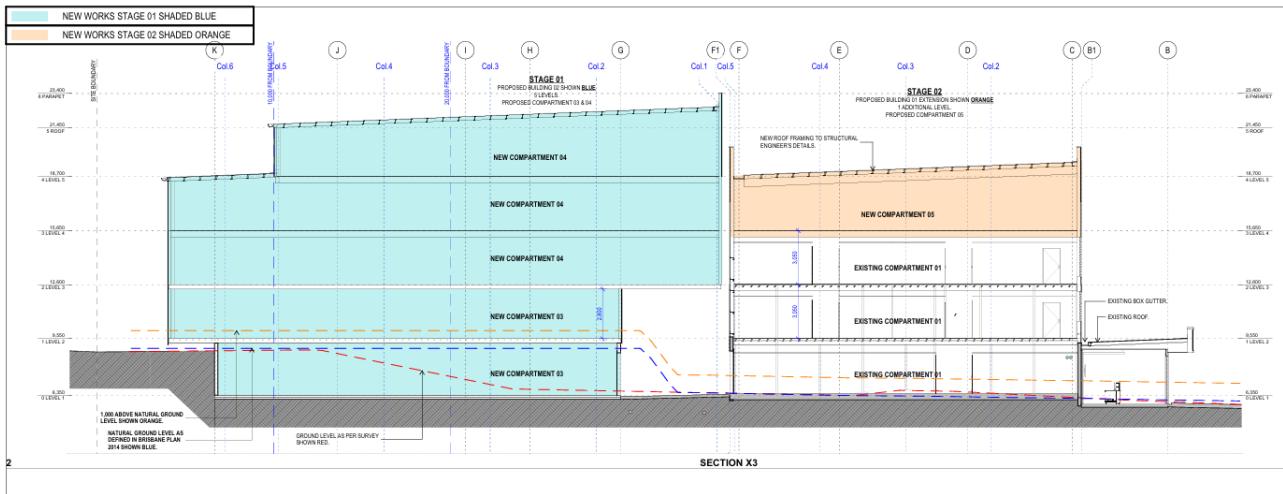
- Industry code: PO12, PO20.
- Woolloongabba Centre Neighbourhood Plan code: PO1, PO2

Performance outcomes require development to:

- *Be reasonably compatible in appearance and scale with nearby residential buildings;*
- *Be of a scale and design which contributes positively to the visual character of the area, especially as seen from the street;*
- *Be of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:*
 - *consistent with anticipated density and assumed infrastructure demand;*
 - *aligned with community expectations about the number of storeys to be built;*
 - *proportionate to and commensurate with the utility of the site area and frontage width;*
 - *designed to avoid significant and undue adverse amenity impact to adjoining development;*
 - *sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of an adjoining site.*
- *Include a clearly defined podium and tower.*

The development, at a maximum of five storeys, complies with the primary acceptable outcome for overall height, being six storeys, as set out in the Woolloongabba Centre Neighbourhood Plan code. Sections at proposed plans confirm this, as illustrated below in **Figure 13**. This establishes that overall height meets community expectations.

Figure 13 – Section Extract



Source: Focus architecture

However, given the land use and building style is atypical of a residential setting, assessment of the built form is warranted, to ascertain other elements of performance outcomes, as they relate to:

- Amenity;
- Visual character;
- Proportionality with the site.

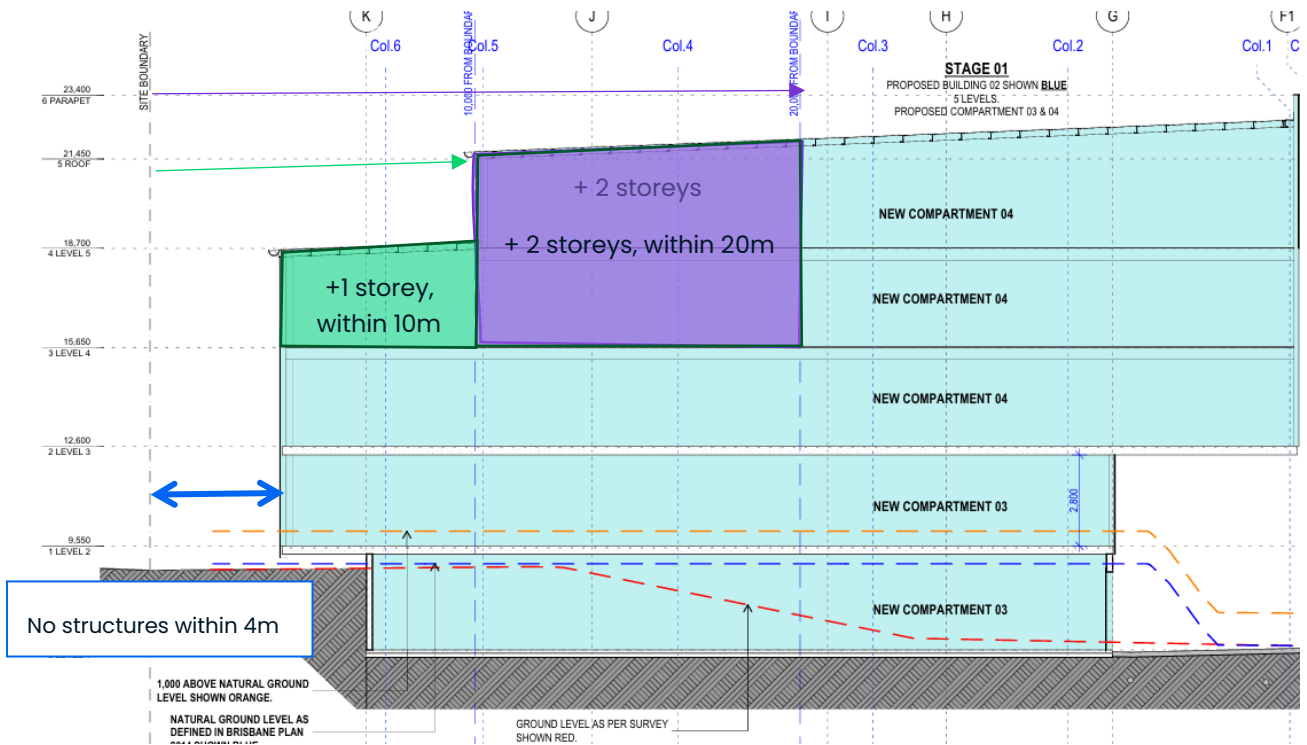
7.1.1 Amenity

A useful consideration is to review the building height transition requirements, seen in the Multiple Dwelling code. This assists to compare whether the building and use proposed exhibits similar built form and scale impacts to that which might occur, had the development been for a residential use. In the Multiple Dwelling code, Acceptable Outcome AO4.2 refers to building height transition requirements including that on a site in the High density residential zone, where adjoining the Character residential zone, development should achieve building height transition as follows:

- *Within 10m of the common boundary: No more than 1 storey greater than the maximum acceptable outcome for building height on the adjoining site;*
- *Within 20m of the common boundary: No more than 2 storeys greater than the maximum acceptable outcome form building height on the adjoining site*
- *Within 4m of the common boundary: No structures, except boundary fences. Full length of the boundary deep planting with a minimum dimension of 4m measured from the common boundary.*

The proposal achieves these outcomes, and provides a tiered approach to the additional levels to do so. As discussed at Section 3.2 above, the most relevant consideration with respect to height calculation is the ground level from the floor level of Level 2, Building 02.

Figure 14 – Building Height Transition Illustration



Source: Focus Architecture

The focus of Performance Outcome PO4 of the Multiple Dwelling code is about amenity impacts on neighbouring sites. Therefore, compliance with these quantitative requirements suggests an amenity outcome that meets community expectations for a high density residential site, with respect to built form.

To illustrate the impact on shadowing of the increased height, shadow diagrams are included at proposed plans. They compare the approved and proposed height. Although there is an increase in shadowing, especially in winter, considering the general compliance with building height provisions, such an impact should be considered consistent with community expectations for the precinct.

7.1.2 Proportions and visual character

In a high density residential precinct, the presence of relatively large buildings is common, and is evident in this location, as seen at **Figure 15** below.

Figure 15 – Site and South City Square in Background



Source: Urbis Ltd

Similar to the assessment above regarding amenity, consideration should be given to what the visual character and scale would be had the site been developed for residential use. Acceptable Outcome 9.2 of the Multiple Dwelling code provides useful analysis. It requires:

- *Development where in the High density residential zone, the maximum length of a wall in any direction is 50m with substantial articulation provided every 15m.*

The maximum dimension of the extension to proposed western building, (Building 02), is 34m. The maximum dimension of the extension to the proposed eastern building (Building 01) is approximately 49m.

Although the maximum dimension is met, there is not strictly a substantial articulation provided every 15 metres all across the façade. Nonetheless, the design does feature sufficient breaks in horizontal and vertical form, combined with the use of colour variation, to contribute an appropriate visual interest. **Figure 16** below illustrates:

- Variation in plan form at different levels;
- Variation in setback along the frontages;
- Break in building form particularly between the two proposed new stages on the southern elevation.

Figure 16 – Development Renders



Picture 23 – Corner of Buranda Street, Significant Vertical Variation

Source: Focus Architecture



Picture 24 – Logan road- Ground Level Glazing

Source: Focus Architecture



Picture 25 – Break in form, Buranda Street

Source: Focus Architecture

7.2 Land use

Key provisions in assessment benchmarks with respect to land use are within the:

- High Density Residential zone code:
- Woolloongabba Centre Neighbourhood Plan code: PO8.

As discussed above, at Section 6, the high density residential zone seeks small scale non-residential uses that contribute to serving local need. As identified at Section 1, the surrounding precincts are expected to house considerably greater numbers of people than they were at the time of the original approval. The Woolloongabba PDA is identified to house approximately 24,000 people, in buildings up to 45 storeys high. By comparison, prior to the establishment of the PDA, the combination of mixed use zoning and high density residential zoning in the area now within the PDA allowed for building heights between 15 and 20 storeys. This indicates that prior to the PDA establishment, there was considerably lower potential for residential yield (and therefore demand for self storage) than there is now.

The Woolloongabba Centre Neighbourhood Plan code requires that development provides for a mix of business and residential uses. Although the development does exceed the maximum 30% requirement for non-residential use, it continues to contribute an appropriate amount of self-storage floor space in the context of the dynamic surrounds, including high density residential activity.

In addition to this assessment, further justification regarding other relevant matters that apply are discussed below.

8 Additional assessment benchmarks

8.1 Temporary Local Planning Instrument (TLPI)

There are no temporary local planning instruments that apply to the site or development. The Kurilpa Sustainable Growth Precinct is relevant to the assessment, as described below at Section 9. As it does not apply to the site, but does bear upon matters for assessment, it is suitable to consider as an other relevant matter.

8.2 Variation approval

There are no variation approvals that apply to the site.

8.3 Matters prescribed by regulation

The only Assessment Benchmarks prescribed by Schedules 9 and 10 of the Planning Regulations for the development are the SDAP. The relevant Assessment Benchmarks of the SDAP have been addressed at Section 3.4 of this report. There are no other Assessment Benchmarks prescribed by the Regulation.

8.4 Local Government Infrastructure Plan

The *Brisbane Local Government Infrastructure Plan 2014* ('LGIP') integrates and coordinates land use planning and infrastructure planning and ensures that trunk infrastructure is planned and provided in an efficient and orderly manner. The plans for trunk infrastructure do not identify any proposed new trunk infrastructure in the vicinity of the site.

Figure 17 - Future LGIP Mapping



Source: Brisbane City Council

9 Other Relevant Matters

9.1.1 Woolloongabba PDA

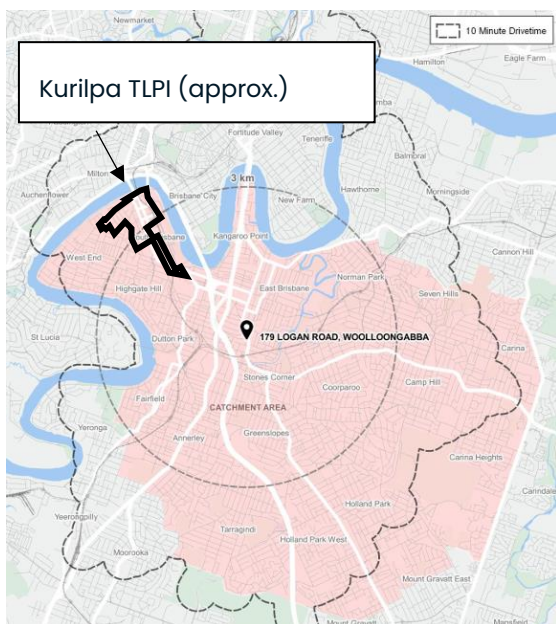
As discussed at Section 1 above, the nearby Woolloongabba PDA is likely to make a significant contribution to housing supply, beyond that anticipated in the area, at the time of the original approval. As a matter that bears upon the development pattern of the precinct, and wider Brisbane, although is not a part of Brisbane City Plan 2014, it is an other relevant matter suitable for consideration.

With the PDA prioritising substantial increases in residential density, many future dwellings will have limited on-site storage capacity. This creates a clear and growing need for accessible, secure, and well-managed off-site storage solutions to support residents' everyday needs. The proposed Storage King development directly responds to this demand, offering a modern self-storage facility in a location that is convenient to both existing communities and the thousands of new residents expected to move into the PDA. The proposal represents a market led solution to solving some of the challenges with adoption of high density living across multiple sectors of society.

9.1.2 Kurilpa Sustainable Growth Precinct Temporary Local Planning Instrument (TLPI)

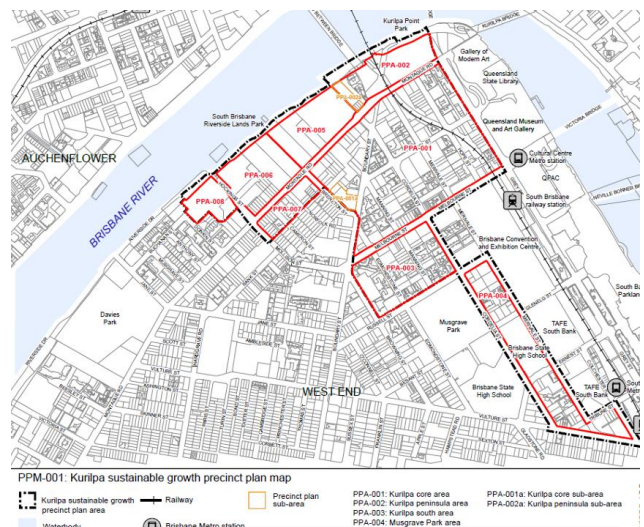
North of the Woolloongabba PDA, lies the area encompassed by the Kurilpa Sustainable Growth Precinct TLPI (referred to here as the Kurilpa TLPI), as seen at **Figure 18**. This area, in the economic needs assessment submitted with the original development application, was included in the main trade area for the self-storage.¹

Figure 18 – Kurilpa TLPI and Main Trade Area



Picture 26 – Storage King Main Trade Area

Source: Location IQ, 2021



Picture 27 – Kurilpa TLPI Precinct Plan Map

Source: Brisbane City Council/Minister for State Development, Infrastructure, Local Government and Planning

¹ Location IQ, November 2021, *Woolloongabba Brisbane, Self Storage Demand Assessment*.

Similar to the Woolloongabba PDA, the Kurilpa TLPI provides a planning framework that supports a deliberate policy intent for precincts that accommodate high density in targeted locations. These targeted locations go beyond the standard ability of zones such as the High density residential zone, or local plans such as Woolloongabba Centre Neighbourhood Plan to promote this type of development.

9.1.3 Stones Corner Precinct (Eastern Corridor Neighbourhood Plan)

Brisbane City Plan 2014 does also include recent amendments (at Version 35) to the Stones Corner Precinct, acknowledging this is a well-located, urban village suitable for a diverse range of housing and increased density, especially at the District Centre core.

This is exemplified with notable increases in height outcomes, especially in the Stones Corner core precinct, where maximum building heights have increased from 12 storeys to 20 storeys.

9.1.4 Other relevant matters summary

There is some indication, through both approvals and subsequent construction activity, that the development industry is favouring targeted locations. In these precincts, policy to deliver high density residential development is expressed in contemporary planning instruments to give certainty to developers about achievable yield and scale. As a result, these precincts may be developed as a priority over locations such as the Storage King site. In this way, the development pattern of the site's neighbouring precincts is able to:

- Provide that dwelling delivery for Brisbane does not rely on this site to any significant degree. Therefore, deletion of condition 7 is appropriate;
- Ensure a suitable demand for the proposed increase in scale of the self-storage activity. The demand is such as it warrant the investment to provide supply on an existing self-storage site.

10 Reasons for Approval

Section 45 of the Act provides for the assessment matters for different categories of assessment. For an application subject to Impact Assessment, these matters are:

“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.

Examples of another relevant matter—

- 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 proposal has been assessed against and comply with, or substantially comply with, the applicable Assessment Benchmarks and ultimately will deliver an outcome that will benefit the local community and beyond.

The development application is subject to Impact Assessment, and therefore the assessment manager may carry out assessment against, or having regard to, relevant matters other than assessment benchmarks and matters prescribed by regulation.

Whilst the development substantially complies with the Assessment Benchmarks, relevant matters are identified below to demonstrate why in the current circumstances, a balanced decision in the public interest supports a decision to approve the development application.

The proposed development strongly aligns with the intent for the existing development on the site for the following reasons:

- The proposal involves changes to an existing self-storage use that remains consistent with the built form expectations of the area and complements nearby high-density residential development.
- The use provides a practical service for resident by offering additional secure storage for items that cannot be accommodated within dwellings or on-site storage. This is increasingly important given policy settings and genuine indication that high density residential precincts are underway in the development’s trade area.
- Retaining the self-storage use on this site preserves industrial land for more intensive activities that require such zoning, while maximising the capacity and efficiency of the existing facility.
- The proposed changes will not increase impacts on surrounding sensitive uses.
- While some existing landscaping will be removed to accommodate the new building footprint, a new landscaped area is proposed at the rear of the site. A concept plan includes a variety of plant species selected to complement the surrounding character, enhance visual amenity, and integrate with existing greenery.
- The proposal supports the intent of the surrounding suburban living area by providing a service that facilitates higher-density living, encourages uptake of such accommodation, and maintains a land use mix that is consistent with the Planning Scheme.

11 Conclusion

Urbis Ltd has prepared this Town Planning Report on behalf of *Reil Dealership Bonds Pty Ltd* ('the Applicant') in relation to proposed changes to the approved development over land at 179 Logan Road, Woolloongabba QLD 4102, formally described as Lot 8 on RP803071 and Lots 33-34 on RP11904.

The development application comprises a change to approval under Section 82 of the Planning Act 2016.

Overall, the development changes allow the site to:

- Continue to provide supply of increasingly needed self-storage, to support high density dwelling occupation in the medium-long term;
- Manage amenity impacts in a manner consistent with the present use;
- Provide built form consistent with community expectations, and a high density residential use of the site.

On the basis of the assessment contained within this report, Council is requested to favourably consider the development proposal, subject to reasonable and relevant conditions.

Disclaimer

This report is dated December 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Prepared for Reil Dealership Bonds Pty Ltd or the purpose of a development application and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A: DA Form 1 & Form 5;

Appendix B: Title Searches & Owners Consent;

Appendix C Existing Development Approval Documents;

Appendix D Proposed Architectural Plans;

Appendix E Landscape Concept Plan;

Appendix F Traffic Impact Assessment;

Appendix G Brisbane City Plan 2014 Code Assessment



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