

Town Planning Assessment

BCC DS

RECEIVED

01-JUN-2026

APPLICATION REF

A007037587

- Address** Unit 21A, 441 Nudgee Road, Hendra (also referred to a 25 Navigator Place)
- Application** Development Permit for a Material Change of Use for Indoor Sport and Recreation
(Indoor Slide and Air Court Park)
- Applicant** Slide Planet Brisbane Pty Ltd
- Date** June 2026



+61 421 780 354



info@mewing.com.au



mewing.com.au

Prepared for: Slide Planet Brisbane Pty Ltd

Prepared by: Mewing Planning Consultants

Our reference: 26097

© Mewing Planning Consultants Pty Ltd

All rights reserved. No material may be produced without prior permission.

You must read the disclaimer appearing at the conclusion of this report.

Table of Contents

Summary	5
Summary of Overarching Design and Planning Approach	8
1. Introduction.....	14
2. Site Details and Local Context.....	15
2.1 Site Details	15
2.1.1 Address and Real Property Description	15
2.1.2 Shape and Size	15
2.1.3 Ownership and Encumbrances	15
2.1.4 Current Use	16
2.1.5 Topography	16
2.1.6 Vegetation and Ecology	17
2.1.7 Flooding Characteristics.....	17
2.1.8 Heritage and Character	17
2.1.9 Roads and Verges.....	17
2.1.10 Infrastructure Networks	18
2.2 Local Context	18
2.2.1 Surrounding Land Uses	18
2.2.2 Site Approval History.....	19
3. Proposed Development.....	21
3.1 Proposal Overview	21
3.2 Prelodgement discussions and advice.....	21
3.3 Application Particulars.....	21
3.4 Proposed Development.....	22
3.5 Operational details	26
3.5.1 Land use.....	26
3.5.2 Hours of Operation	26
3.5.3 Capacity	26
3.5.4 Staffing, visitor and ticket management	26
3.6 Landscaping	27
3.7 Engineering Servicing	27
3.8 Traffic Assessment.....	27
3.8.1 Vehicular, Pedestrian and Cyclist Access.....	27
3.8.2 Service Vehicle Arrangements.....	27
3.8.3 Carparking.....	27
4. Assessment against Statutory Planning Framework	29
4.1 Introduction.....	29
4.2 State Planning Framework.....	29

4.2.1	Planning Act 2016	29
4.2.2	Decision Rules	29
4.2.3	Public Notification	30
4.2.4	State Planning Policy	30
4.2.5	Referral Jurisdiction and State Development Assessment Provisions	31
4.2.6	South East Queensland Regional Plan	32
4.3	Local Planning Framework	32
4.3.1	Brisbane City Plan 2014	32
4.3.2	Defined land Use	32
4.3.3	Category of Assessment	32
4.3.4	Strategic Framework	34
4.3.5	Zone	35
4.3.6	Neighbourhood Plan	35
4.3.7	Overlays	36
4.3.8	Temporary Local Planning Instruments	37
4.3.9	Applicable Assessment Benchmarks and Compliance Summary	37
5.	Key Planning Matters	42
5.1	Land use outcome	42
5.1.1	Alignment with strategic framework	42
5.1.2	Maintaining the function and role of the zone	42
5.1.3	Locational and Built-form compatibility with Industrial locality	43
5.2	Car parking	43
6.	Other relevant matters	43
6.1	Locational requirements and site suitability	43
7.	Conclusions and Recommendations	48

Appendices

- Appendix A Brisbane City Council Code Assessment**
- Appendix B Certificates of Title and Easement Document**
- Appendix C Architectural Package**
- Appendix D Traffic Impact Assessment and Proposed Parking Plan**
- Appendix E Venue Management Plan**

Summary

Site and Planning Framework Details

Table 1 - Site Details and Planning Framework	
Site Details	
Address	Unit 21A, 441 Nudgee Road, Hendra (referred to as 25 Navigator Place, Hendra by Council)
RP Description	(Part of) Lot 7 on SP107065
Development Area	Lease Area for Unit 21A: Approximately 2,935m ²
Owner	Vanessa Aus Sub TC Pty Ltd A.C.N 675 607 931 Trustee Under Instrument 723359939 Refer to Certificate of Title in Appendix B
Easements / Encumbrances	A review of the current title search confirms the site is subject to the following easements and encumbrances: <ul style="list-style-type: none"> • Easements H and K on SP107065 (burdening the land) • Easement J on SP107065 (burdening the land) • Easement AA on SP179420 (burdening the land) • Easement BB on SP189178 (burdening the land) Refer to Section 2.1.3 of this report for further details.
Planning Framework	
Local Government	Brisbane City Plan
Planning Scheme	<i>Brisbane City Plan 2014</i> (v35.00 / 2025) (City Plan)
Strategic Framework	Suburban Living Area
Zone	Low Impact Industry Zone
Neighbourhood Plan	Racecourse Precinct Neighbourhood Plan (No Precinct)
Overlays	<ul style="list-style-type: none"> • Airport Environs Overlay <ul style="list-style-type: none"> ○ OLS – Conical limitation surface boundary ○ OLS – Conical limitation surface contours ○ OLS – Horizontal limitation surface boundary ○ Procedures for air navigation surfaces (PANS) ○ BBS zone – Distance from airport 3-8km ○ LI – Within 6m – Max intensity of light sources 3 deg above horizon • Bicycle Network Overlay <ul style="list-style-type: none"> ○ Primary cycle route (Nudgee Road) ○ Secondary cycle route (Southern Cross Way) • Community Purposes Network Overlay • Critical Infrastructure and Movement Network Overlay <ul style="list-style-type: none"> ○ Critical infrastructure and movement planning area sub-category • Flood Overlay <ul style="list-style-type: none"> ○ Creek/waterway flood planning area 5 sub-category ○ Overland flow flood planning area sub-category • Potential and Actual Acid Sulfate Soils Overlay <ul style="list-style-type: none"> ○ Potential and actual acid sulfate soils sub-category ○ Land at or below 5m AHD sub-category

Table 1 - Site Details and Planning Framework

	<ul style="list-style-type: none"> ○ Land above 5m AHD and below 20m AHD sub-category ● Road Hierarchy Overlay <ul style="list-style-type: none"> ○ Arterial Road (Nudgee Road) ○ Motorway and Primary Freight Route (Southern Cross Way) ○ Neighbourhood Road (Navigator Place, Gadara Street, Crescent Way, Clarke Street) ● Streetscape Hierarchy Overlay <ul style="list-style-type: none"> ○ Sub-tropical boulevard – out of centre verge width 3.75m/4.25m (Nudgee Road) ○ Industrial street (Navigator Place and Gadara Street) ○ Neighbourhood street minor (Crescent Way / Clarke Street) ● Transport Air Quality Corridor Overlay <ul style="list-style-type: none"> ○ Transport air quality A ○ Transport air quality B ● Transport Noise Corridor Overlay <ul style="list-style-type: none"> ○ Queensland Development Code MP4.4 Noise Category 1 sub-category ○ Queensland Development Code MP4.4 Noise Category 2 sub-category ○ Queensland Development Code MP4.4 Noise Category 3 sub-category ○ Designated State Noise corridor - State controlled road (MANDATORY area): Category 0: Noise Level < 58 dB(A) ○ Designated State Noise corridor - State controlled road (MANDATORY area): Category 1: 58 dB(A) - 63 dB(A) ○ Designated State Noise corridor - State controlled road (MANDATORY area): Category 2: 63 dB(A) - 68 dB(A) ○ Designated State Noise corridor - State controlled road (MANDATORY area): Category 3: 68 dB(A) - 73 dB(A) ● Waterway Corridors Overlay <ul style="list-style-type: none"> ○ Citywide waterway corridor sub-category
<p>State Designations</p>	<ul style="list-style-type: none"> ● SEQ Regional Plan Triggers <ul style="list-style-type: none"> ○ Urban Footprint ● Water Resources <ul style="list-style-type: none"> ○ Water resource planning area boundaries ● State Transport <ul style="list-style-type: none"> ○ Area within 25m of State-controlled road (Southern Cross Way) ● Electricity Infrastructure <ul style="list-style-type: none"> ○ Energex Easement (Easement AA on SP179420 & Easement BB on SP189178)

Development Application Details

Table 2 - Development Application Details	
Proposal Overview	<p>The proposal is for an immersive and interactive entertainment experience, utilising an action park style operation featuring giant slides and air courts. The proposal is most comparable to similar action park style venues such as 'Bounce' or 'Urban Xtreme', however, the proposal is for a unique offering which will be a first within Queensland and Australia.</p> <p>The proposed development is to be accommodated within an existing building on site, with the venue comprising 'court area' which house giant slides and air courts, as well as the 'non-court' areas featuring a lobby/reception area, guest and staff amenities, ancillary staff office spaces, an ancillary café and 'party' rooms where birthday parties or group bookings can be hosted in a private space.</p> <p>Proposed works are primarily limited to building work associated with an internal fit-out of the existing building, with a minor expansion of the mezzanine level (28.8m² GFA increase). New line marking is proposed for the adjacent external hardstand area to accommodate additional on-site car parking spaces.</p>
Development Description	Development Permit for a Material Change of Use for Indoor Sport and Recreation (Indoor Slide and Air Court Park)
Defined Land Use	Indoor Sport and Recreation
Category of Assessment	Impact Assessment
Assessment Manager	Brisbane City Council
Referral Agencies	<p>State Assessment and Referral Agency (SARA) and Energy Queensland (Energex) for the following matters:</p> <ul style="list-style-type: none"> • Material change of use of premises near a State transport corridor (Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 of the Planning Regulation 2017); and • Material change of use of premises near a substation site or subject to an easement (Schedule 10, Part 9, Division 2, Table 2, Item 1 of the Planning Regulation 2017).
Public Notification	Yes – Minimum 15 business days
Applicant	Slide Planet Brisbane Pty Ltd
Applicant's Representatives	<p>Lucy O'Malley, Senior Town Planner Mewing Planning Consultants GPO Box 1506, Brisbane Qld 4001 lucy.omalley@mewing.com.au 0434 234 394</p>

Summary of Overarching Design and Planning Approach

The Applicant seeks an adaptive reuse of the existing industrial building at Unit 21A, 441 Nudgee Road, Hendra to provide for a new immersive and interactive entertainment experience (indoor slide and air court park) which is a first of its kind in Brisbane City and Queensland.

The locational characteristics afforded to the site in terms of proximity to higher-order roads and separation from sensitive noise receivers, along with the available internal floorspace of the existing building, makes the subject site an ideal site for the proposed development to establish and operate from.

The site is located at the end of the Navigator Place cul-de-sac and is bounded by Southern Cross Way to the east and Nudgee Road to the west. The subject site is characterised by numerous industrial warehouse buildings, one of which is intended to be adaptively reused for the proposed development. The proposal is approximately 200m west of the Brisbane Airport Direct Factory Outlet (DFO) Shopping Centre and south of the Southern Cross Way and East West Arterial Road overpass (**Figure 1**). Given the proximity of the key transport infrastructure, the proposal will be fully contained within the existing built form of the site to minimise impact on the transport network.

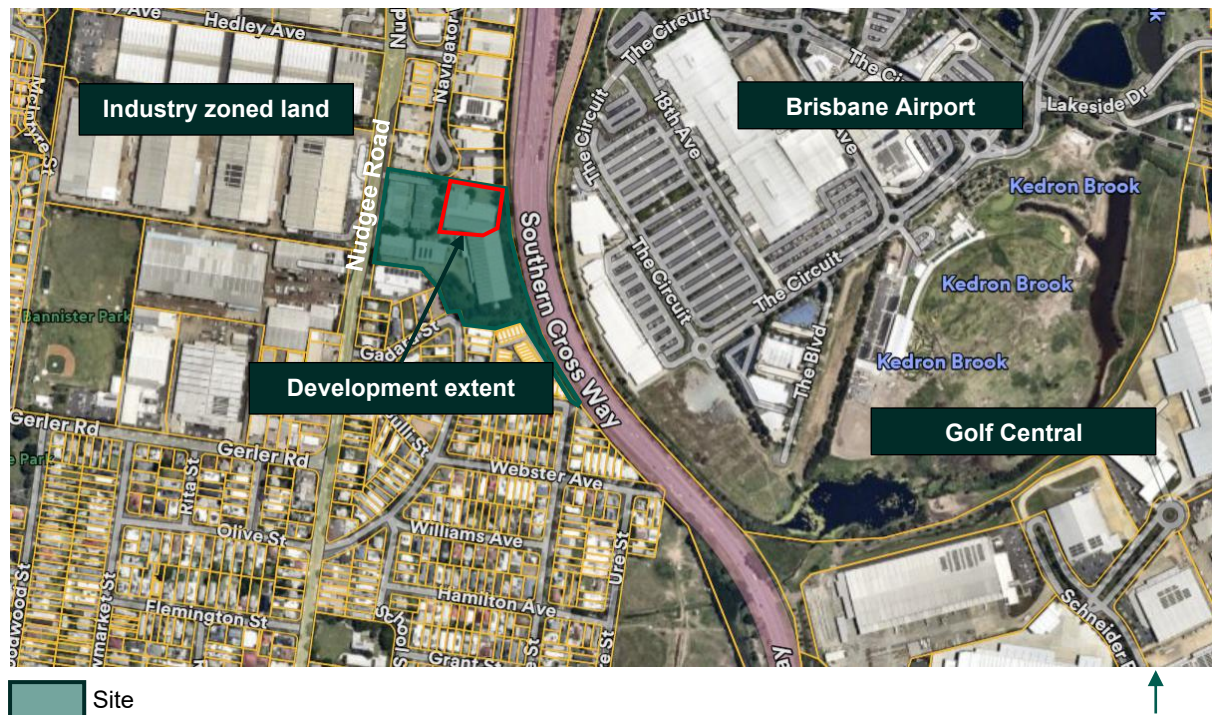


Figure 1: Site Context Map (Source: Nearmap, 2026)

The site was selected after various locations throughout Brisbane were considered and it was determined that Unit 21, 441 Nudgee Road, Hendra was most appropriate given the proximity to arterial roads, key shopping/entertainment facilities and the existing built form provided on site. The locational requirements of the proposal are discussed further in **Chapters 3 and 5**.

The Applicant / Operator

Slide Planet Brisbane Pty Ltd (**the Applicant**), operated by Fever Up, are experts in delivering immersive and interactive entertainment experiences who are already working across parts of Australia and looking to further invest and expand their operations in Brisbane. They specialise in a variety of event types including concerts, art events, tourist attractions and tours such as 'Candlelight' concerts which are currently be hosted around 100 cities around the world (including at the Saint John's Anglican Cathedral on Ann Street).

Fever Up has a number of offerings throughout South-East Queensland, including:

- **Fever Hub – Gotha Street, Fortitude Valley**
 - A multi-faceted entertainment venue which supports interactive experiences such as Alcotraz, Moonshine Saloon and Virtual Zone.
- **Fever Skygate | Exhibition and Immersive Experience centre**
 - Fever Skygate is a premier venue for immersive events and interactive experiences. This innovative space offers everything from high-tech storytelling and digital adventures to multisensorial art and educational workshops.
 - Currently hosting events and activities such as Dinos Alive.
- **Prison Island Brisbane – 162 Alfred Street, Fortitude Valley**
 - The Prison Island experience involves guests competing against each other to score point by completing various puzzles and challenges that are contained with 'cells'. This experience can support up to 150 patrons at a time.
 - Fever Up and Prison Island Australia, currently co-own and operate Prison Island and about to open a Gold Coast location as well.
- **Harry Potter, a Forbidden Forest Experience**
 - An interactive experience, which involved patrons walking through the installation and experiencing scenes from the Harry Potter film series. Hosted at Sirromet Winery from June-October 2025.

Ongoing experiences which contribute to the revitalisation of the Myer centre ground floor including:

- **The Art of Banksy “without limits”**
 - An immersive art exhibition with original artwork, installation providing a multi-sensory walk though gallery experience. This exhibition is the second installation starting in November 2025, with the first being hosted in 2023.
- **Dopamine Land**
 - Dopamine Land is an interactive gallery and museum, featuring a number of interactive installations across 10 gallery rooms.

Each of these experiences operates in a similar manner, utilising a ticketed entry system, which provides patrons a designated entry time and anticipates that guests will spend approximately 45 – 60 minutes on site as they work their way through the installations. Given the numerous experiences and events Fever Up operates throughout the city and state more broadly, it is evident the company is a key economic generator within the entertainment industry.

The proposal

The Applicant is seeking to introduce a new concept to the Australian market, an indoor slide and air court park to be referred to a 'Slide Planet, Brisbane'. A similar concept already operates numerous locations successfully in the United States, however this would be the first in Brisbane and Queensland.

The proposal comprises of five primary types of activities including:

- Giant slides;
- Circus, zipline and swing;
- Sports, parkour and multi-use 'air' courts;

- Laser tag; and
- Junior activities such as a jungle gym, climbing area, small slides and go karting (aged restricted eg; 6-12 years or 5 and under).

Guests of the action park will be required to purchase a time allowance (typically between 90-120 minutes) in order to access the park. The ticket purchased will specify if the guest can access either the 'all ages' activities or 'junior aged' activities.

Giant slides and air courts

The primary activity for the proposed development are the giant slides. These vary in length and design and cater for all ages, with some slides being specifically designated for younger children (under 6).

The 'air-courts' are multi-use areas which provide cushioned flooring. These areas can be used for various activities such as basketball, dodgeball and parkour, in a safe environment. The exact use and function of these padded courts can vary and ensure flexibility for the venue and allow the operators to provide spaces which cater to the various interests of guests throughout the lifetime of the venue.

The following **Figure 2** demonstrates a visual representation of the proposed activities.

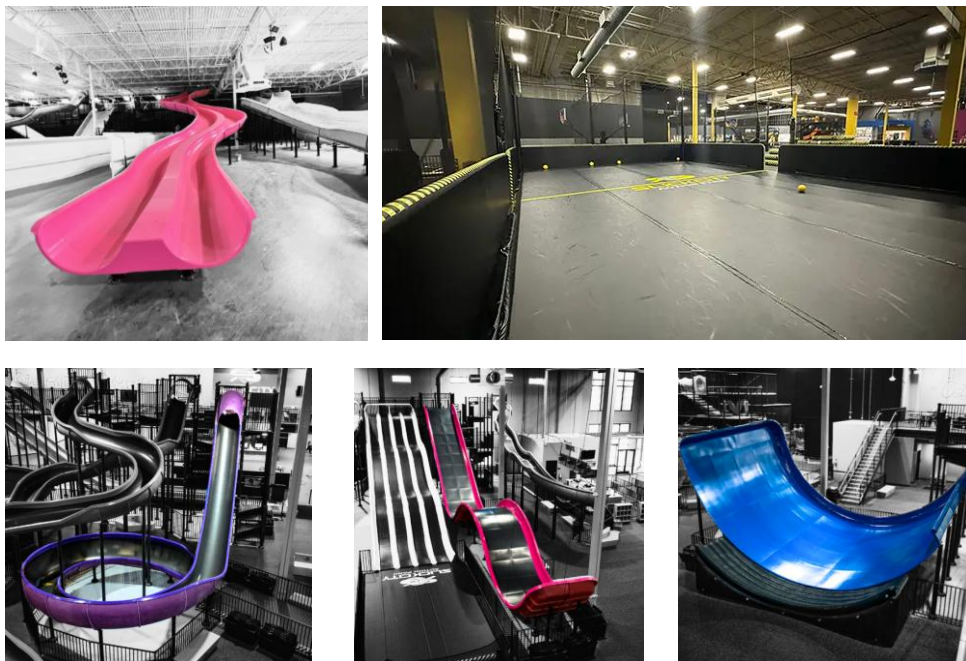


Figure 2: Examples of slide and court attractions (Source: Slick City, 2025)

Operational information

Guests will be required to book or purchase a ticket for a specific time slot to commence the experiences which then have a set run-time (90mins – 120mins).

There will be opportunity for guests who are not participating (e.g. parents and guardians of children) to be accommodated on site, without the need to participate, noting that a 1 to 1 ratio of participants to supervising adults is not anticipated. This aspect of the proposal is thought to operate in a similar manner to existing trampoline and indoor adventure parks within Brisbane.

Slide Planet Brisbane is anticipated to be attended primarily by school aged children and their care givers. As such the operational hours will vary between the school term and school holidays, with weekends being the anticipated peak period of operation throughout a standard week.

The standard hours of operation for term time are as follows:

- Monday: Closed
- Tuesday – Thursday: 10am – 6pm
- Friday: 10am – 10pm
- Saturday: 9am – 10pm: and
- Sunday: 9am – 6pm.

The standard hours of operation for school holiday periods are as follows:

- Monday – Thursday: 10am – 9pm;
- Friday and Saturday: 9 am – 10 pm; and
- Sunday: 9am – 8pm.

The standard hours of operation are not anticipated to conflict with the peak times of the surrounding businesses, which typically operate Monday – Friday (approximately 8am-5pm). Therefore, the proposed venue is not anticipated to have any impact on the function of the surrounding area due to an increase in traffic.

A venue management plan and traffic assessment has been provided as part of the application material and provide more detailed information regarding operational details and traffic impacts (**Appendix E** and **Appendix D** respectively).

Locational / built-form requirements

The proposal has specific requirements for both an appropriate site and tenancy including:

- an internal floor area of approximately 3,000m²;
- ceiling clearances of a minimum of 8m to accommodate equipment;
- sufficient car parking (or ability to provide additional car parking on site);
- adjacent in or close proximity to major arterial roads if public transport is not available nearby; and
- sufficient separation from high impact industries or other land uses which could cause land use conflicts.

As such the Applicant determined that to find a suitable location, their search would need to be expanded to include underutilised industry buildings that satisfied these requirements.

Discussions with Council were held in the lead up to lodgement regarding a number of potential sites with the selected location (Unit 21A, 441 Nudgee Road, Hendra) being identified as the most appropriate.

The proposed indoor sport and recreation use would be contained wholly within the existing building, with new works limited to an internal fit out (no additional gross floor area created) or changes to on-site car parking or servicing arrangements.

The characteristics of the site which create an optimal location for the proposal include:

- The proximity of the site to arterial roads such as Nudgee Road, Southern Cross Way and East West Arterial Road;
- Availability of appropriately sized tenancy, both with enough gross floor area and appropriate ceiling heights to accommodate the slides;
- Onsite amenity and separation from high impact industrial uses; and

- Proximity to existing retail/entertainment and leisure facilities being the Brisbane Airport DFO, Skygate and Golf Central.

The abovementioned locational and built form requirements are better suited to industrial sites / buildings, rather than centre or mixed use land. Additionally, a built form outcome which appropriately accommodates the proposal would represent a poor-quality development outcome for land in a centre zone category, specialised centre zone or mixed use zones. The proposal requires high ceilings and a large building footprint, which limits the ability of the built form to respond to areas which are pedestrian orientated and lower scale. The distinctive locational and built form requirements of the proposal result in a more difficult to locate land use than a typical indoor sport and recreation facility, with built form requirements which align more appropriately with the character of industrial areas.

Protecting industrial land

Brisbane: Our Productive City

Brisbane: Our Productive City (Our Productive City) is Brisbane City Council's seminal policy document outlining the intent and vision for the City's various industrial areas. Our Productive City outlines areas of industrial land which are set to be transitioned to non-industrial activities, adapted to provide a balance of both industrial and non-industrial land uses and renewed to provide high quality and efficient industrial land.

The industrial land within Hendra, including the site, is identified by Our Productive City as a 'adaptation site' as per Map 3 – Brisbane's Industrial Areas. Adaption sites are intended to provide for '*...higher value industry, employment opportunities and non-industrial activities.*'¹ The policy states that areas identified for adaption are intended to provide a stronger economic future '*...with flexible uses...*'.²

The proposal provides an indoor sport and recreation facility which is larger than what is typically anticipated and desired for non-industrial in industry areas. However, the proposal has been located to ensure it is separated from other non-industrial activities to avoid the creation of a centre and is intended to adaptively reuse an existing industrial building, meaning the site could be used for industrial uses in the future should the proposed use cease operation.

Adaptive reuse and future proofing

As outlined above, the intent of the proposal is to adaptively reuse the existing built form of the existing tenancy. The proposal only seeks to retrofit the internal components of the warehouse, to appropriately accommodate the necessary equipment and fit out of the future facility. The adaptive reuse approach provides ongoing flexibility for the relevant portion of the site and means that should the proposed land use cease operating, the warehouse tenancy can be returned to an industrial land use.

Alignment with Strategic Framework

The proposal aligns with the intent and policy direction set in the Strategic Framework, given the proposal:

- relies upon the adaptive reuse of the existing warehouse, ensuring the site can return to an industrial use in the future if required;
- provides for a diversified economy and actively contributes to Brisbane's entertainment offering and demonstrates that the city is a competitive destination for global brands to operate and flourish;
- creates a distinctive entertainment offering will create a memorable venue within Brisbane which will provide an innovative recreation activity for residents, visitors and tourists; and
- is located on a site which is does not support higher impact industries and is already utilised for non-industrial and industrial adjacent businesses.

¹ Brisbane: Our Productive City, Our Approach, p 17, 2022 Brisbane City Council

² Ibid.

The policy direction set by the Strategic Framework of the City Plan is enabled by the proposal. The proposal provides an employment generating use that will diversify the local economy and provide a greater range of businesses in the Hendra area, without compromising the integrity and operation of the industrial zone where it is located.

1. Introduction

This Town Planning Assessment accompanies a development application made by Slide Planet Brisbane Pty Ltd (**the Applicant**) over land located at Unit 21A, 441 Nudgee Road, Hendra (**the site**), more properly described as (part of) Lot 7 on SP.107065.

The proposal is for an immersive and interactive entertainment experience, utilising an action park style operation featuring giant slides and air courts. The proposal is most comparable to similar action park style venues such as 'Bounce' or 'Urban Xtreme', however, the proposal is for a unique offering which will be a first within Queensland and Australia.

The proposed development is to be accommodated within an existing building on site, with the venue comprising 'court area' which house giant slides and air courts, as well as the 'non-court' areas featuring a lobby/reception area, guest and staff amenities, ancillary staff office spaces, an ancillary café and 'party' rooms where birthday parties or group bookings can be hosted in a private space.

Proposed works are primarily limited to building work associated with an internal fit-out of the existing building, with a minor expansion of the mezzanine level (28.8m² GFA increase). New line marking is proposed for the adjacent external hardstand area to accommodate additional on-site car parking spaces

In order to undertake the proposed development, the Applicant seeks the following:

- Development Permit for a Material Change of Use for Indoor Sport and Recreation (Indoor Slide and Air Court Park).

The development application is subject to Impact Assessment pursuant to the *Planning Act 2016 (Planning Act)*. The applicable planning scheme in this instance is the *Brisbane City Plan 2014 (Version 35.00 / 2025) (City Plan)*. Brisbane City Council is the assessment manager, and referral is triggered to the State Assessment and Referral Agency (SARA) and Energex (Energy Queensland) for state transport and electricity infrastructure matters respectively.

This Town Planning Assessment provides a comprehensive assessment of the proposed development having regard to the City Plan. Key components of the Town Planning Assessment comprise:

- an overview of the site details and local context (**Chapter 2**);
- a description of the proposed development (**Chapter 3**);
- an assessment against the applicable town planning framework (**Chapter 4**); and
- a discussion of key planning matters raising from the assessment (**Chapter 5**).

The Town Planning Assessment is supported by the following material:

- Brisbane City Council Code Assessment (**Appendix A**);
- Certificate of Title and Easement Documents (**Appendix B**);
- Architectural Package, prepared by Base Architecture (**Appendix C**);
- Traffic Impact Assessment, prepared by Colliers (**Appendix D**); and
- Venue Management Plan, prepared by Slide Planet Brisbane (**Appendix E**).

2. Site Details and Local Context

2.1 Site Details

2.1.1 Address and Real Property Description

The site is located over part of Unit 21A, 441 Nudgee Road, Hendra and is more properly described as part of Lot 7 on SP107065. The extent of the site and the relevant tenancy is shown below in **Figure 3**.



Figure 3: Site Aerial (Source: Nearmap, 2025)

The site is located in the suburb of Hendra, approximately 1.4km south west of the Brisbane Airport. DFO Brisbane shopping centre is located on the adjacent side of Southern Cross Way and is approximately 100m east of the site. Other key locations in proximity to the site include other existing retail/entertainment and leisure facilities such as, Skygate and Golf Central.

The site is benefited by close proximity to Nudgee Road, East West Arterial Road and Southern Cross Way.

Further detail regarding the location of the site and its context is provided within **Section 2.2** of this report.

2.1.2 Shape and Size

The overall site is irregular in shape and comprises an area of 34,310m². The site has frontages to Navigator Place, Nudgee Road and Southern Cross Way. Access is provided by either Navigator Place or Nudgee Road.

2.1.3 Ownership and Encumbrances

Having regard to the Certificate of Title (**Appendix C**) for the site, the current owner of the site is Vanessa Aus Sub TC Pty Ltd A.C.N 675 607 931 Trustee Under Instrument 723359939.

The site is burdened by numerous easements, including:

- Easements H and K on SP107065 (in favour of Brisbane City Council for drainage purposes – underground and overland flow);
- Easement J on SP107065 (in favour of Brisbane City Council for drainage purposes – underground);
- Easement AA on SP179420 (in favour of Energex Limited for electricity supply purposes); and
- Easement BB on SP189178 (in favour of Energex Limited for electricity supply purposes).

The existing building accommodating the proposed development is located entirely outside the easement extents, however Easement K on SP107065 applies over the adjacent hardstand area which is to be maintained for car parking / manoeuvring activities (consistent with existing operations on site) (as illustrated in **Figure 4**). New line marking is proposed over the existing hardstand for the provisions of additional car parking spaces and is consistent with the terms of the easement. A copy of the Easement Document is contained in **Appendix B**.

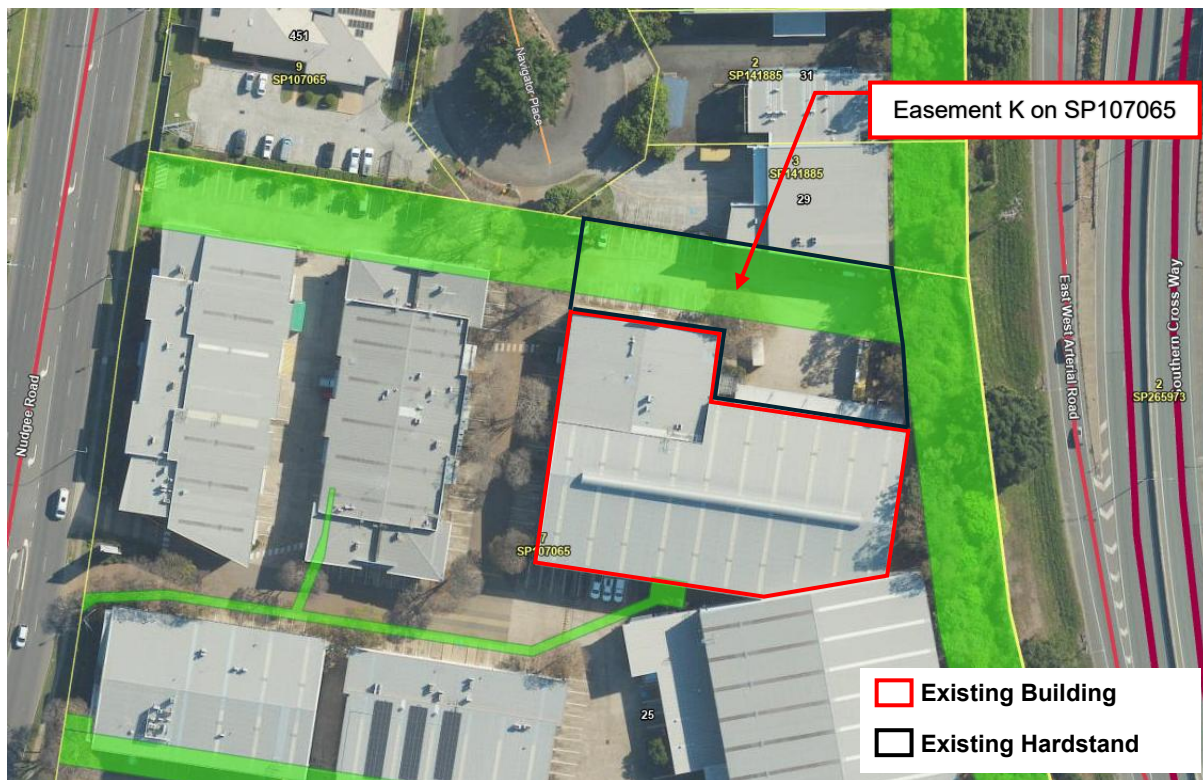


Figure 4: Existing Easements (Source: Queensland Globe, 2026)

2.1.4 Current Use

The site is currently occupied by various tenancies including, a telecommunications service provider, a veterinarian clinic, aviation consultants and a waste management service. There are shade trees provided throughout the various car parking areas of the site and along the Navigator Place cul-de-sac.

2.1.5 Topography

Pursuant to Council's contour mapping, the existing site gently slopes from 5m AHD to 4.5m AHD in the eastern portion of the site.

2.1.6 Vegetation and Ecology

Based on available aerial imagery, the site contains domestic landscaping. There are shade trees provided throughout the various car parking areas of the site and along the Navigator Place cul-de-sac.

Brisbane City Council's mapping does not include the vegetation in either Significant Landscape Tree Overlay or the Biodiversity Areas Overlay.

In accordance with Brisbane City Council's Community Maps – Land & Environment, the site contains a small portion of waterway and wetland vegetation in the southern portion of the site (**Figure 5**). Thus this portion of the site is protected vegetation by the *Natural Assets Local Law 2003* (NALL). The proposed development comprises all internal work and will not impact the NALL vegetation.



Figure 5: Portion of site (in orange) protected by NALL (indicated in blue) (Source: Brisbane City Council, 2026)

2.1.7 Flooding Characteristics

A review of Brisbane City Council's mapping indicates that the site is affected by Creek/waterway flood planning area 5 sb-category and overland flow flood planning area. However, given no additional hardstand area is being proposed, no impacts are anticipated to occur due to the proposed development.

2.1.8 Heritage and Character

A review of Brisbane City Council's mapping indicates that the site is not identified within the Commercial Character Building Overlay, Heritage Overlay, Pre-1911 Overlay or the Traditional Building Character Overlay.

2.1.9 Roads and Verges

The site has four (4) road frontages, one to Navigator Road, one to Nudgee Road, one to Southern Cross Way/ East West Arterial Road and one to Gadara Street. However, for the purpose of this application only the frontages to Navigator Road and Nudgee Road, are relevant. The type and function of the road frontage are as follows:

- Navigator Place
 - Frontage of approximately 19m;
 - Designated as a neighbourhood road;
 - Kerb and channel construction; and

- No controlled parking on island.
- Nudgee Road
 - Frontage approximately 133m;
 - Designated as an arterial road;
 - Two lanes in each direction (plus a right-hand turning lane heading north)
 - Kerb and channel construction; and
 - No parking.

2.1.10 Infrastructure Networks

The existing tenancy area relevant to this application is presently serviced by sewerage reticulation and is capable of being appropriately serviced by water, electricity, telecommunications, and gas.

Refer to **Chapter 3** of this report for further details.

2.2 Local Context

2.2.1 Surrounding Land Uses

The site is included within the Low Impact Industry zone and the Racecourse precinct neighbourhood plan (Hendra Stables precinct).

The area surrounding the subject site comprises a mix of zones which include;

- Low impact industry;
- General industry A, B and C;
- Low density residential;
- Character residential;
- Emerging community; and
- Special purpose (Airport).

The surrounding locality includes a mix of land uses and built form outcomes, with industrial and commercial uses focused towards Brisbane Airport and the residential uses located to the south of the site.

The broader site supports several warehouses, as demonstrated in **Figure 7**. The site provides for higher quality warehouse facilities than a typical industrial area. The tenancies, particularly those fronting Nudgee Road, provide users with operational areas and ancillary offices which overlook the streetscape and landscaped frontage.



Figure 6: Northward street view from Nudgee Road towards 441 Nudgee Road, Hendra street fronting tenancies (Source: Google maps, 2026)

Existing users of the site include (but are not limited to);

- Bee Dee Bags (Paper bag supplier)
- Superfly (Software company for waste and recycling industry)
- Cencora World Courier (Postal service)
- SuperVet Hendra (Veterinarian hospital)
- The Airport Group (aviation consultants); and
- Halcol Energy – Solar and battery supplier
- Work Wear Group (work wear supplier)
- Spicers (Packaging supplier)

The variety in users on site, demonstrates that 441 Nudgee Road, Hendra caters to users with the need for a warehouse tenancy, direct customer interface and likely desire to be separated from higher impact industrial uses.

2.2.2 Site Approval History

Brisbane City Council's public scrutiny file (Development i) identifies various approvals over the site. Only approvals which apply to the subject warehouse have been included below.

- **A004126230 – 25 Navigator Place, Hendra; Material Change of use for Low Impact Industry and Warehousing**
 - The approval was to extend the operating hours of several of the industrial buildings and warehouses across the site (including the warehouse relevant to this application).
 - Approved: 20th August 2015
- **A003502672 – 25 Navigator Place, Hendra; Reconfiguring a Lot (1 into 5 Standard Format)**
 - This application sought to subdivide the existing Lot 7 into 5 lots to enable the industrial operators to benefit from individual allotments. This application was approved by Council on 18 December 2012, however, the approval was never finalised through plan sealing and therefore has now lapsed.
- **A003494353 – 25 Navigator Place, Hendra; Material Change of Use for an extension to a warehouse**
 - The application applied to the relevant tenancy, however sought to extend a different tenancy on site.

- The application was approved on 3 December 2012.
- **A001631164 – 25 Navigator Place; Material Change of Use for a warehouse (change application)**
 - This application was lodged as a Generally in accordance request, however was determined to require Council approval. The decision notice of the change application is not provided on file neither are stamped plans, however development.i lists the approval date as 3rd February 2004.
- **A001631163 – 25 Navigator Place; ROL (1 into 5 Standard Format)**
 - This original ROL application sought to subdivide lot 7 into 5 lots, however was not finalised via plan sealing and therefore has lapsed.

3. Proposed Development

3.1 Proposal Overview

The land at Unit 21A, 441 Nudgee Road, Hendra presents an opportunity for a well serviced and spatially appropriate location to establish an immersive and interactive entertainment experience. The Applicant proposes an action park style Indoor Sport and Recreation use which cannot otherwise locate in a centre zone due to the locational requirements of the facility. The advantageous locational characteristics of the site, provide an ideal location for the proposed development.

The site is located at the end of the Navigator Place cul-de-sac and is bounded by Southern Cross Way to the east and Nudgee Road to the west. The subject site is characterised by numerous industrial warehouse buildings, one of which is intended to be adaptively reused for the proposed development.

The proposal is approximately 200m west of the Brisbane Airport Direct Factory Outlet (DFO) Shopping Centre and south of the Southern Cross Way and East West Arterial Road overpass. Given the proximity of the key transport infrastructure, the proposal will be fully contained within the existing built form of the site to minimise impact on the transport network.

The site was selected after various locations throughout Brisbane were considered and it was determined that Unit 21A, 441 Nudgee Road, Hendra was the most appropriate location given the proximity to arterial roads, key shopping/entertainment facilities and existing built form provided on site. The proposed location was discussed with Council in a prelodgement meeting. The locational requirements of the proposal are discussed in subsequent sections of this report.

The development application seeks approval for a Development Permit for a Material Change of Use for Indoor Sport and Recreation.

Further details regarding the proposed development are provided in the sections below.

3.2 Prelodgement discussions and advice

Prelodgement discussions and advice were sought from both Council and the State Assessment and Referral Agency (SARA) in relation to the proposal.

Council prelodgement discussions:

The merit of the proposal and the proposed land use in the context of the site were the primary topics of discussion between the applicant and Council. Additionally, the operational nature of the proposal and the locational requirements for such as development were explained to provide Council with a clear understanding of the scope of Slide Planet Brisbane.

SARA prelodgement advice:

The applicant sought advice from SARA regarding the scope of the proposal and potential impacts on the nearby state-controlled road being Southern Cross Way.

The advice received has guided the application material and reporting provided as part of this package.

3.3 Application Particulars

Table 3 - Development Application Particulars	
Development Description	Development Permit for a Material Change of Use for Indoor Sport and Recreation (Indoor Slide and Air Court Park)
Defined Land Uses	Indoor sport and recreation
Level of Assessment	Impact Assessment
Assessment Manager	Brisbane City Council
Referral Agencies	State Assessment and Referral Agency (SARA) and Energex for the following matters:

	<ul style="list-style-type: none"> • Material change of use of premises near a State transport corridor (Schedule 10, Part 10, Division 4, Subdivision 2, Table 4, Item 1 of the Planning Regulation 2017); and • Material change of use of premises near a substation site or subject to an easement (Schedule 10, Part 9, Division 2, Table 2, Item 1 of the Planning Regulation 2017).
Public Notification	Yes – Minimum 15 business days

3.4 Proposed Development

The proposal is for the adaptive reuse of the existing warehouse building to support the establishment of an action park style venue which provides giant slides and air courts as the primary recreation activity. The only increase in GFA is a small increase to the mezzanine. No external built form is being altered by the proposal. The built form extent of the existing warehouse remains unchanged by the proposed development (**Figure 7**). Additional parking spaces are proposed on the existing hardstand area to the north of the warehouse.



Figure 7: Aerial of the existing warehouse (**Source:** Nearmap, 2026)

A summary of the key features of the proposal provided below.

Court areas:

- 18 x 'Court areas' which include giant slides and air courts;

Non-court areas:

- Guest reception and lobby space;
- Guest and staff amenities;
- Staff office spaces;
- Ancillary café;
- 'Party rooms' to be used by birthday parties or group bookings;

- Seating areas for parents, carers and other non-participants to view the activity space, resulting in a small extension to the mezzanine level;

Parking and access:

- Additional line markings to provide further car parking, consistent with the terms of the existing easement (additional 17 spaces);
- The existing landscaping on site will remain unchanged by the proposal; and
- Existing vehicle and pedestrian access arrangements to Unit 21 remain unchanged by the proposal.

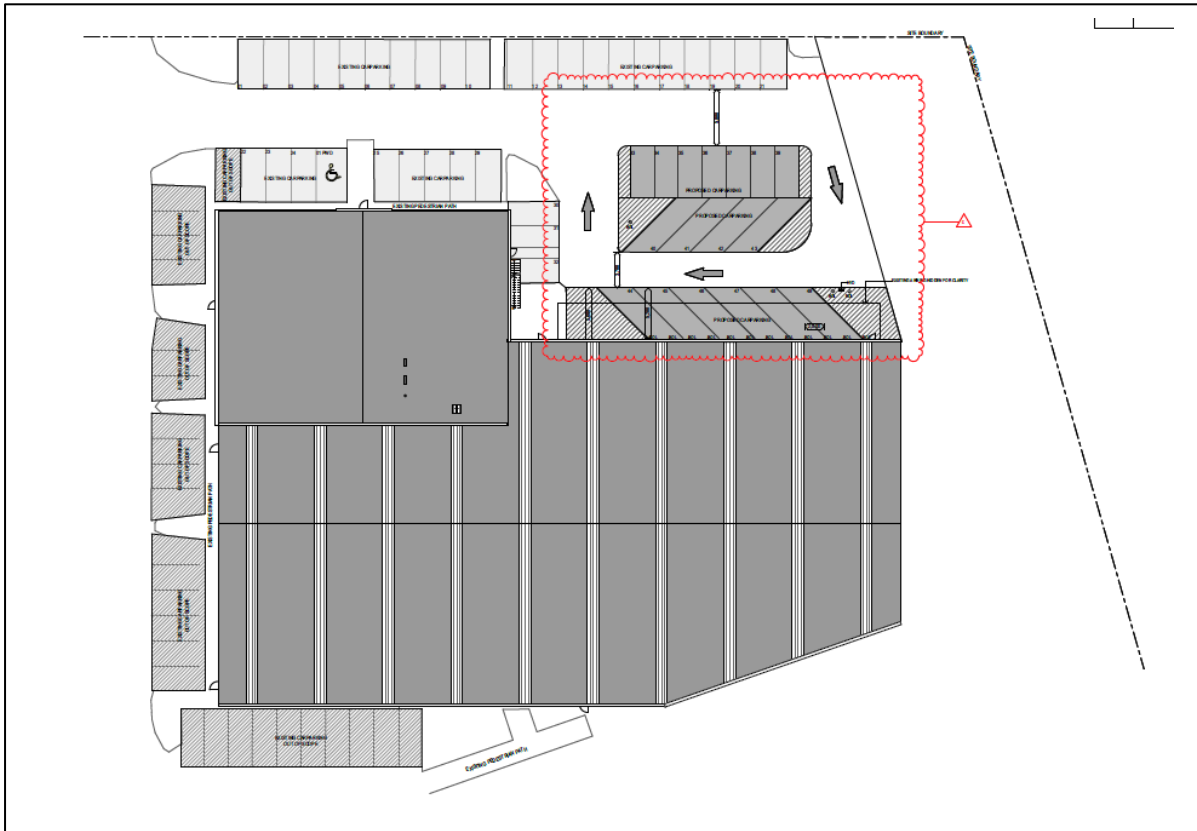


Figure 8: Site Plan (Source: Base Architecture, 2026)



Figure 9: Existing floor plan (Source: Base Architecture, 2026)

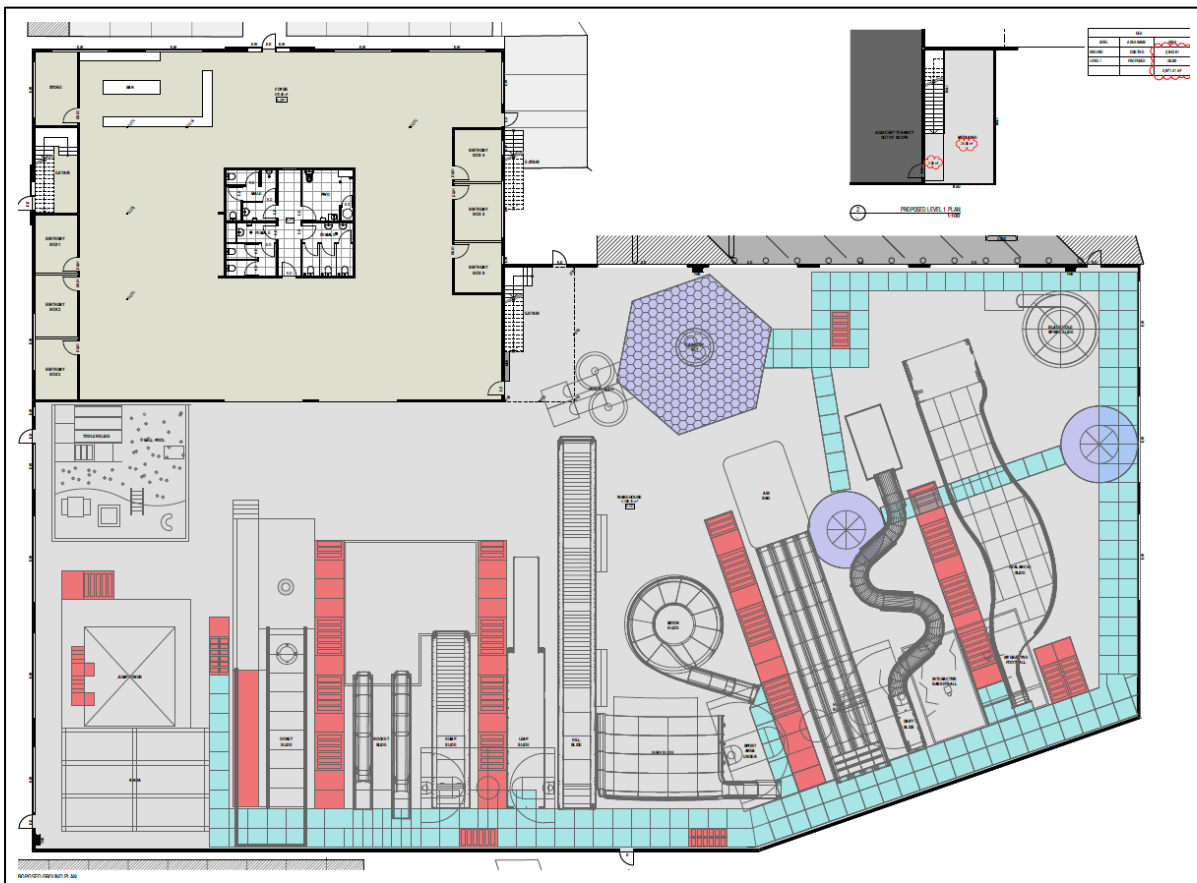


Figure 10: Proposed floor plan (Source: Base Architecture, 2026)

Further detail about the development and design is included in the proposed Architectural Package included in **Appendix C**.

The proposed development comprises the following key parameters, outlined in **Table 4** below.

Table 4 – Proposed development parameters	
Site Area	Whole lot: 34,210m ²
Uses	<ul style="list-style-type: none"> • Indoor sport and recreation
Yield	<ul style="list-style-type: none"> • GLA: 2935m² • GFA: 2,971.41m²
Court and non-court area	<ul style="list-style-type: none"> • Court area: 2,269.15 m² • Non-court area: 702.26m²
Height	No change is proposed.
Site Cover	
Setbacks	
Landscaping	
Access	Existing access to remain via Nudgee Road and Navigator Place
Car Parking	<ul style="list-style-type: none"> • An additional 17 car spaces are proposed, in addition to the 32 existing car parking spaces associated with the tenancy. • Total: 49 car spaces

3.5 Operational details

A venue management plan has been prepared and provided in **Appendix E**, to provide Council with a clear understanding of the operational details of the venue.

A summary of the key operational details is provided below, however this section should be read in conjunction with **Appendix E**.

3.5.1 Land use

The proposed land use to operate on site is Indoor Sport and Recreation. The proposal seeks to support the following ancillary activities in conjunction with the operation of Slide Planet.

- Ancillary café, for the exclusive use of patrons of Slide Planet Brisbane;
 - The café will not be accessible to the general public and will not operate independently of Slide Planet;
 - Hours of operation will be consistent with the overall site operation;
 - No kitchen facility is proposed, and the café will not prepare any food items on site.
- Ancillary 'birthday boxes' which are small private rooms which can be utilised by group bookings/events:
 - These rooms are directly linked to the operation of Slide Planet Brisbane and operate in conjunction with the Indoor Sport and Recreation use; and
 - These rooms do not provide a separate land use and cannot be utilised independently of the primary land use being Slide Planet.

3.5.2 Hours of Operation

The following hours of operation are sought for the proposal, noting that hours of operation will differ between the school term and school holiday periods (Qld/Brisbane) (**Table 5**).

Based on comparable venues and experience in other events and venues, the Applicant anticipates that weekends and school holiday periods will be the peak visitor periods for the venue.

Table 5 – Proposed hours of operation							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
'Normal' (Term time)	Closed	10am – 6pm			10am – 10 pm	9am – 10pm	9am - 6pm
'School Holidays'	10am – 9pm				9am – 10 pm		9am – 8pm

3.5.3 Capacity

The facility is designed to accommodate up to 100 adults (non-participants) waiting in the welcome area and a maximum number of tickets (400) will be available for purchase.

3.5.4 Staffing, visitor and ticket management

The proposal is anticipated to be operated by a maximum of eleven (11) employees on site. The on-site employees will comprise of one (1) full time staff member, two (2) part-time employees and up to eight (8) casual employees. Scheduling of staff will be based on anticipated capacity/attendance and will respond to the fluctuation in the number of attendees on site throughout the week and term/holiday periods.

Access to the venue will be controlled by a ticketing system which can be purchased online or onsite if not already booked to capacity. Restrictions will apply based on age of participant and the need for adult supervision, additionally, the venue will accommodate non-participants to enter the venue.

Reference should be made to the Venue Management Plan provided in **Appendix E** for further details.

3.6 Landscaping

The existing industrial site supports existing domestic landscaping throughout the various hardstand areas and along the boundaries of the site. The proposal is for the internal fitout and renovation of the existing warehouse in the north east corner of the site. As such no changes to the existing landscaping is proposed as part of this application.

3.7 Engineering Servicing

The proposal is being undertaken in an existing warehouse tenancy. No changes to the existing on site servicing is proposed, the proposed development relates to internal alterations of the warehouse facility to accommodate Slide Planet. Therefore, no civil engineering response has been provided.

3.8 Traffic Assessment

A Traffic Engineering Report has been prepared by Colliers and is included in **Appendix D** of this assessment. A summary of the report is provided in the following sections.

3.8.1 Vehicular, Pedestrian and Cyclist Access

As outlined throughout the application material, the existing site access will remain unchanged by the proposal. This is consistent across vehicular, pedestrian and cyclist access. Refer to section 6 of the Traffic Impact Assessment provided by Colliers (**Attachment D**) for further details.

3.8.2 Service Vehicle Arrangements

Pursuant to section 7 of the Traffic Impact Assessment provided by Colliers (**Attachment D**) the proposal is set to support access via an RCV. The swept paths prepared by colliers demonstrates the site can support an RCV on site.

3.8.3 Carparking

Pursuant to the Transport, Access, Parking and Servicing (TAPS) Code and Planning Scheme Policy (PSP) and identified in the Traffic Impact Assessment (**Appendix D**).

The tenancy is currently provided with 32 car parking spaces in association with the warehouse. An additional 17 car parking spaces are proposed as part of the application. These spaces do not include additional hardstand area, but will provide new line markings across existing hardstand located towards the east of the site.

A total of 49 car spaces (including 1 PWD space) are proposed in association with the indoor sport and recreation use. The car parking rate applicable to the proposal is:

- 3 spaces per court or similar or 5 spaces per 100m²

The proposal supports 18 court areas and a total (non-court) GFA of 702.26m², therefore the TAPS car parking requirement for the proposal is 90 spaces. As outlined in Section 5 of the Traffic Impact Assessment, the proposed car parking provision of 49 spaces is appropriate, given the anticipated demand when compared to a similar operation being Urban Xtreme.

Appendix D notes that Urban Xtreme provides a site significantly larger than the proposal, however, can be used to understand how visitors arrive and park on site. The analysis undertaken by Colliers shows that the following GFA-parking demand correlation was derived for Urban Xtreme development:

- Friday peak: approximately 0.008 parking spaces per m² GFA (0.8 spaces / 100m²)
- Saturday peak: approximately 0.017 parking spaces per m² GFA (1.7 spaces / 100m²)

When these rates are applied to the GFA of the proposal, it is clear that the existing 186 car parks across the total site can comfortably support the peak demand of Slide Planet. Therefore, the proposed parking provisions are appropriate.

Additionally, the proposed peak operational period will be outside of the peak operational times of nearby tenancies, as demonstrated by **Table 6**, meaning the proposal will not cause unmanageable strain on parking demands during the peak periods of existing businesses. Furthermore, the broader site will be able to support any additional car parking needs of the proposal as other tenants and visitors will be absent during Slide Planet's peak hours.

Table 6 – Hours of operation of nearby tenants on site							
Tenancy	Operating times						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
The Alpha School System	8:30 am-5:00 pm	8:30 am-5:00 pm	8:30 am-5:00 pm	8:30 am-5:00 pm	8:30 am-5:00 pm	Closed	Closed
M Recht Accessories	8:30 am-3:00 pm	8:30 am-3:00 pm	8:30 am-3:00 pm	8:30 am-3:00 pm	8:30 am-3:00 pm	Closed	Closed
Bee Dee Bags	9:00 am-5:00 pm	9:00 am-5:00 pm	9:00 am-5:00 pm	9:00 am-5:00 pm	9:00 am-5:00 pm	Closed	Closed
Halcol Energy - Brisbane Solar & Batteries	8:30 am-4:30 pm	8:30 am-4:30 pm	8:30 am-4:30 pm	8:30 am-4:30 pm	8:00 am-4:00 pm	Closed	Closed
Nicoletta - Brisbane Showroom / Sales Office	9:30 am-5:30 pm	9:30 am-5:30 pm	9:30 am-5:30 pm	9:30 am-5:30 pm	9:30 am-5:30 pm	Closed	Closed
The Airport Group	8:00 am-5:00 pm	8:00 am-5:00 pm	8:00 am-5:00 pm	8:00 am-5:00 pm	8:00 am-5:00 pm	Closed	Closed
Travel Vets	8:30 am-2:30 pm	8:30 am-6:00 pm	8:30 am-6:00 pm	8:30 am-6:00 pm	8:30 am-2:30 pm	Closed	Closed
SuperVets Hendra	8:00 am-6:00 pm	8:00 am-6:00 pm	8:00 am-6:00 pm	8:00 am-6:00 pm	8:00 am-6:00 pm	Closed	Closed
Hungry Jack's State Office	8:00 am-5:00 pm	8:00 am-5:00 pm	8:00 am-5:00 pm	8:00 am-5:00 pm	8:00 am-5:00 pm	Closed	Closed
World Courier	8:30 am-5:00 pm	8:30 am-5:00 pm	8:30 am-5:00 pm	8:30 am-5:00 pm	8:30 am-5:00 pm	Closed	Closed
Frequentis Australasia	8:30 am-5:00 pm	8:30 am-5:00 pm	8:30 am-5:00 pm	8:30 am-5:00 pm	8:30 am-5:00 pm	Closed	Closed

4. Assessment against Statutory Planning Framework

4.1 Introduction

This Chapter of the Town Planning Assessment identifies the applicable components of the statutory town planning framework and provides an assessment against those components. A summary of the proposed development's compliance with the statutory town planning framework is provided at the conclusion of this Chapter.

4.2 State Planning Framework

4.2.1 Planning Act 2016

The Planning Act is the statutory instrument for the State of Queensland under which, amongst other matters, development applications are assessed by local governments.

4.2.2 Decision Rules

This development proposal involves assessable development under the City Plan and requires an Impact Assessable development application to be made to the Assessment Manager, in this case Brisbane City Council.

According to Section 45(5) of the Planning Act:

“(5) 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”*

Assessment benchmarks for Impact Assessment are described in Section 30 and Section 31 of the *Planning Regulation 2017 (Planning Regulation)*:

“(30)(1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.

(2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—

(a) the assessment benchmarks stated in—

(i) the regional plan for a region; and

(ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and

(iii) a temporary State planning policy applying to the premises;

(b) if the development is not in a local government area — any local planning instrument for a local government area that may be materially affected by the development;

(c) if the local government is an infrastructure provider— the local government's LGIP.

(3) *However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.”*

“(31)(1) *For section 45(5)(a)(ii) of the Act, the impact assessment must be carried out having regard to—*

- (a) *the matters stated in schedules 9 and 10 for the development; and*
- (b) *if the prescribed assessment manager is the chief executive—*
 - (i) *the strategic outcomes for the local government area stated in the planning scheme; and*
 - (ii) *the purpose statement stated in the planning scheme for the zone and any overlay applying to the premises under the planning scheme; and*
 - (iii) *the strategic intent and desired regional outcomes stated in the regional plan for a region; and*
 - (iv) *the State Planning Policy, parts C and D; and*
 - (v) *for premises designated by the Minister—the designation for the premises; and*
- (c) *if the prescribed assessment manager is a person other than the chief executive or the local government—the planning scheme; and*
- (d) *if the prescribed assessment manager is a person other than the chief executive—*
 - (i) *the regional plan for a region; and*
 - (ii) *the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
 - (iii) *for designated premises—the designation for the premises; and*
- (e) *any temporary State planning policy applying to the premises; and*
- (f) *any development approval for, and any lawful use of, the premises or adjacent premises; and*
- (g) *the common material.*

At the time of the lodgement of the development application, the common material comprises the application material only. The application material includes an assessment of the proposed development against the relevant assessment benchmarks. Information arising from the Information Request stage and Public Notification stages will also form part of the common material to be assessed by the Assessment Manager.

4.2.3 Public Notification

Pursuant to Section 53 of the Planning Act, the notification stage of the development assessment process applies to an application if either of the following applies –

- “(a) any part of the application requires impact assessment; or*
- (b) the application includes a variation request.”*

As this development application requires Impact Assessment, public notification pursuant to the Planning Act is required.

4.2.4 State Planning Policy

The State Planning Policy was released on 3rd July 2017. It is a State planning instrument made under Chapter 2 Part 2, Section 10 of the Planning Act.

As prescribed in Section 26(2)(a)(ii) of the Planning Regulation, the State Planning Policy represents an assessment benchmark and the assessment manager must have regard to State Planning Policies if it is not identified as being appropriately reflected in the planning scheme.

Part 2 of the City Plan identifies the State Planning Policy (to the extent it is applicable) as being appropriately reflected in the City Plan, except for the following State interests.

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

The abovementioned State interests are not applicable to the site or the assessment of the development and therefore a separate assessment against the State Planning Policy is not applicable in this instance.

4.2.5 Referral Jurisdiction and State Development Assessment Provisions

Section 55(2) of the Planning Act states that:

“For any other referral agency, a regulation may prescribe the matters the referral agency–

(a) may, must or must only assess a development application against; and

(b) may, must, or must only have regard to for the assessment.”

Part 4, Section 22(1) of the Planning Regulation states that:

“Schedules 9 and 10 prescribe—

(a) for section 54(2)(a) of the Act, the referral agency for the development applications stated in the schedules; and

(b) for section 55(2) of the Act, the matters the referral agency—

(i) may or must assess the development application against; and

(ii) may or must assess the development application having regard to.”

Under the State’s development assessment mapping system (DAMS), the site is mapped area within 25m of a State-controlled road (Southern Cross Way) and subject to an easement for benefit of a distribution entity, or transmission entity, under the *Electricity Act* for a transmission grid or supply network (**Figure 11**).

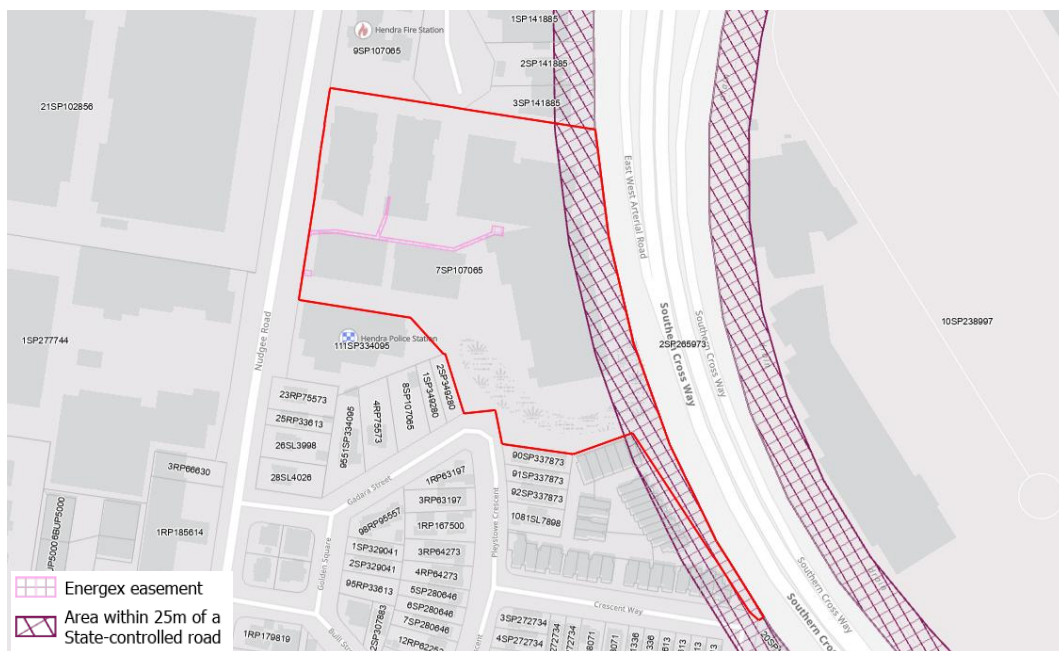


Figure 11: State Designations (Source: State’s development assessment mapping system, 2026)

The proposed development triggers the referrals to State Assessment and Referral Agency (SARA) and Energen (Energy Queensland)) for the following matters:

- Material change of use of premises near a State transport corridor (Schedule 10, Part 10, Division 4, Subdivision 2, Table 4, Item 1 of the Planning Regulation 2017); and
- Material change of use of premises near a substation site or subject to an easement (Schedule 10, Part 9, Division 2, Table 2, Item 1 of the Planning Regulation 2017).

Consequently, the development application is assessable against the State Development Assessment Provisions (SDAP), specifically:

- State Code 1: Development in a state-controlled road environment.

The relevant assessment matters of the State Code have been considered in the preparation of the supporting consulting material, with a detailed response provided in **Appendix D – Traffic Impact Assessment**.

4.2.6 South East Queensland Regional Plan

The South East Queensland Regional Plan 2023 (the **Regional Plan**) provides a sustainable growth management strategy for the region that articulates strategic direction and certainty that will accommodate an increase in population in South East Queensland.

As prescribed in Section 26(2)(a)(i) of the Planning Regulation, the regional plan represents an assessment benchmark and the assessment manager must have regard to regional plan, if it is not identified as being appropriately reflected in the planning scheme.

The subject site is included in the area mapped as Urban Footprint, the intent of which is to accommodate a range of urban uses in the form of housing, industry, businesses, infrastructure, community facilities and well-planned urban environments. The outcome of the proposed development is aligned with the intent of the Urban Footprint.

The proposed development application supports the strategies and outcomes of the Regional Plan, including development in and around centres and public transport, and the delivery of a well-positioned, well-served and timely supply of industrial activities and contributes to job creation, economic growth and innovation.

4.3 Local Planning Framework

4.3.1 Brisbane City Plan 2014

The City Plan commenced on 30 June 2014 and is the relevant planning scheme for the assessment of development proposals within the City of Brisbane.

The City Plan version applicable at the time of this development application is v35.00/2025.

4.3.2 Defined land Use

The proposed development comprises the following land uses, which are defined in Schedule 1 of the City Plan, with the relevant definitions reproduced below.

***Indoor sport and recreation** means the use of premises for a leisure, sport or recreation activity conducted wholly or mainly indoors.*

Examples of indoor sport and recreation— amusement parlour, bowling alley, gymnasium, squash court.

4.3.3 Category of Assessment

Table 7 sets out the applicable category of assessment triggers applicable to the proposed development.

Having regard to these triggers, the proposed development is subject to **Impact Assessment**.

Table 7 – Categories of development and assessment

	Application Triggers	Categories of development and assessment	Assessment Benchmarks
Zone			
Low Impact Industry	MCU for Indoor Sport and Recreation, if gross floor area exceeds 400m ²	Impact Assessment	The planning scheme
Neighbourhood Plan			
Racecourse Precinct Neighbourhood Plan	MCU, if assessable development where not listed in this table	No Change	Racecourse precinct neighbourhood plan code
Overlays			
Airport Environs	MCU, other than for a dwelling house, in the Procedures for Air Navigation Services— Aircraft Operational Surfaces (PANS-OPS) sub-categories, if assessable development in the zone or neighbourhood plan	Code Assessment	Airport environs overlay code— purpose, overall outcomes and outcomes in section A
Bicycle Network	MCU other than for a dwelling house or home-based business, involving a new premises or extension premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan	Code Assessment	Bicycle network overlay code
Community Purposes Network Overlay	Not Applicable	Not Applicable	Not applicable
Critical infrastructure and Movement Network	Not Applicable	Not Applicable	Not Applicable
Flood overlay	MCU other than for a dwelling house or a park, if in the Overland flow flood planning area sub-category	Code Assessment	Flood overlay code – purpose, overall outcomes and outcomes in section B and C
Potential and Actual Acid Sulfate Soils Overlay	Not Applicable	Not Applicable	Not Applicable
Road Hierarchy	MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable development zone or neighbourhood plan	Code Assessment	Road hierarchy overlay code – purpose, overall outcomes and outcomes in sections A, B and C

Table 7 – Categories of development and assessment

Streetscape Hierarchy	MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable in the zone or neighbourhood plan	Code Assessment	Streetscape hierarchy overlay code – purpose, overall outcomes and outcomes in sections A and B
Transport Air Quality Corridor Overlay	Not Applicable	Not Applicable	Not Applicable
Transport Noise Corridor Overlay	Not Applicable	Not Applicable	Not Applicable
Waterway Corridors overlay	Not Applicable	Not Applicable	Not Applicable

4.3.4 Strategic Framework

The Strategic Framework of the Brisbane City Plan 2014 sets the policy direction for the planning scheme. The Strategic Framework includes five (5) themes, the most relevant of which is “Theme 1: Brisbane’s globally competitive economy”.

The following designations under the Strategic Framework apply to the site.

- The site is identified within the Suburban Living Area of SFM-001 Sub-regional context strategic framework map; and
- The site is approximately 3km north of the Racecourse Road Planned Growth Node – SFM-003 Selected transport corridors and growth nodes strategic framework map.

The site is within the LII Low impact industry zone, which provides an overall outcome³ that seeks to specifically support the following components of the Strategic Framework:

- Theme 1: Brisbane's globally competitive economy, Element 1.2 – Brisbane's industrial economy and Element 1.3 – Brisbane’s population-serving economy;
- Theme 5: Brisbane’s CityShape, Element 5.2 – Brisbane's Major Industry Areas and Element 5.9 – Brisbane’s Strategic Inner City Industrial Areas.

The proposal is consistent with the relevant themes and elements, having regard to the following:

- The proposal provides a diversified economic outcome on the site, without impacting on the ability of the broader area (or specific tenancy) to provide for the effective operation of low impact industrial uses (Theme 1, Strategic Outcome b and m).
- The proposal is for an indoor slide and air court park, a first of its kind in the Australian market. The proposal actively contributes to Brisbane’s entertainment offering and demonstrates that the city is a competitive destination for global brands (such as Fever Up) to operate and succeed (Theme 1, Strategic Outcome b and d).
- The distinctive entertainment offering will create a memorable venue within Brisbane which will provide an innovative recreation activity for residents, visitors and tourists (Theme 1, Strategic Outcome d).

³ 6.2.5.1 Low Impact Industry Zone Code - Overall outcome 2) (a)

- The site's location in the industry zone (not a Major Industry Area of Strategic Inner City Industrial area) is acknowledged by the proposal, and the role of the zone is maintained through the adaptive reuse of the existing built form (Theme 5, Strategic Outcome a).
- The proposal utilises existing built form and relates primarily to an internal fit-out meaning the tenancy can return to an industrial use if required and the integrity of the zone and ability of the site to operate effectively is unaffected by the proposed development (Element 1.2 - Specific Outcome 1, Land Use Strategy 1.4 and Element 1.3 – Specific Outcome 7, Land use strategy 7).
- The proposal is for a use which is unable to locate readily in centre or mixed-use zones. The locational requirements for the proposal align with the locational requirements for a warehouse, meaning the internal fit out will not fundamentally impact the ability of the site to be used for industrial purposes in the future. Further, the proposed use does not introduce a sensitive receiver or other incompatible users/components which would negatively impact on the surrounding industrial operators (Element 1.2 – Specific Outcome 8, Land use strategy 8.2 and 8.5).
- The proposal is located on a site which supports low impact industries and related retailers and businesses including, a solar energy and battery supplier, an industrial motor and equipment supplier, logistics and aviation consultants and some office activities including the Hungry Jack's State Office. As such the selected site is appropriate given the locational offerings of the warehouse tenancy and avoiding higher impact industries (Element 1.3 – Brisbane's population-serving economy, Specific Outcome 1, Land use strategy 1).
- The proposal provides an employment generating use that will diversify the local economy and provide a greater range of businesses in the Hendra area (Element 5.9, Specific Outcome 2, Land Use Strategy 2.2).

4.3.5 Zone

The City Plan identifies the site to be located within the Low Impact Industry Zone. The purpose of the Low Impact Industry zone is to *'provide for service industry and low impact industry; and other uses and activities that...support industry activities; and do not compromise the future use of premises for industry activities.'*

The overall outcomes for the Low Impact Industry Zone (as relevant to the proposal) are as follows:

"(2)(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.

...

(f) Development protects the viability of existing and future industry by excluding incompatible development.

...

(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 services 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."

4.3.6 Neighbourhood Plan

The site is identified within the Racecourse Precinct Neighbourhood Plan area, however is not included within any precinct or sub-precinct.

The Overall Outcomes of the neighbourhood plan which are applicable to the proposed development are as follows:

“(3)(c) *The Hendra area continues to support the racing industry by providing equine-related services, residential accommodation and stables. Over time, the area’s importance for stables will diminish as new stables are established within the grounds of the racecourse.*

...

(g) *New development incorporates a built form that addresses the street, respects the established character and provides noise mitigation, including for aircraft, rail and road traffic noise.*

...

(k) *Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.”*

4.3.7 Overlays

The City Plan includes a number of overlays which provide additional information in relation to State and local interests. This site is subject to the following overlay designations.

Table 8 – Site Overlays	
Overlay	Sub-category
Airport Environs	<ul style="list-style-type: none"> • OLS – Conical limitation surface boundary • OLS – Conical limitation surface contours • OLS – Horizontal limitation surface boundary • Procedures for air navigation surfaces (PANS) • BBS zone – Distance from airport 3-8km • LI – Within 6m – Max intensity of light sources 3 deg above horizon
Bicycle Network	<ul style="list-style-type: none"> • Secondary cycle route (Southern Cross Way)
Community Purposes Network	-
Critical Infrastructure and Movement Network	<ul style="list-style-type: none"> • Critical infrastructure and movement planning area sub-category
Flood Overlay	<ul style="list-style-type: none"> • Creek/waterway flood planning area <ul style="list-style-type: none"> ○ Creek/waterway flood planning area 5 sub-category • Overland flow flood planning area <ul style="list-style-type: none"> ○ Overland flow flood planning area sub-category
Potential and Actual Sulfate Soils	<ul style="list-style-type: none"> • Potential and actual acid sulfate soils sub-category • Land at or below 5m AHD sub-cateogry • Land above 5m AHD and below 20m AHD sub-category
Road Hierarchy	<ul style="list-style-type: none"> • Arterial Road (Nudgee Road) • Motorway and Primary Freight Route (Southern Cross Way) • Neighbourhood Road (Navigator Place and Gadara Street)
Streetscape Hierarchy	<ul style="list-style-type: none"> • Sub-tropical boulevard – out of centre verge width 3.75m/4.25m (Nudgee Road) • Industrial street (Navigator Place) • Neighbourhood street minor (Gadara Street)
Transport Air Quality Corridor	<ul style="list-style-type: none"> • Transport air quality A • Transport air quality B
Transport Noise Corridor	<ul style="list-style-type: none"> • Queensland Development Code MP4.4 Noise Category 1 sub-category

Table 8 – Site Overlays	
Overlay	Sub-category
	<ul style="list-style-type: none"> Queensland Development Code MP4.4 Noise Category 2 sub-category Queensland Development Code MP4.4 Noise Category 3 sub-category Designated State Noise corridor - State controlled road (MANDATORY area): Category 0: Noise Level < 58 dB(A) Designated State Noise corridor - State controlled road (MANDATORY area): Category 1: 58 dB(A) - 63 dB(A) Designated State Noise corridor - State controlled road (MANDATORY area): Category 2: 63 dB(A) - 68 dB(A) Designated State Noise corridor - State controlled road (MANDATORY area): Category 3: 68 dB(A) - 73 dB(A)
Waterway Corridors Overlay	<ul style="list-style-type: none"> Citywide waterway corridor sub-category

4.3.8 Temporary Local Planning Instruments

There are no temporary local planning instruments applicable to the site or development.

4.3.9 Applicable Assessment Benchmarks and Compliance Summary

The following sections comprise a summary of compliance against the assessment benchmarks of the applicable codes that apply to the proposed development.

Table 9 – Applicability of relevant assessment benchmarks	
Assessment Benchmark	Applicability
Zone Code	
Low Impact Industry zone code	<u>Applicable</u> – Refer to response provided in Appendix A
Neighbourhood Plan Code	
Racecourse precinct neighbourhood plan code	<u>Applicable</u> – Refer to response provided in Appendix A
Use/Development Code	
Indoor Sport and recreation code	<u>Applicable</u> – Refer to response provided in Appendix A
Industry code	<p><u>Not Applicable</u> – while the industry code is technically not applicable given the proposal is not of an industrial nature pursuant to 9.3.12.1 (1) (c) of the City Plan, a response to this code has been provided in Appendix A for completeness.</p> <p>Notwithstanding the consideration of this code, the provisions of the Indoor Sport and Recreation code have been applied where conflicts arise given it is the more appropriate land use code for the proposal.</p>
Prescribed Secondary Codes	
Filling and Excavation Work	<u>Not Applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation within an existing building and does not involve any filling or excavation works.
Infrastructure Design Code	<u>Not Applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation within an existing building and does not involve any changes to existing servicing arrangements on site.

Table 9 – Applicability of relevant assessment benchmarks	
Assessment Benchmark	Applicability
Landscape Work Code	<u>Not Applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation within an existing building and does not involve any new landscape works.
Outdoor Lighting Code	<u>Not Applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation within an existing building and will not involve the installation of any internal or external lighting systems that emit light beyond the boundary of the site.
Stormwater Code	<u>Not Applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation within an existing building and does not involve any changes to existing stormwater management arrangements on site.
Transport, Access, Parking and Servicing Code	<u>Applicable</u> – Refer to Traffic Impact Assessment prepared by Colliers and contained in Appendix D .
Overlay Codes	
Airport Environs Overlay Code	<u>Applicable</u> – Refer to response provided in Appendix A
Bicycle Network Overlay Code	<u>Applicable</u> – Refer to response provided in Appendix A
Community Purposes Network Overlay	<u>Not Applicable</u> – The subject site is not mapped within any of the sub-categories under the Community purposes network overlay mapping and therefore does not trigger assessment against the corresponding overlay code.
Critical infrastructure and Movement Network	<u>Not Applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation in an existing building. The proposed land use does not trigger assessment the corresponding overlay code.
Flood Overlay	<u>Applicable</u> – The existing hardstand area along the northern boundary is mapped within the Creek/waterway flood planning area 5 sub-category and Overland flow flood planning area. This land is subject to an existing easement (Easement K on SP107065) in favour of Brisbane City Council for drainage purposes (underground and overland flow) and contains underground stormwater infrastructure for the conveyance of floodwaters through the site. The proposed development is for a material change of use for Indoor Sport and Recreation in the existing building, with the existing external hardstand to be maintained. As such, a detailed assessment against the Flood Overlay Code isn't unwarranted.
Potential and Actual Acid Sulfate Soils Overlay	<u>Not Applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation in an existing building and does involving any new filling or excavation works. Therefore, the proposed development does not trigger assessment against the corresponding overlay code.
Road Hierarchy Overlay Code	<u>Applicable</u> – Refer to response provided in Appendix A
Streetscape Hierarchy	<u>Applicable</u> – Refer to response provided in Appendix A
Transport Air Quality Corridor Overlay	<u>Not Applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation in an existing building. The proposed development is located outside the Transport air quality B and Transport air quality A sub-categories and therefore does not trigger assessment against the corresponding overlay code.
Transport Noise Corridor Overlay	<u>Not applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation in an existing building. The proposed land use does not trigger assessment against the corresponding overlay code.
Waterway Corridors overlay	<u>Not applicable</u> – The proposed development is for a material change of use for Indoor Sport and Recreation in an existing building. The

Table 9 – Applicability of relevant assessment benchmarks

Assessment Benchmark	Applicability
	proposed development is located entirely outside the mapped Citywide waterway corridor sub-category on-site and therefore does not trigger assessment against the corresponding overlay code.

4.3.9.1 Low Impact Industry Zone Code

The proposal complies with the majority of relevant overall outcomes of the Low Impact Industry Zone Code. To the extent the proposal does not comply with all relevant Overall Outcomes, the proposal complies with the purpose of the Low Impact Industry Zone Code, the outcomes sought under the Strategic Framework and there are other relevant matters that balance the assessment against the City Plan. For a detailed explanation of these matters, refer to **Chapter 5** of this report.

A response to the Low Impact Industry Zone Code is included in **Appendix A**.

4.3.9.2 Racecourse Precinct Neighbourhood Plan Code

The proposal complies with all relevant overall outcomes, performance and acceptable outcomes of the Racecourse Precinct Neighbourhood Plan Code.

A full response to the Racecourse Precinct Neighbourhood Plan Code is included in **Appendix A**.

4.3.9.3 Indoor Sport and Recreation Code

The proposed development complies with the relevant acceptable outcomes of the Indoor Sport and Recreation Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

A full response to the Indoor Sport and Recreation Code is included in **Appendix A**.

4.3.9.4 Industry Code

The industry code is technically not applicable given the proposal is not of an industrial nature pursuant to 9.3.12.1 (1) (c) of the City Plan, a response to this code has been provided. The proposal complies with a majority of relevant acceptable outcomes. Alternative outcomes are proposed for Acceptable Outcomes **AO23** (connection to road network), **AO24.4** (proximity to another Indoor Sport and Recreation use) and **AO26** (Gross Floor Area), with an assessment of these aspects and the corresponding performance outcomes provided below.

Where compliance is not achieved with Performance Outcomes the proposal complies with the purpose of the Industry Code, the outcomes sought under the Strategic Framework and there are other relevant matters that balance the assessment against the City Plan. For a detailed explanation of these matters, refer to **Chapter 5** of this report.

Connection to surrounding road network:

AO23 seeks that development for indoor sport and recreation is on a site that is located on either a district or suburban road and does not share a boundary with an arterial road.

The proposed development results in a technical non-compliance with AO23, as the site forms part of a larger industrial estate on a single lot which has a frontage to Nudgee Road, hence an alternative outcome is sought.

The proposal complies with **PO23** for the following reasons:

- The proposal is located on a highly accessible location, noting the broader site is benefited from existing access via both Nudgee Road and Navigator Place. Additionally, the site is serviced by the 301 bus route, which connects Toombul to City, which runs 7 days a week, from 6am to 10pm on weekends and from 7am to 7pm on weekdays.
- The proposal is located in one of the several warehouse tenancies across the site. The specific tenancy (Unit 21a) is located towards the east of the site away from Nudgee Road, with two (2)

warehouses separating Nudgee Road and Unit 21a meaning the proposal does not create a strip development along the arterial road.

- Navigator Place acts a secondary access for the site rather than the primary access. It is understood that a majority of visitors will access the site via Nudgee Road per the existing site access arrangements. Refer to the Traffic Impact Assessment prepared by Colliers provided in **Appendix D** for additional details.

Proximity to other Indoor Sport and Recreation uses:

AO24.4 seeks to ensure indoor sport and recreation uses are located more than 800m walking distance of the same land use (either existing or approved).

An alternative outcome is sought, due to the proximity of Bounce Hendra – Urban Xtreme facility at 4/370 Nudgee Road, Hendra. The proposed development is therefore required to demonstrate compliance with the corresponding Performance Outcome (**PO24**).

The proposal complies **PO24** for the following reasons:

- The proposed location of Slide Planet Brisbane does not risk the creation of a centre. As previously discussed, the proposal is unable to locate in a traditional centre zone due to the locational requirements (i.e. GFA and ceiling height) of the operation. Given the nature of these requirements, it is highly unlikely that other land uses more traditionally found in centre zones, would look to locate in the surrounding area. The locational requirements of the proposal are inconsistent with the requirements of typical land uses found in a centre, hence the proposed location.
- The proposal is located on a larger site which comprises a number of existing warehouse facilities.
- The proposal and nearby Bounce Hendra are distinctly different facilities which offer different activities. Bounce Hendra is a trampoline park which provides for parkour facilities, compared to the proposed slide focused activities at Slide Planet Brisbane. Given the difference in on-site offering the venues will cater for different demographics and interest groups.
- The site is not located within proximity of an existing a centre and therefore ensures incremental expansion of an existing centre is not caused by the proposal.
- The proposal primarily relates to the internal renovation and fit out of the existing warehouse tenancy. No changes are proposed to the external components of the built form, or access points to the existing warehouse. The adaptive reuse of the existing facility ensures that if required the tenancy can be returned to a warehouse use in the future.
- The proposal is anticipated to primarily operate outside of the primary operational hours of surrounding industrial land uses. Peak operational hours for Slide Planet Brisbane are anticipated to be weekends, when a majority of nearby tenants and industrial users do not operate. The difference between primary operational hours ensures minimal overlap of users and minimises the impact the proposal could have on the surrounding industrial land uses.

Maximum gross floor area:

AO26 seeks to provide for a maximum gross floor area (GFA) for indoor sport and recreation land uses in the low impact industry zone. As outlined throughout this report, the proposal has specific locational requirements regarding adequate GFA due to the nature of the venue, therefore, an alternative outcome is required in relation to **PO26**.

The proposal aligns with **PO26** for the following reasons:

- The proposal is for a giant slide and air court park and intends to adaptively reuse the existing industrial warehouse tenancy through an internal fit out resulting in minor increase in gross floor area and no change to the overall building envelope, boundary setbacks, building height or site cover.
- The proposal allows for the existing tenancy to be returned to a warehouse/industrial activity should the proposed operation cease, thereby preserving the integrity and function of the industrial area.

In the instance above, the alternative outcome achieves compliance with the Performance Outcomes, Overall Outcomes, or Strategic Framework. Additionally, there are other relevant matters that balance the assessment against the City Plan. For a detailed explanation of these matters, refer to **Chapter 5 and 6** of this report.

The balance of the assessment against the Industry Code is provided in **Appendix A**.

4.3.9.5 Transport, Access, Parking and Servicing Code

The proposed access, parking and servicing arrangements, as discussed in **Section 3.8** have been designed in accordance with the assessment provisions of the Transport, Access, Parking and Servicing Code and corresponding Planning Scheme Policy.

For further details, please refer to the Traffic Impact Assessment prepared by Colliers within **Appendix D**, which demonstrates compliance with the Transport, Access, Parking and Servicing Code and PSP.

4.3.9.6 Airport Environs Overlay Code

The proposed development complies with the relevant acceptable outcomes of the Airport Environs Overlay Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

A full response to the Airport Environs Overlay Code is included in **Appendix A**.

4.3.9.7 Bicycle Network Overlay Code

The proposed development complies with the relevant acceptable outcomes of the Bicycle Network Overlay Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

A full response to the Bicycle Network Overlay Code is included in **Appendix A**.

4.3.9.8 Road Hierarchy Overlay Code

The proposed development complies with the relevant acceptable outcomes of the Road Hierarchy Overlay Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

A full response to the Road Hierarchy Overlay Code is included in **Appendix A**.

4.3.9.9 Streetscape Hierarchy Overlay Code

The proposed development complies with the relevant acceptable outcomes of the Streetscape Hierarchy Overlay Code. The proposed development therefore complies with the performance outcomes, overall outcomes and the purpose of the code.

A full response to the Streetscape Hierarchy Overlay Code is included in **Appendix A**.

5. Key Planning Matters

As demonstrated in **Chapter 4** of this Town Planning Assessment, the proposed development at Unit 21A, 441 Nudgee Road, Hendra achieves compliance with the relevant planning framework, in particular the Planning Act, relevant parts of the State planning framework, and the Brisbane City Plan 2014.

In respect of the compliance with the City Plan, the development complies with the relevant acceptable outcomes of the applicable codes in most instances. There are some occasions where the development proposes alternatives to the Acceptable Outcomes, and on each occasion these alternatives satisfy the corresponding performance outcomes and/or overall outcomes. There are also other relevant matters that shall be considered in the assessment of the development application.

This Chapter provides an explanation of key planning matters for the proposed development, being the occasions where an alternative to an acceptable outcome is proposed, together with the overarching planning and design approach which incorporates other relevant matters. The key planning matters are expressed to assist in Council and the community's understanding of the project.

5.1 Land use outcome

The proposal is for a new indoor sport and recreation facility which comprises a giant slide and air court park, which intends to adaptively reuse the existing industrial warehouse tenancy through an internal fit out resulting in minor increase in gross floor area (28.8m² GFA associated with an expansion of the existing mezzanine level), with no change to the overall building envelope, boundary setbacks, building height or site cover.

Importantly, the proposal allows for the existing tenancy to be returned to a warehouse / industrial activity should the proposed indoor sport and recreation use cease operation in the future, thereby preserving the integrity of the industrial zone applicable to the site (in accordance with the purpose of the code). Furthermore, indoor sport and recreation is not defined as a 'sensitive land use' under Schedule 1 – Definition of the City Plan and therefore the proposed development will protect the viability of existing and future industry from the introduction of incompatible development (in accordance with Overall Outcome (2)(f) of the Low Impact Industry Zone Code.

5.1.1 Alignment with strategic framework

Slide Planet Brisbane, will provide a new and innovative recreation venue within Brisbane City and acts to diversify the local economy, while appropriately responding the context of the surrounding area. The proposed adaptive reuse of the existing warehouse enables the tenancy and broader area to continue to operate as a low impact industrial site, while introducing a new recreation venue to the city, clearly aligning with Strategic outcomes b) and m) of Theme 1 of the Strategic Framework. The proposal actively contributes to Brisbane's entertainment offering and demonstrates that the city is a competitive destination for global brands (such as Fever Up) to operate and succeed.⁴

441 Nudgee Road, Hendra is within an industry zone, however, is not identified by the strategic framework mapping as a Major Industry Area of Strategic Inner City Industrial area. Given the site is not identified as a key industrial area by the strategic framework, the proposal will therefore have a reduced impact on the operation and longevity of Brisbane's industrial areas, given this site is not of key importance from a city-wide perspective. Additionally, the role of the zone is maintained through the adaptive reuse of the existing built form, as sought by the Strategic Framework, Theme 5, Strategic Outcome a.

5.1.2 Maintaining the function and role of the zone

Overall outcome b) (OOB) of the Low impact industry zone code seeks to ensure development facilitates and maintains the long-term viability of industrial uses and promote compatibility with adjacent residential areas. The proposal achieves OOB as it utilises existing built form and relates primarily to an internal fit-out meaning the tenancy can return to an industrial use if required and the integrity of the zone and ability of the site to operate effectively is unaffected by the proposed development. The site is well separated from nearby residential uses and will not create any emissions which would unduly

⁴ Brisbane City Plan 2014, Strategic Framework, Theme 1, Strategic Outcome b) and d).

impact on nearby residential areas. The proposal does not create any inappropriate noise or air emissions which would unnecessarily affect nearby residential uses (OOd – Low Impact Industry zone code).

The built form will remain relatively unchanged (minor increase to gross floor area for expanded mezzanine), aside from the additional car parking area and internal fit-out, meaning the built form features (building height, setbacks and site cover) which contribute to the cohesive character of the Hendra area will be maintained by the proposal. Furthermore, the proposal is anticipated to have peak operating hours which do not conflict with the peak operational hours of the existing tenants on site. As outlined in **Appendix E – Venue Management Plan** and in **Section 3.5** of this report, the peak hours for Slide Planet, will be weekends. The peak operating hours of the surrounding businesses are typically 7-9am and 4-6pm on weekdays. The difference in peak operating hours demonstrates that the proposal is unlikely to cause conflict with the existing businesses on site.

5.1.3 Locational and Built-form compatibility with Industrial locality

The locational and built form requirements of the proposal, as previously discussed, result in limited availability of appropriate sites within a centre or mixed use designation.

The proposal requires high ceilings (minimum of 8m) and a large building footprint, which limits the ability of the built form to respond to areas which are pedestrian orientated and lower scale such as those within a centre or mixed use area. The distinctive locational and built form requirements of the proposal result in a more difficult to locate land use than a typical indoor sport and recreation facility, with built form requirements which align more appropriately with the character of industrial areas rather than centre or mixed use areas.

5.2 Car parking

As outlined in section 3.8, Appendix D provides clear analysis and justification for the proposed parking provision on site. Notwithstanding the information provided in **Appendix D**, the proposed car parking provision is sufficient to support the proposal for the following reasons:

- The broader site can support the peak parking demands of Slide Planet;
- The peak operational hours of Slide Planet will not conflict with the operational hours of other on site tenants, as demonstrated in **Table 6**; and
- The parking demand of a comparable operation demonstrates the broader site can support the proposed parking needs of the proposal.

As confirmed by Colliers in **Appendix D**, any parking demand which exceeds the 49 dedicated parking spaces can be readily absorbed by the remaining spaces across Lot 7. This is supported by the parking demand analysis undertaken to date and the peak hours of operation which will not conflict with existing tenants primary operation hours.

6. Other relevant matters

6.1 Locational requirements and site suitability

To establish Slide Planet, the Applicant has been required to consider the specific locational requirements of the proposal throughout the site selection process. As discussed with Council in prelodgement meetings, the Applicant considered various sites for the proposal to ensure the most suitable location was pursued. The below mentioned locational requirements informed the site selection process and ultimately determined the proposed location. It should be noted that land parcels and tenancies within the centre or mixed-use zones which cater to the requirements of Slide Planet are difficult to locate.

The locational requirements of most importance include:

- Tenancy size and built form;

- The proposal requires approximately 3000m² of floor space to adequately accommodate the various components and equipment, while maintaining the required internal separation distance between each activity area. Additionally, the proposal requires a large open plan tenancy, rather than several smaller and distinct areas which are more common in retail/commercial settings.
- Ceiling height, the size of the slides and associated equipment require significant ceiling heights (8m) which is greater than what can be typically accommodated by commercial or retail tenancies found in centre/mixed use locations.
- Amenity and land use conflict:
 - The proposal is for a recreation-based use, which will accommodate active participants and non-participant guests. It is anticipated that children will be the largest demographic to frequent the venue, accompanied by parents or caregivers. As such, the Applicant sought a site that provided relatively high levels of onsite amenity and was separated from higher intensity industrial uses which could unnecessarily impact visitors.
 - The applicant sought to avoid higher intensity industrial uses or areas where numerous logistics operators were located to minimise the potential land use conflict between the proposal and existing uses.
- Proximity to key transport nodes such as Nudgee Road and Southern Cross Way: and
- Proximity to retail centres including Brisbane Airport DFO and Skygate.

As demonstrated above the proposal has several locational requirements which preclude the use of locating in centres or traditional retail areas. Nonetheless, the nature of the proposal means locating in an industrial area which supports higher intensity industrial uses or warehouses sites which support numerous logistics operators (i.e. Port of Brisbane) would be inappropriate. If the proposal was improperly located in a more traditional industrial area, various issues including vehicle and /or pedestrian and vehicle conflicts (passenger cars/pedestrians and LRV or AV's).

Therefore, the Applicant is seeking to establish the proposal at Unit 21, 441 Nudgee Road, Hendra given the site adequately addresses the specific requirements of the proposal.

6.1.1 Site Context and Characteristics

The tenancy is located within a broader industrial site, which support several warehouses across the large land parcel. As demonstrated below (**Figure 12** and **Figure 13**) the site provides for higher quality warehouse facilities than a typical industrial area. The tenancies, particularly those fronting Nudgee Road, provide users with operational areas and ancillary offices which overlook the streetscape and landscaped frontage. The existing built form provides a shop front style design along the streetscape, allowing operators to have a customer facing component of their tenancy, while maintaining the warehouse functionality at the rear of each unit.



Figure 12: Northward street view from Nudgee Road towards 441 Nudgee Road, Hendra street fronting tenancies (Source: Google maps, 2026)



Figure 13: Southward street view from Nudgee Road towards 441 Nudgee Road, Hendra street fronting tenancies (Source: Google maps, 2026)

The site is intended to support users who require warehouse style tenancies and space but are seeking a location with greater amenity than a typical industrial site. As shown in **Figure 12** and **Figure 13**, the site provides a landscaped streetscape outcome, with clear pedestrian prioritisation to each tenancy. Internally, the site provides clear pedestrian pathways, deep planting with sub-tropical shade trees and clear wayfinding for the various on-site users (**Figure 14** and **Figure 15**).



Figure 14: Internal site photo from Nudgee Road driveway crossover facing east towards the centre of the site (Source: Google Maps, 2026)



Figure 15: Internal site photo central traffic aisle facing north towards the Navigator Place (Source: Google Maps, 2026)

Refer to **Figure 16**, which provides the location of where the street view images are based.

Existing users of the site include (but are not limited to):

- Bee Dee Bags (Paper bag supplier)
- Superfly (Software company for waste and recycling industry)
- Cencora World Courier (Postal service)
- SuperVet Hendra (Veterinarian hospital)
- The Airport Group (aviation consultants); and
- Halcol Energy – Solar and battery supplier

- Work Wear Group (work wear supplier)
- Spicers (Packaging supplier)

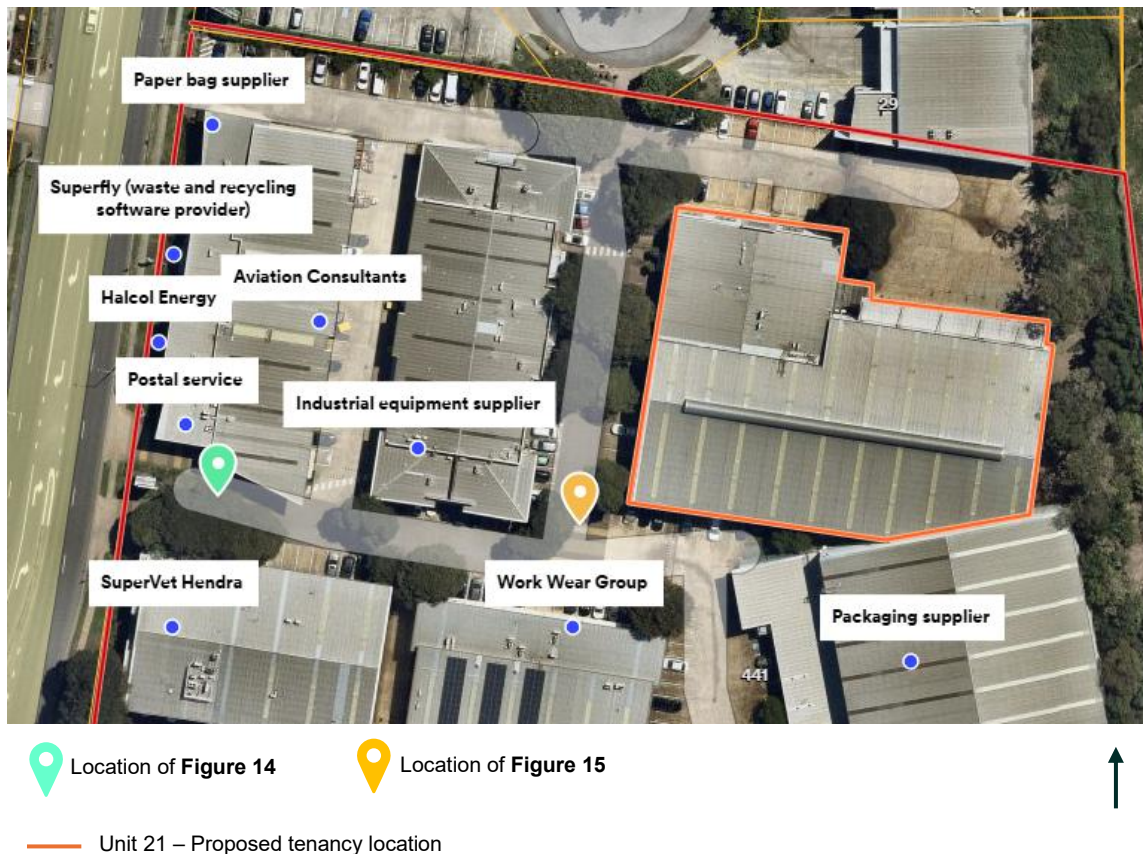


Figure 16: Existing operators on site at 441 Nudgee Road, Hendra (Source: Nearmap, 2026 - annotated by Mewing Planning Consultants)

The variety in users on site, demonstrates that 441 Nudgee Road, Hendra caters to users with the need for a warehouse tenancy, direct customer interface and likely desire to be separated from higher impact industrial uses.

Given the onsite uses are lower impact industrial or warehouse uses, the proposal is not anticipated to cause any significant operational conflicts. The nature of the existing uses across the site are comparable in intensity (provide for onsite staff and frequent visitors) to the proposal even though the land uses differ in definition. Therefore, the site provides an appropriate alternative location for the proposal given the specific locational requirements and inability to readily locate in a centre or mixed-use zone.

7. Conclusions and Recommendations

This report accompanies an application by Slide Planet Brisbane Pty Ltd seeking approval for a Development Permit for a Material Change of Use for Indoor Sport and Recreation over land at Unit 21A, 441 Nudgee Road, Hendra.

An assessment has been undertaken for the proposal against the applicable assessment benchmarks, including the City Plan Strategic Framework, zone, overlay and development codes.

The information provided in this report (and accompanying material) demonstrates that the proposed development complies with all relevant and applicable provisions of the statutory town planning framework.

We therefore recommend that Council favourably consider the proposed development and approve the proposed development application, subject to reasonable and relevant conditions.

Disclaimer

Mewing Planning Consultants prepared this report for the applicant stated in the report, for the purpose of the development application and not for any other purpose or use.

This report incorporates and relies upon information and assessment up to the date of preparation of this report and excludes any information arising, or event occurring, after that date which may affect the validity of the opinion of Mewing Planning Consultants stated in this report.

In preparing this report, Mewing Planning Consultants was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment. All information and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Mewing Planning Consultants at the date of this report, and upon which Mewing Planning Consultants relied.

Whilst Mewing Planning Consultants has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Mewing Planning Consultants is not liable for any errors or omissions, including in information provided by another person or company.