Mecone

Precinct 1: Banyo - Affordable Housing

Prepared for Mission Australia

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Project director

Phil Cristaldi

Contributors

Maxwell Potter

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* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

Contact

MECONE

Level 2, Rowes Building 235 Edward Street
Brisbane City, Queensland 4000

brisbane@mecone.com.au
mecone.com.au

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Mecone acknowledges the Traditional Custodians of the land on where this project is undertaken and across the Mecone offices that this report is prepared, paying respect to the Elders past and present. We recognise the ongoing connection of Aboriginal and Torres Strait Islander peoples to land, waters, and culture.

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Executive Summary

This Priority Development Area (PDA) development application seeks approval for a PDA Development Permit for a Material Change of Use for Multiple Dwellings comprising of 64 affordable living units. This development application is made on behalf of Mission Australia in collaboration with Economic Development Queensland (EDQ) over part of 56 Blinzinger Road, Banyo, formally described as Lot 1 on RP124669 and Lot 1 on RP82824, or proposed Lot 102.

A summary of the planning framework, design intent, site details and application information is provided below.

Planning Framework

The subject site is part of the Queensland State Government Land Activation Program (LAP), designed to develop underutilised State land for housing. On 29 May 2026, the Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area (PPDA) was declared under Section 34 of the *Economic Development Act 2012*. The *Land Activation Program (SEQ Tranche 1) PPDA* comprises four highly accessible precincts. This application is lodged over Precinct 1: Banyo.

Pursuant to Section 87 of the *Economic Development Act 2012*, the *Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area Provisional Land Use Plan* (PLUP) is the most relevant instrument for determining the applicable planning and development controls for the site.

Design Intent

The design intent is driven by desire of the PLUP to deliver medium density housing through a mixture of low to medium scale built forms that provides an appropriate transition to the adjoining area, whilst remaining true to Mission Australia's goal of delivering affordable housing that responds to the specific needs of local residents. The general layout of the building will consist of ground floor parking and servicing, a mix of one and two-bedroom units on all three levels above, and a centralised communal open space area.

In short, the proposal:

- Provides generous setbacks and landscaping along Wellington Street.
- Divides the built form into two wings with distinct architectural treatments to reduce bulk, connected by communal open and walkways.
- Incorporates balconies, recesses, window openings, and eaves to articulate the façades.
- Orients units to maximise passive surveillance, natural light, and ventilation.
- Retains existing street trees where possible and introduces additional landscaping.
- Delivers multiple pedestrian entry points and private courtyard access for ground-level residents.
- Arranges upper-level units around communal open space to foster community interaction.
- Offers a mix of one and two-bedroom dwellings to suit a range of household types and lifestyles.

Table 1 below provides a summary of the key design aspects and should be read in conjunction with **Appendix B**.

Table 1: Key aspects

Criteria	Proposal
Aspect of development	Multiple Dwelling (64 affordable living units)

Unit mix	• 16 x 1-bedroom • 36 x 2-bedroom zipper • 12 x 2-bedroom wide Total: 64
Building height (max.)	3 storeys
Setbacks (min.)	• Primary frontage – Wellington Street (southeast): 4.013m • Secondary frontage – Blinzinger Road (southwest): 4m • Side (northeast): 3m • Side (northwest): 2.5m to carpark and 3.3m to wall
Site cover (max.)	2,864m^2 (66%)
Landscaping (approx.)	940m^2 (21%)
Communal open space	• Northeast communal open space: 308m^2 • Southwest communal open space: 270m^2 Total: 578m^2
Access	• Pedestrian: Several access points are available to pedestrians. Ground floor units can be accessed via individually. • Vehicle: A 6.5m wide driveway is proposed mid-way along the Wellington Street frontage.
Car Parking	• 64 resident spaces • 8 visitor spaces • 1 accessible space Total: 73 spaces
Bicycle Parking	• 64 resident spaces • 18 visitor spaces Total: 82 spaces

Site Details and Application Information

Table 2 – **Table 3** below summarise the site description and planning considerations.

Table 2: Site description and planning considerations

Key detail	Subject site
Site Address	56 Blinzinger Road, Banyo QLD 4014
Real Property Description	Existing: • Lot 1 on RP124669 • Lot 1 on RP82824 Proposed: • Lot 102
Total Site Area	4,320m²
Landowner	Minister for Economic Development Queensland
Local categorising instrument	*Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area - Provisional Land Use Plan*
Precinct	Precinct 1: Banyo

SPP Layers	• Development and construction
	  ○ Priority development area
	• Natural hazards risk and resilience
	  ○ Flood hazard area - local government flood mapping area
	• Strategic airports and aviation facilities
	  ○ Obstacle limitation surface area

	○ Lighting area buffer 6km ○ Wildlife hazard buffer zone ○ Aviation facility
DAMS Overlays	• SEQ regional plan triggers ○ SEQ regional plan land use categories: Urban footprint • Water resources ○ Water resource planning area boundaries

Table 3: Application summary

Key detail	Proposed development
Relevant legislation	*Economic Development Act 2012*
Aspect of Development	Development Permit for a Material Change of Use for Multiple dwelling (64 Affordable Living Units)
Category of Assessment	PDA assessable development
Public Notification	To be confirmed by Economic Development Queensland upon lodgement
Assessment Manager	Economic Development Queensland on behalf of the Department for State Development, Infrastructure and Planning (DSDIP)

Table 4: Applicant details

Key detail	Proposed development	
Applicant	Mission Australia c/- Mecone	
Contact Details	Maxwell Potter Level 2, Rowes Building, 235 Edward Street Brisbane QLD 4000 P: 07 2113 2500 E: brisbane@mecone.com.au, mpotter@mecone.com.au	Phil Cristaldi Level 2, Rowes Building, 235 Edward Street Brisbane QLD 4000 P: 0402 208 759 E: brisbane@mecone.com.au, pcristaldi@mecone.com
Reference	M002255	

1 Introduction

This planning report has been prepared by Mecone on behalf of Mission Australia (the Applicant) in support of a PDA development application lodged over land at 56 Blinzinger Road, formally described as Lot 1 on RP124669, Lot 1 on RP82824, or proposed Lot 102. The PDA development application seeks EDQ approval for the following:

- PDA Development Permit for a Material Change of Use for Multiple Dwelling (64 Affordable Living Units)

The proposal is assessable development under the PLUP. This report discusses the merits of the development and includes an assessment of the applicable assessment benchmarks of the PLUP.

The complete assessment of the proposed development demonstrates the Multiple Dwelling will deliver significant public benefits, positively contributing to the evolving housing needs of Brisbane and South East Queensland more broadly. It is therefore requested that EDQ grant approval of the PDA development application, subject to relevant and reasonable conditions.

2 Site Description

2.1 Site Details

Table 5 provides a summary of the site details.

Table 5: Site description and planning considerations

Key details	Subject site
Address	56 Blinzinger Road, Banyo QLD 4101
RPD	Existing: • Lot 1 on RP124669 • Lot 1 on RP82824 Proposed: • Lot 102
Site area	4,320m²
Existing Use	Vacant – former Energex Banyo Depot
Access	Access to the site is currently provided via driveway crossovers from Blinzinger Road and Wellington Street
Servicing	The site has access to essential services. A water main, sewer main, stormwater infrastructure and electricity are available in the Blinzinger Road and Wellington Street road reserves.
Topography	The site topography is between 6 and 7m AHD
Vegetation	The site is clear of vegetation
Easements	The overall subject site is burdened by Easement on SP294937 in favour of Energex. However, the development area is not subject to any easements. Refer to **Appendix C** for further details.
Contaminated land	The site is not included on the Contaminated Land Register. The site is included on the Environmental Management Register. Refer to **Appendix C** and **Appendix F** for further details.



Figure 1: Site aerial with proposed boundaries

Source: Nearmap

2.2 Site Context

The site is the former Energex Banyo Depot within the suburb of Banyo. Banyo is an established community 13km northwest of the Brisbane Central Business District (CBD). Banyo offers a balanced lifestyle, combining quality education, healthcare, and recreation, attributes that continue to attract young families, professionals and long-term residents. Banyo Village, centred around Banyo railway station, provides a local shopping and community hub. Banyo is in proximity to major local destinations, including:

- Nundah Village
- Westfield Chermside
- Brisbane Entertainment Centre
- Brisbane Airport

More locally, the site is near established low density residential housing, predominantly comprising of dwelling houses, and other local amenities, such as:

- Banyo Baptist Church
- Vietnamese Pho Ever
- Virginia Golf Club
- Banyo Library
- Banyo Bowls Club

The site is well serviced by public, active and private transport connections.

Banyo, Bindha, and Virgina railway stations within a 20-minute walk. These stations are serviced by the Shorncliffe, Cleveland, Kippa-Ring and Springfield Central lines, providing frequent access to the Brisbane CBD and broader South East Queensland Region. The site is also within 400m walking distance of multiple bus stops on St Vincents Road. These bus stops are served by TransLink bus routes 306 and 348, which provide services to Nudgee Beach to the north and Toombul Bus Interchange and the Brisbane CBD to the south.

Blinzinger Road is a secondary cycle route, providing access to the broader Brisbane bicycle network, including the North Brisbane Bikeway.

Both Wellington Street and Blinzinger Road are neighbourhood (minor) roads and can be easily accessed from nearby arterials such as Toombul Road.

2.3 Precinct 1 - Banyo

The site is within Precinct 1: Banyo under the PLUP. The Precinct 1 description further reiterates the sites proximity to high frequency public transport and confirms the intent to accommodate medium density residential development through a mixture of low to medium rise built forms that provide an appropriate transition to the nearby low density residential area.



Figure 2: Site context

Source: Nearmap

3 Background

3.1 Former Energex Banyo Depot

The former Energex Banyo Depot was originally built by Brisbane City Council (Council) for the BCC Electricity Department. The land was purchased by Council in 1955 and 1958 and transferred to the South East Queensland Electricity Board (SEQEB) in 1978.

The former Energex Banyo Depot became redundant for Energex's needs, being replaced with the Energex Distribution Centre now located at TradeCoast Central and our redeveloped Geebung Depot. All buildings and structures were demolished in 2017.

Based on Brisbane City Council's online Development.i system, previous development approval A004368467 is relevant to the proposed development:

- On 4 July 2016, Brisbane City Council issued a Development Permit for Operational Work (Filling and Excavation)

The application obtained approval to decontaminate the site in accordance with the site remediation action plan through excavation and filling works. Upon completion of the works, the site was restored to the existing ground levels and hydromulched to create grass cover.

3.2 Pre Lodgement Meetings

On 4 September 2026, a pre-lodgement meeting was held with EDQ to discuss the proposed development. **Table 6** below provides a summary of the key talking points and how the development responds. The pre-lodgement advice is available in **Appendix D**.

Table 6: Summary of pre-lodgement meeting minutes

Item	Comment
Built Form and Architectural Design	EDQ advised the following: • The proposed building height of three storeys is consistent with the building height outcomes envisaged within the Banyo precinct of the PPDA. • The setbacks are generally consistent with the envisioned outcome. • The design is commended for its activation of the street. Following feedback form EDQ, section 6.2 of this Town Planning Report details the design intent of the private open space and communal open space areas. Refer to **Appendix B** for further details.
Traffic and Transport	EDQ noted that the preliminary Traffic Engineering Technical Advice Note prepared by PTT relied on car ownership data to support reduced car parking rates. The Traffic Engineering Assessment prepared by PTT expands on the preliminary assessment and incorporates data from affordable housing projects in comparable locations. Refer to **Appendix G** for further details.
Waste Management	EDQ acknowledged the bin collection to occur at a frequency of 2 x collections per week and suggested that collection could occur once a week. We note EDQ's comments and propose a collection frequency of 2 collections per week for both general waste and commingled recycling in-line with comparably sized development previously approved by Brisbane City Council.

	Refer to **Appendix H** for further details.
Stormwater	EDQ requested a Stormwater Management Plan demonstrating how the proposal will achieve a lawful point of discharge, and if connection into existing underground drainage infrastructure is proposed, that the downslope infrastructure has capacity to accommodate the proposed discharge arrangement. Refer to **Appendix I** for further details.
Sewer Manhole	EDQ sought confirmation to be obtained from Urban Utilities to confirm that the proposed driveway over the existing sewer manhole is supported, or if any additional works are required. Refer to **Appendix I** for further details.
Notification	EDQ advised the development as currently proposed would not be required to undertake public notification.
Contamination	A Contaminated Land and Site Suitability Assessment prepared by Prensa, dated 17 September 2026 confirms the site is suitable for the proposed development and is consistent with the approved Site Management Plan.
PDA Associated Development	EDQ noted the proposed development requires works to occur both within and outside of the Provisional Priority Development Area (PPDA) boundary. EDQ are currently developing a strategy as to how to appropriately capture those works occurring outside of the PPDA.

4 Development Proposal

4.1 Proposal Summary

This application seeks EDQ approval for 64 affordable living units for Mission Australia. More specifically this application requests a:

- PDA Development Permit for a Material Change of Use for a Multiple Dwelling (64 Affordable Living Units)

A brief introduction of Mission Australia dn the design intent of the development is provided below.

4.1.1 Mission Australia

This affordable housing development will be constructed and managed by Mission Australia, a Tier One community housing provider that partners with governments, developers and financiers to deliver safe and secure homes. Mission Australia has delivered more than 4,600 social and affordable homes, supporting 8,000 residents across five states and territories. Ongoing investment in tenant services builds stronger communities, through funding services that address financial, health and employment barriers.

The Banyo affordable housing development will provide affordable housing to the community's key workers, singles and couples, small families, residents experiencing rental stress, and downsizers seeking to remain in their community. The design delivers a product that responds to Mission Australia's purpose.

4.1.2 Design Intent

The design intent is driven by desire of the PLUP to deliver medium density housing through a mixture of low to medium scale built forms that provides an appropriate transition to the adjoining area, whilst remaining true to Mission Australia's goal of delivering affordable housing that responds to the specific needs of local residents. The general layout of the building will consist of ground floor parking and servicing, and a mix of one and two-bedroom units on all three levels. The development particulars are inspired by the following 5 architectural design priorities:

- Integrating into the Banyo suburb community:
- Creating a community identity:
- Fostering a connected community:
- Creating place and individual thresholds
- Homes flexible for living

Accordingly, the proposed 3-storey Multiple Dwelling built form achieves the design priorities by:

- Adopting generous setbacks towards Wellington Street to facilitate landscaping along the site frontage and increase the setbacks to nearby built form.
- Splitting the development mass across two separate wings, and incorporating a different colour schemes for each to reduce the appearance of bulk and scale.
- Ensuring balconies, recesses, window openings, and eaves are used across the façade to articulate the built form.
- Orientating each unit towards a property boundary to ensure casual surveillance of the streetscape and ensure units receive sunlight and ventilation.

- Preserving the existing street trees where possible, and providing new trees along the site frontages.
- Creating private and general residential pedestrian access for the length of the street frontage, with 5 pedestrian access points for tenants in addition to access to private first floor courtyards that service first floor units.
- Positioning level 1 and 2 units around and above centralised communal open space areas to create a sense of place and connected community.
- Providing a mix of 1 and 2-storey units suit different households and lifestyles.

4.2 Proposal Detail

4.2.1 Development Summary

The key development details are summarised in below **Table 7** and should be read in conjunction with the proposal plans in **Appendix B**.

Table 7: Built form detail

Key detail	Proposed development
Unit mix	• 16 x 1-bedroom • 36 x 2-bedroom zipper • 12 x 2-bedroom wide Total: 64
Building height (max.)	3 storeys
Access	• Pedestrian: Several access points are available to pedestrians. Ground floor units can be accessed via individually. • Vehicle: A 6.5m wide driveway is proposed mid-way along the Wellington Street frontage.
Car parking	• Residential: 64 spaces • Visitor: 8 spaces • Accessible: 1 space Total: 73 spaces
Bicycle parking	• Residential: 64 spaces • Visitor: 18 spaces Total: 82 spaces
Ground floor	
Setbacks (min)	• Primary frontage – Wellington Street (southeast): 4.013m • Secondary frontage – Blinzinger Road (southwest): 4m • Side (northeast): 3m • Side (northwest): 2.5m to carpark and 3.3m to wall
Unit mix	• 2 x 1-bedroom unit • 6 x 2-bedroom zipper units • 4 x 2-bedroom wide units
POS	35m^2 per unit
First floor	

	• Primary frontage – Wellington Street (southeast):
	  ○ Wall: 4.013m
	  ○ Balcony: 5m
	• Secondary frontage – Blinzinger Road (southwest):

Setbacks (min)	○ Wall: 4m ○ Balcony: 3m • Side (northeast): ○ Wall: 3m ○ Balcony: 2m • Side (northwest): ○ Wall: 3.2m ○ Balcony: 2.007m
Unit mix	• 7 x 1-bedroom unit • 15 x 2-bedroom zipper units • 4 x 2-bedroom wide units
POS (min)	• 7 x 1-bedroom unit: 9.5m^2 • 15 x 2-bedroom zipper units: 13m^2 • 4 x 2-bedroom wide units: 12.2m^2
Communal open space	• Northeast communal open space: 308m^2 • Southwest communal open space: 270m^2 • Total: 578m^2
Second floor	
Setbacks (min)	• Primary frontage - Wellington Street (southeast): ○ Wall: 4.013m ○ Balcony: 5m • Secondary frontage - Blinzinger Road (southwest): ○ Wall: 4m ○ Balcony: 3m • Side (northeast): ○ Wall: 3m ○ Balcony: 2m • Side (northwest): ○ Wall: 3.2m ○ Balcony: 2.007m
Units	• 7 x 1-bedroom unit • 15 x 2-bedroom zipper units • 4 x 2-bedroom wide units
POS (min)	• 7 x 1-bedroom unit: 9.5m^2 • 15 x 2-bedroom zipper units: 13m^2 • 4 x 2-bedroom wide units: 12.2m^2

4.2.2 Materials and Finishes

All material and finishes have been selected for their longevity and low maintenance. Light material colours, textures and warm tones have been chosen to embody the subtropical identity. Off-white is the predominant building colour and contrasted by more colourful accents around window hoods, balconies, window frames, and balustrades, creating variation and visual interest. **Figures 3** and **4** show the proposed materiality of the façades. Refer to **Appendix B** for further details.



Figure 3: Artist Impression

Source: dc8 studio



Figure 4: Artist Impression

Source: dc8 studio

4.2.3 Landscaping

The proposed development has a landscape design that considers the site-specific constraints associated with the former land use while adhering to a subtropical design philosophy inspired by endemic and native vegetation. The ground plane landscape considers the existing street trees by retaining and enhancing their presence and incorporates new planting in and along Blinzinger Road and Wellington Street. The landscape design continues within the site where feature trees will be planted around the perimeter. These trees will be complemented by shrubs and ground covers that will provide depth to the landscaping and maintain human scale. The private open space areas of the ground floor units will be turfed to provide flexible outdoor spaces for residents.

Landscaping is continued in the communal open space areas to create a desirable space for residents to commune and access the level 1 and 2 units. This is achieved via a combination of large pots with

small trees and shrubs, raised planters with cascade planting and fixed tables and stools to promote conversation.

Figures 5 and **6** shows the proposed landscape intent on the ground floor and communal open space areas. Refer to **Appendix E** for further details.

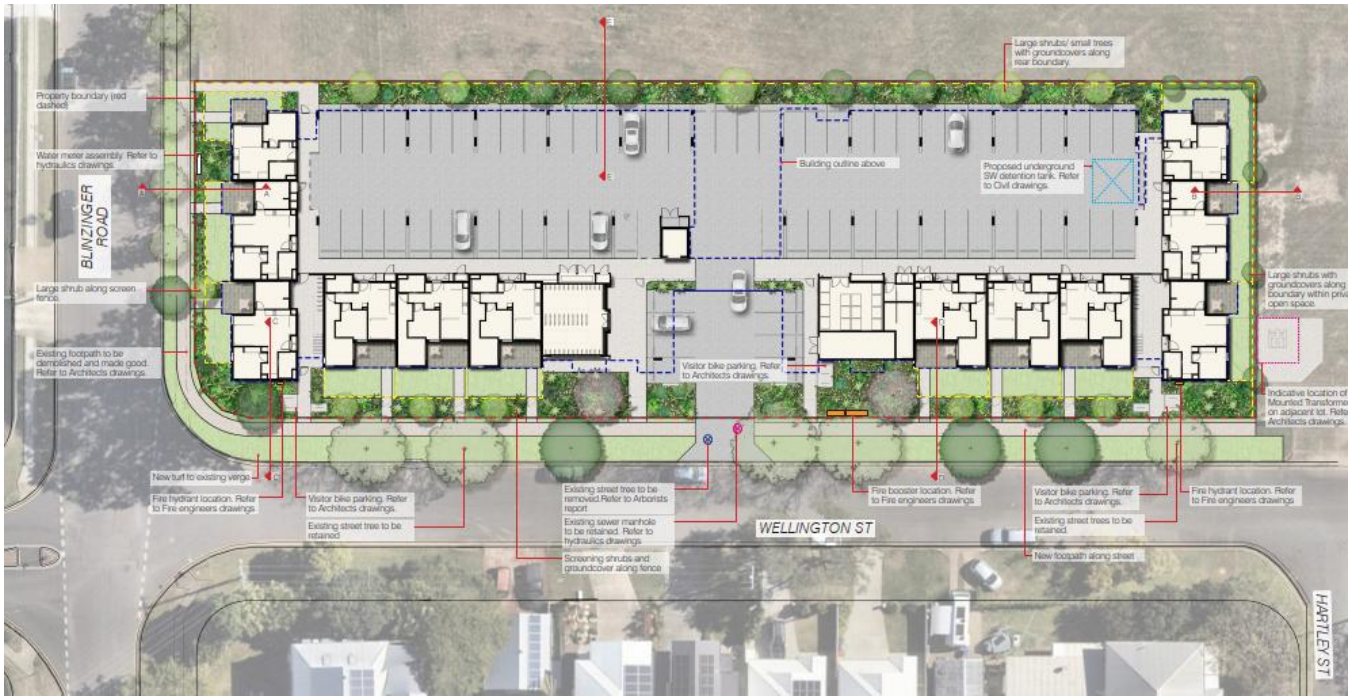


Figure 5: Ground floor landscape intent

Source: DMLA



Figure 6: Communal open space landscape intent

Source: DMLA

4.2.4 Traffic, Access and Parking

Access for vehicles to the site is achieved via a single 6.5m wide crossover from Wellington Street. The access design will appropriately accommodate cars and ensure the required service vehicles, including a rear loading RCV, can stand on the driveway. Several pedestrian access points are situated on the ground floor for private unit and general residential access. The proposed development provides a total of 73 car parking spaces, comprising of:

- Residential: 64 spaces
- Visitor: 8 spaces

- Accessible: 1 space

The peak hour traffic generation for the proposed development has been estimated in the order of 24 two-way vehicle trips during the commuter peak hours. This equates to around 0.38 trips per dwelling. It is expected that the surrounding road network has sufficient spare capacity to cater for the proposed small increase in traffic.

Refer to **Appendix G** for further details.

4.2.5 Refuse Management

The Operational Waste Management Plan (OWMP) has been prepared by Colliers as a guide for the operational phase of the development. Whilst the development is assessed by EDQ, the site is located with the Brisbane City Council local government area, and as such Brisbane City Council will be responsible for residential refuse collection. As such, the development has been designed to align with the provisions of *Brisbane City Plan 2014*.

The OWMP includes waste generation calculations for the development based on a collection frequency of 2 times per week for both general waste and commingled recycling in line with comparably sized developments previously approved by Brisbane City Council. The bin store will be located to the northeast of the driveway, behind visitor parking spaces 1 – 4. The storage area will be 38m^2 and consist of 7 x 1,110L general waste and 7 x 1,100L recycling bins. Operational waste management will involve residents accessing the bin store in person.

The bin store size and operational strategy support the affordability of housing by reducing the need for building management to attend site and rotate bins. Building management will monitor the shared use of the refuse room and undertake routine cleaning of the bins or enclosure surfaces as well as educating residents on the shared use of bins as needed.

Refer to **Appendix H**.

4.2.6 Civil Services, Earthworks and Stormwater

4.2.6.1 Civil

Water

Several trunk and reticulation water mains, fire service connections, and inground hydrants are located in Blinzinger Road and Wellington Street.

The proposed development will require a property connection to meet the expected water supply demands. ADG Engineers anticipate that the proposed development will be connected to the 100mm CI reticulation main in the eastern verge of Blinzinger Road.

Details of the proposed connection will be provided at the detailed design stage.

Refer to **Appendix I**.

Sewage

New sewage infrastructure is proposed to service the development, and the existing sewer maintenance hole will be retained.

A new sewer reticulation main will be constructed through the subject site and connect to proposed Lot 101, north of the subject site. A sewer connection point will also be provided to the subject site and Lot

101 from the new reticulation main. Details of the proposed connection will be provided at the detailed design stage.

The existing sewer maintenance hole will be located within the extents of the proposed driveway crossover. Urban Utilities has confirmed in correspondence that maintenance holes may be located within driveways, provided the applicable trafficable chamber, cover, and surface finish requirements are met. The existing MH will be modified in accordance with these requirements in order to achieve Urban Utilities compliance.

Refer to **Appendix I**.

Electricity

Underground electrical cables (1kV -<33kV) are located along Wellington Street adjacent to the subject site. An electrical consultant will determine the extent of the upgrading and connection works that will be required to facilitate the required electrical reticulation for the proposed development at detailed design stage.

Refer to **Appendix I**.

Telecommunications

The BYDA information has identified that the following infrastructure is present within the vicinity of the subject site:

- Underground Telstra Cable along the Wellington Street and Blinzinger Road verges; and
- Underground NBN Cable along the Wellington Street and Blinzinger Road verges.

The telecommunications consultant will negotiate with the relevant carriers regarding the requirements of the proposed development telecommunications connection, and the extent of any upgrading and possible relocation works to the system if necessary.

Refer to **Appendix I**.

Gas

The dial Before You Dig Australia (BYDA) information does not identify any GAS infrastructure in the vicinity of the subject site.

Refer to **Appendix I**.

4.2.6.2 Earthworks

Minimal earthworks are required to facilitate the proposed development and achieve the intended finished surface levels. Earthworks quantities will be confirmed during the detailed design phase. Minor verge reshaping may also be required.

Refer to **Appendix I**.

4.2.6.3 Stormwater

The proposed development seeks to mirror the existing lawful points of discharge through sheet flow and a detention tank, while complying with the SPP 2017 – Water Quality Objectives.

A 300mm stormwater main is located along Wellington Street, along the southern frontage of the subject site. Notwithstanding, the majority of stormwater sheet flows north to existing Council stormwater infrastructure located along the northern boundary of 56 Blinzinger Road. The balance of the site currently drains via sheet flow towards the Wellington Street kerb and channel along the

southern boundary and Blinzinger Street kerb and channel along the western boundary. The proposed development will aim to mimic these existing lawful points of discharge by splitting the site into three catchments. A new stormwater connection point provided by the developers at the northern boundary of the subject site will be utilised as the primary lawful point of discharge for the development. The subject site's roof catchment and carpark will be mitigated and discharged to this primary lawful point of discharge, whilst the frontages of Wellington Street and Blinzinger Road will sheet flow to the respective kerb and channels as per existing pre-development drainage patterns. This approach maintains existing runoff characteristics where practical, does not increase flows to existing downstream infrastructure and provides controlled discharge of the developed catchment.

The peak outflows for the post-developed catchment C1 scenario are larger than the peak outflows from the pre-developed scenario. Onsite detention will be required for catchment C1. The stormwater detention tank will be located under the carpark, approximately between spaces 28-35 and 36-43. The tank will comprise a detention volume of 150m^3. The final design to be determined at detailed design stage.

Compliance with the requirements of the SPP 2017 – Water Quality Objectives by providing:

- Nitrogen and phosphorous removal,
- Gross pollutant and suspended solids removal,
- All of the site's impervious areas discharge to suitable treatment device/s; and
- Treatment device selection criteria are to be in accordance with industry best practice and, WSUD Engineering Guidelines.

4.2.7 Contaminated Land

The site, Lot 1 on RP124669, is the former Energex Banyo Depot and included on the Environmental Management Register. On 4 July 2026, Brisbane City Council issued a Development Permit for Operational Work (Filling and Excavation) to decontaminate the site in accordance with the site remediation action plan. The site was restored to the existing ground levels and hydromulched to create grass cover.

Site Management Plan (Ref. 101/0015250), relevant to Lot 1 on RP124669 and Lot 1 on RP82824, details the strategy for managing the land with respect to contamination. The Contaminated Land and Site Suitability Assessment prepared by Prensa, dated 17 September 2026 confirms the proposed development is consistent with the Site Management Plan.

Refer to **Appendix F** for further information.

5 Planning Considerations

5.1 Planning Framework

The planning framework is detailed in **Table 8** below.

Table 8: Planning framework

Key detail	Proposed development
State Framework	

SPP	• Development and construction
	  ○ Priority development area
	• Natural hazards risk and resilience
	  ○ Flood hazard area - local government flood mapping area
	• Strategic airports and aviation facilities
	  ○ Obstacle limitation surface area
	  ○ Lighting area buffer 6km
	  ○ Wildlife hazard buffer zone
	  ○ Aviation facility

DAMS	• SEQ regional plan triggers
	  ○ SEQ regional plan land use categories: Urban footprint
	• Water resources
	  ○ Water resource planning area boundaries

Local Framework	
Local categorising instrument	*Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area - Provisional Land Use Plan*
Precinct	Precinct 1: Banyo

5.2 Application Requirements

The application requirements are discussed in **Table 9** below.

Table 9: Application requirements

Key detail	Proposed development
Aspect of development	Development Permit for a Material Change of Use for Multiple Dwelling (64 Affordable Living Units)
Category of assessment	PDA assessable development
Public notification	To be confirmed by Economic Development Queensland upon lodgement
Assessment manager	Economic Development Queensland
Assessment benchmarks	
State	
State interests	Section 87 of the *Economic Development Act 2012* states that any relevant State interest must be considered in deciding a development application. This is reflected in section 3.5 of the PLUP. For the purposes of addressing State interests in development assessment, the SPP and State Development Assessment Provisions (SDAP), provide guidance in identifying if a State interest is relevant to the assessment of a PDA development application. The proposed development complies with the provisions of the *South East Queensland Regional Plan* (Shaping SEQ) *2023* and where any State Planning Policies and/or Planning Regulation provisions would apply the development can comply with any relevant provisions or requirements.

	Specifically, the proposed development is consistent with the purpose of the urban footprint under ShapingSEQ 2023 and does not conflict with the Strategic airports and aviation facilities, or water quality provisions of the SPP.
Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area - Provisional Land Use Plan	
PPDA development requirements	Section 4.1 PPDA development wide criteria
	Section 4.2 Precinct 1: Banyo
Development guidelines	*Medium and high rise buildings – PDA Guideline no. 8- May 2015*

6 Assessment Summary

An assessment of the relevant assessment benchmarks is provided in **Appendix A**. The key matters for assessment relate to built form, liveability and carparking. These items are discussed in further detail below.

6.1 Built Form

At a high-level, built form is guided by section 4.1.1 (1) of the PLUP. More specific requirements are identified in section 4.2.3 of the PLUP and EDQ's *Medium and high-rise buildings – PDA Guideline no. 8- May 2015*. For reference, an excerpt of the applicable provisions are provided below:

> ***4.1.1 Built form, urban design and public realm***
>
> 1. *Development is of a height, scale and form that:*
>   a. *is appropriate to its context, having regard to surrounding land uses and the relevant precinct intent,*
>   b. *makes efficient use of land, and*
>   c. *provides sensitive transitions to adjoining development, streets and public spaces*
>
> *…*
>
> ***4.2.3 Development criteria for Precinct 1***
>
> 1. *Development responds to the precinct's established suburban context, surrounding residential neighbourhoods and local street network, while enabling contemporary residential outcomes in a medium density-built form, by:*
>   a. *accommodating building heights generally three to five storeys with opportunities for additional height in appropriate locations,*
>   b. *providing appropriate transitions in scale and form where adjoining existing low-rise residential areas,*
>   c. *using building articulation and materials to minimise visual bulk and protect residential amenity,*
>   d. *providing appropriate setbacks and separation where development interfaces with adjoining residential properties, and e. protecting access to daylight, ventilation and privacy for both new and existing dwellings.*
> 2. *Built form addresses streets and public spaces to support a safe, legible and attractive neighbourhood environment by:*
>   a. *orienting buildings to streets and public spaces,*
>   b. *incorporating frontages and entries that contribute to passive surveillance and street activity, and*
>   c. *minimising blank façades and service-dominated edges along street frontages.*

Accordingly, the key built form requirements of the PLUP seek:

- Buildings heights are generally between 3 – 5 storeys,
- Building articulation and materials minimise visual bulk and protect residential amenity; and
- Buildings address streets and public spaces to support a safe, legible and attractive neighbourhood environment.

Sections 6.1.1 – 6.1.3 of this town planning report provides commentary on compliance with the key built form requirements.

6.1.1 Building Height

The proposed development will comprise a 3-storey building height and is consistent with the requirements of the PLUP.

6.1.2 Building Articulation

The proposed development adopts a considered architectural and landscape design approach that reduces the perceived visual bulk of the built form while maintaining a high level of residential amenity. Key design measures include:

- Locating the development across two distinct building forms, connected by pedestrian walkways on Levels 1 and 2, which breaks down the overall building mass and improves visual permeability.
- Incorporating a complementary mix of materials, including vertical battens and powder-coated metal balustrades, to provide texture, contrast and architectural interest against the primary concrete elements.
- Articulating the façades through the use of balconies, recessed building elements, varied window openings and eaves, creating depth and reducing the appearance of continuous wall planes.
- Applying an off-white base colour palette to the primary façade elements, complemented by colourful accent treatments to window hoods, balconies, window frames and balustrades, which enhances building articulation and contributes to a visually engaging architectural outcome.
- Integrating substantial landscape planting at ground level, together with cascading vegetation along the connecting walkways, to soften the built form, improve the interface with the public realm and reinforce the development's subtropical character.

These design elements contribute to a well-articulated development that responds appropriately to its context, reduces visual prominence and delivers an attractive residential environment.

6.1.3 Attractive Neighbourhood Environment

The proposed development has been carefully designed to reinforce the established residential character of the locality while delivering a high-quality streetscape and pedestrian environment that encourages interaction, safety and visual amenity.

Key design outcomes include:

- The bulk of the building mass will be located on the Wellington Street frontage, and the development will generally comprise a minimum setback of 5.5m to create a generous landscaped frontage, increasing separation from adjoining development and establishing a strong landscape buffer between the public realm and private residential areas.
- Orientating units towards all property boundaries, including Blinzinger Road and Wellington Street to maximise passive surveillance of the streetscape.
- Providing a highly active street interface through five dedicated resident access points along the frontage, in addition to direct access from private ground courtyards, creating regular points of interaction between residents and the public realm.
- Retaining existing street trees where feasible and supplementing the verge with additional canopy planting to strengthen green character of the streetscape and improve pedestrian comfort.

- Establishing a subtropical landscape character through a layered planting scheme comprising feature trees, screening shrubs and groundcovers. Species including *Backhousia citriodora* (Lemon Myrtle), *Callistemon viminalis* (Weeping Bottlebrush), *Elaeocarpus reticulatus* (Blueberry Ash) and *Magnolia grandiflora* 'Teddy Bear' provide canopy and visual structure, while *Ixora* 'Dwarf', *Kalanchoe* 'Silver Spoons' and *Myoporum* species contribute colour, texture and understory planting throughout the frontage landscape areas.

These measures create a development that integrates with its surrounding neighbourhood, enhances the streetscape presentation of Wellington Street, and provides a safe, attractive and landscape-rich environment for residents and visitors. **Figures 7** and **8** show the integration of landscaping and passive surveillance from the development.

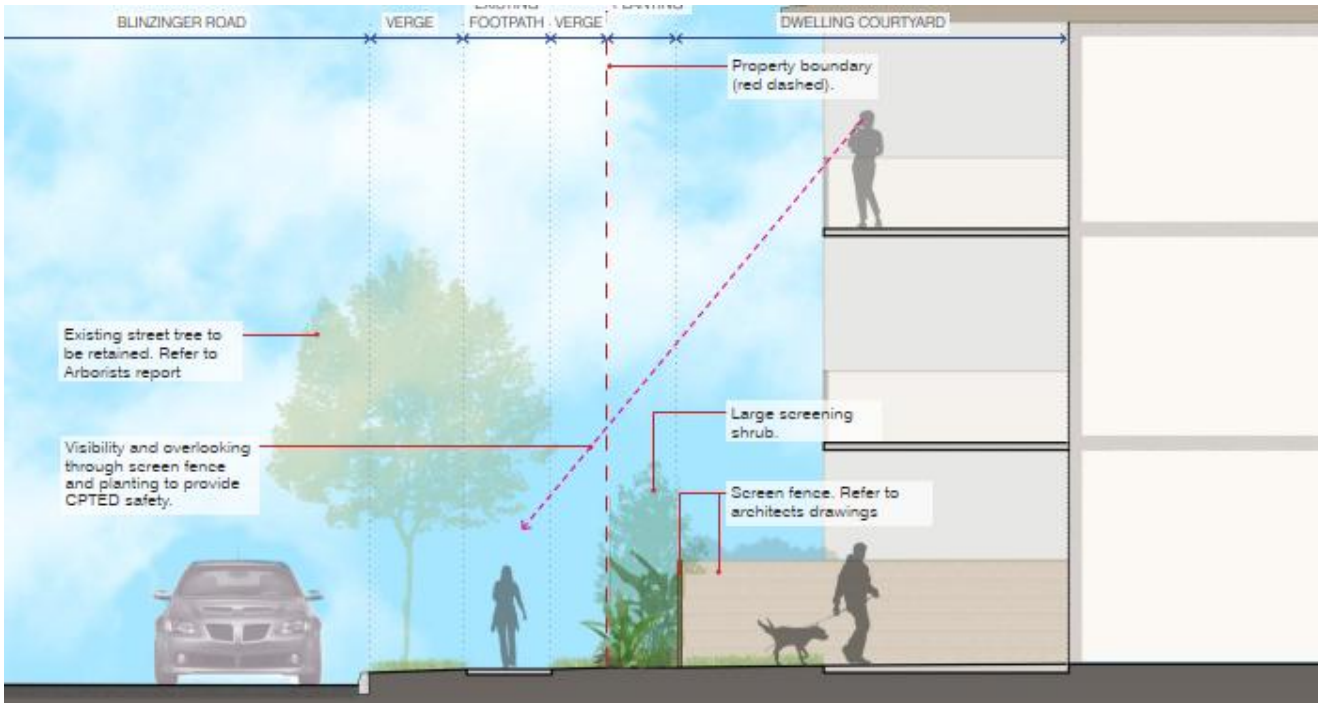


Figure 7: Streetscape section – Blinzinger Road

Source: DMLA

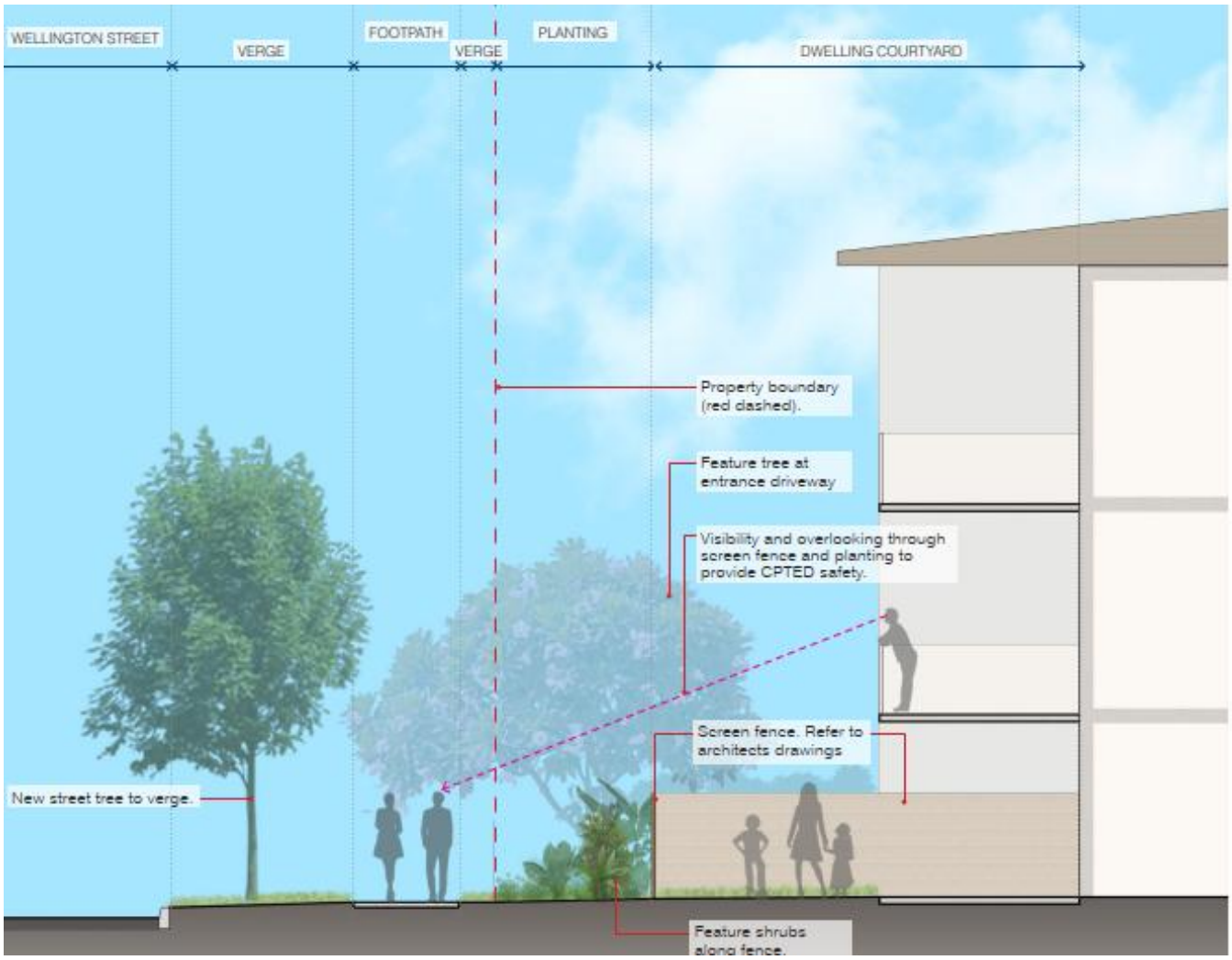


Figure 8: Streetscape section – Wellington Street

Source: DMLA

6.2 Liveability

Section 4.1.1 of the PLUP and design standards within EDQ's *Medium and high rise buildings – PDA Guideline no. 8- May 2015* detail the requirements for private open space and communal open space areas to enhance the liveability of development. These requirements are detailed below for convenience:

PLUP

4.1.1 Built form, urban design and public realm

4. *Development provides usable and well integrated private open space for all dwellings and functional communal open space areas for the amenity of residents that support a range of activities, including active and passive recreation and opportunities for social interaction.*

Medium and high rise buildings – PDA Guideline no. 8- May 2015

Building elements - Balcony, minimum dimensions:

- *1-bedroom unit: 9m^2*
- *2-bedroom unit: 16m^2*

The proposed development provides residents with a combination of liveable private open space and centralised communal open space areas.

The ground floor units comprise a 35m^2 of private open space including patio and turfed areas to enhance outdoor living opportunities. The level 1 and 2 units incorporate a minimum private open space of 9.5m^2 for the 1-bedroom units and 12m^2 for 2-bedroom units. The 2-bedroom unit private open space areas have a minimum dimension of approximately 2.8m to ensure the functionally of the space is consistent with the expectations of residents and activities such as outdoor dining can be easily accommodated.

In addition to the private open space provided for individual dwellings, the development incorporates 578m² of communal open space distributed across the north-eastern and south-western wings of the building. These areas are designed to support resident interaction and recreation through the inclusion of landscaped elements such as large planters containing small trees and shrubs, raised garden beds with cascading planting, and fixed outdoor seating and tables. The open-air roof design and separation between the two building wings facilitate the penetration of natural light and promote airflow throughout the communal spaces. Collectively, these features create attractive, functional, and conveniently located outdoor areas that enhance resident amenity and encourage social interaction.

6.3 Carparking

The overarching transport approach of the development will capitalise on the site's proximity to the Banyo Village, and the Banyo, Bindha, and Virgina railway stations (within a 20-minute walk) and provide 82 bicycle parking spaces to facilitate active transport movements. Consequentially, the public and active transport actions will impact on the expected residential parking demand for the development. This is support by the assessment of the 2021 Australian Bureau of Statistics (ABS) census data on car ownership for households throughout the Brisbane Local Government Area, living in affordable / social housing undertaken by PTT.

The data shows that car ownership rates for households living in affordable / social housing throughout the wider Council local government area is:

- one-bedroom dwellings: average ownership of 0.54 cars / 85th percentile ownership of 0.75 cars
- two-bedroom dwellings: average ownership of 0.73 cars / 85th percentile ownership of 0.90 cars

The 85th percentile rates are representative of outer suburb sites, without immediate access to public transport infrastructure. By applying the 85th percentile rates to the proposed development, the residential parking demand would be in the order of 44 to 55 spaces.

A total of 64 parking spaces are proposed behind the security gate. This provision far exceeds the likely 85th percentile parking demand generated by residents. Assuming all units are allocated a parking space, this provision would place the development within the 95th and 90th percentiles with respect to residential parking demand for one- and two-bedroom dwellings, respectively, based on the ABS data.

Nine visitor parking spaces are proposed on-site, including one person with disability (PWD) bay. This provision is seven spaces short of Council's minimum requirement. However, the expected resident car ownership over the site suggests that there would be spare capacity within the residential parking area (ie behind the security gate) to cater for this short fall in visitor parking.

7 Conclusion

This planning report has been prepared by Mecone on behalf of Mission Australia (the Applicant) in support of an PDA development application lodged over land located at 56 Blinzinger Road, formally described as Lot 1 on RP124669, Lot 1 on RP82824 or proposed Lot 102. Specifically, this development application seeks the following:

- PDA Development Permit for Material Change of Use for Multiple Dwelling (64 Affordable Living Units)

In accordance with section 87 of the *Economic Development Act 2012*, this town planning report has assessed the proposed development against the *Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area - Provisional Land Use Plan*. Our assessment demonstrates that the proposed development should be approved, subject to reasonable and relevant conditions, for the reasons outlined below –

- The proposed development contributes much needed affordable housing to the Brisbane LGA and South East Queensland region more broadly.
- The proposed development achieves the outcomes sought by the relevant provisions of the *Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area - Provisional Land Use Plan* Provisional Land Use Plan and generally achieves the requirements of the *Medium and high rise buildings – PDA Guideline no. 8- May 2015.*
- The proposed building height and scale is compatible with surrounding development.
- The proposed development positively contributes to the streetscape through the incorporation of generous planting on the site frontage, private and general residential pedestrian access points.
- The proposed development will not cause unreasonable nuisance to neighbouring properties.
- The proposed development provides adequate on-site parking and appropriate refuse management.
- The subject site is suitable for the proposed development from a contaminated land perspective.
- The proposed development can be efficiently serviced with all reticulated services, including stormwater, sewer, water, electricity and telecommunications.