

October 2025



Ministerial Infrastructure Designation Proposal Report

33 Harold Street, Virginia



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1 Executive Summary

Powerlink Queensland is a government-owned corporation responsible for operating, and maintaining, the state's high-voltage electricity transmission network. This network spans from Cairns to the New South Wales border, delivering critical infrastructure to Queensland homes, businesses, and industry.

Powerlink Queensland has operated from its Virginia, Brisbane site since the mid-1990s. Over time, the complexity of managing a safe, reliable, and secure electricity supply has increased significantly, particularly as Queensland transitions to a more renewable and decentralised energy future. To support this transition, it is essential that Powerlink's facilities remain fit-for-purpose and capable of meeting growing operational and infrastructure demands.

To that end, Powerlink has identified the need to upgrade its existing facilities at Virginia. These upgrades aim to modernise aged key infrastructure, enhance operational efficiency, strengthen site security, and support the ongoing integration of renewable energy sources into the network. Once complete, the improvements will contribute to a more resilient and sustainable electricity network for Queensland.

The development is proposed to be delivered under a Ministerial Infrastructure Designation in accordance with Chapter 2, Part 5 of the Planning Act 2016. The designation will facilitate development for the following purposes:

- Item 7 – Electricity operating works;
- Item 20 – Storage and works depots and similar facilities, including administrative facilities relating to the provision or maintenance of infrastructure stated in this part; and
- Item 21 – Any other facility not stated in this part that is intended mainly to accommodate government functions.

The proposal comprises:

- New three-storey building incorporating a network operations control centre and staff amenities.
- Upgrades to existing warehouse and operational service buildings, including a new two-storey storage and technical facility.
- Provision of additional car parking, internal infrastructure improvements, and site landscaping.

The proposed MID will facilitate essential upgrades to the operation, facilities and capacity of Powerlink Queensland. The proposal is considered consistent with the planning and regulatory outcomes for the site and the locality on the basis that:

1. The Powerlink operations have been established on this site for over 30 years and will continue as a key administrative and operational centre for Powerlink
2. Additional strategic investments are needed to address Powerlink's management of the high voltage electricity transmission network in a challenging operating environment
3. The proposal is able to meet environmental operating standards of the site
4. The proposal is consistent with the City Plan's intention for this area to be used for industrial purposes and for the site to accommodate essential electricity network functions and operations.

The proposed redevelopment responds to operational, security and functional-related needs which have emerged as a result of contemporary standards, increasing complexity and ageing infrastructure.

The timely supply of new and upgraded facilities proposed as part of the MID will ensure Powerlink's Virginia campus is contemporary, fit-for-purpose, stable, and is subsequently able to appropriately address this need for critical community infrastructure. The development ensures critical infrastructure is modernised in a way that aligns with broader energy transition goals, supports the integration of renewable energy, and maintains

continuity of service to homes, businesses, and industry. As such, the proposal reflects coordinated infrastructure planning that meets current and future operational demands while supporting state-wide infrastructure networks.

This report demonstrates that the proposed Ministerial Infrastructure Designation meets all relevant statutory requirements and responds appropriately to environmental, planning, and amenity considerations. The planned upgrades will enhance operational resilience, align with national security standards, and deliver long-term benefits to Queensland's critical infrastructure network. Accordingly, there is a robust basis for the Minister's consideration and approval, subject to reasonable and relevant requirements, addressing the growing demand for critical infrastructure aligned with statutory requirements and community needs.

2 Introduction

2.1 Project Overview

Powerlink Queensland (Powerlink) is seeking a Ministerial Infrastructure Designation (MID) to facilitate the staged upgrades of its Virginia site, located at 33 Harold Street and 36 Northlink Place, Virginia QLD 4014, formally described as Lot 8 on SP241022 and Lot 4 on RP896057 (subject land). The proposed MID is considered consistent with the requirements and processes contained within:

- Chapter 2, Part 5, Section 35 of the *Planning Act 2016* (Planning Act);
- Schedule 5, Part 2 of the *Planning Regulation 2027* (Planning Regulation);
- Version 3, Chapter 7 of the Minister's Guidelines and Rules under the Planning Act (MGR) – Process for environmental assessment and consultation for making or amending a Ministerial infrastructure designation; and
- The Making or Amending a Ministerial Infrastructure Designation (MID) Operational Guidance.

The proposed MID involves essential upgrades of Powerlink's Virginia, Brisbane site to address a range of operational, security, and functional requirements. Key components of the proposal include the construction of a new three-storey building incorporating a network operations control centre and staff amenities, upgrades to existing warehouse and operational service buildings, including a new two-storey facility, and the provision of additional car parking, internal infrastructure improvements, and site landscaping. To facilitate the proposed infrastructure, Powerlink seeks approval from the Minister for State Development, Infrastructure and Planning for the following purposes under Schedule 5, Part 2 of the Planning Regulation:

- Item 7 – Electricity operating works;
- Item 20 – Storage and works depots and similar facilities, including administrative facilities relating to the provision or maintenance of infrastructure stated in this part; and
- Item 21 – Any other facility not stated in this part that is intended mainly to accommodate government functions.

The facility upgrades respond to critical drivers such as compliance with the *Security of Critical Infrastructure Act 2018*, the increasing complexity of electricity network operations, ageing infrastructure, and the need to enhance operational resilience and long-term cost efficiency.

2.2 Supporting Documents

This report has been prepared in accordance with the requirements set out in the MGR and the Department of State Development, Infrastructure and Planning's ('the Department') 'Making or amending a ministerial infrastructure designation (MID) Operational Guidance' and is accompanied by the following supporting documents and material:

- **Attachment A:** Current Title Search
- **Attachment B:** Proposed Plans (Woods Bagot)
- **Attachment C:** Landscape Concept Plans (The Landscape Group)
- **Attachment D:** Traffic Impact Assessment (Bitzios Consulting)
- **Attachment E:** Site Based Stormwater Management & Engineering Services (ADG Engineers)
- **Attachment F:** Noise Impact Assessment (ATP Engineering Trust)
- **Attachment G:** Powerlink Environmental Management Plan (EMP)

The detailed assessment outlined in this report confirms the proposed MID is appropriate for the subject land and should be approved, subject to reasonable and relevant requirements.

2.2 Detailed Infrastructure Proposal Summary

Table 1: Infrastructure Proposal Summary

Infrastructure Proposal Summary	
Infrastructure Proposal	Infrastructure Designation for Virginia Headquarters
Infrastructure Entity	Powerlink Queensland
Proposed Address	33 Harold Street and 36 Northlink Place, Virginia QLD 4014
Lot Description	Lot 8 on SP241022 and Lot 4 on RP896057
Landowner	Queensland Electricity Transmission Corporation Limited A.C.N. 078 849 233
Proposed Development	<p>New three-storey building incorporating a network operations control centre and staff amenities.</p> <p>Upgrades to existing warehouse and operational service buildings, including a new two-storey storage facility.</p> <p>Provision of additional car parking, internal infrastructure improvements, and site landscaping.</p>
Infrastructure Items	<ul style="list-style-type: none"> • Item 7 – Electricity operating works; • Item 20 – Storage and works depots and similar facilities, including administrative facilities relating to the provision or maintenance of infrastructure stated in this part; and • Item 21 – Any other facility not stated in this part that is intended mainly to accommodate government functions.
Pre-Lodgement	<ul style="list-style-type: none"> • Department of State Development, Infrastructure and Planning • Brisbane City Council
Pre-Engagement	<ul style="list-style-type: none"> • Directly affected and immediately surrounding landholders • Local Member for Northgate Ward (Cr. Adam Allan) • State Member for Nudgee (Hon. Leanne Linard MP) • Federal Member for Lilley (Hon. Anika Wells MP) • Native Title Parties (Turrbal People and Jagera People)

3 Preliminary Stakeholder Engagement

3.1 Overview

Prior to submitting the proposed MID with the Department, Powerlink undertook preliminary stakeholder engagement to adjacent landowners, elected representatives and the wider community with an opportunity to provide initial feedback. The engagement involved:

- Establishing a project specific website to host information about the project, MID process, contact details, consultation opportunities and detailed concept plans.
- Meetings with key stakeholders, including Brisbane City Council (Council).
- Correspondence issued to the wider community of Virginia providing project information.
- Project briefings to local, state and federal members.

Below is a summary of preliminary stakeholder engagement activities undertaken between 15 November 2023 and 27 February 2025.

3.2 Prelodgement Meeting with Department

Powerlink met with the Department on 15 November 2023 to discuss key matters relating to the project (Department's reference: MPL-1123-0076). A summary of the key items of advice provided by the Department, along with how the proposed MID addresses this advice is provided in **Table 2** below.

Table 2: Response to Department's prelodgement advice

Department's Advice	Project Response
Existing development approvals The MID proposal should be supported by details regarding the existing development approvals over the site. A statement should be provided to demonstrate the proposal will not be in conflict with the conditions of those approvals and/or how any conflicts can be resolved.	A detailed approval summary is provided as part of this report. The proposed MID does not conflict with the conditions of any existing development approvals which apply to the subject land.
Amenity The proposal seeks a significant increase in overall built form height adjacent to an established residential area on Harold Street. There is the potential for the proposed built form to impact on the amenity of the sensitive land uses. The buildings should be appropriately designed to manage interfaces and provide suitable landscaping, setbacks and separation.	The proposed development has been architecturally designed to provide articulation and variation in materials as well as appropriate setbacks and building separation. All building form will be balanced with integrated landscaping treatments throughout the car parks to provide additional screening. All buildings will be appropriately separated from sensitive interfaces.
Traffic	A Traffic Impact Assessment has been prepared by Bitzios Consulting which finds that the proposed MID

<p>The proposal is likely to include impacts to the surrounding road network, particularly during construction phase. A traffic impact assessment should be provided in support of the MID proposal.</p>	<p>will result in an insignificant increase in additional trips, and subsequently will not adversely impact the surrounding road network during the operational phase. Furthermore, proposed access, servicing and parking provisions are found to be appropriate for the development.</p> <p>Impacts on the surrounding road network resulting from the construction phase will be appropriately addressed within a Construction Management Plan (CMP), which will be developed in accordance with the Powerlink Environmental Management Plan (EMP) (Attachment G).</p>
<p>Acoustics</p> <p>The MID proposal introduces additional impacts near an established residential area. The MID proposal should be supported by an acoustic impact assessment to demonstrate the proposed activities do not result in a detrimental impact on the surrounding residents and recommend any mitigation measures to appropriately ameliorate unacceptable impacts resulting from noise.</p>	<p>A Noise Impact Assessment has been prepared by ATP Consulting Engineers which details the anticipated noise impacts during the operational phase and identifies that noise emissions generated on site will comply with the noise criteria at the nearest noise sensitive uses.</p>
<p>Flooding</p> <p>The site is located in the overland flow flood planning area in the council's planning scheme mapping. The MID proposal should be supported by a flood assessment addressing the flood risk affecting the site and mitigation measures to demonstrate there is no risk to people or property as a result of flooding including adjoining and downstream properties and that the floor levels of new buildings and structures are above the minimum floor level.</p>	<p>New buildings will be located on parts of the subject land not affected by the Flood overlay. Accordingly, there are no requirements to include a flood assessment as part of the proposed MID.</p> <p>This approach is consistent with the Brisbane City Plan 2014, Section 8.1 (6) – Where development is proposed on premises partly affected by an overlay, the assessment benchmarks for the overlay only relate to the part of the premises affected by the overlay.</p>
<p>Water quality</p> <p>The proposal results in an increase to impervious area. The MID proposal should be supported by a Stormwater Management Plan that demonstrates a lawful point of discharge, no material worsening to adjoining and downstream properties and compliance with the SPP water quality benchmarks.</p>	<p>A Civil Engineering Report prepared by ADG identifies Water Sensitive Urban Design features and Council Approved Proprietary Water Quality Treatment Products to be incorporated across three identified (3) catchments within the subject land. Implementation of these devices/ treatments will ensure that the SPP's water quality objectives will be achieved.</p>
<p>Airport environs</p>	<p>Powerlink Queensland has operated from the subject land since the mid-1990s, and no changes are proposed to the existing range of land use activities.</p>

The site is located within the strategic airport and aviation facilities SPP mapping. The MID proposal should address how the proposal does not impact on any of the airport environs matters.

The proposed building heights will remain consistent with the current and anticipated built form across the site. The land is zoned for industrial use and all proposed development will remain consistent with the zone. The proposed development does not penetrate operational airspace, pose risks to public safety, or result in any additional impacts associated with aircraft noise.

3.3 Prelodgement Meeting with Council

A prelodgement meeting was undertaken with Council on 24 January 2024 regarding the proposed MID. A summary of the key items of advice provided by Council, along with how the proposed MID addresses this advice is provided in **Table 3** below.

Table 3: Response to Council prelodgement advice

Council’s Advice	Project Response
Application Process Preference to undertake the development via a Council assessment process, rather than the MID process.	The proposed development is considered community infrastructure and best aligned with the Ministerial Infrastructure Designation (MID) process under the Planning Act. This pathway enables a more integrated and timely assessment of regional-scale infrastructure and remains consistent with State planning objectives. Powerlink remains committed to ongoing consultation with Council throughout the process.
Built Form Ensuring appropriate interfaces with adjoining residential dwellings on Harold Street through appropriate transitions and building heights.	The proposed development has been designed to incorporate appropriate built form transitions along the Harold Street interface. Building height and massing have been carefully moderated to ensure compatibility with adjacent low-density residential uses, including the use of setbacks, landscaping and façade articulation.
Amenity Consider appropriate air quality and noise impacts on residential amenity.	A comprehensive suite of technical assessments has been undertaken, including acoustic reports, to ensure the development does not result in unacceptable impacts to surrounding residential amenity. Mitigation measures have been incorporated into the design as necessary.
Existing Approvals	The existing development approvals have been reviewed and will be appropriately considered and integrated within the MID documentation. This

Ensuring existing development approvals are appropriately integrated into the MID proposal.	ensures alignment between historic approvals and the proposed infrastructure designation.
Vegetation Consideration to retain mature vegetation on the south-west boundary where possible, otherwise replacement plantings within the streetscape.	Opportunities to retain mature vegetation along the south-west boundary have been explored. Where retention is not feasible, replacement plantings will be provided in accordance with relevant landscape and streetscape policies to maintain visual amenity and environmental value.
Waste Management Ensuring compliance with waste storage and servicing requirements are achieved to cater for the proposed development.	Waste management has been addressed through the planning and design stages to ensure compliance with Council's waste storage and servicing standards. Waste areas have been appropriately located and sized to accommodate projected demand.
Infrastructure Charges The proposed designation is likely to generate additional demand on the networks; and in this circumstance, Council understands that it will be able to levy infrastructure charges for the additional demand placed on its infrastructure networks.	Powerlink acknowledges that Council may seek to apply infrastructure charges to address additional demand arising from the development. This matter will be addressed in line with the statutory framework and in collaboration with Council officers during detailed design and implementation.

3.4 Private Landowners

Directly affected and surrounding landowners have been engaged in accordance with the Department's pre-engagement requirements. Letters were issued to the adjacent residents on 10 February 2025 via a letterbox drop. A total of three (3) responses were received relating to site landscaping, carparking and traffic, noise and amenity. These matters have been addressed as part of the technical assessments provided in support of the proposed MID.

3.5 Elected Representatives

Local, State and Federal elected representatives were engaged via registered post on 10 February 2025 and included the following:

- Northgate Ward – Councillor Adam Allan
- State Member for Nudgee – Hon. Leanne Linard MP
- Federal Member for Lilley – Hon. Anika Wells MP

No comments were received from elected representatives.

3.6 Native Title

The Turrbal People and Jagera People were engaged via registered post and email on 10 February 2025. No comments were received from the native title party over the preliminary stakeholder engagement period.

4 Consultation Strategy

In accordance with Chapter 7, Part 1 of the Infrastructure Designation Process under the MGR, Powerlink is required to undertake consultation in accordance with the approved Consultation Strategy as referenced in prelodgement discussions and endorsed by the Department on 15 November 2023.

Powerlink's Consultation Strategy for the proposed Virginia Upgrades has been outlined below.

Notification Period: A 20-business day Public Notification Period.

Advertisement Signage: A sign will be placed on the land during the notification period.

Newspaper Notice: Public Notification in a paper circulating locally to the area notifying of a 20-business day submission period.

Letters to Stakeholders: Letters will be issued to the following stakeholders outlining the MID proposal (including a plan that clearly illustrates the proposed development) and notifying of a 20-business day submission period, the consultation process and applicable contact details.

- Directly affected and immediately surrounding landholders
- Local Member for Northgate Ward (Cr. Adam Allan)
- State Member for Nudgee (Hon. Leanne Linard MP)
- Federal Member for Lilley (Hon. Anika Wells MP)
- Native Title Parties (Turrbal People and Jagera People)

State Interest Check: It is noted that the Department will liaise with the following stakeholders as part of the minister's consultation period (all parties have been engaged by Powerlink for pre-consultation comment).

- State Agencies: Department of Transport and Main Roads
- Local Council: Brisbane City Council

5 Proposed Site

5.1 Property Overview

Site Overview	
Proposed Address	33 Harold Street and 36 Northlink Place, Virginia QLD 4014
Lot Description	Lot 8 on SP241022 and Lot 4 on RP896057
Site Area	68,300m ² (6.83ha)
Local Government Area	Brisbane City Council

5.2 Site Description

As shown in **Figure 1**, the site is currently occupied by Powerlink’s Virginia headquarters, which includes the main operational hub for Queensland. The site has a regular shape with an area of 68,300m² and provides street frontage, being approximately 309m to Harold Street, approximately 189m to Toombul Road, approximately 34m to Northlink Place and approximately 27 metres to West Place.

Figure 1: Ariel image of the subject land



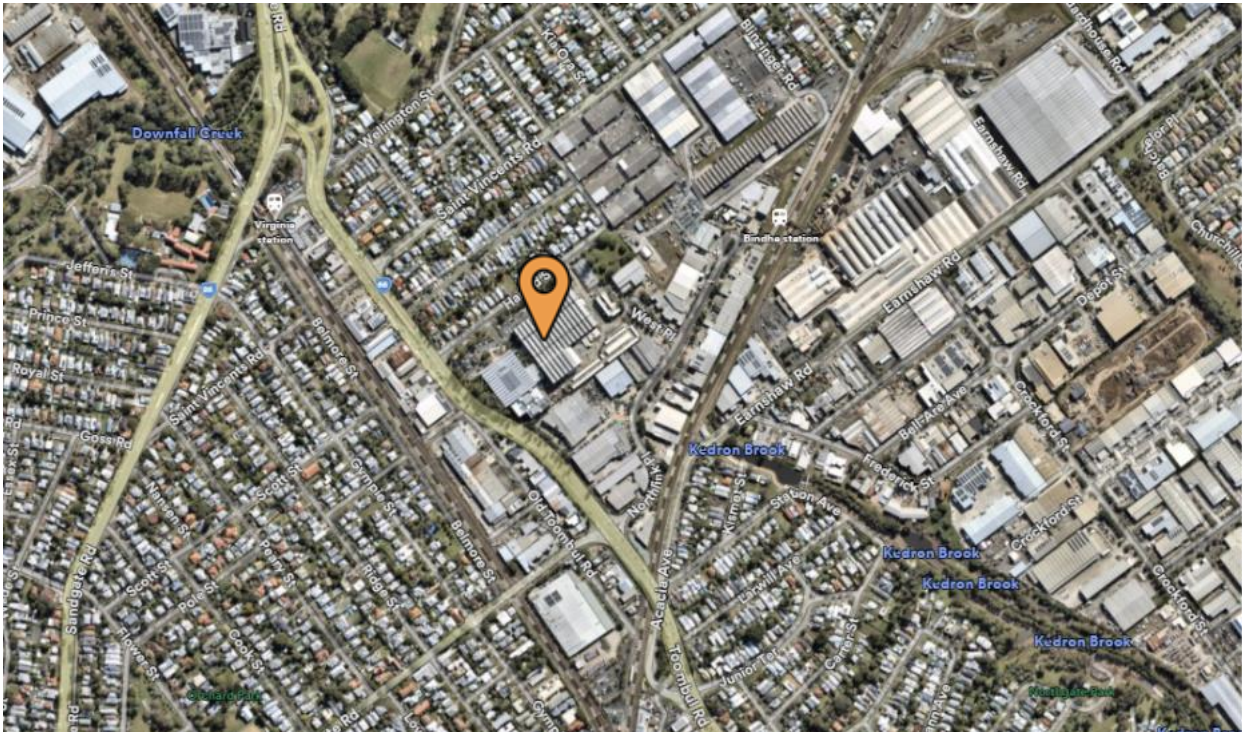
Source: Nearmap, 2025

5.3 Surrounding Context

The subject land is in the suburb of Virginia on Brisbane's northside, about 10 kilometres north-east of the CBD. Virginia is bordered by Boondall to the north, Banyo to the east, Northgate to the south-east, Wavell Heights to the south-west, and Geebung to the west. The suburb is mainly industrial in its northern, western, and south-eastern areas, with the remaining land used for low-density housing and open space.

Virginia is crossed by two major transport routes: Sandgate Road, a key arterial road, and the Redcliffe Peninsula and Gympie North rail lines. Virginia Train Station is in the south of the suburb, where these corridors intersect. The Shorncliffe rail line also runs along Virginia's south-eastern boundary. The suburb is less than 5 kilometres from Brisbane Airport and 10 kilometres from the Port of Brisbane. The subject site is on Toombul Road, which links directly to Sandgate Road and provides access to the regional road network.

Figure 2: Aerial image of Virginia and surrounding area



Source: Nearmap, 2025

5.4 Landowner

The subject land is owned by Queensland Electricity Transmission Corporation Limited A.C.N. 078 849 233. A current title search confirming the landowner details is provided at **Attachment A**.

5.5 Access and Parking

There are existing driveway crossovers / accesses on Toombul Road, Harold Street, Northlink Place and West Place. The subject land is serviced by a total of 873 car parking spaces.

5.6 Servicing Arrangements

The service infrastructure currently available to the subject land is detailed in the below table:

Table 4: Infrastructure Summary

Service Infrastructure	
Water	DN150 water main located within the verge of Harold Street
	DN150 water main located within the verge of Toombul Road

	Service connections along Toombul Road, Harold Street and along the north-east boundary
Sewerage	DN150 sewer main perpendicular to Harold Street frontage DN150 sewer main perpendicular to Toombul Road frontage Maintenance holes surrounding Harold Street and Toombul Road
Stormwater	Multiple manholes, gully pits and stormwater pipes along Harold Street Multiple manholes, gully pits and stormwater pipes along Toombul Street Multiple manholes, gully pits and stormwater pipes across the subject land
Electricity	Underground electrical cable along Toombul Road Underground electrical cable running perpendicular to Toombul Road Underground electrical cable running between north-east boundary and Roy Seng / West Place park Overhead electrical cables along Harold Street and Toombul Road
Telecommunications	Underground conduit (NBN) perpendicular to Harold Street Underground Optus IOF cable running along Toombul Road Underground Uecomm asset running along Toombul Road
Gas	Underground medium pressure gas pipeline along Harold Street Underground medium pressure gas pipeline along Toombul Road

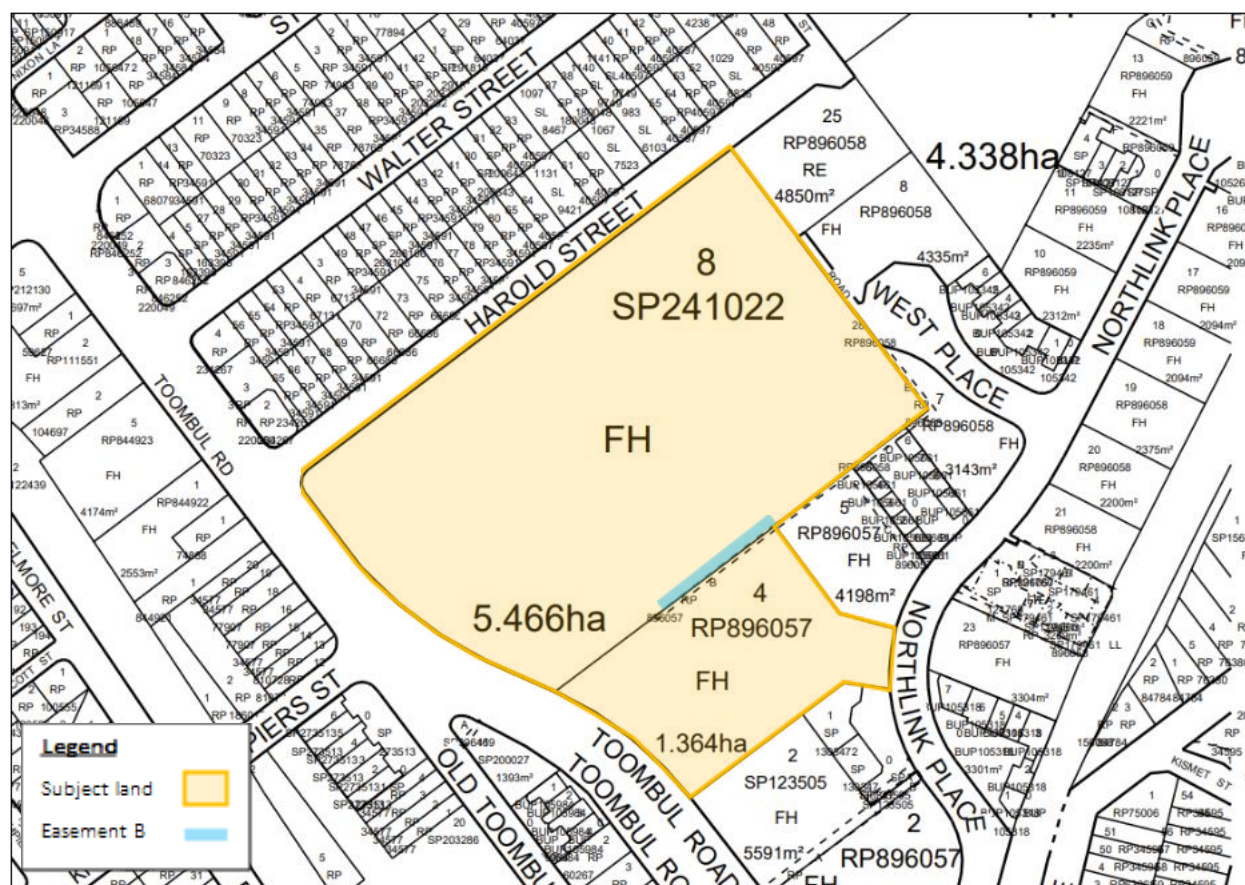
5.7 Active Transport Network

The subject site is located within an established urban area, and benefits from access to a well-developed active transport network. There are existing footpaths on at least one (1) side of all nearby key roads. The footpaths connect the subject site surrounding public transport facilities. There are five (5) bus stops located within 400m radius of the subject land and Bindha Train Station and Virginia Train Station are also located ~600m away.

5.8 Easements and Encumbrances

There is an existing easement running along the shared boundary as illustrated in **Figure 3**. The existing easement will be maintained as part of the proposed MID.

Figure 3: Cadastral SmartMap of the subject land



Source: The State of Queensland, 2025

5.9 Development Approval History

A search of Council's online development records (Development.i) has been undertaken and a summary of relevant approval history is provided in **Table 5** and illustrated in **Figure 4**.

Table 5: Approval history relevant to the subject land

No.	Date/ Reference	Permit Description	Affected by MID Proposal	Onsite Parking Required by Condition of Approval
1	28 May 1968 1203/1968	Proposed Test Department for Southern Electric Authority of Queensland (current Tesla Building and portion of Edison Building)	Ongoing approval (in part)	No plans or conditions relating to onsite parking

2	25 July 1996 253/15-1610/96	Material Change of Use – Extension to Utility Installation (extension to current Edison Building)	Ongoing approval	Condition (e) – 360 onsite parking spaces
3	11 September 1998 253/15-2714/98	Material Change of Use – Warehouse and Office	Ongoing approval	All parking spaces maintained
4	13 August 2004 DRS/USE/H04-894827 (A001620648)	Development permit for Material change of use and Preliminary approval for Carrying out Building work for a Utility installation (current Brian Sharp Building)	Ongoing approval	Approved plans indicate additional 54 spaces
5	22 November 2005 DRS/USE/H05-924219 (A001620649)	Development permit for Material change of use and Preliminary approval for Carrying out Building work for extension to Utility installation (Car wash) (north-east side of Tesla Building.	MID proposal includes relocation of affected facilities	No plans or conditions relating to onsite parking
6	16 February 2018 A004768339	Development permit for Material change of use for Special industry and Environmentally Relevant Activity (ERA 55 – Regulated waste recycling or reprocessing & ERA 56 – Regulated waste storage) (SF6 Recycling Facility / Oil Laboratory Warehouse)	MID proposal includes relocation of affected facilities	No plans or conditions relating to onsite parking
7	29 April 2022 A005887779	Development permit for Material change of use for an Extension to Special industry (Testing facility) (Brian Sharp Building)	Ongoing approval	Condition 12 (iv) – - Maintain existing onsite parking

8	5 September 2024 A006414057	Development permit for Material change of use for a Research and technology industry (laboratory services building)	Ongoing approval	Condition 16 (iii) – Maintain existing onsite parking PLUS 3 spaces
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Figure 4: Site Map Showing Location of Existing Approvals



Source: Nearmap, 2025 (GPC Markup)

6 Proposed Infrastructure Designation

6.1 Type of Infrastructure

Pursuant to Chapter 2, Part 5 of the Planning Act, it is proposed to designate the subject land for community infrastructure. An infrastructure designation is proposed in order to facilitate the efficient allocation of resources and enable the timely supply of the community infrastructure. The proposed community infrastructure is described under Schedule 5, Part 2 of the Planning Regulation as:

- Item 7 – Electricity operating works;
- Item 20 – Storage and works depots and similar facilities, including administrative facilities relating to the provision or maintenance of infrastructure stated in this part; and
- Item 21 – Any other facility not stated in this part that is intended mainly to accommodate government functions.

6.2 Proposed Development

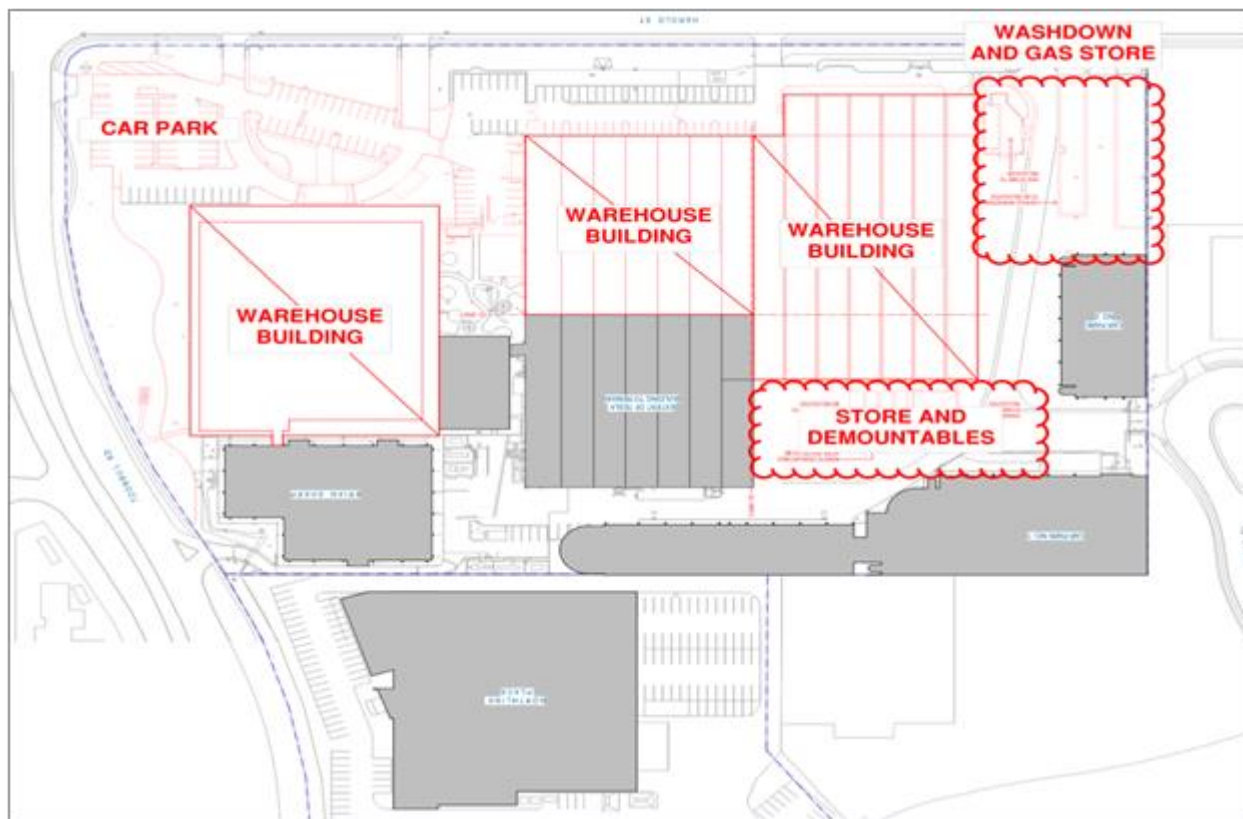
A summary of the proposed development is provided below.

Existing Buildings (Removed)

The proposed development involves the removal of a range of existing building and facilities to accommodate the proposed upgrades (see **Figure 5**). The existing buildings to be removed include:

- Vehicle washdown, gas store, dangerous goods store, and demountable (to be relocated)
- Remote demountables and warehouse buildings west of the Tesla and Brian Sharp buildings
- Staff and visitor carparks at corner of Harold Street and Toombul Road

Figure 5: Existing Buildings and Facilities being Removed



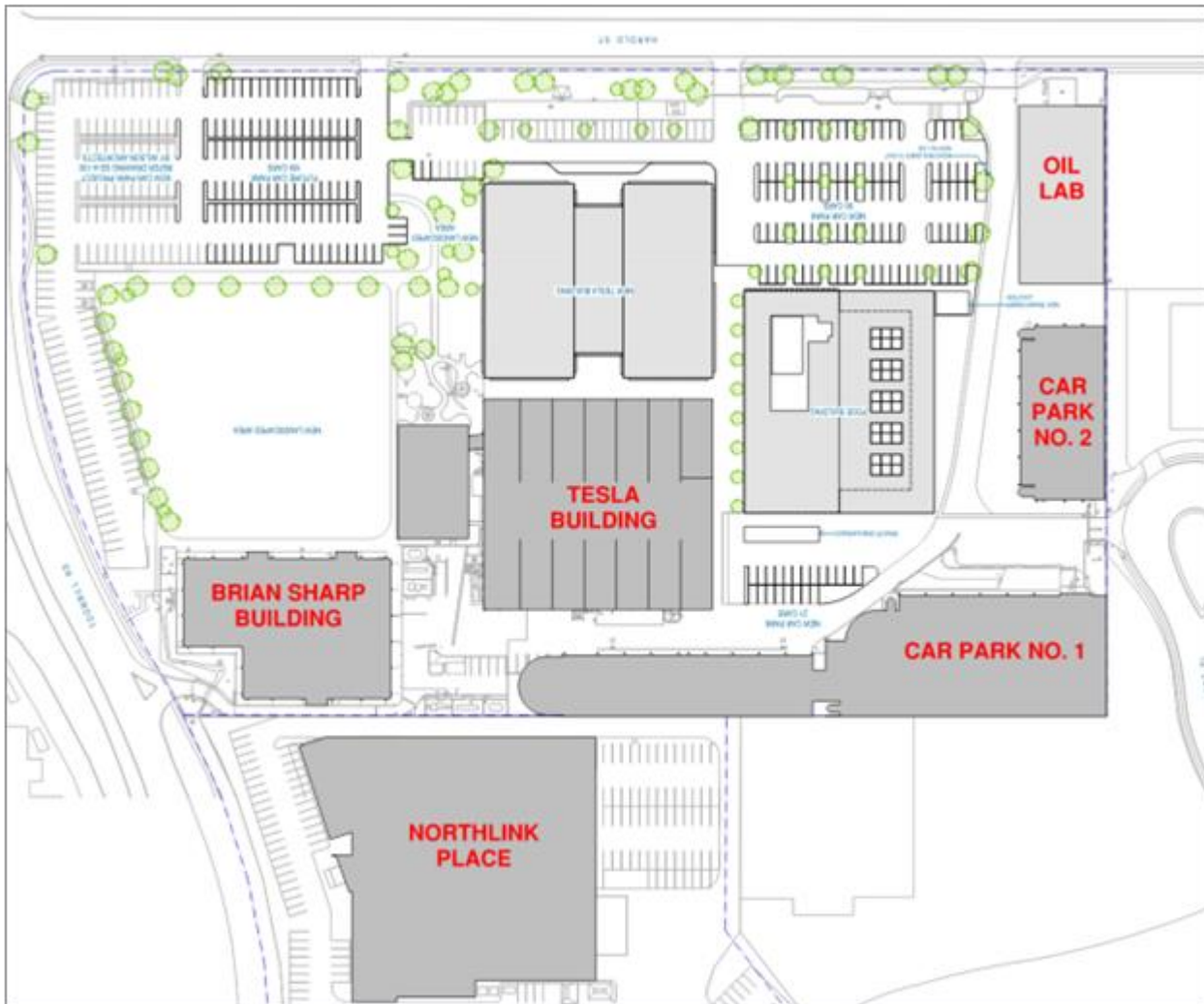
Source: Woods Bagot, 2025

Existing Buildings (Retained)

The proposed development involves the retention of existing building and facilities previously approved by Council (see **Figure 6**). The existing buildings and components to be retained include:

- Northlink Place Building,
- Brian Sharp Building
- Tesla Building
- New Oil Lab
- Car Park 1 and 2.

Figure 6: Existing Buildings and Facilities being Retained



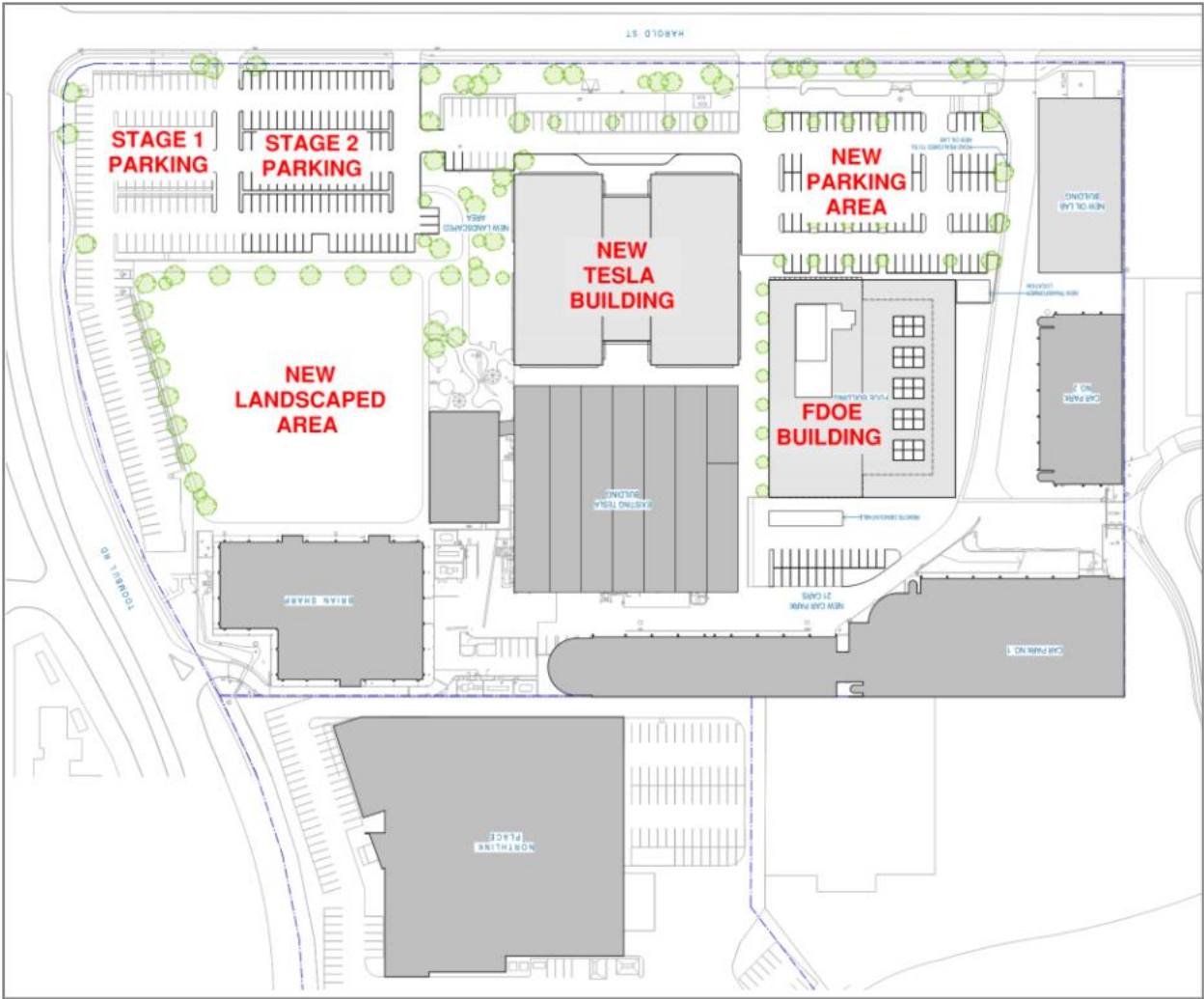
Source: Woods Bagot, 2025

New Buildings and Facilities

The proposed development involves a range of new building and facilities to accommodate the proposed upgrades (see **Figure 7**). The new buildings and facilities include:

- Field Delivery and Operational Engineering Building (FDOEB)
- Redeveloped Tesla Building
- 311 carparking spaces (new and redeveloped)
- New landscaped area (Tesla Building)

Figure 7: New Buildings and Facilities



Source: Woods Bagot, 2025

6.3 Staging

The proposed MID has been structured into eight (8) stages to support the timely delivery of new infrastructure while minimising disruption to Powerlink’s operations (including carparking) and surrounding amenity. A summary of the works proposed within each stage is provided below:

Table 6: Summary of proposed staging

Stage	Scope of Works
Stage 1	<ul style="list-style-type: none">Demolition of the western quadrant of the existing Tesla Building (warehouse)Establishment of demolition laydown area and site sheds adjacent to Harold Street frontage

Stage 2	<ul style="list-style-type: none"> • Construction of new Tesla Building (workplace) • Associated car parking, landscaping, and Porte Cochere • Demolition of eastern quadrant of Tesla Building, adjacent car park, and demountable to enable contractor laydown and parking
Stage 3	<ul style="list-style-type: none"> • Completion of the new Tesla Building, including Porte Cochere, car parking, and landscaping • Decommissioning of Edison Building • Demolition of car parking adjacent to Edison Building to allow for future landscaping
Stage 4	<ul style="list-style-type: none"> • Construction of new on-grade car park east of Tesla Building • Completion of landscaping between Tesla and Edison Buildings
Stage 5	<ul style="list-style-type: none"> • Demolition of Edison Building • Establishment of new landscaped area in its place
Stage 6	<ul style="list-style-type: none"> • Construction of new FDOE Building • Associated on-grade car parking adjacent to FDOE Building
Stage 7	<ul style="list-style-type: none"> • Reconfiguration and completion of car parking area previously used for the Edison Building (adjacent to new landscaped area)
Stage 8	<ul style="list-style-type: none"> • Construction and completion of new car parking area fronting Toombul Road

6.4 Hours of Operation

Table 7 below outlines the proposed hours of operation and times in which personnel will be on-site for emergency or maintenance purposes.

Table 7: Summary of hours of operation

Component	Hours of Operation
Standard business operations	7am – 6pm, Monday to Friday
Maintenance and emergency operations	24 hours, weekly

Powerlink requires the capacity to operate on a 24/7 basis to support essential maintenance activities and respond to emergency situations as they arise. While such operations are infrequent, they are critical to the ongoing reliability and security of the electricity transmission network. These activities are typically confined to internal building areas and involve a limited number of personnel, generally between 8 to 10 staff members, depending on the nature and scale of the task.

6.5 Built Form

The proposed development along Harold Street introduces a series of new buildings that incorporate substantial architectural articulation and a diverse palette of external materials, enhancing visual interest and reducing the perception of bulk. These buildings have been designed to increase setbacks from the Harold Street frontage, improving the interface with the public realm and contributing to a more open and landscaped streetscape. Consistent landscaping treatments are proposed along the Harold Street frontage and within the internal car parking areas to soften the built form, provide shade, and enhance the overall amenity of the site.

The proposed buildings will range in height from one to three storeys, maintaining a low to mid-rise built form that is compatible with the surrounding industrial and commercial context. The architectural design and overall site layout have been carefully considered to balance operational functionality with improved urban design outcomes. Illustrative perspectives and elevations of the proposed built form are provided in **Figures 8–9**. Detailed architectural plans are provided in **Attachment B**.

Figure 8: Architectural and landscaping features (render) #1



Source: Woods Bagot, 2025

Figure 9: Architectural and landscaping features (render) #2



Source: Woods Bagot, 2025

6.6 Landscaping

All built form across the site will be complemented by a cohesive and well-integrated landscape design, ensuring a balanced interface between built structures, hardstand areas, and green open spaces. Landscape buffers will be established along all street frontages (excluding designated driveway access points) to soften the visual impact of the development, enhance streetscape presentation, and contribute to the overall amenity of the area.

Within the site, extensive landscaping will be incorporated throughout car parking areas to provide shade, reduce heat retention, and improve visual quality for both staff and visitors. A significant landscaped lawn area is also proposed to the north of the Brian Sharp Building. This open green space will serve as a dedicated breakout and informal recreation area for staff, while also enhancing the visual interface to Toombul Road and reinforcing the site's green character.

The overall landscape strategy has been designed to support environmental outcomes, improve site legibility, and provide high-quality outdoor spaces for users. Detailed landscape concept plans illustrating planting treatments, materials, and layout are included in **Attachment C**. Site landscaping is illustrated in **Figure 10**.

All built form across the site will be balanced with appropriate landscaping. This will include landscape buffers across the road frontages (excluding driveways) and throughout carpark areas. A large landscaped lawn area is provided to the north of the Brian Sharp building to provide staff breakout space and provide a green interface to the Toombul Road frontage as illustrated in Figure 10. Detailed landscape concept plans are provided in **Attachment C**.

Figure 10: Landscape concept plan



Source: The Landscape Group, 2025

6.7 Onsite Staff Capacity

The number of personnel on site at any one time is proposed to be maintained at a maximum of 1,400 staff. A limited number of personnel, generally between 8 to 10 staff members, will be onsite during maintenance and emergency operations.

6.8 Onsite Parking Capacity

A total of 873 car parking spaces is currently provided across the subject site. Car parking provisions are proposed to vary depending on the stage of the development, with 1,163 spaces ultimately proposed upon completion of Stage 7. A review of the proposed car parking provisions in each stage of the development has been undertaken as part of the traffic impact assessment (**Attachment D**).

6.9 Access and Servicing Arrangements

Vehicular access to the development will continue to be provided via the existing driveway crossovers, with no changes proposed to current access arrangements.

The nature and size of vehicles accessing the site will remain consistent with current operations. The driveways are already used by vehicles servicing industrial, warehouse, and other functions – uses proposed to remain in similar locations within the site. Accordingly, heavy vehicle access will not be introduced to areas currently limited to light vehicle use.

7 State Planning Framework

7.1 Planning Act 2016

Chapter 2, Part 5, Section 36 of the Act (amongst other matters) sets out the criteria for the designation of premises for the development of infrastructure. **Table 8** provides comments specific to the proposed MID against the 'criteria for making or amending designations'.

Table 8: Response to Criteria for Making or Amending Designations

Criteria	Responses
<p>(1) To make a designation, a designator must be satisfied that—</p> <ul style="list-style-type: none"> a. the infrastructure will satisfy statutory requirements, or budgetary commitments, for the supply of the infrastructure; or b. there is or will be a need for the efficient and timely supply of the infrastructure. 	<p>The proposed MID achieves the criteria of Section 36(1)(b) of the Act. The proposed MID is requested by the Minister in order to facilitate the efficient allocation of resources and enable the timely supply of the community infrastructure, whilst also affirming the existing use of the subject land.</p> <p>The proposed redevelopment responds operational, security and functional-related needs which have emerged as a result of contemporary standards, increasing complexity and ageing infrastructure.</p> <p>The timely supply of new and upgraded facilities proposed as part of the MID will ensure Powerlink's Virginia campus is contemporary, fit-for-purpose, stable, and is subsequently able to appropriately address this need for critical community infrastructure.</p>
<p>(2) To make or amend a designation, if the designator is the Minister, the Minister must also be satisfied that adequate environmental assessment, including adequate consultation, has been carried out in relation to the development that is the subject of the designation or amendment.</p>	<p>This report has been prepared to provide a detailed assessment of the proposed MID and will be made available during formal consultation. Consultation will be carried out as required by the Department, and the report be amended (if applicable) prior to formal consultation and final endorsement.</p>
<p>(3) The Minister may, in guidelines prescribed by regulation, set out the process for the environmental assessment and consultation.</p>	<p>This report has been prepared and will include consultation in accordance with Chapter 7 of the MGR.</p>

(4) The Minister is taken to be satisfied of the matters in subsection (2) if the process in the guidelines is followed.	Refer to above comments.
(5) However, the Minister may be satisfied of the matters in another way.	No comment required.
(6) To make or amend a designation, a designator must have regard to—	
(a) all planning instruments that relate to the premises; and	Planning instruments relevant to the subject land are discussed within the following sections of this report.
(b) any assessment benchmarks, other than in planning instruments, that relate to the development that is the subject of the designation or amendment; and	The relevant assessment benchmarks have been addressed as part of this report. There are no other assessment benchmarks identified.
(c) if the premises are in a State development area under the State Development Act—any approved development scheme for the premises under that Act; and	The subject land is not located in a State Development Area.
(d) if the premises are in a priority development area under the Economic Development Act 2012 —any development scheme for the priority development area under that Act; and	The subject land is not located in a Priority Development Area.
(e) any properly made submissions made as part of the consultation carried out under section 37; and	Any properly made submissions will be considered and addressed as part of the amended and final report.
(f) the written submissions of any local government.	Submissions from Council will be considered and addressed as part of the amended and final report.

7.2 Effect of the Designation if Made

Chapter 3, Part 1, Section 44 of the Act defines categories of development. With relevance to the designation of land for infrastructure, this section of the Act states:

'(6)(b) development in relation to infrastructure under a designation is—

- i. to the extent the development is building work under the Building Act—the category of development stated for the building work under a regulation; or
- ii. otherwise—accepted development.'

Accordingly, if designated, development on the subject land under the designation is accepted development, and no further development approvals against the planning scheme are required under the Act.

7.3 State Planning Policy

The State Planning Policy ('SPP') identifies the State's interests in land use planning and development. The SPP sits above regional plans and local government planning schemes in the hierarchy of Queensland's planning instruments, as set out in Chapter 2, Part 1, Section 8(4)(a) of the Act.

Table 9 below identifies the State interests contained in the SPP and their applicability to the proposed MID on the subject land.

Table 9: State Planning Policy provisions

State Planning Policy	Applicability
Planning for liveable communities and housing	
Housing supply and diversity	Not applicable
Liveable communities	Not applicable
Planning for economic growth	
Agriculture	Not applicable
Development and construction	Yes (refer to comments below)
Mining and extractive resources	Not applicable
Tourism	Not applicable
Planning for the environment and heritage	
Biodiversity	Not applicable
Coastal environment	Not applicable
Cultural heritage	Not applicable
Water quality	Yes (refer to comments below)
Planning for safety and resilience to hazards	
Emissions and hazardous activities	Not applicable
Natural hazards, risk and resilience	Yes (refer to comments below)

Planning for infrastructure	
Energy and water supply	Yes (refer to comments below)
Infrastructure integration	Yes (refer to comments below)
Transport infrastructure	Not applicable
Strategic airports and aviation facilities	Yes (refer to comments below)
Strategic ports	Not applicable

Development and construction

The proposed development responds to the Development and Construction theme of the State Planning Policy by demonstrating a clear alignment with land use planning and community need. The proposed development site is appropriately located and sized to accommodate current and future demand, based on operational requirements. The development supports economic growth through the creation of jobs during both construction and operation, and has been designed to integrate with surrounding land uses, minimising conflicts and supporting co-location of similar industrial activities.

Water quality

The proposal addresses the Water quality section of the SPP through the preparation of a detailed Stormwater Management Plan, which demonstrates how stormwater will be appropriately managed during both the construction and operational phases of the development. The plan outlines measures to minimise erosion, sedimentation, and pollutant loads, ensuring that water quality objectives are maintained and receiving environments are protected. Stormwater infrastructure has been designed to capture and treat runoff in accordance with best practice environmental management principles, thereby supporting the protection of environmental values and compliance with relevant water quality standards under the SPP. The stormwater management plan is provided in Attachment E.

Natural hazards, risk and resilience

The SPP mapping includes the subject land in the 'Flood hazard area - local government flood mapping area'. This means that the relevant requirements relating to flood hazard are triggered if a flooding-related overlay in the local planning scheme applies to the site. New buildings will be located on parts of the subject land not affected by the Flood overlay. Accordingly, there are no requirements to include a flood assessment as part of the proposed MID. This approach is consistent with the Brisbane City Plan 2014, Section 8.1 (6) – Where development is proposed on premises partly affected by an overlay, the assessment benchmarks for the overlay only relate to the part of the premises affected by the overlay.

Energy and water supply

The proposal aligns with the Energy and water supply section of the SPP by strengthening the capacity, reliability, and security of Queensland's high-voltage electricity transmission network. Through the upgrade of critical infrastructure at Powerlink's Virginia site, the project supports the ongoing delivery of safe and efficient electricity supply across the state, including the integration of renewable energy sources. These improvements ensure the

network remains fit-for-purpose and responsive to increasing demand, contributing to a sustainable and resilient energy system consistent with the SPP's objectives.

Infrastructure Integration

The proposal directly supports the Infrastructure integration section of the State Planning Policy (SPP) by facilitating essential upgrades to Powerlink Queensland's Virginia site that enhance the resilience, efficiency, and security of the state's electricity transmission network. The development ensures critical infrastructure is modernised in a way that aligns with broader energy transition goals, supports the integration of renewable energy, and maintains continuity of service to homes, businesses, and industry. As such, the proposal reflects coordinated infrastructure planning that meets current and future operational demands while supporting state-wide infrastructure networks.

Strategic airports and aviation facilities

The SPP mapping includes the subject land in the following layers under Strategic airports and aviation facilities.

- Obstacle limitation surface area
- Lighting area buffer 6km
- Wildlife hazard buffer zone
- Aviation facility

Powerlink Queensland has operated from the subject land since the mid-1990s, and no changes are proposed to the existing range of land use activities. The proposed building heights will remain consistent with the current and anticipated built form across the site. The land is zoned for industrial use and all proposed development will remain consistent with the zone. The proposed development does not penetrate operational airspace, pose risks to public safety, or result in any additional impacts associated with aircraft noise.

7.4 State Development Assessment Provisions

A review of the State Government's Development Assessment ('DA') Mapping System has been undertaken. The DA Mapping System identifies the following layers apply to the subject land (refer to **Figure 11**):

- SEQ major enterprise and industrial area (MEIA)
- SEQ Regional Plan land use categories – Urban Footprint
- Water resource planning area boundaries

The mapping search is undertaken to establish what aspects of the proposed development may trigger referral (under Schedule 10 of the Regulation) to the State Assessment and Referral Agency ('SARA') (as a concurrence or advice agency) for its assessment against the relevant State Development Assessment Provisions ('SDAP') during the 'normal' development application process.

Figure 11: State DA mapping applicable to the subject land



Source: The State of Queensland (Development Assessment Mapping System), 2025

7.5 Regional Plan

The South East Queensland Regional Plan 2023 ('ShapingSEQ') provides a framework for managing growth over the next 25 years and sets a vision for the next 50 years. The plan seeks to balance the economic and environmental issues, which compete in the region, through delivering viable long-term strategies. ShapingSEQ includes a number of regional policies and sub-regional outcomes, principles and policies to address growth management in SEQ.

Most relevant to the proposal is the regional growth pattern included in ShapingSEQ. ShapingSEQ defines spatial framework for the region and allocates land into regional land use categories, including the 'Urban Footprint', 'Rural Living Area', and 'Regional Landscape and Rural Production Area'. The subject land is contained within the Urban Footprint, which promotes a compact growth pattern and consolidated urban development within established communities, and supports a full range of urban uses.

The subject land is also located in a SEQ major enterprise and industrial area ('MEIA') within the 'Australia TradeCoast' Regional Economic Cluster ('REC') (refer to Figure 12). Australia TradeCoast is one of the most significant industrial agglomerations in SEQ, featuring high levels of specialisation in a variety of priority sectors. Furthermore, this REC is supported by major supply chain networks and benefits from its associated proximity to the Brisbane Airport and Port of Brisbane.

Figure 12: Metro sub-region (Map 22 extract)



Source: State of Queensland (South East Queensland Regional Plan 2023), 2023

When considering the nature of the proposed infrastructure and the subject land’s location within the Urban Footprint and Australia TradeCoast, the intended use of the subject land accords with and promotes the outcomes, strategies and overall vision of ShapingSEQ.

7.6 State Development Areas

The subject land is not identified in a State Development Area.

7.7 Priority Development Areas

The subject land is not identified in a Priority Development Area.

7.8 Local Planning Scheme

The Brisbane City Plan 2014 (‘City Plan’) is the relevant local planning instrument applicable to development over the subject land. **Table 10** below provides a summary of the key planning scheme provisions applicable to the site, with **Figure 16** providing a zoning map of the subject land. Version 33 of the City Plan is the current version in effect and has been considered in this assessment.

Table 10: City Plan provisions applicable to the subject land

City Plan Provision	Details
Zone / Zone Precinct	<ul style="list-style-type: none">• Special purpose zone (Utility services precinct)• Low impact industry

Neighbourhood Plan	Banyo—Northgate neighbourhood plan
Overlays	<ul style="list-style-type: none"> • Airport environs • Bicycle network • Critical infrastructure and movement network • Flood (Overland flow) • Industrial amenity • Potential and actual acid sulfate soils • Road hierarchy • Streetscape hierarchy • Transport air quality corridor • Transport noise quality corridor

Special Purpose Zone

The subject land is included in the Utility services precinct of the Special purpose zone under the City Plan. The purpose of the Special purpose zone is to provide for public facilities and infrastructure that are publicly or privately owned or operated; and ensure that incompatible uses do not encroach on the public facilities and infrastructure.¹

Overall outcomes of the Utility services zone precinct include the following of relevance:

“Development provides for:

- the supply of water, hydraulic power, electricity or gas;
- ...
- associated offices and network infrastructure for the provision of public services.”

The proposed development is consistent with the purpose and overall outcomes of the Utility services precinct within the Special purpose zone under the City Plan. The redevelopment supports the ongoing operation and enhancement of critical electricity infrastructure by Powerlink Queensland, a publicly owned entity. The works involve upgrades to existing facilities that are essential to the delivery of high-voltage electricity across the state, aligning with the zone's intent to provide for public utilities and services. The inclusion of a new network operations control centre, associated office facilities, and supporting infrastructure directly responds to the precinct's overall outcomes, which seek to accommodate development for the supply of electricity and associated network infrastructure. Furthermore, the development maintains the integrity of the zone by ensuring that land use remains compatible with its infrastructure-focused purpose and prevents encroachment by incompatible activities.

Figure 13: Zoning map of the subject land

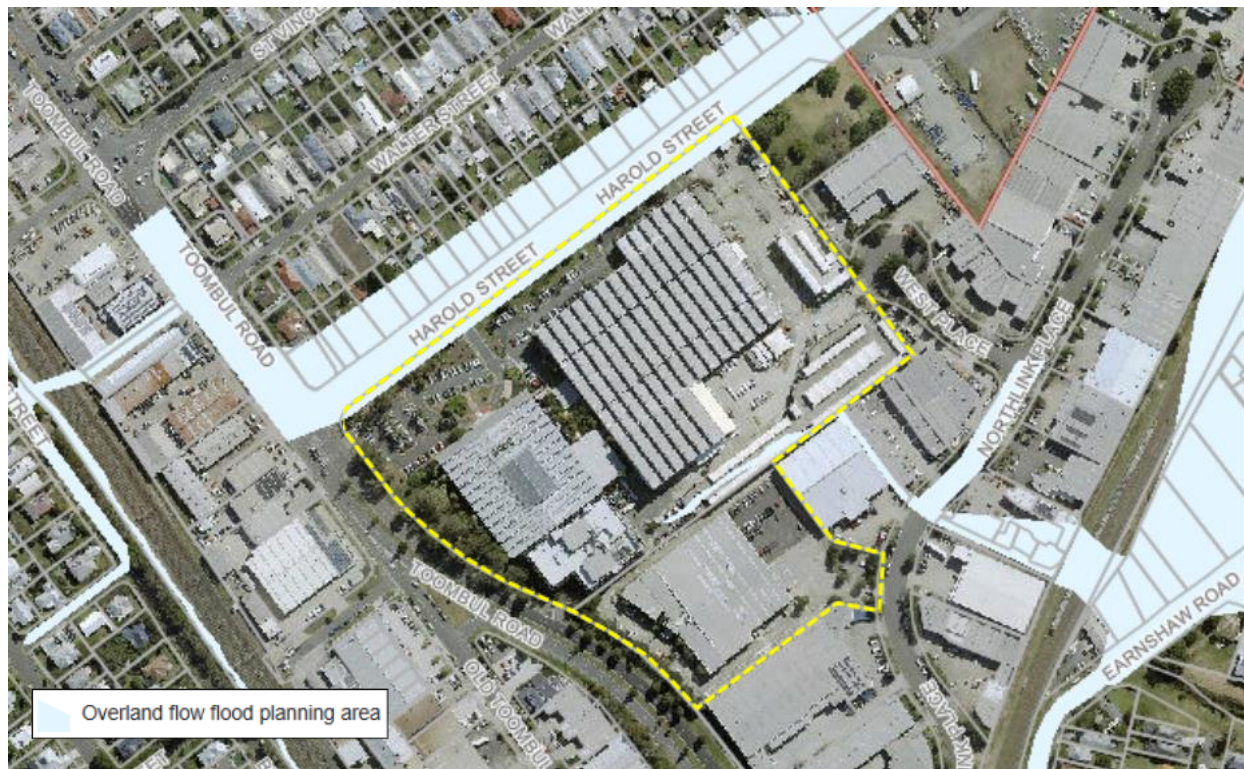


Source: Brisbane City Council (Brisbane City Plan 2014), 2025

Flood Overlay

The subject land is identified within the Overland flow flood planning area under the Flood overlay (refer to **Figure 14**). Areas impacted include a narrow strip along the length of the Harold Street frontage, as well as a flow path which travels into the rear carparking area via Northlink Place. No existing facilities on site are impacted by overland flow. The proposed MID does not introduce any built form in an area identified in the Overland flow flood planning area. Accordingly, flood hazard associated with overland flow is not anticipated to adversely affect the infrastructure proposed within the MID.

Figure 14: Overland flow paths impacting the subject land



Source: Brisbane City Council (Brisbane City Plan 2014), 2025

8 Environmental Assessment

8.1 Overview

Prior to designating land for community infrastructure, a comprehensive environmental assessment must be undertaken in accordance with the Planning Act and Minister's Guidelines and Rules (MGR). This assessment considers both the natural and physical characteristics of the subject land, along with potential environmental, social, and economic impacts during construction and operation of the proposed infrastructure.

The assessment presented in this section considers the following key matters:

- Potential environmental impacts and mitigation strategies
- Effects on infrastructure networks and municipal services
- Exposure to natural hazards
- Noise, air quality and other operational impacts
- Cultural heritage and native title obligations
- Social and economic benefits

Specialist technical reports have been prepared to inform the assessment and are appended to this report.

8.2 Anticipated Impacts on Surrounding Infrastructure Network

Traffic and Transport Network

A Traffic Impact Assessment (TIA) prepared by Bitzios Consulting (**Attachment D**) confirms that the proposed development will generate approximately six additional vehicle movements per peak hour. This increase is negligible and will not impact the functionality of the surrounding road network. No upgrades are required to existing roads or transport infrastructure.

The proposal is well-supported by the existing public and active transport networks. There are no planned transport upgrades affecting the area under Brisbane City Council's Local Government Infrastructure Plan (LGIP).

Access, Parking and Servicing

The subject land will continue to be accessed via existing driveway crossovers on Toombul Road, Harold Street, Northlink Place, and West Place. The nature and scale of vehicles accessing the site will remain unchanged, consistent with current industrial and operational requirements.

Upon completion of all stages, the proposed development will increase on-site car parking by 234 spaces, resulting in a total of 1,163 spaces. This exceeds the minimum requirements under City Plan codes. Accessible parking will be provided in accordance with the National Construction Code.

Servicing will be accommodated by existing infrastructure, with swept path analysis confirming that heavy rigid and refuse collection vehicles can safely access the site. Articulated vehicle access is not required.

Refer to **Attachment D** for detailed servicing and access assessments.

Infrastructure

The site is currently connected to all essential infrastructure services including water, sewer, stormwater, electricity, gas, and telecommunications. A Civil Engineering Report (**Attachment E**) confirms the capacity of

existing infrastructure to support the proposed upgrades. Where required, civil infrastructure can be extended to support new facilities. No constraints have been identified.

8.3 Assessment of Environmental, Social and Economic Impacts

Erosion Risk

Construction activities will be managed in accordance with a site-specific Erosion and Sediment Control Plan (ESCP) prepared by a qualified consultant. The plan will minimise environmental harm from runoff and sedimentation during construction. Landscaping will be used to stabilise areas post-construction to mitigate long-term erosion risks.

Contaminated Land and Acid Sulfate Soils

A Contaminated Land Search confirms that the site is listed on the Environmental Management Register (EMR) due to historical petroleum product storage and electrical transformer use. These activities will be managed in accordance with a Construction Management Plan (CMP), which will be developed in accordance with the Powerlink EMP (**Attachment G**), to ensure no contamination risk arises during construction or operation. The site is not listed on the Contaminated Land Register (CLR).

Whilst recent soil tests undertaken at the subject land indicate that no acid sulfate soil (ASS) is present in the area, further testing will be undertaken during geotechnical investigations conducted prior to construction. Any resulting ASS risk shall be mitigated in accordance with the CMP.

Fire Ant Movement Controls

The site is situated in the Fire Ant Biosecurity Zone 2. Any movement of high-risk materials during construction shall be undertaken in accordance with the CMP and in compliance with the *Biosecurity Regulation 2016*.

8.4 Natural Hazards, Resources and Water Quality

Flood Hazard

New buildings will be located on parts of the subject land not affected by the Flood overlay. Accordingly, there are no requirements to include a flood assessment as part of the proposed MID.

This approach is consistent with the Brisbane City Plan 2014, Section 8.1 (6) – Where development is proposed on premises partly affected by an overlay, the assessment benchmarks for the overlay only relate to the

Natural Resources

The subject land is not located within areas identified under state mapping for important agricultural land or key resource areas. The development will not adversely impact natural resources.

Water Quality

The development area exceeds 2,500m² and is subject to water quality benchmarks under the State Planning Policy. The Civil Engineering Report (**Attachment E**) identifies the inclusion of Water Sensitive Urban Design (WSUD) features and proprietary treatment devices across three catchments to manage stormwater runoff. These measures ensure compliance with SPP water quality objectives.

8.5 Flora and Fauna

An *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) Protected Matters Report identified several species and ecological communities that may occur in the wider area. However, the subject land is an established industrial site and does not contain any mapped biodiversity values. As such, no impacts on matters of national environmental significance are anticipated.

A Vegetation Management Property Report confirms the site is mapped as Category X under the *Vegetation Management Act 1999*, meaning no clearing permits are required. A Protected Plants Flora Trigger Map identifies no high-risk flora areas. Accordingly, no additional approvals are required under the *Nature Conservation Act 1992*.

8.6 Cultural Heritage and Native Title

Cultural Heritage

A search of national, state, and local heritage registers confirms the site is not affected by heritage listings. The Aboriginal and Torres Strait Islander Cultural Heritage Database identifies the Turrbal and Jagera People as the registered cultural heritage parties for the area.

Powerlink acknowledges its obligations under the *Aboriginal Cultural Heritage Act 2003* and the associated Duty of Care Guidelines. Any future ground disturbance works will be carried out in accordance with these requirements.

Native title

A search of the Register of Native Title Claims identifies a claim over the area by the Yuggera Ugarapul People. This claim will be considered in the ongoing management and delivery of the proposed infrastructure, consistent with applicable legislation and guidelines.

8.7 Construction Management

Construction activities will be undertaken in accordance with a CMP which addresses (where applicable):

- Public safety, amenity and site security: During staged development works, the construction works will be clearly managed through appropriate construction management measures.
- Construction hours: Works will be carried out in accordance with the minimum default noise standards stated in the *Environmental Protection Act 1994* ('EPA') unless otherwise granted through permits etc. The EPA states building work must not make audible noise:
 - before 6:30am and after 6:30pm on a business day or Saturday or
 - on any other day, at any time.
- Noise control: Noise control is carried out similar to construction hours.
- Dust management: Dust control will be implemented in accordance with relevant Australian Standards and *Workplace Health and Safety Act 2011* and regulations.
- Stormwater and sediment control: Works will be carried out in accordance with a site-specific erosion and sediment control plan.
- Light emissions: External lighting will be provided in accordance with the relevant Australian Standards.
- Waste management: Waste generated from development works will be handled and disposed of in accordance with the requirements of the EPA.
- Traffic management: Traffic management during construction phases will be carried out in accordance with a Construction Management Plan.

Prior to work commencing on the subject land a Construction Management Plan will be prepared by a suitably qualified consultant in accordance with relevant requirements and will be implemented and kept on-site while the works are being carried out.

8.8 Operational Impacts

Air Quality

The development is not expected to generate any adverse air quality impacts. No further actions are required.

Noise

A Noise Impact Assessment prepared by ATP Consulting Engineers (**Attachment F**) confirms that operational noise levels will comply with relevant criteria at nearby sensitive receptors. The following mitigation measures will be implemented where applicable:

- Limit deliveries and refuse collection to 6:00am – 6:00pm
- Ensure mechanical plant does not exceed 81dB(A) or is appropriately screened
- Position mechanical plant away from sensitive boundaries
- Use acoustic linings, silencers, and low-noise equipment where appropriate

Safety and security

Standard safety and security measures will be employed at the subject land. Buildings will be locked and alarmed, with the alarms monitored by an external security company. Technical room and maintenance staff accessing the site outside of normal hours will be provided with secure access arrangement. No further actions are required.

Lighting

External lighting will comply with relevant Australian Standards and will be shielded or directed away from neighbouring properties to prevent glare.

Visual Amenity

The new built form – particularly the Tesla and FDOE buildings – has been carefully designed with setbacks, articulation, and a high-quality material palette. Landscaping along Harold Street and throughout the site will further enhance visual amenity and reduce the perceived bulk of the buildings.

8.9 Social and Economic Impacts

The MID will enable Powerlink to continue delivering essential electricity transmission infrastructure across Queensland. By upgrading and modernising facilities at its Virginia campus, the development will support job creation, operational resilience, and network efficiency. These outcomes deliver broad community benefits through enhanced service reliability and support for Queensland's energy transition.

8.10 Summary of Actions

The above assessment has identified the following actions are to be carried out:

- Confirm capacity and connection of essential services with relevant providers prior to works
- Prepare and implement a site-specific ESCP prior to construction
- Prepare and implement a CMP addressing the matters outlined above
- Incorporate cultural heritage obligations under the *Aboriginal Cultural Heritage Act 2003*
- Manage any contaminated soil or acid sulfate soil identified during construction through the CMP

- Implement noise mitigation measures as recommended in the Noise Impact Assessment
- Monitor and ensure compliance with SPP water quality benchmarks

9 Conclusion

Powerlink Queensland (Powerlink) is seeking a Ministerial Infrastructure Designation (MID) to facilitate the staged upgrades of its Virginia site, located at 33 Harold Street and 36 Northlink Place, Virginia QLD 4014, formally described as Lot 8 on SP241022 and Lot 4 on RP896057.

The Planning Act prescribes the way in which a designation can be undertaken. Chapter 2, Part 5 of the Planning Act prescribes that a Minister, before designating land for infrastructure, must be satisfied that for development the subject of the proposed designation:

- the infrastructure will satisfy statutory requirements, or budgetary commitments, for the supply of the infrastructure or
- there is or will be a need for the efficient and timely supply of the infrastructure.

The planning upgrades are defined as Infrastructure under Schedule 5, Part 2 of the Planning Regulation, being assets necessary to support the community and for the public benefit.

The proposed designation as part of this proposal is therefore best described as:

- Item 7 – Electricity operating works;
- Item 20 – Storage and works depots and similar facilities, including administrative facilities relating to the provision or maintenance of infrastructure stated in this part; and
- Item 21 – Any other facility not stated in this part that is intended mainly to accommodate government functions.

The proposed infrastructure will facilitate the efficient and timely supply of infrastructure and satisfy statutory requirements and budgetary commitments of the State for the supply of community infrastructure. The assessment provided within the report provides key details with respect to the Virginia site and has undertaken an assessment of the proposed infrastructure against the relevant statutory frameworks, incorporating local and state assessment criteria.

The detailed assessment outlined in this report confirms the proposed designation is appropriate for the subject land, will secure the future development of the subject land and is able to be approved subject to reasonable and relevant conditions.

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Social

