

# Town Planning Report

66 King Avenue, Willawong (Lot 15 on RP80241) and  
Easements over 76, 68 and 56 King Avenue

Development Permit for Material Change of Use  
Medium Impact B (Scrap Metal Yard), Warehouse,  
Outdoor Sale & Shop; Reconfiguration of a Lot (Access  
Easements)

AS Auto Parts

**Client: AS Auto Parts**  
**Project: 66 King Avenue, Willawong (Lot 15 on RP80241)**  
**Project No: 24-8491**  
**Date: June 2025**  
**Project Contact: Blair McPherson/Lochlan Mummery**

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## 1.0 Executive Summary

### 1.1 Project Overview

This Town Planning Submission has been prepared by Urban Strategies on behalf of the applicant AS Auto Parts in relation to a Development Permit for the Material Change of Use for Medium Impact Industry (Scrap Yard – Vehicle Dismantling), Warehouse, Outdoor Sales, Shop and the second aspect, the Reconfiguration of a Lot for the Creation of Access Easements.

The primary development site is the lot found at 66 King Avenue, Willawong, formally identified as Lot 15 on RP80241. As shown below, the lot is a battle axe lot with a handle of a width of 5m and length of 253m. The area of the lot excluding the access handle has a width of 50m and depth of 255m. The lot has a total site area of 14,063m<sup>2</sup>.

The *Brisbane City Plan 2014* outlines that the development site is zoned both Industry Investigation and Environmental Management. The access handle and the front 142m of the primary development area is zoned for Industry Investigation, the remainder of the site zoned for Environmental Management.

Part 5.5 of the Planning Scheme, specifically Table 5.5.13 & 5.5.18 the Table of Assessment for the respective zones do not list any of the proposed uses and as such requires an Impact Assessable Development Application. As a result of being Impact Assessable Development all other aspects are to be treated with the same level of assessment.

### 1.2 Proposal

Two aspects of development are proposed as part of this development application. The first aspect is the proposed Reconfiguration of a Lot for the purpose of creating access easements as detailed below.

#### Reconfiguration of a Lot

- 5m wide access easement over the access handles of 66 King Avenue and 68 King Avenue to achieve a 10m wide access driveway which will service both sites.
- Easements over the proposed turnaround at the end of the access handles to facilitate forward-in and forward-out access
- Two 5m (wide) x 0.1m (deep) easements over the front of 56 King Avenue to allow for the required 'projected' crossover splay for the current and future road alignments.
- Two 5m (wide) x 0.1m (deep) easements over the front of 76 King Avenue to allow for the required 'projected' crossover splay for the current and future road alignments.

The second aspect of development is a Development Permit for the Material Change of Use to establish a Medium Impact Industry (Vehicle Dismantling), Warehouse, Outdoor Sales and Shop.

- 1 x dome shelter (208.4m<sup>2</sup>);
- 1x shed structure – proposed building A (316m<sup>2</sup>);
- Existing shed to be retained;
- Existing dwelling to be used as ancillary office space and amenities;
- 13 car parking spaces;
- 3m wide landscaping along northern boundary;
- Total outdoor storage area of 4,850m<sup>2</sup>

### 1.3 Legislative Requirements

City Plan 2014, the Categorising Instrument, categorises this Development Application as Assessable Development. Further City Plan 2014 identifies the application to be subject to Impact Assessment in accordance with Section 45 (5) of the Planning Act 2016.

The site is contained within both the Environmental Management zone and the Industry Investigation zone. Comment with respect to the manner in which the proposal responds to these zones can be found within Section 6.4.5 of this report.

The following Development Codes and Lower Oxley Creek North Neighbourhood Plan Code are triggered and are assessed in Appendix B of this report:

- Industry Code
- Subdivision Code.

In accordance with Part 5, Table 5.3.5.1 of City Plan 2014, the above Development Codes trigger the following Prescribed Secondary Codes:

- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Stormwater Code
- Transport, Access Parking and Servicing Code.

Where applicable, these Prescribed Secondary Codes have been addressed within Appendix B of this report and in the accompanying consultant documentation.

The following Overlays are identified to be relevant to the site:

- Airport Environs Overlay
- Bicycle Network Overlay
- Biodiversity Areas Overlay
- Bushfire Overlay
- Community Purposes Network Overlay
- Critical Infrastructure and Movement Network Overlay
- Flood Overlay
- Potential and Actual Acid Sulfate Soils Overlay
- Road Hierarchy Overlay
- Streetscape Hierarchy Overlay

- Transport Air Quality Corridor Overlay
- Transport Noise Corridor Overlay
- Waterway Corridors Overlay.

The proposal is consistent with the relevant Assessment Benchmarks and furthers the purpose of the Planning Act 2016. Further the proposal is consistent with and does not compromise the Strategic Framework of City Plan 2014. Relevant components of the Strategic Framework have been addressed within Section 6.4.2 of this report.

#### 1.4 Supporting Documentation

This application is supported by the accompanying plans and documents as described in Table 1 below.

Description	Author
Cover Letter	Urban Strategies
DA Form 1	Urban Strategies
Town Planning Report	Urban Strategies
Proposal Plans	The Design Studio
Plan of Subdivision	ONF Surveyors
Ecological and Bushfire Assessment	Black Kite Environmental
Engineering Services Report	Inertia Engineering
Traffic Engineering Assessment	BMC Traffic
Site Based Environmental Management Plan	Virid
Owners Consent Form 66 King	AJA PARTNERSHIP PTY LTD (TTE)
Owners Consent Form 68 King	Abai United Investment Pty Ltd
Owners Consent Form 76 King	A1 Global Autoparts Pty Ltd
Owners Consent Form 56 King	Alexander and Donna Plumpton

**Table 1 – Application Plans and Documents**

Note: A summary of the findings of the accompanying consultant reports can be found within Section 5.3 of this report.

#### 1.5 Conclusion

The proposal is considered to be in accordance with the intent of the relevant Codes, the Strategic Framework and the Lower Oxley Creek North Neighbourhood Plan Code and consequently this development application meets the relevant Assessment Benchmarks



and Planning Regulations and should be approved subject to reasonable and relevant conditions.

## 2.0 Summary

<b>Address of Site:</b> <ul style="list-style-type: none"> <li>66 King Avenue, Willawong (Lot 15 on RP80241) – Main development site</li> <li>68 King Avenue, Willawong (Lot 16 on RP80241) – Access easement (shared driveway)</li> <li>76 King Avenue, Willawong (Lot 17 on RP80241) – Access easements (projected western crossover splay)</li> <li>56 King Avenue, Willawong (Lot 14 on RP80241) – Access easements (projected eastern crossover splay)</li> </ul>																			
<b>Name of Ward:</b> Moorrooka																			
<b>Real Property Description:</b> <ul style="list-style-type: none"> <li>66 King Ave: Lot 15 on RP80241</li> <li>68 King Ave: Lot 16 on RP80241</li> <li>76 King Ave: Lot 17 on RP80241</li> <li>56 King Ave: Lot 14 on RP80241</li> </ul>																			
<b>Area of Site:</b> 14,063m2: 66 King Ave																			
<b>Regional Plan Land Use Category:</b> Urban Footprint																			
<b>Zone:</b> Industry Investigation Zone and Environmental Management Zone																			
<b>Neighbourhood:</b> Lower Oxley Creek North Neighbourhood Plan																			
<b>Name of Owner:</b> <ul style="list-style-type: none"> <li>66 King Ave: AJA PARTNERSHIP PTY LTD (TTE)</li> <li>68 King Ave: Abai United Investment Pty Ltd</li> <li>76 King Ave: A1 Global Autoparts Pty Ltd</li> <li>56 King Ave: Alexander and Donna Plumpton</li> </ul>																			
<b>Type of Application:</b> <table border="1"> <thead> <tr> <th rowspan="2">Aspects of Development</th> <th colspan="2">Type of Approval Requested</th> </tr> <tr> <th>PA</th> <th>DP</th> </tr> </thead> <tbody> <tr> <td>MCU</td> <td></td> <td>X</td> </tr> <tr> <td>RoL</td> <td></td> <td>X</td> </tr> <tr> <td>BW</td> <td></td> <td>X</td> </tr> <tr> <td>OW</td> <td></td> <td></td> </tr> </tbody> </table>		Aspects of Development	Type of Approval Requested		PA	DP	MCU		X	RoL		X	BW		X	OW			<b>Prelodgement / Consultation:</b> No prelodgement planning advice sought for this application.
Aspects of Development	Type of Approval Requested																		
	PA	DP																	
MCU		X																	
RoL		X																	
BW		X																	
OW																			
<b>Variation Request:</b>																			
<b>Brief Description / Purpose of Proposal:</b> Development Permit for Material Change of Use and Building Works - Medium Impact B (Scrap Metal Yard), Warehouse, Outdoor Sale & Shop; Reconfiguration of a Lot (Creation of Access Easements)																			
<b>Staged Development:</b> No																			
<b>Referral Agencies:</b> Not Applicable																			

<b>Category of Assessment:</b> Impact
<b>Public Notification:</b> Yes <b>If Yes:</b> 15 business days
<b>Superseded Planning Scheme Application:</b> No
<b>RiskSmart:</b> No
<b>Assessment Manager / Council Officer Previously Involved:</b> Not Applicable
<b>Applicant Contact Person:</b> Blair McPherson/Lochlan Mummy

### 3.0 Pre-Application / Consultation and History

No prelodgement advice has been sought prior to the lodgement of this application.

A review of Councils Development.i service shows that there are no publicly available development applications which are relevant to the site since the 1<sup>st</sup> of January 2004.

<b>Address:</b>	66 KING AVE WILLAWONG QLD 4110	<b>More details:</b>	<a href="#">Brisbane City Plan online</a>
<b>Lot on Plan:</b>	15RP80241		
<b>Land Area:</b>	14063 SQM		
<b>Lot Status:</b>	Current		
<b>Applications Associated with this Property</b>			
<small>Development Applications lodged since 1 January 2004 are searchable online. This does not include lodged and decided Development Applications within the Priority Development Areas. For more information about Priority Development Areas or Development Applications within these areas, visit <a href="#">Economic Development Queensland</a> for more details.</small>			
N/A			

Figure 1: Extract of Councils Development.i for 66 King Avenue – Brisbane City Council (20<sup>th</sup> June 2025)

### 4.0 Site Information and Analysis

#### 4.1 Physical Description

The main development site is the lot found at 66 King Avenue, Willawong or as it is formally identified Lot 15 on RP80241. As shown below, the lot is a battle axe lot with a handle width of 5m and length of 253m. The main use area of the lot has a width of 50m and depth of 255m. The lot has a total site area of 14,063m<sup>2</sup>.

As detailed within the recent aerial imagery below, the development site has been largely cleared of vegetation, with some remaining, positioned sparsely throughout the site with a cluster at the rear being retained.

Council contour mapping notes the site as being relatively flat, with a gentle slope from 12m AHD in the central part of the lot to 11m AHD towards the front.

The adjoining development sites relevant to this application are of similar characteristics with the exception of the access handles for 56 and 76 King Avenue. As with 66 King Avenue, these lots are all generally flat with a gentle slope towards the street. Generally

they are sparsely vegetated with the exception of area sat the rear of 76 and 68 King Avenue.

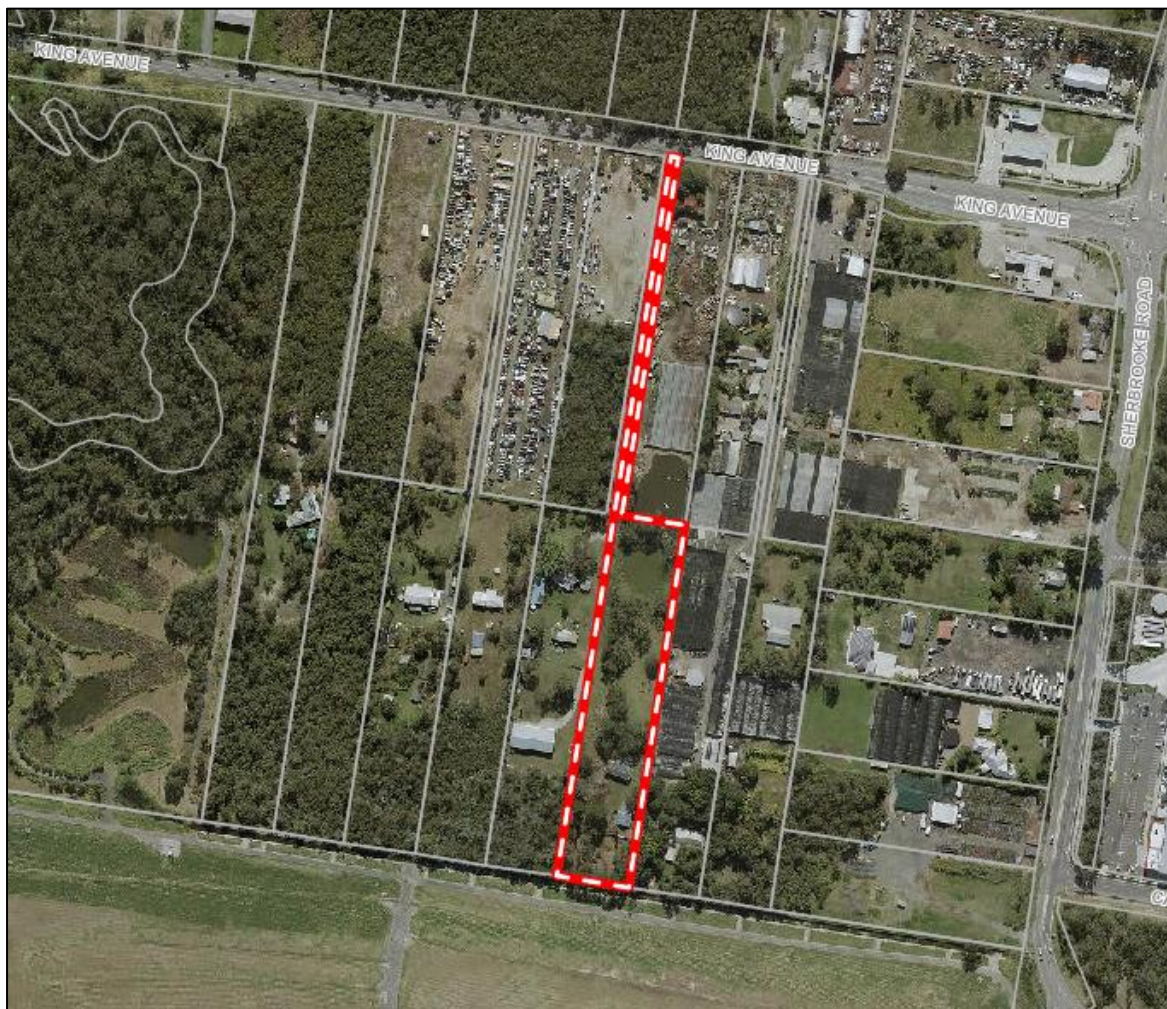


Figure 2: Subject Development Site over 66 King Ave – Brisbane City Plan 2014

#### 4.2 Existing and Previous Uses

The area of 66 King Ave is noted as historically being used for the purposes of rural residential type living being improved with a single two storey dwelling and ancillary domestic shed positioned towards the rear of the lot. Both structures are to be retained and repurposed as part of the proposed industrial development.

As demonstrated by the imagery provided above the adjoining development sites relevant to this application are used for a varying array of uses. The site directly adjoining to the west, 68 King Avenue, is currently being used for the purpose of Dwelling House with ancillary domestic outbuildings. The adjoining lot to the north-east, 56 King Ave has been historically used as a Garden Centre. 76 King Avenue is currently approved and being used for Medium Impact Industry (Scrap Metal Yard), Shop and Warehouse, similar to what is proposed.

### 4.3 Exemption Certificates

No exemption Certificates have been sought relating to matters raised as part of this development application.

### 4.4 Easements and Encumbrances

This site is not currently benefited or burdened by any easements or covenants.

### 4.5 Site Circumstances

A review of the zoning mapping from the *Brisbane City Plan 2014* outlines that the 66 King Ave lot is dual zoned for both Industry Investigation which the access handle and front half of the lot are contained within; the rear half of the lot is contained within the Environmental Management Zone. As shown, the lots adjoining to the east and west are similarly zoned with partial *Industry Investigation* and *Environmental Management* zone. The lot adjoining to the north is wholly contained within Industry Investigation. The lot adjoining to the south is zoned SP4 Special Purpose (Utility Services) noted as being the Willawong Waste Transfer Facility.

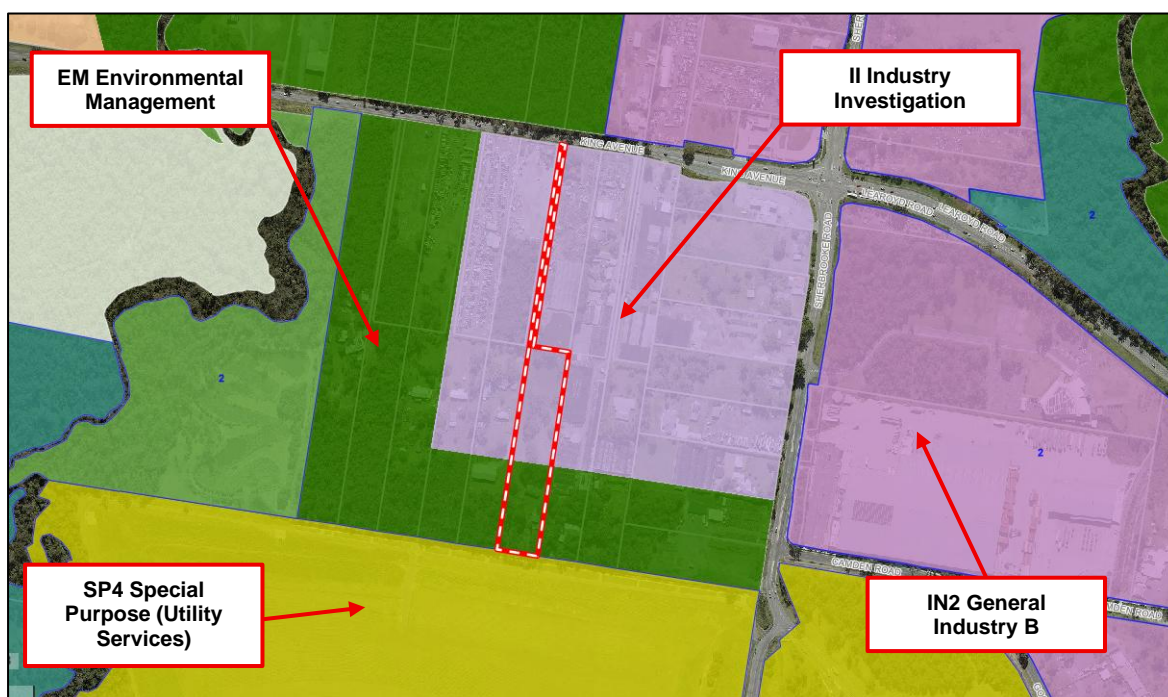


Figure 3: Brisbane City Plan 2014 Zoning Context Map – Brisbane City Council (14<sup>th</sup> March 2025)

The development site is also identified as being allocated within the Lower Oxley Creek North Neighbourhood Plan but not any of the noted sub-precincts. The neighbourhood plan is noted as outlining this locality as being an extension of the South-West Industrial Gateway allowing for Low impact and Medium Impact Industry where retention and enhancement of ecological areas are made.

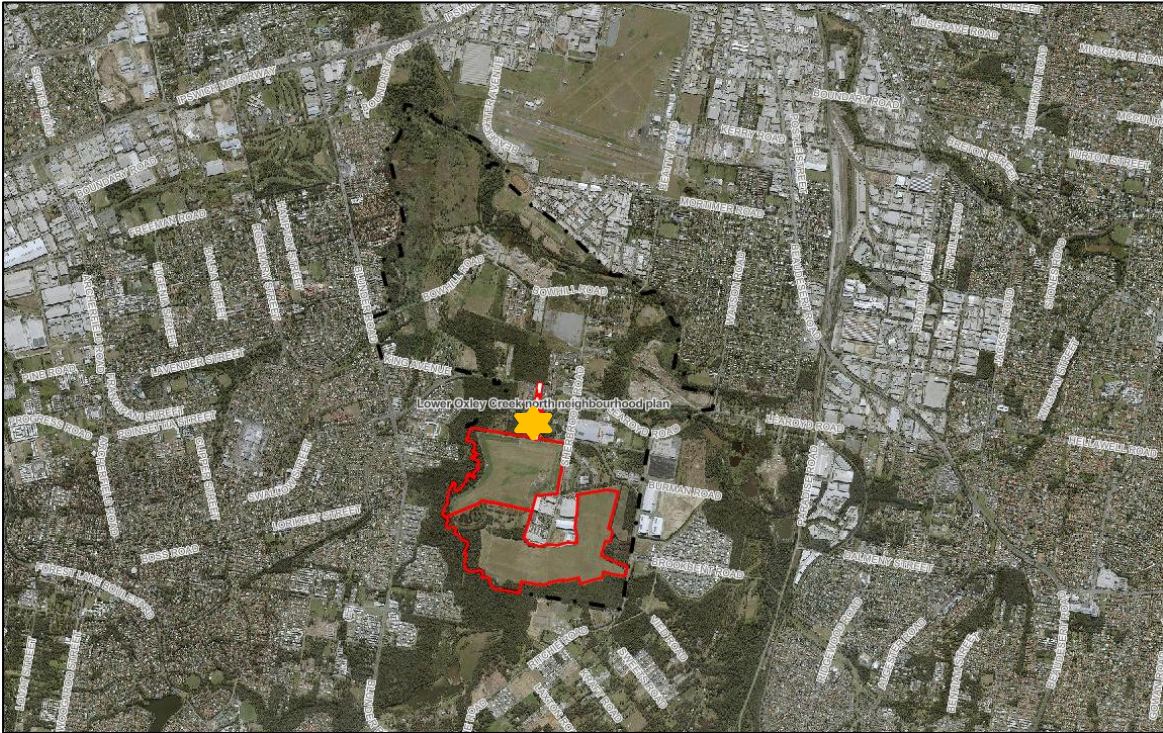


Figure 4: Brisbane City Plan 2014 Neighbourhood Plan Context Map – Brisbane City Council (14<sup>th</sup> March 2025)

Further, the subject lot is noted as being constrained by several of the *Brisbane City Plan’s* overlay areas, most notably the Biodiversity Areas, Bushfire, Flood and Waterway Corridors Overlays which have been provided below.



Figure 5: Brisbane City Plan 2014 Biodiversity Areas Overlay Mapping – Brisbane City Council (14<sup>th</sup> March 2025)

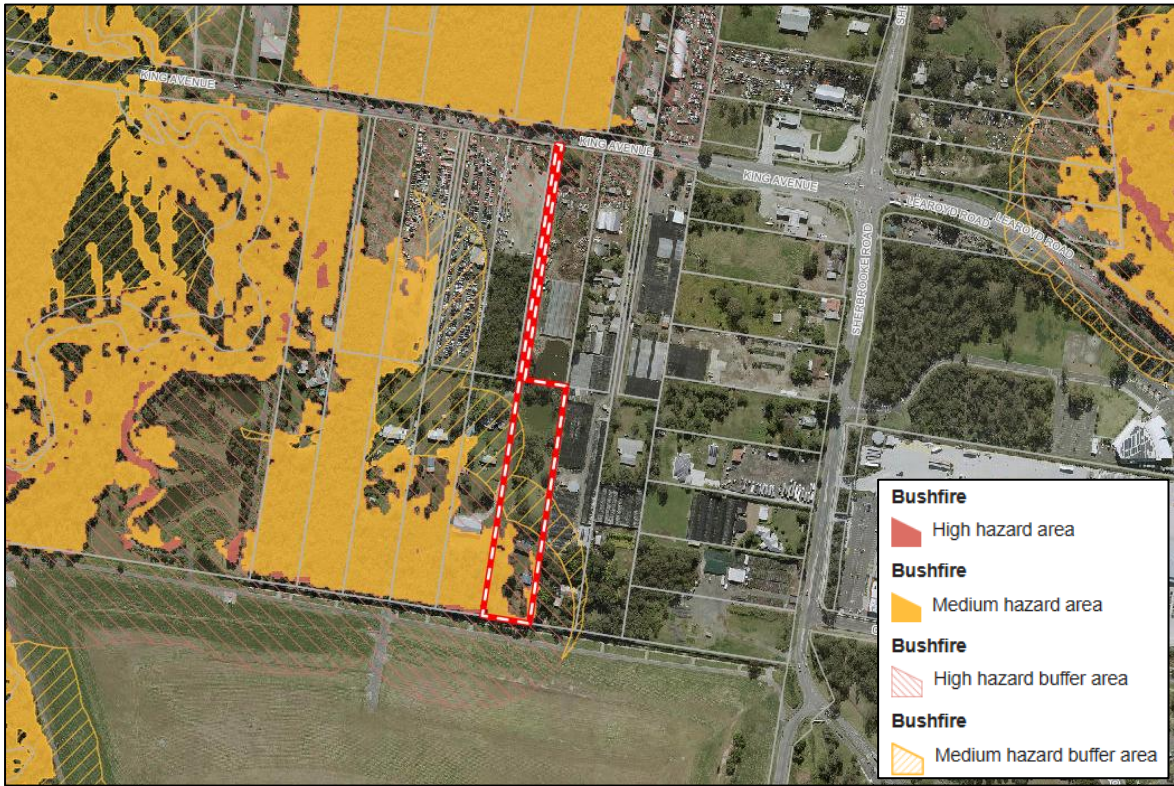


Figure 6: Brisbane City Plan 2014 Bushfire Overlay Mapping – Brisbane City Council (14<sup>th</sup> March 2025)

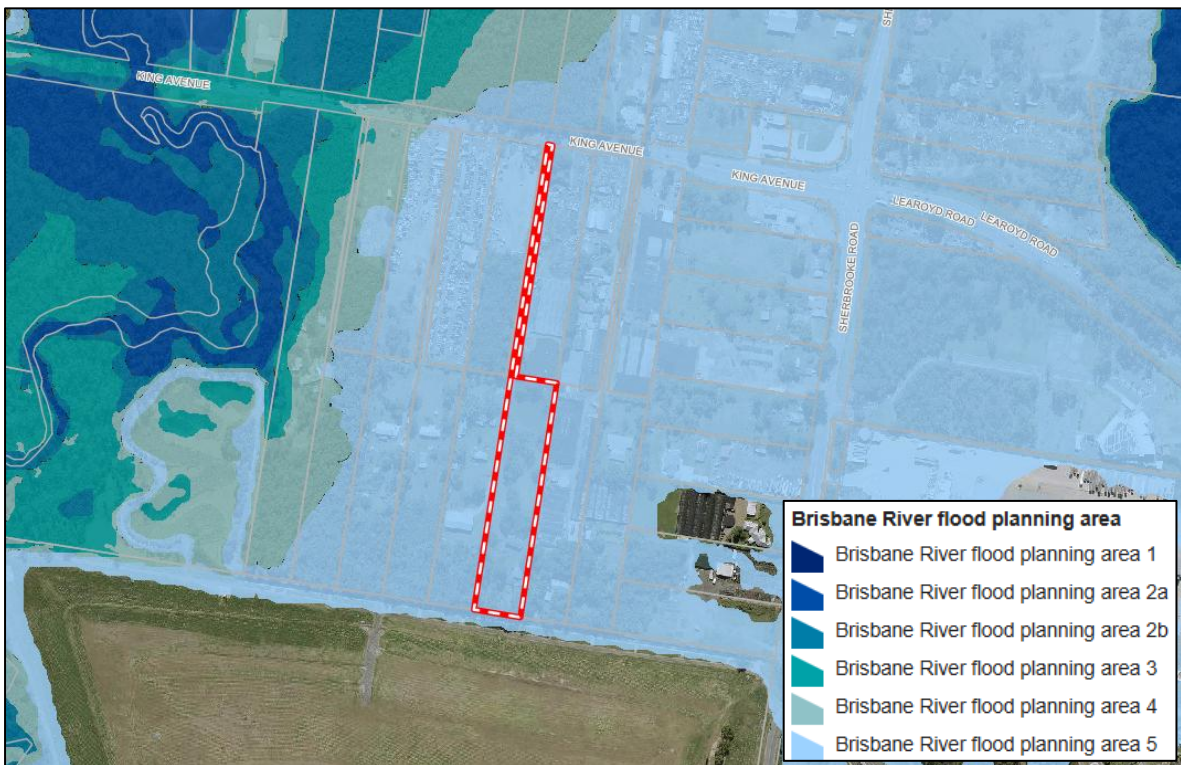


Figure 7: Brisbane City Plan 2014 Flood Overlay Mapping – Brisbane City Council (14<sup>th</sup> March 2025)



Figure 8: Brisbane City Plan 2014 Flood (Overland Flow) Overlay Mapping – Brisbane City Council (14<sup>th</sup> March 2025)



Figure 9: Brisbane City Plan Waterway Corridor Overlay Mapping – Brisbane City Council (14<sup>th</sup> March 2025)

The site is also contained within the Major Industry Area (South-West Industrial Gateway) detailed on SFM-002 Brisbane’s CityShape 2031; and within the SEQ Major Enterprise and Industrial Area (MEIA) as set out in the SARA mapping – refer figures 10 and 11.

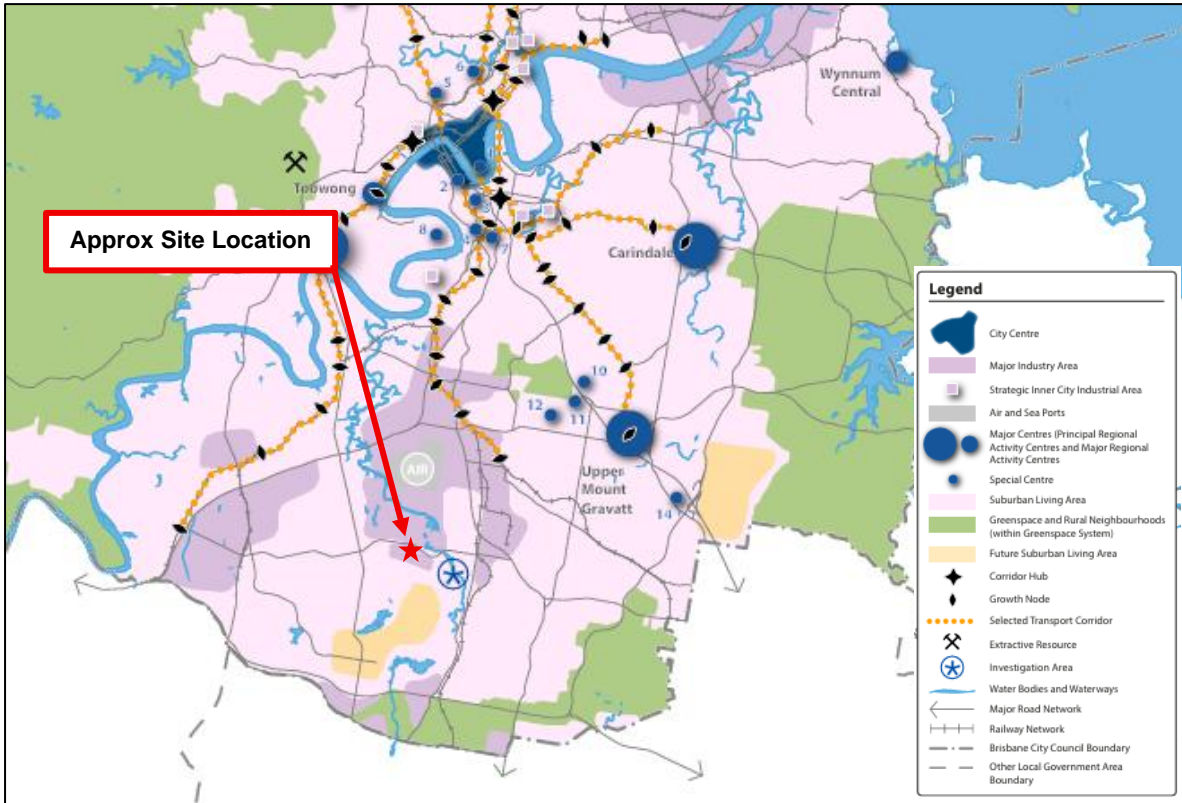


Figure 10: Brisbane City Plan SFM-002 Brisbane’s CityShape 2031 Map – Brisbane City Plan (14th March 2025)



Figure 11: Southwest Industrial Corridor Regional Economic Cluster (REC) specifically MEIA 22 (Willawong) - Department of State Development, Infrastructure and Planning (4th June 2025)

## 5.0 Proposal Details

### 5.1 General Description

The development seeks a Development Permit for the Material Change of Use for Medium Impact Industry, Outdoor Sales, Shop and Warehouse; and a Development Permit for the Reconfiguration of a Lot to create easements for the purpose of access. The key characteristics are as follows:

#### Material Change of Use

- 1 x dome shelter (208.4m<sup>2</sup>);
- 1x shed structure (316m<sup>2</sup>);
- Existing shed to be retained;
- Existing dwelling to be used as ancillary office space and amenities;
- 13 car parking spaces;
- 3m wide landscaping along northern boundary;
- Total outdoor storage area of 4,850m<sup>2</sup>

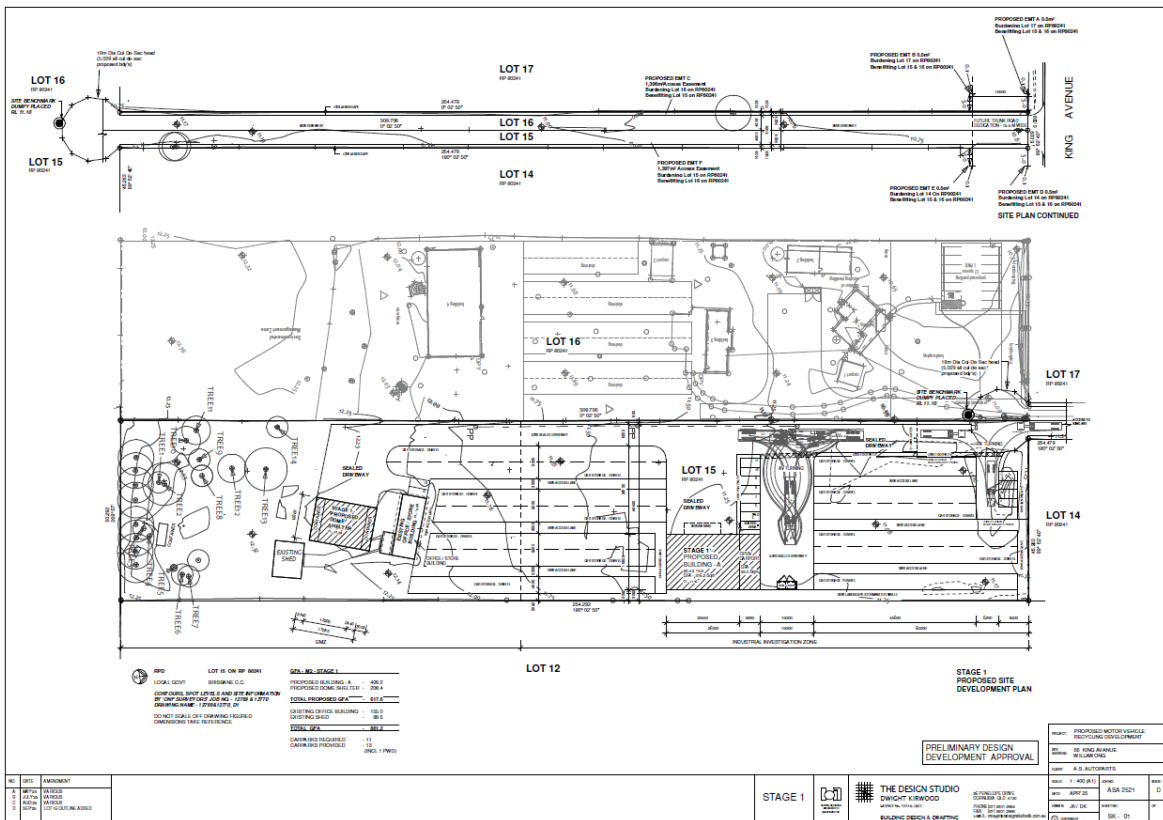


Figure 12: Proposed Site Plan – The Design Studio (September 2025)

### Reconfiguration of a Lot

- 5m wide access easement over the access handles of 66 King Avenue and 68 King Avenue to achieve a 10m wide access driveway which will service both sites.
- Easements over the proposed turnaround at the end of the access handles to facilitate forward-in and forward-out access
- Two 5m (wide) x 0.1m (deep) easements over the front of 56 King Avenue to allow for the required crossover splay for the current and future road alignments.
- Two 5m (wide) x 0.1m (deep) easements over the front of 76 King Avenue to allow for the required crossover splay for the current and future road alignments.

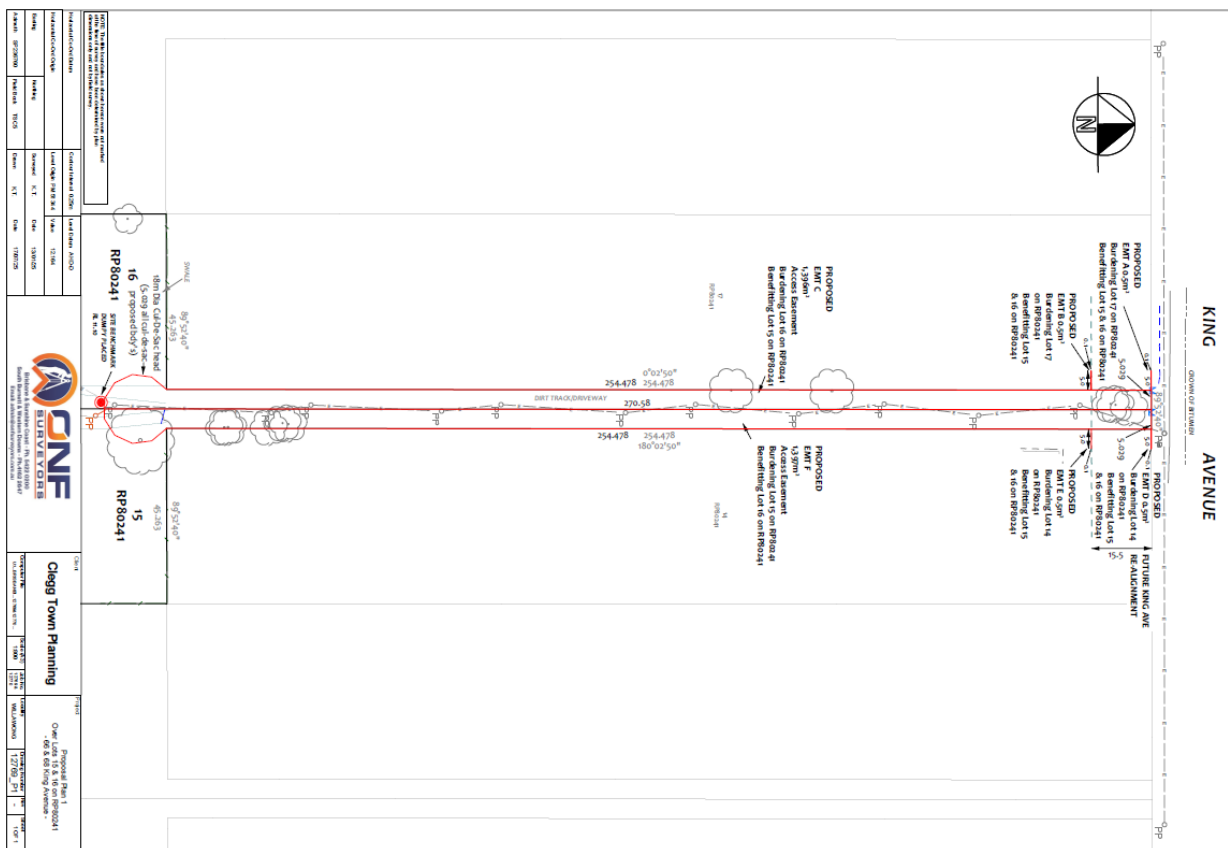


Figure 13: Proposed Access Easements – ONF Surveyors (17<sup>th</sup> July 2025)

## 5.2 Proposal Detail & Town Planning Justification for Proposal / Design

### 5.2.1 Proposed Uses

This proposal is seeking approval for several land uses, including Medium Impact Industry, Outdoor Sale, Shop and Warehouse. The uses are defined by the Brisbane City Plan 2014 as outlined below.

Proposed Land Use Definitions	Examples
<b>Medium impact industry</b> means the use of premises for an industrial activity—	Spray painting and surface coating, wooden and laminated product

<p>a. that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and</p> <p>b. that a local planning instrument applying to the premises states is a medium impact industry; and</p> <p>c. that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.</p> <p>For the purposes of the planning scheme a medium impact industry is an industry activity that—</p> <p>a. has one or more of the following attributes—</p> <ol style="list-style-type: none"> <li>i. potential for noticeable impacts on sensitive land uses due to off-site emissions including aerosol, fume, particle, smoke, odour and noise;</li> <li>ii. potential for noticeable off-site impacts in the event of fire, explosion or toxic release;</li> <li>iii. generates high traffic flows in the context of the locality or the road network;</li> <li>iv. generates an elevated demand on the local infrastructure network;</li> <li>v. on-site controls are required for emissions and dangerous goods risks;</li> <li>vi. the use is primarily undertaken indoors; and</li> </ol> <p>b. complies with any thresholds for the activity stated in SC1.1.3 industry thresholds.</p>	<p>manufacturing (including cabinet making, joining, timber truss making or wood working)</p>
<p><b>Outdoor sales</b> means the use of premises for—</p> <ol style="list-style-type: none"> <li>a. displaying, selling, hiring or leasing vehicles, boats, caravans, machinery, equipment or other similar products, if the use is mainly conducted outdoors; or</li> <li>b. repairing, servicing, selling or fitting accessories for the products stated in paragraph (a), if the use is ancillary to the use in paragraph (a).</li> </ol>	<p>Agricultural machinery sales yard, <b>motor vehicles sales yard</b></p>
<p><b>Shop</b> means the use of premises for—</p> <ol style="list-style-type: none"> <li>a. displaying, selling or hiring goods; or</li> <li>b. providing personal services or betting to the public.</li> </ol>	<p>Hairdresser, liquor store, department store, discount department store, discount variety stores, betting agencies, supermarket, corner store, sex work business other than a home-based sex work business</p>
<p><b>Warehouse</b> means the use of premises for—</p> <ol style="list-style-type: none"> <li>a. storing or distributing goods, whether or not carried out in a building; or</li> <li>b. the wholesale of goods, if the use is ancillary to the use in paragraph (a)</li> </ol>	<p>Self-storage sheds</p>

### 5.2.2 Land Use Suitability

As detailed by Section 4.5 of this report, the subject development site falls within two zones, the front of the site notably the access handle and the front 143m of the primary

development area is zoned for II Industry Investigation, the remaining 112m of the site is zoned for EM Environmental Management.

The proposed land uses outlined in Section 5.2.1, within both applicable zones are required to undergo Impact Assessable Development applications.

A review of the overall outcomes for the Industry Investigation zone particularly items (f) and (g) make provision for Medium Impact Industry and Warehouse development where integrated with the surrounding land uses and infrastructure.

Additionally, the overall purpose of the Environmental Management zone is to “provide for the protection of environmentally sensitive areas from urban and industry activities, other than (i) dwelling houses and other low-impact activities”.

This development site is also contained within the Lower Oxley Creek North Neighbourhood Plan Area. While there are no relevant acceptable or performance outcomes within this code, it is outlined within Overall Outcome (b), the area is intended to be an extension of the established south-west industrial gateway within Strategic Framework Theme 5: Brisbane’s City Shape. Overall Outcome (b) reads as per below:

- b. Lower Oxley Creek north forms an extension to the south-west industrial gateway predominantly for Low impact industry and medium impact industry uses, in particular transport, logistics and distribution, and manufacturing.*

The neighbourhood plan in this case, does not change the level of assessment.

Noting the above, the proposed development is determined to be keeping in with the intent of the applicable zones and the neighbourhood plan as outlined below.

A review of the direct locality and Councils Development.i, shows that this extent of King Avenue and the properties located along Sherbrooke Road are transitioning from what was previously rural residential/large lot suburban land to industrial aligned land uses. The following applications have obtained approval for similar land uses, demonstrating that the proposed development is consistent within the established character and expectations of the locality.

Ref No.	Application No.	Development Type	Site Address
1.	A005734741	Development Permit for Material Change of Use (Caretakers Accommodation, Outdoor Sales, Warehouse)	96 King Ave, Willawong
2.	A005942878	Development Permit for Material Change of Use (Medium Impact Industry, Shop & Warehouse)	84 King Ave, Willawong

3.	A004808375	Development Permit for Material Change of Use and Building Works (Medium Impact Industry)	45 King Ave, Willawong
4.	A006394180	Development Permit for Material Change of Use (Warehouse)	247 Sherbrooke Road, Willawong
5.	A006154459	Development Permit for Material Change of Use (Food and Drink Outlet, Low Impact Industry and Warehouse)	243 Sherbrooke Road, Willawong
6.	A006517581	Development Permit for Material Change of Use (Low Impact Industry, Medium Impact Industry, Shop and Warehouse)	180 Sherbrooke Road, Willawong
7.	A005985070	Development Permit for Material Change of Use (Caretakers Accommodation, Low Impact Industry, Medium Impact Industry, Shop & Warehouse)	207 Sherbrooke Road, Willawong
8.	A005213626	Development Permit for Material Change of Use (Medium Impact Industry & Warehouse)	145 Sherbrooke Road, Willawong
9.	A004827952	Development Permit for Material Change of Use (Medium Impact Industry & Warehouse)	135 Sherbrooke Road, Willawong
10.	A006370199	Development Permit for Material Change of Use (Warehouse)	172 Sherbrooke Road, Willawong

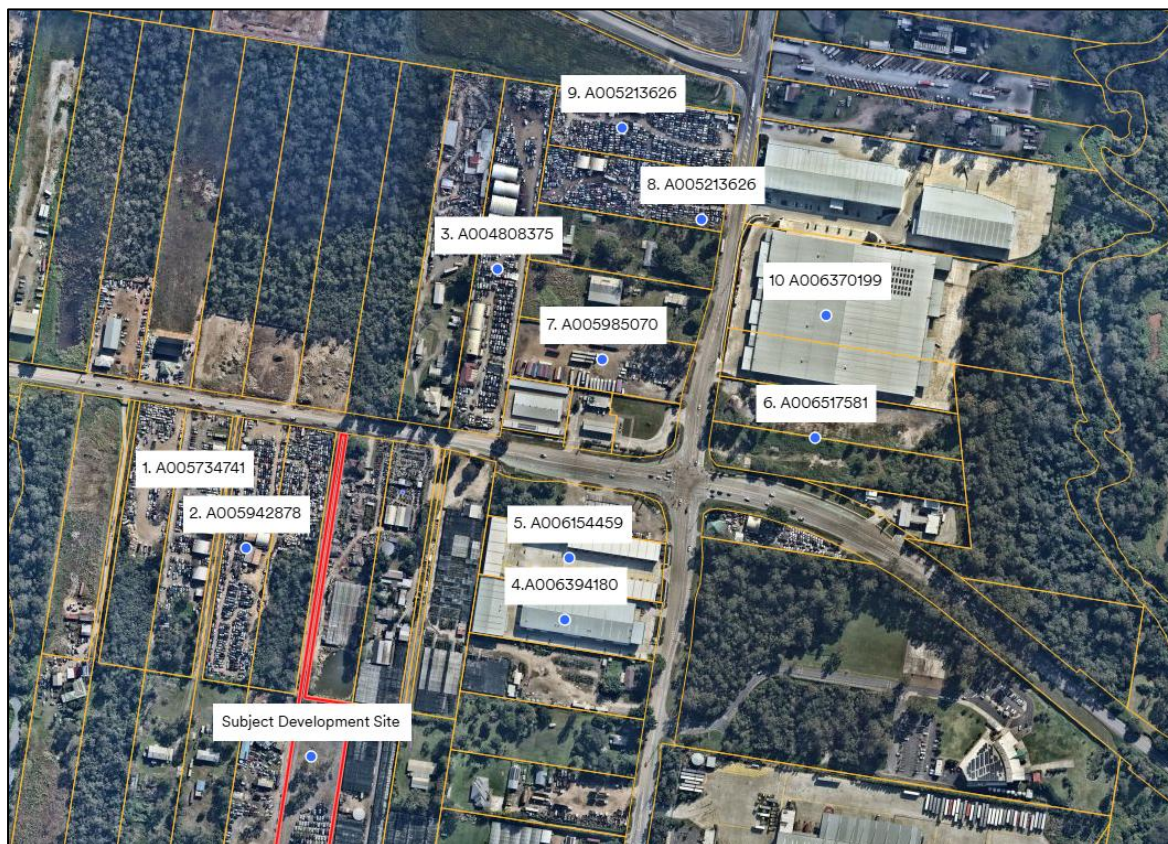


Figure 15: Approved Development of similar land uses within the locality – Nearmaps (25<sup>th</sup> May 2025)

Considerations for the Ecological Values of the site have also been made through the implementation of stormwater quality management devices, retention of vegetation where possible within key ecological areas and environmental impact mitigation measures for the proposed land uses. These have been further detailed within the accompanying specialist reporting. By implementing the recommendations of these reports, it will ensure the environmental impact to sensitive ecological receivers are minimised.

Additionally, the development site is located within King Avenue, which forms part of the Industrial Area which has been established along Bowhill Road to the north and Sherbrooke Road to the east. The development site falls within the Major Industry Area South-West (Industrial Gateway) detailed on SFM-002 Brisbane’s CityShape 2031.

The proposal is for a Medium Impact Industry which as outlined within the Strategic Outcomes for Brisbane’s Major Industry areas, notably (c)(ii) Is a development type expected within these areas.

### 5.2.3 Access Arrangements / Car Parking / Servicing

A Traffic Engineering Assessment Report has been prepared by BMC Traffic and accompanies this development application. As detailed by the report and the proposal

plans the development is to be serviced by an 8m wide access driveway which is to be wholly contained within a 10m wide reciprocal access easement over the handles of both 66 and 68 King Ave. In providing this arrangement it allows for dual carriage access which will service both lots and their proposed developments.

The proposed crossover is to consist of a non-standard crossover which has been based on a BAL style treatment at King Avenue and will require the removal/relocation of the existing power pole within the verge. This crossover is to act as an interim crossover which is to be removed once road widening (15.5m) has been carried out by the Council. At the time King Avenue is upgraded it is expected the crossover will be reconstructed at a typical 9m Type B2 crossover. Appendix C of the accompanying report includes conceptual plans for both crossovers.

As detailed by the access plans provided within BMC Traffics Report, see pages 32-41, to allow for the splays which will protrude into the verge of the adjoining lots 56 and 76 King Avenue easements are proposed. These easements are to have a width of 0.5m and depth of 0.1m and are to be provided at the current road boundary alignment and the future road alignment. In establishing these easements it guarantees both 66 and 68 King Avenue can be appropriately accessed

As indicated within part 2 of the provided Traffic Engineering, the development is to be provided with a total of 13 spaces which is consistent with the requirements of the TAPS Policy.

**Table 2.1: TAPS Policy Parking Requirements**

Use	Size	Parking Requirement Rate	Parking Spaces Required
<b>Stage 1</b>			
Medium Impact Industry / Warehouse	861.2sq.m 1 tenancy	2 spaces / tenancy + 1 space / 100sq.m GFA	11 spaces
Outdoor Sales	100sq.m (approx)	2 spaces / 100sq.m GFA	2 spaces
<b>Total</b>			<b>13 spaces</b>

**Figure 18: Extract of Table 2.1 Parking Requirements for the Development – BMC Traffic (19<sup>th</sup> August 2025)**

### 5.2.4 Setbacks

The assessment of setbacks for this development is limited to Road Boundary Setbacks and is prescribed by AO11.3 of the Industry Code. The industry code requires that any development ensure no part of any building or structure is within 6000mm of any street frontage.

As demonstrated by the proposal plans, the new proposed Building A is to be setback 75.2m from the northern boundary of the primary development area. Once the existing access hand has been accounted for it is well in excess of 6000mm.

### 5.2.5 Height

The applicable neighbourhood plan code is not identified as prescribing any height requirements for this site, and as a result defaults to the Industry Code. Acceptable Outcome 11.2 of the code details that development has a maximum building height of 15m.

As detailed by the proposal plans, none of the proposed or existing structures part of the development are to exceed the maximum building height of 15m.

### 5.2.6 Site Cover

Acceptable Outcome 11.1 of the Industry Code is the only provision which is relevant to the proposal that outlines a site cover requirement. AO11.1 outlines that new development within the Industry Investigation zone achieve a site cover of 75%.

Once the development has been carried out in its entirety a total site cover of 1969m<sup>2</sup> will result, which equates to a site cover of approximately 14%, well within the required 75% for the zone.

### 5.2.7 Landscaping / Open Space

Landscaping for this development site is prescribed within Acceptable Outcomes 12.1 of the Industry Code which details the below:

*“Development provides landscaping which:*

- a) covers a minimum of 3% of the site;*
- b) includes a landscaped strip along the site frontage with a minimum width of 2m;*
- c) includes a landscape strip along any frontage or boundary with a motorway or arterial road of 3m.”*

The development site does not have a presence to King Avenue which is identified as an Arterial Road on the Road Hierarchy Overlay Map. However, as detailed by the proposed site plans a landscape strip of 3000mm is to be provided across part of the lot's northern boundary.

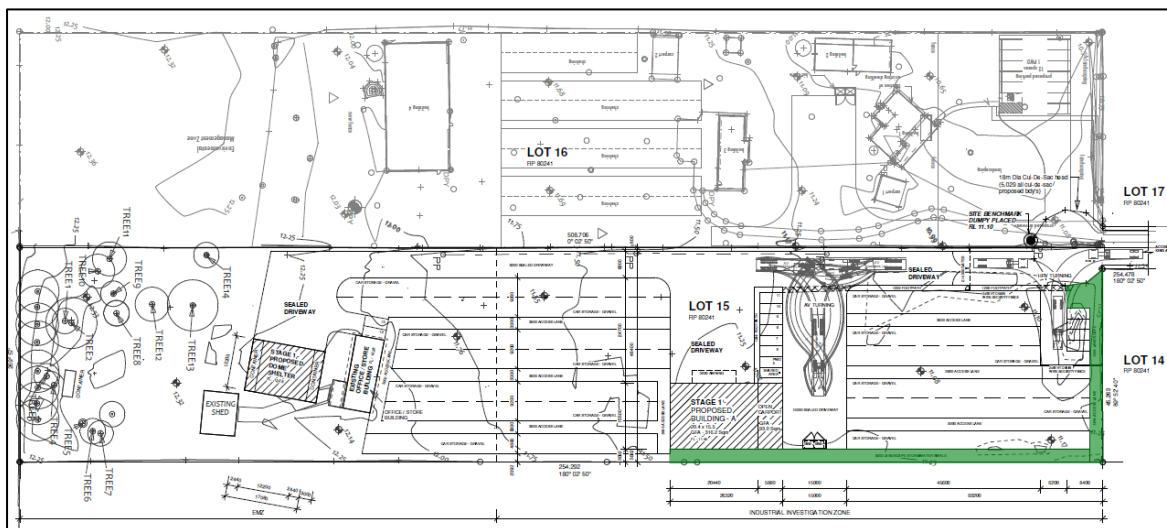


Figure 16: Areas of Landscaping – The Design Studio (September 2025)

### 5.2.8 Biodiversity

An ecological assessment prepared by Black Kite Environmental accompanies this report. Outlined by the City Plan 2014’s interactive mapping the site is identified as being largely constrained by both the General (GESS) and High Ecological Strategic Sub-Categories (HESS), with a small portion of the south-western corner of the site containing areas of High Ecological Significance (HES) and Matters of State Environmental Significance (MSES).

A review of on-site conditions showed the development site contained a few significant trees; however, the vegetation was identified as not being diverse, and land which was highly modified. It was recommended that where possible retention of vegetation within the southwest corner be maximised as it provides the greatest connectivity to the habitat corridor which exists to the west, with existing pest species to be removed. As indicated, the development within the existing footprint will not reduce habitat within the site.

A total of seventy (70) trees were identified through an on-site survey, thirty-six (36) of which were determined to be pest species identified as Slash Pine and Cadaghi. Of the trees which are proposed for removal, it is identified that eleven (11) of these could not be exempt under the requirements of the Natural Assets Local Law and as such will require consideration for an offset. The tree survey carried out by Black Kite Environmental has been provided within Attachment 1 of the accompanying report.

### 5.2.9 Bushfire Hazard Assessment

Brisbane City Plan 2014 mapping indicates the site as being subject to medium hazard Bushfire Risk. As outlined by the accompanying Bushfire Hazard Assessment prepared by Black Kite Environmental, a review of the adjoining vegetation to the west shows a cleared understorey with mature trees over lawn or gravel and is identified as a narrow corridor (less than 100m) and as such is categorised as a low hazard area. To achieve the minimum radiant heat flux of 29kW/m<sup>2</sup> a setback from hazardous vegetation of 9.3m is recommended.

#### **5.2.10 Sewer and Water Servicing**

The accompanying engineering report provided by Inertia, outlines that both Sewer and Water mains are located within the King Avenue Road reserve. As detailed within section 5.2 of the report it is noted the existing sewer line in King Avenue is a 150mm polyethylene main, but it is unclear whether the site currently has a connection to the main or is serviced by an on-site disposal system. Further investigation is to be required with Urban Utilities to confirm sewer servicing for this development.

In regard to water, currently there is a 150mm water main located within the north verge of King Avenue, as well as a 1220mm SEQwater trunk main. An existing 20mm water line currently services the site from the 150mm main. It is determined that a new connection and water meter assembly is to be provided, however as with the sewer is to be investigated further with Urban Utilities.

#### **5.2.11 Stormwater Management**

Regarding discharge of stormwater, it is proposed, given the considerable driveway length, that the legal point of discharge be split for the site. The first nominated point of discharge will be the existing swale within the southern verge of King Avenue which will capture a majority of the site's sheet flow. As per the image below, the remainder of site sheet flow will then be conveyed to the existing concrete swale which adjoins the southern portion of the lot. Both nominated discharge points ultimately convey water to the west discharging into Blunder Creek. It is noted that consent from the adjoining owner, being Brisbane City Council, will be required for stormwater discharge to the rear.



Figure 19: Legal Points of Discharge Diagram – Inertia Engineering (30<sup>th</sup> June 2025)

Further, to ensure that discharged water is achieving the water quality objectives imposed by the State Planning Policy 2017, appropriate treatment measures are to be integrated into stormwater system. As outlined in Section 7.3.1 of Inertia’s reporting it is proposed that a minimum of seventeen (17) Ocean Protect OceanGuard Litter baskets with 200micron mech bags (or approved equivalent) are to be fitted to each inlet. Additionally, fifteen (15) Tall(690) PSorb cartridge StomFilter System (or approved equivalent) be housed within a precast manhole configured offline. Provided below is Appendix D – Stormwater Management Plan.

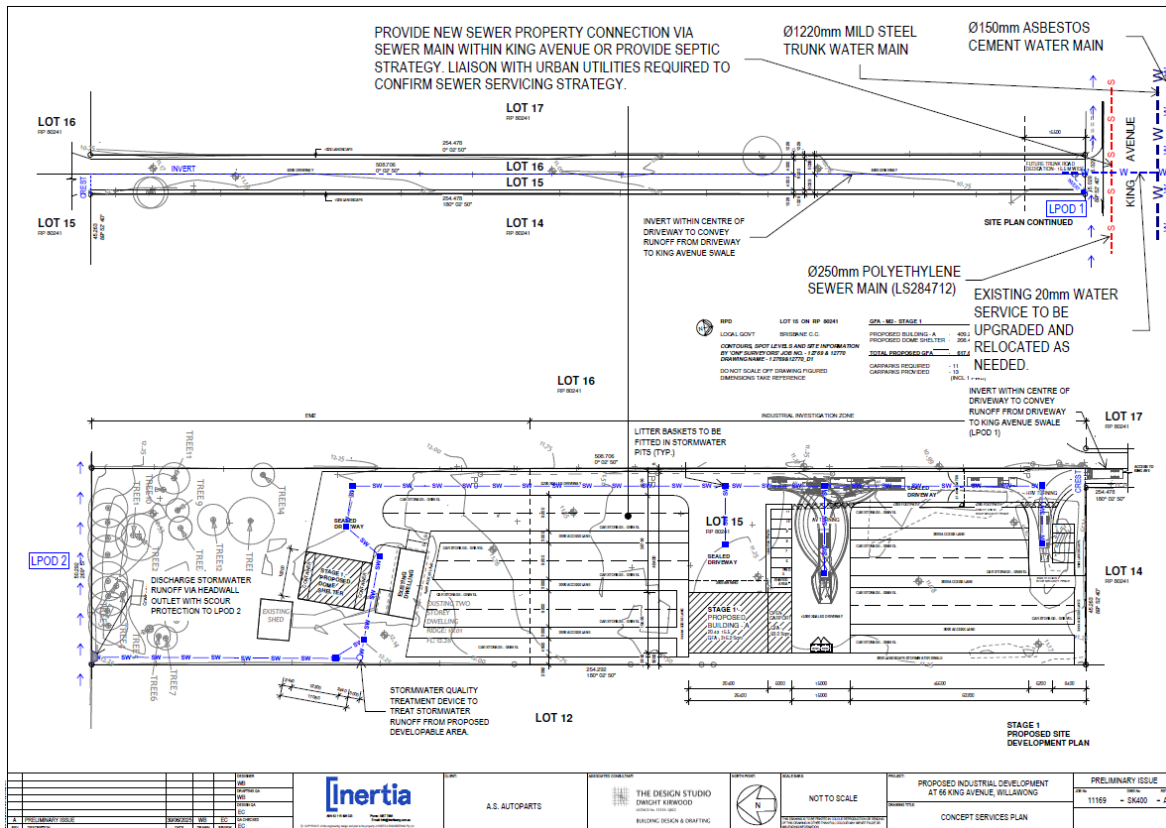


Figure 20: Proposed Stormwater Management Plan – Inertia Engineering

### 5.2.12 Environmentally Relevant Activity

The proposed Medium Impact Industry B – Scrap Metal Yard is also identified as an environmentally relevant activity, specifically ERA 62 – Resource Recovery for the purpose of dismantling of vehicles with temporary on-site storage before removal for further off-site processing. In accordance with the table presented Schedule 2, Part 12, s62(3) of the *Environmental Protection Regulation 2019* the proposed ERA does not require a concurrent referral to the Department of Environment, Tourism, Science and Innovation (DETSI). A separate Environmentally Relevant Activity application for the use will be made by others.

A site based environmental management plan has been prepared by ViridAU which aims to provide the necessary information for the applicant to comply with relevant legislative and approval requirements and minimise the impacts on environment. The management plan aids in identifying potential roles and responsibilities of contractors, and operational control measures to ensure a high standard of environmental performance. It further outlines the actions required in the event of an environmental incident.

### 5.3 Summary & List of Supporting Specialist Reports

The following specialist reports have been provided alongside this submission:

- Engineering Services Report and Site Based Stormwater Management Plan prepared by Inertia
- Ecological and Bushfire Hazard Assessment prepared by Black Kite Environmental
- Traffic Engineering Report prepared by BMC Traffic

- Site Based Environmental Management Plan prepared by ViridAU

#### 5.4 Infrastructure Charges

In accordance with the Brisbane Adopted Infrastructure Charges Resolution (No. 12) 2023, infrastructure charges are to be imposed. The charges and credits relate to those to be imposed by Brisbane City Council and their associated distributor-retailer, Urban Utilities.

#### Trunk Infrastructure / Offsets

Consideration has been made to not prejudice the future 15m widening of King Avenue for the purpose of the planned Road Widening from the intersection with Sherbrooke Road. The land will be purchased by Council with appropriate infrastructure offsets.

#### 5.5 Approval Requirements

This Development Application includes several aspects of development including Material Change of Use and Reconfiguration of a Lot, which are noted as having currency periods of Six (6) years and Four (4) years respectively as set out by s85 of the Planning Act 2016.

It is requested all aspects of development be afforded a Currency Period of Six (6) years to allow all applicable works and aspects of development to be carried out.

## 6.0 Legislative Framework

### 6.1 Purpose of the Planning Act 2016

The Planning Act 2016 identifies a Purpose of achieving Ecological Sustainability. In accordance with Section 5 of the Planning Act 2016, an entity that performs a function under the Act must perform the function in a way that advances the purpose of the Act. Further Section 4 of the Act outlines the system to facilitate the achievement of ecological sustainability to include:

- State Planning Policies;
- Regional Plans;
- Planning Schemes;
- Temporary Local Planning Instruments;
- Planning Scheme Policies; and
- The Development Assessment System.

The manner in which the proposal responds to each of these items, and consequently furthers the Purpose of the Act, can be seen within the following sections of this report.

### 6.2 Development Assessment System

The Development Application is categorised as Impact Assessment and as such will be assessed in accordance with Section 45 (5) of the Planning Act 2016.

Parts 1, 3, 4 and 5 of the Development Assessment Rules are consequently applicable to this development application. Of note, the Applicant does not choose to opt out of

receiving an Information Request and consequently the decision as to whether to issue an Information Request is left at the discretion of the Council.

### **6.3 State Planning Instruments**

#### **6.3.1 State Planning Policies**

The State Planning Policy is a State Planning Instrument outlining matters of State Interest. In accordance with the Planning Act 2016, a Local Government in assessing a development application must give consideration to any relevant components of the State Planning Policy if the Planning Scheme has not yet appropriately integrated the relevant State Interest Policies. As detailed within section 2.1 of the Brisbane City Plan 2014, all aspects of the State Planning Policy are appropriately integrated except for Natural hazards Risk and Resilience – Bushfire Hazard. A bushfire risk assessment has been provided with the lodgement material for Councils review.

#### **6.3.2 Regional Plan**

The subject site is contained in the Urban Footprint within the *South East Queensland Regional Plan*. The intent of the Urban Footprint is to accommodate a range of urban uses in the forms of housing, industry, businesses, infrastructure, community facilities and urban open space. The proposal is for Development Permit for Material Change of Use and Building Works - Medium Impact B (Scrap Metal Yard), Warehouse, Outdoor Sale & Shop); Reconfiguration of a Lot (Creation of Access Easements) thus the application is consistent with the intentions of the Urban Footprint.

It should also be noted that the development site is mapped entirely within the SEQ Major Enterprise and Industrial Area (MEIA) by the *SEQ Regional Plan 2023*. The development site is identified as being part of the Southwest Industrial Corridor Regional Economic Cluster (REC) specifically MEIA 22 (Willawong). The development is determined to satisfy the intent of the MEIA areas by providing for increased supply of Industrial land, additional investment into industrial developments, diversification of the region's industrial uses and overall, more effective and efficient use of land within proximity of established Industrial Areas.

### **6.4 Local Planning Instruments**

#### **6.4.1 City Plan 2014**

The site is contained within the Brisbane City Council Local Government Area and is assessable under the Local Government's Planning Scheme, City Plan 2014.

#### **6.4.2 Strategic Framework**

Part 3, Strategic Framework, of City Plan 2014 sets the policy directions for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme. Part 3, Strategic Framework, of City Plan 2014 sets the policy directions for the planning scheme and forms the basis for ensuring

appropriate development occurs in the planning scheme area for the life of the planning scheme.

The Strategic Framework identifies a Strategic Intent and specifies 5 Themes which reflect the policy intent. Different parts of the Strategic Intent and different Elements of the Themes are identified within the Planning Scheme to be applicable to different types of development applications. Triggers with respect to the applicable Elements of themes are linked to the Zone in which the site is located and the applicable Overlays. For this proposal the following Elements are triggered:

- Brisbane's industrial economy
- Brisbane's population-serving economy
- Brisbane's identity
- Brisbane's healthy and safe communities
- Brisbane's environmental values
- Brisbane's environmental quality and sustainable design
- Brisbane's transport infrastructure networks
- Brisbane's other infrastructure networks
- Brisbane's coordinated infrastructure planning and delivery
- Brisbane's City Centre
- Brisbane's Major Industry Areas
- Brisbane's Greenspace System
- Brisbane's Growth Nodes on Selected Transport Corridors.

A detailed assessment against the above Elements can be found within Appendix A of this report. The proposal is consistent with and does not compromise the Strategic Framework or the relevant Elements of the Themes.

#### **6.4.3 Category of Assessment**

The proposed development is categorised as Impact Assessment in accordance with Part 5 of the City Plan 2014.

City Plan 2014 is structured such that an Overlay can alter the Category of Assessment to which a Development Application is subject to. Applicable Overlays and the associated Category of Assessment is as follows:

Overlay	Level of Assessment in accordance with Part 5.10	Assessment Benchmarks
Airport Environs Overlay	<b>Assessable development—Code assessment</b>	Airport environs overlay code – Parts A and B
Bicycle Network Overlay	<b>Assessable development—Code assessment</b>	Bicycle network overlay code
Biodiversity Areas Overlay	<b>Assessable development—Code assessment</b>	Biodiversity areas overlay code – Part C.  See response in Ecological Assessment provided by Black Kite Environmental
Bushfire Overlay	<b>Assessable development—Code assessment</b>	Bushfire Overlay Code – Parts A  See response in Bushfire Hazard Assessment provided by Black Kite Environmental
Community Purposes Network Overlay	<b>Assessable development—Code assessment</b>	Community purposes network overlay code
Critical Infrastructure and Movement Network Overlay	<b>Assessable development—Code assessment</b>	Critical infrastructure movement network overlay code
Flood Overlay	<b>Assessable development—Code assessment</b>	Flood Overlay Code – Part C
Potential and Actual Acid Sulfate Soils Overlay	<b>Assessable development—Code assessment</b>	Potential and actual acid sulfate soils overlay code
Road Hierarchy Overlay	<b>Assessable development—Code assessment</b>	Road hierarchy overlay code – Parts A, B, C and D
Streetscape Hierarchy Overlay	<b>Assessable development—Code assessment</b>	Streetscape hierarchy overlay code – Parts A and B
Transport Air Quality Corridor Overlay	<b>Assessable development—Code assessment</b>	Transport air quality corridor overlay code – Parts B
Transport Noise Corridor Overlay	Not Applicable	Not Applicable
Waterways Corridors Overlay	Not Applicable	Not Applicable

The highest category of assessment afforded to the proposal is Impact Assessment and as such the proposal will be assessed in accordance with the Impact Assessment procedures of Section 45 (5) of the Planning Act 2016.

In accordance with Section 45 (5) of the Act this Impact Assessable development application must be assessed against the assessment benchmarks, and having regard to any matters prescribed by regulation or having regard to any other relevant matters such as planning need or the current relevance of the assessment benchmarks in light of changed circumstances.

## 6.5 General Assessment Provisions

The proposal has been assessed against Version v34/2025 of the Brisbane City Plan 2014 (effective 19 September 2025.)

## Zones

The Environmental Management zone is intended to recognise environmentally sensitive areas and may provide for houses and low impact activities. The Industry Investigation zone is intended to identify and protect land that is suitable for industrial activities where further detailed planning investigations and studies are required to determine suitability of the Industrial Investigation zone for use as an Industrial zone.

The proposal is considered to further the intent for this zone and is in accordance with the overall outcomes of the Environmental Management zone and the Industry Investigation zone. A response to the particular elements of the Environmental Management zone and the Industry Investigation zone is set out below:

The proposal is in accordance with the overall outcomes of the Industry Investigation zone.

Industry investigation zone code	
Overall Outcome	Proposal
<b>Overall outcomes</b>	
(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: <ul style="list-style-type: none"> <li>(i) Theme 1: Brisbane's globally competitive economy, Element 1.2 – Brisbane's industrial economy and Element 1.3 – Brisbane's population- serving economy;</li> <li>(ii) Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values;</li> <li>(iii) Theme 5: Brisbane's CityShape and Element 5.2 – Brisbane's Major Industry Areas.</li> </ul>	<b>Complies</b> The proposed development is for an Industrial Use on industrial land which is seen to be in keeping with the intent of the applicable themes.
(b) Development does not impinge on an existing or intended use of an adjacent area.	<b>Complies</b> The proposed development will have no negative impacts on adjoining land uses and their ability to operate. The proposed development allows for the subject property and the adjoining 68 King Ave to be developed for industrial purposes.
(c) Development provides a buffer to incompatible land uses.	<b>Not Applicable</b> Adjoining sites to the north, east and west are all similarly zoned with some containing established Industrial uses. The site adjoining at the rear contains the Willawong waste transfer site, no impact envisaged.
(d) Development for an interim use including a dwelling house on an existing lot, and rural uses such as animal husbandry, animal keeping, aquaculture and cropping does not prejudice future development for industry activities.	<b>Not Applicable</b> Proposed development is for industrial land uses.
(e) Development protects the viability of existing and future industry from the intrusion of incompatible uses.	<b>Complies</b> The proposed development will not impact on the viability of any existing industrial land uses in the locality.
(f) Development occurs in an orderly sequence within the context of the site and the city, to accommodate future industrial land uses of low impact industry, medium impact industry, service	<b>Complies</b> The locality is currently transitioning from what were previously larger rural residential lots to Industrial Developments. The proposed development is to be for medium Impact Industry and Warehouse.

Industry investigation zone code	
Overall Outcome	Proposal
industry, warehouse and any associated renewable energy facility.	
(g) Development is integrated with surrounding land uses and infrastructure.	<b>Complies</b> The proposed development will include provision for future road widening and will be appropriately connected to the necessary services,
(h) Development incorporates roads, walking and cycling routes that form a connected and permeable network consistent with the surrounding hierarchy.	<b>Not Applicable</b> No road or cycle paths are proposed as part of the development, but provision for future road widening has been made/considered.
(i) Development accommodates the appropriate level of infrastructure required to support the development.	<b>Complies</b>
(j) Development protects land that is unsuitable for industrial activities due to being affected by constraints or scenic, character or environmental values (indicated in a neighbourhood plan code or shown on an overlay map) from inappropriate development and maintains the values of those areas.	<b>Complies</b> The proposed development is identified as containing areas of Biodiversity. The proposed industrial development is to extend partially into areas of the site which are mapped as Biodiversity Areas but are noted as being historically, sparsely vegetated.
(k) Development is of a built form, mass and setback that contribute to a high standard of amenity.	<b>Complies</b>
(l) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	<b>Complies</b> It is noted that the development will impact on areas of Biodiversity Value, with some vegetation being removed from the site prior to obtaining approvals. Rehabilitation and ongoing protection works are proposed.
(m) Development in a flood-prone area is limited to those uses that are compatible with minimising off-site impacts in the event of a flood.	<b>Complies</b> The proposed development is not as being impacted by Brisbane River Sub-Cat 5 and Overland Flow. The development has been largely retained outside of the impacted areas.

The proposal is in accordance with the overall outcomes of the Environmental Management zone.

Environmental management zone code	
Overall Outcome	Proposal
<b>Overall outcomes</b>	
(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: <ul style="list-style-type: none"> <li>(i) Theme 3: Brisbane’s clean and green leading environmental performance and Element 3.1 – Brisbane’s environmental values;</li> <li>(ii) Theme 5: Brisbane’s CityShape and Element 5.6 – Brisbane’s Greenspace System.</li> </ul>	<b>Complies</b> The proposed development retains vegetation id identified areas of High Ecological Significance at the rear of the site.
(b) Development sustains natural environment-centred living and other land uses, compatible with conserving and maintaining the integrity of the city's wildlife, habitats and other significant ecological assets and processes on private lands.	<b>Complies</b> The proposed development is of an Industrial nature due to the sites partial zoning. Areas of Ecological significance at the rear are to be maintained.

Environmental management zone code	
Overall Outcome	Proposal
(c) Development provides for land to be managed for both its nature conservation values and environmental functions, including a broad range of ecosystem services.	<b>Complies</b> Vegetation to be retained in the identified area of ecological significance at the rear of the site.
(d) Development provides for the restoration of wildlife habitat and associated features through the rehabilitation of land functioning as a receiving site for biodiversity offsets.	<b>Not Applicable</b> No restoration works proposed.
(e) Development provides for a natural environment-centred land use, including permanent biodiversity plantation or nature-based outdoor recreation activity to co-exist with, conserve and enhance environmental values and functions through innovative design, planning and construction approaches.	<b>Not Applicable</b> The development is for an industrial development which is due to the mixed zoning for the site. Where possible areas of ecological significance are to be retained and enhanced through rehabilitation.
(f) Development of a compatible land use, such as nature-based living, adopts and promotes sustainable operational features and practices, including climate responsiveness and water conservation.	<b>Not Applicable</b> Not for nature-based living.
(g) Development for housing comprises predominantly a 1 or 2 storey dwelling house which is located on an appropriately sized lot and is designed and sited to respect the environmental values and identity of the Environmental management zone.	<b>Not Applicable</b> No Dwelling House proposed
(h) Development for a home-based business may operate in a dwelling house and is of a scale and nature that protects the amenity of adjoining residents.	<b>Not Applicable</b> No Home-Based Business proposed
(i) Development for an agricultural supplies store, animal keeping, bulk landscape supplies, emergency services, garden centre, service station, or wholesale nursery:  (i) is of a scale which is compatible with the Environmental management zone;  (ii) is located on a district road or suburban road (or motorway or arterial road only, if a service station);  (iii) supports existing concentrations of centre-type activities;  (iv) is not located within an area of high or general ecological significance on the Biodiversity areas overlay map.	<b>Not Applicable</b> The proposed development is not for those uses.
(j) Development for cropping may be accommodated where compatible with adjoining existing and envisaged future uses.	<b>Not Applicable</b> The proposed land use does not involve cropping
(k) Development for a place of worship, retirement facility, residential care facility or other intensive land use is not accommodated as their size, bulk and visual impact detract significantly from the landscape character and environmental values of land.	<b>Not Applicable</b> The proposed development is not for a place of worship, retirement facility, residential care facility or other intensive land use.

Environmental management zone code	
Overall Outcome	Proposal
(l) Development does not adversely impact upon the values and functions of the land, including its landscape or natural resource values through innovative design, planning and construction approaches, including application of noise, light and physical buffers external to the values being conserved.	<b>Complies</b>
(m) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	<b>Complies</b> In addition, the required ecological assessment a site based environmental management plan has been prepared.

### Neighbourhood Plans

The site is contained within the Lower Oxley Creek North Neighbourhood Plan Code area. An assessment against the relevant provisions of this Neighbourhood Plan can be found within Appendix B of this report.

### Development Codes

The following Development Codes are triggered and are assessed in Appendix B of this report:

- Industry Code
- Subdivision Code.

In accordance with Part 5, Table 5.3.5.1 of City Plan 2014, the above Development Codes trigger the following Prescribed Secondary Codes:

- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Stormwater Code
- Transport, Access Parking and Servicing Code.

Where applicable, these Prescribed Secondary Codes have been addressed within Appendix B of this report and in the accompanying consultant documentation.

### Overlay Codes

The following Overlays have been identified as applicable to the site and are addressed in Appendix B where identified as applicable to the proposed development in Assessment criteria Column of Section 5.10 of City Plan 2014.

- Airport Environs Overlay
- Bicycle Network Overlay
- Biodiversity Areas Overlay
- Bushfire Overlay
- Community Purposes Network Overlay

- Critical Infrastructure and Movement Network Overlay
- Flood Overlay
- Potential and Actual Acid Sulfate Soils Overlay
- Road Hierarchy Overlay
- Streetscape Hierarchy Overlay
- Transport Air Quality Corridor Overlay
- Transport Noise Corridor Overlay
- Waterway Corridors Overlay.

### Planning Scheme Policies

Further the following Planning Scheme Policies have been considered and seen to be suitably complied with through the preparation of this development application:

- Biodiversity Areas Planning Scheme Policy
- Bushfire Planning Scheme Policy
- Crime Prevention Through Environmental Design Planning Scheme Policy
- Flood Planning Scheme Policy
- Graffiti Prevention Planning Scheme Policy
- Industrial Hazard and Risk Assessment Planning Scheme Policy
- Infrastructure Design Planning Scheme Policy
- Landscape Design Guidelines for Water Conservation Planning Scheme Policy
- Refuse Planning Scheme Policy
- Transport, Access, Parking and Servicing Planning Scheme Policy
- Vegetation Planning Scheme Policy.

### 6.6 Local Laws

The development site is identified as have several areas which are mapped as containing Council Vegetation, Significant Native Vegetation and Waterways and Wetland Vegetation. It is understood clearing work have been carried out within the mapped areas

### 6.7 Referral Agencies

A review of the State Government's Development Assessment Mapping System (DAMS) and Planning Regulations 2017 does not indicate that the site or nature of development is subject to referral.

As detailed in the Ecological Assessment by Black Kite Environmental the development site is identified as being partially mapped as containing Core Koala Habitat. All clearing works within the area of Core Koala habitat is determined to in accordance with Exempted Development as per the *Planning Regulation 2017*. As such no referral to the Department of Environment and Science (via SARA) is required.



Figure 21: Development Assessment Mapping (DAMS) for 66 King Avenue, Willawong – Department of State Development, Infrastructure and Planning (24<sup>th</sup> September 2025)

## 7.0 Conclusions and Recommendations

This Town Planning Submission has been prepared by Urban Strategies on behalf of the applicant AS Auto Parts in relation to a Development Permit for the Material Change of Use for Medium Impact Industry (Scrap Yard – Vehicle Dismantling), Warehouse, Outdoor Sales, Shop and the second aspect, the Reconfiguration of a Lot for the Creation of Access Easements.

The proposed development is put forward for approval on the following basis:

- The proposed development is determined to appropriately manage impacts of industrial development where within the Environmental Management Zone
- The development is consistent with the expectations of the Industrial Investigation Zone
- The proposed development provides for appropriate increase to the established industrial context of the locality in accordance with the intent of the applicable neighbourhood plan.
- The development demonstrates an outcome which is consistent with the expectations of the Strategic Framework particularly Brisbane’s Major Industry Areas within the Theme 5: Brisbane City Shape.
- The development achieves the expectation of ShapingSEQ 2023, by providing for increased industrial development within the Willawong MEIA area M22.

- Consideration for environmental constraints has been made and appropriately managed where the recommendations of the supporting reports are implemented accordingly.
- Risk to environment during operation of the proposed development has been considered with accompanying recommendations to be implemented, mitigating impacts to areas of ecological significance, and waterways.
- The overall built form of the development upon completion is consistent with the expectations of the Planning Scheme.
- Appropriate level of car parking, access and manoeuvring areas have been provided in accordance with the requirements of the proposed land uses which are to be established on the site.
- The proposed access arrangement is determined to provide appropriate service for the intended development on the site.

The proposal is consequently considered an appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant Assessment Benchmarks, it is therefore recommended to the Council to be approved subject to reasonable and relevant conditions.

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**Urban Strategies Pty Ltd**

20 October 2025

## APPENDIX A – Detailed Assessment of Strategic Framework

### Theme 1: Brisbane's globally competitive economy

#### Element 1.2 - Brisbane's industrial economy

Table 3.3.3.1— Brisbane's industrial economy		
Specific outcomes	Land use strategies	Proposal
<b>SO1</b> Brisbane's Major Industry Areas and Strategic Inner City Industrial Areas are protected to ensure their integrity and effective operation.	<b>L1.1</b> Brisbane's remaining zoned land suitable for high-impact industries is reserved for these purposes.	<b>Not Applicable</b> The proposed development site is not zoned for High Impact Industry.
	<b>L1.2</b> High-impact industrial activities are carefully located within industrial areas to enable their separation from nearby sensitive land uses.	<b>Not Applicable</b> No High Impact Industry is proposed.
	<b>L1.3</b> Lower impact industrial activities serve as buffers, locating between high-impact industrial activities and sensitive land uses.	<b>Not Applicable</b> No known High Impact Industries within proximity of the site and no sensitive land uses within 300m of the site.
	<b>L1.4</b> Existing lawful industries continue to operate with certainty and are protected from encroachment by sensitive land uses. Proposed expansions of these industries meet relevant health, safety and environmental standards.	<b>Not Applicable</b> Nearest sensitive land use is a Dwelling house within 300m of the site which appears to be used for industrial purposes.
	<b>L1.5</b> Strategic Inner City Industrial Areas continue to provide a focus for economic activity and employment and future potential changes to land use mix are considered by a Neighbourhood Plan process consistent with outcomes and strategies indicated in Theme 5.	<b>Not Applicable</b> The development site is not within a Strategic inner City Industrial Area.
<b>SO2</b> Brisbane's Major Industry Areas and Strategic Inner City Industrial Areas are optimised to provide the widest range of industrial uses in order to maximise the economic opportunity for the city.	<b>L2.1</b> Development for industrial uses is prioritised in the Major Industry Areas and Strategic Inner City Industrial Areas which are zoned to maximise the industrial land use potential of these areas.	<b>Complies</b> The proposed development site is mapped as a Major Industry Area, the proposed development will be maximising the use of land within the MIA for industrial purposes.
	<b>L2.2</b>	<b>Not Applicable</b>

**Table 3.3.3.1— Brisbane's industrial economy**

Specific outcomes	Land use strategies	Proposal
	The ongoing range of uses in Strategic Inner City Industrial Areas may change subject to planning processes, outcomes and strategies indicated in Theme 5.	Not a Strategic Inner City Industrial Area.
<b>SO3</b> Brisbane's industrial areas facilitate the co-location of applied research with related industrial activities.	<b>L3</b> Brisbane's industrial areas provide opportunities for knowledge-intensive clusters of industrial production and related research and administrative functions where risk, hazard and transport needs are addressed.	<b>Not Applicable</b> The proposed development would not be considered knowledge intensive.
<b>SO4</b> Brisbane's Major Industry Areas include clusters of supporting business services and a range of services and facilities for the convenience of workers.	<b>L4</b> Major Industry Areas provide opportunities for clusters of supporting services for business and the convenience of workers of these areas. They are in accessible locations, serviced by public transport where possible and do not compromise the ongoing operation of industrial activities in these areas.	<b>Complies</b> The area is noted as being serviced by Council Bus with a stop within 50m of the lot frontage. The proposed development is an industrial activity.
<b>SO5</b> Brisbane's industrial areas have a high degree of connectivity which is protected and enhanced.	<b>L5.1</b> Development optimises the use and efficiency of freight routes and they are protected from encroachment by sensitive land uses.	<b>Complies</b> This section of King Avenue is identified as primary freight access. The proposed access arrangement as detailed in the accompanying traffic assessment is determined to be suitable and maintain the efficiency of the road network.
	<b>L5.2</b> Development optimises and integrates with the use of airspace of the Brisbane and Archerfield airports and limits the intensification of sensitive land uses in proximity to existing and future runway approaches.	<b>Not Applicable</b> The proposed development does not impact on the Archerfield Airport.
	<b>L5.3</b> Development optimises the use and efficiency of the Port of Brisbane and limits the intensification of sensitive land uses in proximity to existing and future port operations.	<b>Not Applicable</b> The proposed development does not impact on the Port of Brisbane.
<b>SO6</b>	<b>L6</b>	<b>Complies</b>

**Table 3.3.3.1— Brisbane's industrial economy**

Specific outcomes	Land use strategies	Proposal
Brisbane facilitates a significant growth in resource recovery.	Brisbane's Major Industry Areas and transfer stations at Nudgee, Willawong, Ferny Grove and Chandler are appropriate locations for the growing resource recovery industry where environmental and amenity impacts are managed to best-practice standards.	The proposed development is for resource recovering; consideration has been made for Stormwater Quality due to proximity to waterway corridors. Further, rehabilitation measures are proposed at the rear of the lot to maintain and enhance areas of ecological value.
<b>SO7</b> Brisbane's extractive industry operations are protected.	<b>L7</b> Sites of hard rock, sand and gravel extraction and associated transport routes and buffers are protected from encroachment of incompatible land uses and environmental and amenity impacts are managed to best-practice standards.	<b>Not Applicable</b> The proposed development is not for a extractive resource,
<b>SO8</b> Brisbane's industrial lands are protected from encroachment by office or other non-industrial-based uses.	<b>L8.1</b> Major Industry Areas and Strategic Inner City Industrial Areas are protected from encroachment of office parks and large-format retailing; these uses are adequately provided for elsewhere in the plan.	<b>Complies</b> The proposed development is not for an office park or large format retailing.
	<b>L8.2</b> Land uses other than industrial do not compromise the existing or potential industrial uses that occupy land in the Special industry zone, General industry C zone precinct or General industry B zone precinct of the Industry zone.	<b>Not Applicable</b> The proposed is an Industrial Use
	<b>L8.3</b> Mixed industrial service and business administration uses will be promoted on land appropriately zoned at the Australia TradeCoast, Cannon Hill, Wacol and Richlands to accommodate personal and administrative services supporting businesses or employees of that Major Industry Area and where serviced by public transport.	<b>Not Applicable</b>
	<b>L8.4</b> The co-location of administrative functions with industrial uses may occur within a site where directly related to the principal use of the premises and the design, interface and functionality outcomes for both administrative offices and industrial functions are achieved.	<b>Not Applicable</b>

### Theme 3: Brisbane's clean and green leading environmental performance

#### Element 3.1 - Brisbane's environmental values

Table 3.5.2.1— Brisbane's environmental values

Specific outcomes	Land use strategies	Proposal
<b>Overall environmental values</b>		
<p><b>SO1</b></p> <p>Brisbane's Greenspace System's biodiversity, recreational and cultural values and functions are protected, restored and enhanced.</p>	<p><b>L1</b></p> <p>The Greenspace System, the majority of which occurs outside the urban footprint in the SEQ Regional Plan, also extends throughout the urban footprint through a series of district and metropolitan parks, waterway networks, sport and recreation areas and lands supporting biodiversity areas or scenic amenity values. Zones that occur within the Greenspace System are:</p> <ul style="list-style-type: none"> <li>(a) Conservation;</li> <li>(b) Environmental management;</li> <li>(c) Rural;</li> <li>(d) Rural residential;</li> <li>(e) Open space;</li> <li>(f) Sport and recreation.</li> </ul>	<p><b>Complies</b></p> <p>The subject development site is zoned partially for Environmental Management. The rear of the site.</p>
<p><b>SO2</b></p> <p>Brisbane's Greenspace System provides an effective network of greenspace links and contributes to a regional network.</p>	<p><b>L2.1</b></p> <p>Development does not fragment environmental management, rural residential or rural lands.</p>	<p><b>Complies</b></p> <p>The development site is identified as containing isolated areas of vegetation, with the remnant vegetation at the rear of the site being at the end of the identified areas of conservation which runs through the rear of the site as such no fragmentation is occurring.</p>
	<p><b>L2.2</b></p> <p>Development in the Emerging community zone and Industry investigation zone protects the Greenspace System's values of those areas.</p>	<p><b>Complies</b></p> <p>The subject development site is mapped partially within the Industry investigation, however this area of the site does not contain areas identified within the Greenspace Strategic Framework Map.</p>
	<p><b>L2.3</b></p>	<p><b>Not Applicable</b></p>

**Table 3.5.2.1— Brisbane's environmental values**

Specific outcomes	Land use strategies	Proposal
	Development protects the inter-urban breaks between Brisbane and the Moreton Bay region, Somerset region, Redland City and Logan City which form part of the regional Greenspace System and provide links to greenspace in other local government areas.	
<b>SO3</b> Brisbane's ecosystems provide ecosystem services which are maintained and enhanced.	<b>L3</b> Development protects identified areas with high levels of ecosystem services which are to be integrated into the Greenspace System and infrastructure network of the city.	<b>Complies</b> The ecological assessment prepared for the site outlines that there was no significant vegetation communities on site.
<b>Biodiversity values</b>		
<b>SO4</b> Brisbane has an ecologically resilient and robust network of well-connected habitats containing a comprehensive, adequate and representative sample of ecosystems and species.	<b>L4.1</b> Development protects areas of high ecological significance, including koala habitats, in a network of biodiversity areas that also link into biodiversity areas, networks and systems in adjoining local government areas.	<b>Complies</b> Areas of vegetation at the rear of the site remain in place which provides connectivity to vegetation west of the site to the Blunder Creek Waterway corridor.
	<b>L4.2</b> Development for an urban purpose is located outside areas of high ecological significance.	<b>Complies</b> The proposed development is largely being contained within area of the site cleared of vegetation.
	<b>L4.3</b> Roads and other infrastructure corridors avoid areas of significant biodiversity value and if overriding needs result in infrastructure being developed in areas of significant biodiversity value, the development offsets the lost values in locations enabling a net positive biodiversity outcome by providing compensatory habitat that restores degraded areas within the identified network of habitat and ecological corridors.	<b>Not Applicable</b>
<b>SO5</b> Brisbane achieves positive biodiversity development outcomes, where interface areas are provided by the development and offsets	<b>L5.1</b> Development provides an interface area to buffer against edge effects.	<b>Not Applicable</b>
	<b>L5.2</b>	<b>Not Applicable</b>

**Table 3.5.2.1— Brisbane's environmental values**

Specific outcomes	Land use strategies	Proposal
enable restoration of areas that form part of the Greenspace System and the city's biodiversity values.	Development which results in the loss of native vegetation provides compensatory habitat that restores degraded areas within the identified network of habitat and ecological corridors.	The development site is noted as being highly modified with limited ecological value. The area at the rear of the site will remain as is.
	<b>L5.3</b> Biodiversity areas are identified and incrementally restored, including through the use of biodiversity offsets.	<b>Complies</b> Financial offsets to be applied.
<b>SO6</b> Brisbane has safe movement routes and corridors for wildlife that are suited to species and benefit multiple species.	<b>L6</b> Development for urban infrastructure provides for wildlife movement solutions at strategic locations as identified in the Streetscape hierarchy overlay.	<b>Not Applicable</b>
<b>River, waterways, wetlands and bay values</b>		
<b>SO7</b> Brisbane's waterways, wetlands and foreshores are protected, in particular their natural drainage, stormwater conveyance, visual amenity, landscape character, recreational, cultural and biodiversity values.	<b>L7.1</b> Development along the Brisbane River corridor is managed on section by section, responding to the diverse local characteristics and values along its length.	<b>Not Applicable</b> The development site is not within proximity of the Brisbane River Corridor
	<b>L7.2</b> Development continues to contribute towards an extended public open space network along the river.	<b>Not Applicable</b>
	<b>L7.3</b> Development in identified waterway corridors, wetlands and the Brisbane foreshore is sited, designed and managed to retain and enhance the performance of these locations for drainage, amenity, recreational, cultural and biodiversity values.	<b>Complies</b> The proposed development will be outside the identified waterway corridor.
<b>Natural economic resources and rural lands</b>		
<b>Not Applicable</b> – The proposed development does not involve natural economic resources or rural land.		

## Theme 5: Brisbane's CityShape

### Element 5.2 - Brisbane's Major Industry Areas

Table 3.7.3.1— Brisbane's Major Industry Areas		
Specific outcomes	Land use strategies	Proposal
<b>Australia TradeCoast</b>		
<b>Not Applicable</b> – The proposed development site is not within proximity to industrial land which surround the Port of Brisbane or Brisbane Airport.		
<b>Northern industrial area (extending from Northgate to Zillmere)</b>		
<b>Not Applicable</b> – The development site is not within the Northern Industrial Area.		
<b>South-west industrial gateway</b>		
<b>SO10</b> The south-west industrial gateway is serviced by improved road and freight transport networks which are supported by development.	<b>L10.1</b> Development supports improved links between the Ipswich Motorway and the Port of Brisbane to facilitate freight movement and movement of workers to and from the south-west industrial gateway and the Australia TradeCoast.	<b>Not Applicable</b> The proposed development has no impact on movement of freight between the identified areas of industry.
	<b>L10.2</b> Development supports the expanded use of service roads along the Ipswich Motorway to reduce congestion, removing local traffic from the motorway.	<b>Not Applicable</b> The development site is not within proximity of the Ipswich Motorway.
<b>SO11</b> The south-west industrial gateway is serviced by expanded public and active transport networks which are supported by development.	<b>L11.1</b> Development supports the provision of major rail and bus interchanges incorporating active transport end-of-trip facilities, to support use of active and public transport options in the south-west industrial gateway (including around Richlands).	<b>Complies</b> The development site is not within 25m of rail corridor so no impact on rail network improvements. Infrastructure charges are applicable which will act as contribution to Council Infrastructure projects.
	<b>L11.2</b> Development supports public transport services to cater for shift workers, particularly in high-growth areas such as Springfield.	<b>Complies</b> Public Bus stops available in King avenue.
	<b>L11.3</b> Development supports the incorporation of bikeways into other infrastructure projects to link with existing networks.	<b>Complies</b> No impact on the provision of bikeways. Currently the verge of King Avenue is unformed. It is noted Road Works are to be carried out at some point for King Avenue, as part of those works it would be

**Table 3.7.3.1— Brisbane's Major Industry Areas**

Specific outcomes	Land use strategies	Proposal
		expected Bike Lane extensions from Inala Avenue to Sherbrooke Road would be provided.
<b>SO12</b> Archerfield Airport's long-term role is enhanced by development.	<b>L12</b> Development enhances the functioning of Archerfield Airport.	<b>Not Applicable</b> The development has no impact on the function of the Archerfield Airport
<b>SO13</b> The south-west industrial gateway is serviced by an improved energy infrastructure network which is supported by development.	<b>L13.1</b> Development supports appropriate investment in energy infrastructure to support the forecast increase in energy-intensive heavy manufacturing.	<b>Not Applicable</b> The proposed development is for metal recovery.
	<b>L13.2</b> Development promotes the use of natural gas and renewable energy sources in manufacturing production.	<b>Not Applicable</b> The proposed development is for metal recovery.
<b>SO14</b> The south-west industrial gateway is serviced by an improved water infrastructure network which is supported by development.	<b>L14.1</b> Development supports the appropriate implementation of investment in water infrastructure, including stormwater mitigation.	<b>Not Applicable</b> The proposed development is for metal recovery.
	<b>L14.2</b> Development promotes efficient water use, including greater use of water-sensitive design and demand management.	<b>Not Applicable</b> The proposed development is for metal recovery.
	<b>L14.3</b> Development supports the use of recycled water from the nearby Western Recycled Water Pipeline and stormwater harvesting and storage to service industrial needs.	<b>Not Applicable</b> The proposed development is for metal recovery.
<b>SO15</b> Operations within the south-west industrial gateway are flood tolerant.	<b>L15</b> Development takes account of the potential for flooding and opportunities for flood mitigation.	<b>Not Applicable</b> The development site is impacted by Sub-Category 5 Flooding, so no assessment is required for this land use.
<b>SO16</b>	<b>L16.1</b>	<b>Complies</b>

**Table 3.7.3.1— Brisbane's Major Industry Areas**

Specific outcomes	Land use strategies	Proposal
The south-west industrial gateway is serviced by a fibre optic cable network which is supported by development.	Development supports investment in the installation of high-speed fibre optic cable networks to facilitate the connectivity of the south-west industrial gateway to other areas of Brisbane, and the world.	
	<b>L16.2</b> Development installs conduit to provide the right of way for fibre in areas as they develop to facilitate the rollout of a National Broadband Network.	<b>Not Applicable</b>
<b>SO17</b> The south-west industrial gateway's open space network is enhanced by development.	<b>L17.1</b> Development provides for buffering of residential areas from roadways and industrial areas with open space.	<b>Not Applicable</b> No nearby to established residential areas.
	<b>L17.2</b> Development supports the provision of an open space network along Oxley Creek addressing natural, recreational and active transport options.	<b>Not Applicable</b> The development site does not directly adjoin Blunder Creek
<b>SO18</b> The south-west industrial gateway's community facilities network is enhanced by development.	<b>L18.1</b> Development of high-noise recreation activities, such as trail bikes will be accommodated where appropriate.	<b>Not Applicable</b>
	<b>L18.2</b> Development supports improved linkages between education and training institutions such as TAFE/SkillsTech and industry such as manufacturing, aviation and logistics within the south-west industrial gateway.	<b>Not Applicable</b>
	<b>L18.3</b> Development makes provision for appropriate community facilities to support a growing workforce.	<b>Complies</b>

## Theme 5: Brisbane's CityShape

### Element 5.6 - Brisbane's Greenspace System

Table 3.7.7.1— Brisbane's Greenspace System

Specific outcomes	Land use strategies	Proposal
<b>Greenspace System</b>		
<b>SO1</b> The Greenspace System's values and functions are identified, retained and enhanced.	<b>L1.1</b> Development protects land allocated for nature conservation, public open space and sporting and recreation uses.	<b>Complies</b> The area of the site zoned for Environmental Management will retain the vegetation of ecological significance at the rear.
	<b>L1.2</b> Development intensity, land use allocation, siting and design protect the multiple values and functions of the Greenspace System.	<b>Complies</b> The proposed development is to be largely carried out in the area of the site which has been highly modified, ensuring the areas at the rear of the site of most significance is retained.
	<b>L1.3</b> Development does not fragment high-value biodiversity areas, areas for large-scale rehabilitation, fauna movement and rural activities.	<b>Complies</b> The proposed development does not further fragment areas of Biodiversity Significance.
<b>SO2</b> The Greenspace System is expanded to protect areas with green space values.	<b>L2</b> Development in the Greenspace System appropriately reflects the values of the site and ensures those areas of the site are protected or enhanced.	<b>Complies</b>
<b>SO3</b> The Greenspace System provides an effective network of green space links and contributes to a regional network.	<b>L3.1</b> Development supports the linkage of Greenspace System areas with open space and recreational and biodiversity values.	<b>Not Applicable</b>
	<b>L3.2</b> Development enhances the Greenspace System to enable green space areas to connect with communities, and integrate with regional green space in surrounding local government areas.	<b>Not Applicable</b>
	<b>L3.3</b> Development protects the inter-urban breaks between Brisbane City and Moreton Bay Region, Somerset Region, Redland City and Logan City, as part of the Brisbane Greenspace System.	<b>Complies</b>

**Table 3.7.7.1— Brisbane's Greenspace System**

Specific outcomes	Land use strategies	Proposal
	<p><b>L3.4</b> Development is designed and managed to ensure Greenspace System areas provide physical breaks and buffers within the urban footprint.</p>	<b>Not Applicable</b>
	<p><b>L3.5</b> Corridors within the Greenspace System reinforce the sense of identity of local communities and assist in floodway and drainage functions and safe wildlife movement.</p>	<b>Complies</b>
<p><b>SO4</b> The Greenspace System protects koala habitats.</p>	<p><b>L4</b> Development protects koala habitat in biodiversity areas as mapped in the Biodiversity areas overlay.</p>	<b>Complies</b>
<p><b>SO5</b> The Greenspace System maintains and enhances the capacity of ecosystems to provide ecosystem services.</p>	<p><b>L5</b> Development identifies and protects areas with high levels of ecosystem services from development impacts.</p>	<b>Complies</b>
<p><b>SO6</b> Brisbane's existing extractive industry operations are managed to protect the Greenspace System.</p>	<p><b>L6</b> Existing extractive industry operations are managed to best-practice environmental standards to protect the values and functions of the Greenspace System.</p>	<b>Not Applicable</b>
<p><b>Rural Neighbourhoods within the Greenspace System</b></p>		
<p><b>Not Applicable</b> – The proposed development is not on a Rural site.</p>		

## APPENDIX B – Brisbane City Council Codes

### Neighbourhood Plan

Table 7.2.12.5.3—Lower Oxley Creek North Neighbourhood Plan Code

Performance outcomes	Acceptable outcomes	Response
<p><b>PO1</b></p> <p>Development:</p> <p>a. does not expose people to unacceptable levels of risk to health, safety and wellbeing from sub-surface landfill emissions, including landfill gas, contaminated groundwater or leachate;</p> <p>b. is designed and constructed to minimise and mitigate risks to health, safety and wellbeing from sub-surface landfill emissions, including landfill gas, contaminated groundwater or leachate.</p> <p>Note—Compliance with this performance outcome can be demonstrated by the submission of the following reports prepared by qualified experts and certified by a Registered Professional Engineer of Queensland: Hazard Analysis Assessment Report and Geotechnical Assessment Report.</p> <p>Editor's note—Third party advice may be sought from Queensland Government agencies regarding Queensland Government registers and the assessment of any hazard analysis report.</p>	<p><b>AO1</b></p> <p>No acceptable outcome is prescribed.</p>	<p><b>To Be Provided</b></p> <p>Council to request as part of subsequent Information Request.</p>
<p><b>Access to Burman Road and Gooderham Road</b></p> <p>Not applicable – The site does not gain access via Burman Road or Gooderham Road.</p>		
<p><b>If in the Habitat areas and ecological corridor (public) on Figure b</b></p> <p>Not applicable – The subject site is not in the Habitat areas and ecological corridor (public) shown on Figure b.</p>		
<p><b>Where Centre Activities in an area identified as a neighbourhood centre in Figure b</b></p> <p>Not applicable – The subject site is not shown as a neighbourhood centre on Figure b.</p>		

## Development Codes

### Industry Code

Table 9.3.12.3.A—Industry Code		
Performance outcomes	Acceptable outcomes	Response
<b>Section A— If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</b>		
<p><b>PO1</b></p> <p>Development:</p> <p>(a) avoids or minimises air emissions;</p> <p>(b) complies with the following criteria in a sensitive zone, and at a sensitive use in a rural zone:</p> <p>(i) air quality (planning) criteria in Table 9.3.12.3.B;</p> <p>(ii) the odour criteria in Table 9.3.12.3.C;</p> <p>(iii) the health risk assessment criteria in Table 9.3.12.3.D.</p> <p>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p><b>AO1.1</b></p> <p>Development for a low impact industry or a research and technology industry or a warehouse located in the Low impact industry zone or General industry A zone, or for a research and technology industry or low impact industry in the Mixed industry and business zone precinct or major education and research facility zone precinct of the Specialised centre zone:</p> <p>(a) does not involve activities that generate air emissions from the site;</p> <p>(b) does not involve unsealed roads, driveways and vehicle manoeuvring areas.</p>	<p><b>Not Applicable</b></p> <p>The development site is zoned for Environmental Management and industry investigation</p>
	<p><b>AO1.2</b></p> <p>Development for a medium impact industry A does not involve unsealed roads and:</p> <p>(a) does not involve activities that generate air emissions from the site; or</p> <p>(b) is located at least 150m from a sensitive zone.</p>	<p><b>Not Applicable</b></p> <p>The development is not for a land use considered to be Medium Impact Industry A</p>
	<p><b>AO1.3</b></p> <p>Development for a medium impact industry B does not involve unsealed roads and:</p> <p>(a) does not involve activities that generate air emissions from the site; or</p> <p>(b) is located at least 250m from a sensitive zone.</p>	<p><b>Complies</b></p> <p>The proposed development does include Medium Impact Industry B (metal recovery) all areas of manoeuvring and dismantling of vehicles are to be sealed with concrete. The site is more than 250m from the nearest sensitive zone.</p>
	<p><b>AO1.4</b></p> <p>Development for a high impact industry where not a concrete batching plant, does not involve an activity which generates air emissions from the site.</p>	<p><b>Not Applicable</b></p> <p>No High Impact Industry is proposed.</p>

**Table 9.3.12.3.A—Industry Code**

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO1.5</b> Development for a concrete batching plant: (a) complies with the air quality and dust section of the Concrete batching plants planning scheme policy; (b) is located a minimum of 250m from a sensitive zone or sensitive use.</p>	<p><b>Not Applicable</b> No concrete batching plant is proposed.</p>
	<p><b>AO1.6</b> Development for a renewable energy facility does not involve an activity which generates air emissions beyond the site.</p>	<p><b>Not Applicable</b> The proposed is not for a renewable energy facility.</p>
	<p><b>AO1.7</b> No acceptable outcome is prescribed for development for a special industry.</p>	<p><b>Not Applicable</b> The development is not for a special industry.</p>
	<p><b>AO1.8</b> No acceptable outcome is prescribed for development in any other zones not listed above.</p>	<p><b>Complies</b> The development site is partially mapped within the Environmental Management Zone, and it is proposed that the Medium Impact Industry B activity be carried out within this area of the site.</p> <p>The proposed industrial use is for Metal Recovery from vehicles, so no air emissions are expected. However, a site based environmental manage plan and stormwater management plan have been prepared to mitigate the potential impacts of the activity on the nearby receivers.</p> <p>All areas where dismantling of vehicles is to be carried out will be sealed completely to mitigate fluids from vehicles being absorbed into the ground.</p>
<p><b>PO2</b> Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G.</p>	<p><b>AO2.1</b> Development for a low impact industry, medium impact industry A, medium impact industry B, a research and technology industry or a warehouse located in the Low impact industry zone or General industry A zone precinct of the Industry zone, or for research and</p>	<p><b>Not Applicable</b> The development site is not zoned for those mentioned in AO2.1</p>

**Table 9.3.12.3.A—Industry Code**

Performance outcomes	Acceptable outcomes	Response
<p>Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>technology industry or low impact industry located in the Mixed industry and business zone precinct of the Specialised centre zone or Major education and research facility zone precinct of the Specialised centre zone:</p> <ul style="list-style-type: none"> <li>(a) is conducted wholly indoors within a fully enclosed building except where located a minimum of 250m from a sensitive zone;</li> <li>(b) operates Monday to Saturday excluding public holidays between:               <ul style="list-style-type: none"> <li>(i) 7am and 7pm, including deliveries; or</li> <li>(ii) 7pm and 7am only where:                   <ul style="list-style-type: none"> <li>(A) located at least 75m from a sensitive zone;</li> <li>(B) not involving deliveries, loading or unloading activities between 7pm and 7am.</li> </ul> </li> </ul> </li> </ul>	
	<p><b>AO2.2</b> Development for a car wash where in a zone in the Centre zones category only operates between 7am to 6pm, including deliveries.</p>	<p><b>Not Applicable</b> The proposed is not for a carwash.</p>
	<p><b>AO2.3</b> Development for a car wash in the Low impact industry zone or General industry A zone:</p> <ul style="list-style-type: none"> <li>(a) operates between 7am and 7pm Monday to Saturday excluding public holidays; or</li> <li>(b) is not clearly audible from a residential zone or sensitive use in a centre zone.</li> </ul>	<p><b>Not Applicable</b> The proposed is not for a carwash.</p>
	<p><b>AO2.4</b> Development for medium impact industry in the General industry B zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> <li>(a) does not involve outdoor activities between 7pm and 7am; or</li> <li>(b) is not clearly audible from a use in a residential zone, or a sensitive use in a centre zone; or</li> <li>(c) is in a location at least 500m from a sensitive zone.</li> </ul>	<p><b>Not Applicable</b> The site is not zoned for General industry B.</p>

**Table 9.3.12.3.A—Industry Code**

Performance outcomes	Acceptable outcomes	Response
	<p><b>A02.5</b> Development for a high impact industry does not involve an activity that generates noise emissions from the site.</p>	<p><b>Not Applicable</b> The proposed development is not for High Impact Industry.</p>
	<p><b>A02.6</b> Development for a concrete batching plant is located a minimum of 500m from a sensitive zone.</p>	<p><b>Not Applicable</b> The proposed is not for Concrete Batching</p>
	<p><b>A02.7</b> No acceptable outcome is prescribed for development for a special industry.</p>	<p><b>Not Applicable</b> The proposed development is not for a Special industry</p>
	<p><b>A02.8</b> Development for a renewable energy facility does not generate noise which is clearly audible and creates a disturbance at a sensitive zone.</p>	<p><b>Not Applicable</b> The proposed is not for a Renewable Energy Facility.</p>
	<p><b>A02.9</b> No acceptable outcome is prescribed for development in any other zones not listed above.</p>	<p><b>Complies with PO2</b></p>
<p><b>PO3</b> Development minimises the risk to public safety, property and the environment from technological hazards such as fire, explosion and toxic release and achieves the hazard and risk criteria in Table 9.3.12.3.I.  Note—A preliminary hazard analysis report prepared in accordance with the Industrial hazard and risk assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p><b>A03</b> Development does not include the storage of dangerous goods and combustible liquids above the volumes/quantities identified in Table 9.3.12.3.H.</p>	<p><b>Not Applicable</b> No hazardous materials are being stored on-site in excess of the volumes detailed in Table 9.3.12.3.H</p>
<p><b>PO4</b> Development on land used for urban purposes is serviced adequately with:  (a) water supply which meets the stated standard of service for intended use and fire-fighting purposes;  (b) waste disposal.</p>	<p><b>AO4</b> Development provides all lots with:  (a) reticulated water supply;  (b) reticulated sewerage or an appropriate on-site sewerage service where the development does not provide access to reticulated sewer for all lots.</p>	<p><b>Complies</b> The development will be provided with all services.</p>

**Table 9.3.12.3.A—Industry Code**

Performance outcomes	Acceptable outcomes	Response
<p><b>PO5</b></p> <p>Development in the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides car parking spaces at a rate which discourages private car use and encourages walking, cycling and the use of public transport.</p>	<p><b>A05</b></p> <p>Development in the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides car parking spaces at the maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Not Applicable</b></p> <p>The development site is outside the city core and frame.</p>
<p><b>PO6</b></p> <p>Development outside of the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides for the number of on-site parking spaces required to accommodate design peak parking demands without overflow parking to an adjoining premises or adjoining streets.</p>	<p><b>A06</b></p> <p>Development outside of the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides a number of on-site car parking spaces:</p> <p>(a) in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or</p> <p>(b) which does not result in on-street parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Complies</b></p> <p>The proposed development has a total GFA of 617m<sup>2</sup>. As determined on the proposal plans 11 spaces are required to be provided. 13 car parking spaces are proposed with inclusion of 1 PWD space.</p>
<p>Additional performance outcomes and acceptable outcomes where involving an extension to an existing premises or a new premises</p>	<p><b>A07.1</b></p> <p>Development provides for outdoor lighting with technical parameters, design, installation, operation and maintenance which is in compliance with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p>	<p><b>Not Applicable</b></p> <p>No outdoor lighting is proposed</p>
	<p><b>A07.2</b></p> <p>Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.</p>	<p><b>Not Applicable</b></p>
<p><b>Additional performance outcomes and acceptable outcomes where involving an extension to an existing premises or a new premises</b></p>		
<p><b>PO8</b></p> <p>Development is designed and constructed to prevent the emission of contaminants to surface water or groundwater.</p>	<p><b>A08.1</b></p> <p>Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters.</p>	<p><b>Complies</b></p> <p>Stormwater Management Plan which will include water quality measures to be implemented.</p>
	<p><b>A08.2</b></p>	<p><b>Not Applicable</b></p> <p>The proposed development is not for a concrete batching plant.</p>

**Table 9.3.12.3.A—Industry Code**

Performance outcomes	Acceptable outcomes	Response
<p>Note—For guidance on assessing potential impacts and performance requirements, refer to the Infrastructure design planning scheme policy.</p>	<p>Development where not for a concrete batching plant ensures that the storage of contaminating substances or areas where potentially contaminating activities are conducted, are:</p> <ul style="list-style-type: none"> <li>(a) roofed or covered to prevent the ingress of rainfall and run-off, and that roof water is piped away from an area of potential spills or contamination;</li> <li>(b) paved with an impervious surface and bunded so that any spills are retained on site for removal.</li> </ul>	
	<p><b>AO8.3</b> Development for a concrete batching plant complies with the surface and groundwater protection section of the Concrete batching plant planning scheme policy.</p>	<p><b>Not Applicable</b> The proposed development is not for a concrete batching plant.</p>
	<p><b>AO8.4</b> Development involving storing or dispensing of petroleum manages discharges to the stormwater system in compliance with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.</p>	<p><b>Not Applicable</b> The proposed does not include petroleum dispensing.</p>
<p><b>PO9</b> Development includes spill management and stormwater treatment systems for fuel dispensing areas that achieve the stormwater treatment criteria in Table 9.3.12.3.J.</p>	<p><b>AO9</b> Development:</p> <ul style="list-style-type: none"> <li>(a) does not include fuel dispensing; or</li> <li>(b) complies with the surface water and groundwater protection standards of the Storage and dispensing of petroleum products planning scheme policy;</li> <li>(c) includes fuel dispensing areas that are drained to a containment vessel having no connection to sewer or stormwater in compliance with the fuel dispensing area standards of the Storage and dispensing of petroleum products planning scheme policy.</li> </ul>	<p><b>Not Applicable</b> The proposed does not include petroleum dispensing.</p>
<p><b>P10</b> Development is designed and constructed to prevent ground contamination.</p>	<p><b>A10</b> Development:</p> <ul style="list-style-type: none"> <li>(a) ensures that there is no underground fuel storage on the site; or</li> </ul>	<p><b>Complies</b> No underground fuel storage is proposed. No storage or dispensing proposed.</p>

**Table 9.3.12.3.A—Industry Code**

Performance outcomes	Acceptable outcomes	Response
	(b) where involving storing and dispensing of petroleum complies with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.	
<p><b>PO11</b> Development for a building:</p> <p>(a) is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street;</p> <p>(b) is easily accessible and legible;</p> <p>(c) designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street.</p>	<p><b>AO11.1</b> Development has a maximum site cover which is:</p> <p>(a) 75% in the Industry investigation zone, Low impact industry zone and Industry zone;</p> <p>(b) 25% in the Special industry zone and Extractive industry zone.</p>	<p><b>Complies</b> The development site is zoned partially for Industry Investigation and Environmental Management. The proposed will result in a site cover of approx. 5%.</p>
	<p><b>AO11.2</b> Development has a maximum building height of 15m.</p>	<p><b>Complies</b> All proposed buildings will not exceed the maximum building height of 15m.</p>
	<p><b>AO11.3</b> Development ensures that no part of any building or structure is closer than 6m to any street frontage.</p>	<p><b>Complies</b> No building is within 6000mm of a road boundary.</p>
	<p><b>AO11.4</b> Development ensures that:</p> <p>(a) the main pedestrian entry to the building is:</p> <p>(i) easily identifiable;</p> <p>(ii) clearly visible;</p> <p>(iii) directly accessible from the street;</p> <p>(b) the ground storey offices, display windows and entrance foyers are orientated towards the street frontage.</p> <p>Refer to Figure a.</p>	<p><b>Not Applicable</b> The proposed development site is a battle axe lot with a handle that is 250m long. The provision of pedestrian access is not feasible/required given there is no need for public pedestrian access.</p>
	<p><b>AO11.5</b> Development provides street numbers and building and tenancy names which are displayed at the ground storey and are clearly identifiable from the street.</p>	<p><b>Complies</b> Council to condition accordingly.</p>
<p><b>PO12</b></p>	<p><b>AO12.1</b></p>	<p><b>Complies</b></p>

**Table 9.3.12.3.A—Industry Code**

Performance outcomes	Acceptable outcomes	Response
<p>Development provides landscaping:</p> <p>(a) areas in locations where planting will ameliorate the view of the development from major public vantage points;</p> <p>(b) to the site frontage which makes a positive contribution to the streetscape and incorporates bold landscape elements that complement the scale and bulk of the industrial form.</p>	<p>Development provides landscaping which:</p> <p>(a) covers a minimum of 3% of the site;</p> <p>(b) includes a landscaped strip along the site frontage with a minimum width of 2m;</p> <p>(c) includes a landscape strip along any frontage or boundary with a motorway or arterial road of 3m.</p>	<p>A 3000mm landscape strip is to be provided along the northern boundary of the site.</p> <p>The rear of the site is to be retained for vegetation which is more than 3% of the site.</p>
	<p><b>AO12.2</b></p> <p>Development provides tree planting to site frontages which will achieve a canopy spread over 50% of the site frontage within 5 years of planting.</p> <p>Note—Existing significant vegetation that already contributes to these requirements is to be retained.</p>	<p><b>Not Applicable</b></p> <p>The site has no real frontage with King Avenue, it's not feasible to provide planting which will achieve this.</p>
	<p><b>AO12.3</b></p> <p>Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.</p>	<p><b>Complies</b></p> <p>Council to condition.</p>
	<p><b>AO12.4</b></p> <p>Development provides large trees and spreading ground covers in all landscape areas within the site.</p>	<p><b>Complies</b></p> <p>Council to condition</p>
	<p><b>AO12.5</b></p> <p>Development provides, in an area where screening or buffering is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building.</p>	<p><b>Not Applicable</b></p> <p>Not required.</p>
<p><b>PO13</b></p> <p>Development creates a socially, visually and physically amenable work environment.</p>	<p><b>AO13</b></p> <p>Development provides an on-site recreation area for staff which:</p> <p>(a) includes seating, tables and rubbish bins;</p> <p>(b) is adequately protected from the weather;</p> <p>(c) is safely accessible to all staff;</p> <p>(d) is separate and private from public areas;</p> <p>(e) is located away from a noisy or odorous activity.</p> <p>Refer to Figure b.</p>	<p><b>Complies</b></p> <p>The existing dwelling on site which is to be retained will be repurposed for use as an office and staff recreation area.</p>

**Table 9.3.12.3.A—Industry Code**

Performance outcomes	Acceptable outcomes	Response
<p><b>PO14</b> Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p><b>AO14</b> Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by:</p> <ul style="list-style-type: none"> <li>(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</li> <li>(b) defining different uses and public and private ownerships through design and restricting access from non-residential uses into private residential dwellings;</li> <li>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</li> <li>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</li> <li>(e) including way-finding cues;</li> <li>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets and communal areas.</li> </ul> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p>	
<p><b>PO15</b> Development minimises opportunities for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p><b>AO15</b> Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by:</p> <ul style="list-style-type: none"> <li>(a) denying access to potential canvas through access control techniques;</li> <li>(b) reducing potential canvases through canvas reduction techniques;</li> <li>(c) ensuring graffiti can be readily and quickly removed through</li> </ul>	<p><b>Complies</b></p>

**Table 9.3.12.3.A—Industry Code**

Performance outcomes	Acceptable outcomes	Response
	Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.	
<b>PO16</b> Development is serviced adequately with: (a) refuse disposal; (b) telecommunications; (c) energy supply.	<b>AO16.1</b> Development is provided with and connected to electricity and telecommunications.	<b>Complies</b> Development site to be connected to electricity and telecommunications.
	<b>AO16.2</b> Development does not impede existing refuse removal provisions and provides for a dedicated area or system to ensure adequate access to and removal of refuse.  Note—Refer to the Refuse planning scheme policy for further guidance.	<b>Complies</b> As detailed in the attached Traffic Assessment the development will require on-site waste collection which is to be carried out by a private contractor who could utilise up to a 12.5m HRV
<b>PO17</b> Development is situated on a site which is provided with a constructed road access, frontage treatment and access crossings to an appropriate urban standard.	<b>AO17</b> Development is provided with the following works which are constructed to the applicable design standard for comparable new subdivision requirements: (a) concrete kerb and channel; (b) paved roadway; (c) a constructed walkway or repair of any damage to any walkway caused by construction or operational activities; (d) drainage works; (e) services conduits.	<b>Complies</b> Council to conditions as required.
<b>PO18</b> Development is provided with adequate vehicle access to service the uses proposed for the site, including a safe and easily accessible vehicle movement layout.	<b>AO18</b> Development provides for all vehicles, including servicing and waste disposal vehicles, to enter and exit the site in forward gear, and comply with the car parking design and site access guidelines in the Transport, access, parking and servicing planning scheme policy.	<b>Complies</b> As detailed on the proposal plans a shared access arrangement with 68 King Avenue is proposed that will ensure that vehicles are able to enter the site and leave in a forward gear. Further, this arrangement will allow for vehicles to enter the site after hours and have the ability to safely turn around avoiding unsafe interference with the road network.
<b>Section B—If assessable development</b>		
<b>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises within 150m of a sensitive zone</b>		

Table 9.3.12.3.A—Industry Code		
Performance outcomes	Acceptable outcomes	Response
<b>Not Applicable</b> – The development site is not within 150m of a sensitive zone.		
<b>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site is on the opposite side of the road to a sensitive zone</b>		
<b>Not Applicable</b> – The development site is not on the opposing side of the road to a sensitive zone		
<b>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site has a common side or rear boundary with a site where in a zone in the Residential zones category</b>		
<b>Not Applicable</b> – The development site is does not share a common boundary with a residential zone.		
<b>Additional performance outcomes and acceptable outcomes if a food and drink outlet or a shop</b>		
<b>PO22</b> Development: (a) is in a highly accessible location; (b) does not contribute to strip development along arterial roads; (c) must not introduce non-local traffic into minor roads.	<b>AO22</b> Development is to be on a site that: (a) is located on either a district road or a suburban road; (b) does not have a boundary to an arterial road.	<b>Complies with PO22</b> The proposed shop use is purely for the potential sale of car parts within the site. All sales will be carried out within the existing dwelling house which is to be converted to ancillary office and staff amenities.
<b>PO23</b> Development does not: (a) create a de facto centre through a clustering of small non-industrial uses; (b) cause an incremental extension to the edge of an existing centre through sequential development of multiple small non-industrial uses; (c) locate in a catchment which is already serviced by an existing centre.	<b>AO23</b> Development is not located on a site: (a) adjoining a zone in the Centre zones category; (b) within 400m walking distance from the perimeter of a zone in the Centre zones category; (c) in close proximity to an existing or approved shop or food and drink outlet; (d) adjoining a site in the Commercial character building overlay.	<b>Complies</b> Several of the established car yards within the locality have ancillary shop land uses established. It is not a typical shop which will attract 'leisurely' visits.
<b>PO24</b> Development: (a) is low key in scale, nature and employment and of an appropriate size to serve the needs of the local industrial workforce; (b) has hours of operation which are controlled so that the use does not detrimentally impact on the primary industrial function of an area.	<b>AO24</b> Development: (a) has a maximum gross floor area of 250m <sup>2</sup> ; (b) where in the Low impact industry zone or General industry A zone precinct of the Industry zone: (i) has hours of operation which are limited to 6am to 7pm Monday to Saturday excluding public holidays.	<b>Complies</b> The proposed 'shop' will function out of the proposed ancillary office and will operate the same hours as the proposed industrial use.

## Subdivision Code

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	Acceptable outcomes	Response
<b>Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot</b>		
<p><b>PO1</b></p> <p>Development results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> <li>(a) enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use;</li> <li>(b) are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;</li> <li>(c) feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development;</li> <li>(e) complement the streetscape, local context and character for the locality;</li> <li>(e) address development constraints.</li> </ul>	<p><b>AO1.1</b></p> <p>Development provides lots with dimensions in compliance with Table 9.4.10.3.B.</p> <p>Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters.</p> <p>Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone.</p> <p>Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed.</p> <p>Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5.</p> <p>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</p>	<p><b>Not Applicable</b></p> <p>The proposed reconfiguration of a lot does not further subdivide the land; it is for the creation of new easements to facilitate the shared access between 66 and 68 King Avenue. See proposed plan of subdivision prepared by ONF Surveys.</p>
	<p><b>AO1.2</b></p> <p>Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the Land Title Act 1994 and the Land Act 1994.</p> <p>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts</p>	<p><b>Not Applicable</b></p> <p>No BLE or Development Footprint required.</p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
	<p>of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.</p> <p>Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.</p>	

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO1.3</b></p> <p>Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:</p> <p>(a) across a proposed lot boundary; or</p> <p>(b) within a setback required by the planning scheme.</p> <p>Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot.</p> <p>Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan.</p> <p>Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation.</p> <p>Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:</p> <ul style="list-style-type: none"> <li>• physical inspection is undertaken at the framing stage of construction;</li> <li>• written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;</li> <li>• other evidence received and agreed by the Council.</li> </ul>	<p><b>Not Applicable</b></p>
<p><b>PO2</b></p>	<p><b>AO2.1</b></p>	<p><b>Not Applicable</b></p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
<p>Development creates useable lots that:</p> <ul style="list-style-type: none"> <li>(a) do not rely on excessive cut and fill;</li> <li>(b) do not intrude into areas of waterway and environmental significance;</li> <li>(c) ensure any cutting, filling, retaining walls and earthworks:               <ul style="list-style-type: none"> <li>(i) minimise adverse impacts to vegetation, natural features and topography;</li> <li>(ii) avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways;</li> </ul> </li> <li>(d) minimise adverse impacts to the utility of existing or proposed transport network elements.</li> </ul>	<p>Development ensures that any cutting, filling, retaining walls and earthworks:</p> <ul style="list-style-type: none"> <li>(a) result in a maximum vertical dimension or minimum horizontal dimension of 1m for either:               <ul style="list-style-type: none"> <li>(i) a single level change; or</li> <li>(ii) any step in a series of level changes.</li> </ul> </li> <li>(b) locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary;</li> <li>(c) limits cut and fill to less than 1m in height for construction of transport network elements.</li> </ul> <p>Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B.</p> <p>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</p>	
	<p><b>AO2.2</b></p> <p>Development involving a lot with an area less than 450m<sup>2</sup> is located on a site with a maximum average slope of:</p> <ul style="list-style-type: none"> <li>(a) 1 into 10 on the shortest lot axis;</li> <li>(b) 1 into 15 on the longest axis.</li> </ul>	<p><b>Not Applicable</b></p>
	<p><b>AO2.3</b></p> <p>Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site.</p> <p>Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme.</p>	<p><b>Complies</b></p> <p>The development site area remains unchanged.</p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
	<p>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.</p> <p><b>A02.4</b> Development does not involve the creation of canals or artificial waterways.</p>	<p><b>Complies</b> No creation of canals or artificial waterways proposed.</p>
<p><b>PO3</b> Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed:</p> <ul style="list-style-type: none"> <li>(a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy;</li> <li>(b) for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use;</li> <li>(c) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;</li> <li>(d) to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists;</li> <li>(e) at an adequate width, suitable gradient and appropriate construction standard;</li> <li>(f) to avoid unreasonable detriment or nuisance to an adjacent premises;</li> <li>(g) to preserve the amenity and function of the public realm in accommodating: <ul style="list-style-type: none"> <li>(i) high levels of pedestrian traffic;</li> <li>(ii) large subtropical street trees;</li> <li>(iii) on-street parking.</li> </ul> </li> </ul>	<p><b>A03.1</b> Development provides roads, pavement and concrete kerb and channel that provide for:</p> <ul style="list-style-type: none"> <li>(a) design and construction in accordance with the road hierarchy;</li> <li>(b) safe travel for pedestrian, cyclists and vehicles;</li> <li>(c) access to properties for all modes;</li> <li>(d) utilities;</li> <li>(e) high levels of aesthetics and amenity, improved liveability and future growth;</li> <li>(f) a high-quality streetscape;</li> <li>(g) a low-maintenance asset with minimal whole-of-life cost.</li> </ul> <p>Editor's note—See Section B for additional requirements where new road is proposed.</p> <p><b>A03.2</b> Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Complies</b> Council to condition accordingly. It is noted there is to be future road widening which Council is yet to determine to what standards the road is to be constructed.</p> <p><b>Complies</b> The proposed development is to be serviced by a left-in/left-out entryway. It is proposed that an 8m wide sealed access driveway be provided which is to be contained within a 10m wide reciprocal access easement which will include the handle of both the subject site 66 King Ave and the adjoining premise 68 King Avenue. Consents from all implicated landowners have been provided in support of the proposed access easements. Additionally, two easements on each side of the proposed access handle are to be established which are to have a width of 05m and depth of 0.1m for the proposed crossovers splays as detailed in the BMC Traffic Report.</p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO3.3</b>            Development provides each lot with access to a public road other than a major road, that is:</p> <ul style="list-style-type: none"> <li>(a) direct; or</li> <li>(b) via a formal access arrangement that is:               <ul style="list-style-type: none"> <li>(i) registered on a title over another lot; or</li> <li>(ii) a reciprocal access easement; or</li> <li>(iii) over common property;</li> <li>(iv) located as far away as practicable from an existing or proposed dwelling;</li> <li>(v) compliant with the road corridor design standards in the Infrastructure design planning scheme policy;</li> </ul> </li> <li>(c) the width specified:               <ul style="list-style-type: none"> <li>(i) in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or</li> <li>(ii) in Table 9.4.10.3.B where in any other zone;</li> </ul> </li> <li>(d) compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.</li> </ul>	<p><b>Complies</b>            The proposed development is to be serviced by a dual carriage way access driveway which is to be contained within reciprocal access easements. As noted above all implicated lot owners have provided consent to the establishment of the required easements.</p>
	<p><b>AO3.4</b>            Development provides safe sight distances at the following locations:</p> <ul style="list-style-type: none"> <li>(a) an access point along the frontage of each lot;</li> <li>(b) a junction and an intersection, including corner truncation;</li> <li>(c) a pedestrian or cyclist crossing.</li> </ul>	<p><b>Complies</b></p>
	<p><b>AO3.5</b>            Development provides grades within a lot that:</p> <ul style="list-style-type: none"> <li>(a) enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy;</li> </ul>	<p><b>Complies</b>            As per the provided Traffic Assessment a maximum gradient of 1:40 is achievable.</p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
	(b) do not require cut and fill in excess of 1m in height.	
<p><b>PO4</b></p> <p>Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.</p> <p>Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.</p>	<p><b>AO4.1</b></p> <p>Development provides land and works for infrastructure and services in compliance with the:</p> <ul style="list-style-type: none"> <li>(a) Local government infrastructure plan;</li> <li>(b) standards in the Infrastructure design planning scheme policy;</li> <li>(c) Refuse planning scheme policy;</li> <li>(d) Transport, access, parking and servicing planning scheme policy;</li> <li>(e) Long term infrastructure plan;</li> <li>(f) codes and planning scheme policies that apply to the site.</li> </ul> <p><b>AO4.2</b></p> <p>Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.</p> <p><b>AO4.3</b></p> <p>Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:</p> <ul style="list-style-type: none"> <li>(a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or</li> <li>(b) a 6m long by 3 equal chord truncation if a minor road.</li> </ul>	<p><b>Complies</b></p> <p>As detailed on the proposal plans the future 15.5m road widening will not be prejudiced by the development.</p> <p><b>Complies</b></p> <p><b>Not Applicable</b></p> <p>The proposed development does not require a corner truncation.</p>
<p><b>PO5</b></p> <p>Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.</p>	<p><b>A05</b></p> <p>Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by:</p> <ul style="list-style-type: none"> <li>(a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions;</li> <li>(b) avoiding the hazard; or</li> </ul>	<p><b>Complies</b></p> <p>The proposed development does not include creation of new lots.</p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
	<p>(c) mitigating hazard impacts, including through buffers, structures or other necessary measures.</p> <p>Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with:</p> <ul style="list-style-type: none"> <li>• contaminated land;</li> <li>• transport noise corridors on State-controlled roads and the rail network.</li> </ul> <p>The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.</p>	
<p><b>Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving:</b></p> <p>(a) rearranging the boundaries of a lot; or</p> <p>(b) volumetric format plan subdivision; or</p> <p>(c) a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.</p>		
<p><b>PO6</b></p> <p>Development ensures that any rearrangement of a lot boundary:</p> <p>(a) does not create additional lots;</p> <p>(b) wholly contains infrastructure and services within the lot they serve;</p> <p>(c) results in lots having a dimension, arrangement and size that maintains or improves consistency with the:</p> <p>(i) character intended for the locality;</p> <p>(ii) outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.</p>	<p><b>AO6</b></p> <p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b></p> <p>No boundary realignment is proposed.</p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
<p><b>PO7</b> Development ensures that volumetric format plan subdivision and any associated statutory easements:</p> <ul style="list-style-type: none"> <li>(a) facilitate efficient development;</li> <li>(b) ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises;</li> <li>(c) are in accordance with an existing development approval or approved building;</li> <li>(d) are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.</li> </ul>	<p><b>A07</b> No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b> No volumetric subdivision is proposed.</p>
<p><b>PO8</b> Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the:</p> <ul style="list-style-type: none"> <li>(a) different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site;</li> <li>(b) lawful uses intended for the site and the locality.</li> </ul>	<p><b>A08.1</b> Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.</p>	<p><b>Complies</b> No change to existing boundaries, or new lots being created.</p>
	<p><b>A08.2</b> Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.</p>	<p><b>Complies</b> Areas of vegetation at the rear of the property are being retained. The site is otherwise largely clear of significant vegetation.</p>
	<p><b>A08.3</b> Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.</p>	<p><b>Complies</b> No change to existing boundaries, or new lots being created.</p>
<p><b>Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:</b></p> <ul style="list-style-type: none"> <li>(a) 10 or more lots; or</li> <li>(b) road reserve or new road; or</li> <li>(c) cycle or pedestrian routes.</li> </ul>		

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
<p><b>PO9</b>            Development ensures that the transport network and all its component elements is designed to:</p> <ul style="list-style-type: none"> <li>(a) facilitate the efficient and cost-effective provision and maintenance of infrastructure;</li> <li>(b) deliver the intended functional outcome of each element;</li> <li>(c) have a clear hierarchical structure using the existing network classification;</li> <li>(d) provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks.</li> </ul> <p>Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied.</p> <p>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</p>	<p><b>AO9</b>            Development provides a transport network that:</p> <ul style="list-style-type: none"> <li>(a) is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;</li> <li>(b) completes, aligns and integrates with the relevant components of the surrounding transport network identified through:               <ul style="list-style-type: none"> <li>(i) the Road hierarchy overlay map;</li> <li>(ii) the Bicycle network overlay map;</li> <li>(iii) the Streetscape hierarchy overlay map;</li> <li>(iv) any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site;</li> </ul> </li> <li>(v) a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council;</li> <li>(c) when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy.</li> </ul> <p>Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>Note—This outcome can be demonstrated through an application that:</p> <ul style="list-style-type: none"> <li>• is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines</li> </ul>	<p><b>Complies</b>            As detailed on the proposal plans the future 15.5m road widening will not be prejudiced by the development.</p>

Table 9.4.10.3.A—Subdivision Code

Performance outcomes	Acceptable outcomes	Response
	<p>of the Transport, access, parking and servicing planning scheme policy;</p> <ul style="list-style-type: none"> <li>is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.</li> </ul>	
<p><b>PO10</b> Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that:</p> <ul style="list-style-type: none"> <li>(a) are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks;</li> <li>(b) are safe, suitably shaded and embellished, attractive and efficient;</li> <li>(c) link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes;</li> <li>(d) provide routes that are on areas of least slope and avoid potential hazards such as flooding;</li> <li>(e) run predominantly along public spaces including streets or parks that are fronted by dwellings;</li> <li>(f) are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night;</li> <li>(g) are widened at potential vehicle conflict points.</li> </ul>	<p><b>AO10.1</b> Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that:</p> <ul style="list-style-type: none"> <li>(a) is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or</li> <li>(b) uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies.</li> </ul> <p>Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park.</p> <p><b>AO10.2</b> Development provides pathway links outside the road corridor that:</p>	<p><b>Not Applicable</b> No pedestrian or bicycle network proposed.</p> <p><b>Not Applicable</b> The proposal does not include pathway linkages.</p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
<p>Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not.</p> <p>Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.</p>	<p>(a) comply with the Infrastructure design planning scheme policy;</p> <p>(b) incorporate key elements of crime prevention through environmental design, including:</p> <ul style="list-style-type: none"> <li>(i) having a maximum length of 40m;</li> <li>(ii) providing a direct line of sight between ends of the link;</li> <li>(iii) connecting between the road network and the park where development is located between them.</li> </ul> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p> <p>Note—A minimum of 50% of any park frontage should be to a minor road.</p>	
<p><b>PO11</b></p> <p>Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including:</p> <ul style="list-style-type: none"> <li>(a) safe and efficient movement of users, including vehicles, cyclists and pedestrians;</li> <li>(b) vehicle parking;</li> <li>(c) access to properties, including accommodation of the largest design service vehicle;</li> <li>(d) construction and maintenance of public utilities;</li> <li>(e) landscaping, street trees and shading;</li> <li>(f) safety and visibility;</li> <li>(g) integrated pedestrian and cyclist movement and safety;</li> <li>(h) noise reduction;</li> <li>(i) required design vehicles;</li> <li>(j) utility services.</li> </ul>	<p><b>AO11</b></p> <p>Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.</p>	<p><b>Not Applicable</b></p> <p>No proposed road reserves or carriageways.</p>
<p><b>PO12</b></p>	<p><b>AO12.1</b></p>	<p><b>Not Applicable</b></p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
<p>Development provides a road network that:</p> <ul style="list-style-type: none"> <li>(a) includes a minor road network that creates convenient and safe movement between uses and to major roads;</li> <li>(b) positively contributes to and enhances the bicycle network and streetscape hierarchy;</li> <li>(c) caters for the expected vehicle, pedestrian and cyclist use;</li> <li>(d) utilises geometry consistent with the standards relevant for the road hierarchy;</li> <li>(e) provides safe vehicular access to each lot where direct lot access is allowed;</li> <li>(f) prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths;</li> <li>(g) provides safe pedestrian and cyclist crossings;</li> <li>(h) minimises the need for earthworks;</li> <li>(i) provides minor roads adjoining and overlooking the public parks network;</li> <li>(j) enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas;</li> <li>(k) maximises the quality of the public realm, provision of street trees and availability of on-street parking.</li> </ul>	<p>Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.</p> <p><b>AO12.2</b> Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park.</p> <p><b>AO12.3</b> Development provides road network that:</p> <ul style="list-style-type: none"> <li>(a) is generally orientated on a modified grid pattern that allows for topographic constraints;</li> <li>(b) facilitates the following orientation wherever possible:               <ul style="list-style-type: none"> <li>(i) generally north-south roads, to allow lots to have their long axes typically orientated east-west;</li> <li>(ii) generally east-west roads, to allow lots to have their long axes typically orientated north-south.</li> </ul> </li> </ul>	<p>The proposed development does not involve creation of a road.</p> <p><b>Not Applicable</b> The proposed development does not involve creation of a road.</p> <p><b>Not Applicable</b> The proposed development does not involve creation of a road.</p>
<p><b>PO13</b> Development provides connected road, pedestrian and bicycle networks.</p>	<p><b>AO13</b> Development involving new road ensures that a no through road is included only where:</p> <ul style="list-style-type: none"> <li>(a) physical features obstruct road network continuity;</li> <li>(b) it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity;</li> <li>(c) connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road;</li> </ul>	<p><b>Not Applicable</b> The proposed development does not involve creation of a road.</p>

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
	<p>(d) a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;</p> <p>(e) if for residential development, a no through road:</p> <ul style="list-style-type: none"> <li>(i) accommodates a maximum of 200 vehicle movements per day;</li> <li>(ii) provides a visible manoeuvring area from the no through road entrance;</li> <li>(iii) is no longer than 150m.</li> </ul> <p>(f) if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day.</p> <p>Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.</p>	
<p><b>PO14</b> Development maximises opportunities to provide on-street car parking where:</p> <ul style="list-style-type: none"> <li>(a) in compliance with the intended function of the road;</li> <li>(b) taking into consideration kerb space requirements for: <ul style="list-style-type: none"> <li>(i) bus stops, passenger set down, servicing and traffic control devices;</li> <li>(ii) street trees and landscaping;</li> <li>(iii) street furniture and public signage;</li> <li>(iv) utilities and other infrastructure.</li> </ul> </li> </ul>	<p><b>AO14</b> Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Not Applicable</b> The proposed development does not involve creation of a road.</p>
<p><b>PO15</b> Development provides intersection designs that ensure:</p>	<p><b>AO15</b> Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.</p>	<p><b>Not Applicable</b> No intersections required.</p>

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	Acceptable outcomes	Response
(a) safety, efficient function and visibility for vehicles, pedestrians and cyclists; (b) verge areas that provide sufficient space for safe pedestrian movement; (c) sufficient space for infrastructure and traffic management.		
<b>PO16</b> Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	<b>AO16</b> Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	<b>Not Applicable</b> No bus stop required, existing bus stops to be retained.
<b>PO17</b> Development provides a transport network that is: (a) designed to operate safely for users, pedestrians and cyclists; (b) ensures emergency access or evacuation in emergencies.	<b>AO17</b> Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day.  Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.	<b>Not Applicable</b>
<b>Section C—Specific performance outcomes and acceptable outcomes applicable to development</b>		
<b>Section C1—Development for reconfiguring a lot involving any of the following:</b> (a) a site that is more than 1ha in the Emerging community zone; or (b) the number of potential dwellings is 20 or more in the Emerging community zone; or (c) a site that is more than 7,000m <sup>2</sup> in the Low density residential zone; or (d) the number of lots is 20 or more; or (e) the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or (f) the creation of more than 50% of the lots with an area less than 350m <sup>2</sup> where not associated with a material change of use or in accordance with an approved building. Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		
<b>Not Applicable</b> – The proposed development does not include any if items (a) – (f)		
<b>Section C2—Detailed performance outcomes and acceptable outcomes for a small lot:</b> (a) not complying with the dimensions in Table 9.4.10.3.B; or		

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	Acceptable outcomes	Response
(b) with a frontage width of less than 10m.		
<b>Not Applicable</b> – The proposed development does not involve small lots.		
<b>Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone</b>		
<b>PO28</b> Development provides a lot layout plan which: (a) facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic; (b) minimises impacts to existing or potential incompatible land uses.	<b>AO28.1</b> Development involving an industrial lot ensures vehicle access is to a road intended for industrial use, not a residential street.	<b>Complies</b> King Avenue is an Arterial Road with several industrial developments which already access from it.
	<b>AO28.2</b> Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.	<b>Not Applicable</b> No easements for the purposes described in AO28.2 are proposed.
<b>PO29</b> Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.	<b>AO29</b> Development provides lots which are arranged to: (a) provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area; (b) be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.	<b>Not Applicable</b>
<b>PO30</b> Development in the General industry C zone and the Extractive industry zone, provides lots that: (a) are of a size that facilitates a variety of industrial and industry compatible land uses; (b) are not subdivided or otherwise fragmented into unviable lot sizes.	<b>AO30</b> Development on land in the General industry C zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.	<b>Not Applicable</b>
<b>Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone</b>		
Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.		
<b>Not Applicable</b> – The proposal does not include the Centre, Mixed Use, Community Facilities or specialised centres zone.		

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	Acceptable outcomes	Response
<b>Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan</b>		
<p><b>PO32</b></p> <p>Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values.</p> <p>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy.</p> <p>Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.</p>	<p><b>AO32</b></p> <p>Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that:</p> <ul style="list-style-type: none"> <li>(a) consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites;</li> <li>(b) minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure;</li> <li>(c) does not further fragment viable rural land.</li> </ul> <p>Note—This acceptable outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.</p>	<p><b>Complies with PO32</b></p> <p>The proposed reconfiguration of a lot is for the establishment of reciprocal access easements. Existing vegetation at the rear of the property is to be retained.</p>
<p><b>PO33</b></p> <p>Development provides vehicular access that is:</p> <ul style="list-style-type: none"> <li>(a) available to each lot or building envelope area;</li> <li>(b) does not result in the loss of ecological features, significant vegetation and koala habitat trees.</li> </ul> <p>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.</p>	<p><b>AO33</b></p> <p>Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement.</p> <p>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</p>	<p><b>Complies</b></p> <p>Access to the site will require removal of some vegetation, these however are not significant to fauna movement.</p>
<b>Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots</b>		
<b>If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land</b>		
<b>Not Applicable</b> – The proposed development is not a subdivision by lease.		

**Table 9.4.10.3.A—Subdivision Code**

Performance outcomes	Acceptable outcomes	Response
<p><b>If involving a standard format lot with common property such as requiring a community management scheme under the Body Corporate and Community Management Act 1997</b></p>		
<p>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</p>		
<p><b>Not Applicable</b> – The proposed development does not include subdivision where common property is established.</p>		

**Prescribed Secondary Codes**

**Filling and Excavation Code**

Refer to attached Engineering Services Report prepared by Inertia Engineering which provides assessment against the relevant components of this code.

**Infrastructure Design Code**

Refer to attached Engineering Services Report prepared by Inertia Engineering which provides assessment against the relevant components of this code.

**Landscape Work Code**

Appropriate landscaping has been provided given the context of the proposal and area. As such, a response against this code is not considered necessary as the development is of an industrial nature.

**Stormwater Code**

Refer to attached Engineering Services Report prepared by Inertia Engineering which provides assessment against the relevant components of this code.

**Transport, Access, Parking and Servicing Code**

Refer to attached Traffic Engineering Assessment Report prepared by BMC Traffic which provides assessment against the relevant components of this code.

## Overlays

### Airport Environs Overlay Code

**Table 8.2.2.3.A—Airport Environs Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<b>Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories</b>		
<b>General</b>		
<p><b>PO1</b></p> <p>Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.</p>	<p><b>AO1</b></p> <p>Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation.</p> <p>Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.</p>	<p><b>Complies</b></p> <p>The industrial development cannot exceed 15m in height, as per the requirements of the code. The OLS airport environs overlay sub-category allows a maximum height of 59m</p>
<p><b>PO2</b></p> <p>Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports.</p> <p>Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.</p>	<p><b>AO2</b></p> <p>Development does not emit into the OLS or height restriction zone:</p> <p>(a) a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments;</p> <p>(b) smoke, dust, ash, steam or other airborne particulate.</p>	<p><b>Complies</b></p> <p>The proposed development does not result in the emission of plumes of any kind into the OLS height restriction area.</p>
<b>Additional performance outcomes and acceptable if involving air service</b>		
<b>Not Applicable</b> – The proposed development does not include Air Service		
<b>Section B—If in the Bird and bat strike zone sub-categories</b>		
<b>Not Applicable</b> – The proposed development is for Medium Impact Industry but does not involve processing of food products.		
<b>Section C—If in the Public safety area sub-categories</b>		
<b>Not Applicable</b> – The proposed development is not within a Public Safety Area.		
<b>Section D—If in the Light intensity sub-categories</b>		
<b>Not Applicable</b> – The proposed development is not within the Light Intensity sub-category.		
<b>Section E—If in the Aviation facilities sub-categories</b>		

**Table 8.2.2.3.A—Airport Environs Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<b>Not Applicable-</b> The proposed development is not within the Aviation facilities sub-category.		
<b>Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories</b>		
<b>Not Applicable –</b> The proposed is not within the ANEF.		

## Bicycle Network Overlay Code

**Table 8.2.3.3—Bicycle Network Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<b>General</b>		
<p><b>PO1</b></p> <p>Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p><b>AO1</b></p> <p>Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy.</p> <p>Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not involve the provision of cycle paths.</p>
<p><b>PO2</b></p> <p>Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> <li>(a) the long term infrastructure for the bicycle network in the Long term infrastructure plans;</li> <li>(b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</li> <li>(c) the provision of long term, existing and planned infrastructure for the bicycle network which:</li> </ul>	<p><b>AO2</b></p> <p>Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> <li>(a) for long term infrastructure for the bicycle network in the Long term infrastructure plans;</li> <li>(b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</li> <li>(c) the standards for the bicycle network in the Infrastructure design planning scheme policy.</li> </ul>	<p><b>Complies</b></p> <p>The proposed development does not impact on the ability for cycle routes to be provided within King Ave.</p>

**Table 8.2.3.3—Bicycle Network Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<p>(i) is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>(ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</p>		
<p><b>PO3</b></p> <p>Development provides for the payment of extra trunk infrastructure costs for the following:</p> <p>(a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <p>(i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</p> <p>(ii) long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development;</p> <p>(iii) other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development.</p> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</p>	<p><b>A03</b></p> <p>No acceptable outcome is prescribed.</p>	<p><b>Complies</b></p>
<p><b>Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk—Typology 1 sub-category or Riverwalk—Typology 2 sub-category</b></p>		

**Table 8.2.3.3—Bicycle Network Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<b>Not Applicable</b> – The development site is not adjacent to or traversed by the Riverwalk Typology 1 or 2.		

### Biodiversity Areas Overlay Code

Refer to attached Detailed Ecological Report prepared by Black Kite Environmental which provides assessment against the relevant components of this code.

### Bushfire Overlay Code

Refer to attached Detailed Bushfire Report prepared by Black Kite Environmental which provides assessment against the relevant components of this code.

### Community Purposes Network Overlay Code

The site is not mapped within existing trunk, non-trunk or LGIP park land. Therefore, a response to this overlay code is not considered necessary.

### Critical Infrastructure and Movement Network Overlay Code

**Table 8.2.9.3—Critical Infrastructure and Movement Network Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<b>Access to air services, detention facilities, emergency services, hospital, port services or residential care facility</b>		
<b>Not Applicable</b> – The proposed development is not for air services, detention facilities, emergency services, hospital, port services or residential care facility		
<b>Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation</b>		
<b>Not Applicable</b> – The proposed development is not for telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation		
<b>Access by emergency services to medium impact industry, high impact industry or special industry</b>		
<b>PO3</b> Development for medium impact industry, high impact industry and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.	<b>AO3</b> Development for medium impact industry, high impact industry or special industry: (a) has direct vehicular access a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or	<b>Complies</b> The proposed development is for Medium impact Industry which will have unencumbered sealed access to the road network.

**Table 8.2.9.3—Critical Infrastructure and Movement Network Overlay Code**

Performance outcomes	Acceptable outcomes	Response
	(c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.	

**Flood Overlay Code**

Refer to the attached Engineering Services Report prepared by Inertia Engineering which provides assessment against the relevant conditions of this code.

**Potential and Actual Acid Sulfate Soils Overlay Code**

**Table 8.2.15.3—Potential and Actual Acid Sulfate Soils Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<p><b>PO1</b> Development protects the environmental values and ecological health of receiving waters and does not subject assets to accelerated corrosion.</p>	<p><b>AO1</b> Development ensures that:</p> <ul style="list-style-type: none"> <li>(a) no potential or actual acid sulfate soils are disturbed; or</li> </ul> <p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report with reference to the Potential and actual acid sulfate soils planning scheme policy.</p> <ul style="list-style-type: none"> <li>(b) the disturbance impacts in an area that hosts potential acid sulfate soils are appropriately managed, if less than 500m<sup>3</sup> of soil is disturbed and the watertable is not affected; or</li> </ul> <p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a preliminary acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy.</p> <ul style="list-style-type: none"> <li>(c) impacts are appropriately managed if 500m<sup>3</sup> or more of soil is disturbed or the watertable in an area that hosts potential or actual acid sulfate soils is affected.</li> </ul> <p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a full acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy using levels of testing commensurate with the level of risk. If the investigation demonstrates that an acid sulfate soil management plan is not required, only an investigation report is required.</p>	<p><b>Complies</b> The proposed development requires limited earthworks be carried out, if any acid sulfate soils are to be encountered, they are to be treated appropriately. Council to condition accordingly.</p>

## Road Hierarchy Overlay Code

Table 8.2.18.3—Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use</b>		
<p><b>PO1</b></p> <p>Development ensures that:</p> <p>(a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:</p> <p>(i) the road hierarchy shown on the Road hierarchy overlay map;</p> <p>(ii) public transport operations;</p> <p>(iii) pedestrian and cyclist movement;</p> <p>(b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;</p> <p>(c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.</p>	<p><b>AO1.1</b></p> <p>Development ensures that an access driveway is provided from:</p> <p>(a) a minor road;</p> <p>(b) a district road or suburban road if the development has high traffic-generating potential.</p>	<p><b>Complies with PO1</b></p> <ul style="list-style-type: none"> <li>As detailed within the accompanying traffic impact assessment the proposed development is expected to generate 9 vehicle movements per hour, considered low.</li> <li>Additionally, the proposed crossover is able to achieve the required sight distances of 145m as King Ave is an 80km/hr road.</li> <li>The proposed access arrangement will allow for vehicles to enter the site entirely to the proposed internal turn around (cul-de-sac) mitigating any impact on the road network.</li> <li>As a result of long access handles, there is not likely to be any vehicle queuing to the site which would impact the efficiency or safety of the road network.</li> </ul>
	<p><b>AO1.2</b></p> <p>Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.</p>	<p><b>Complies with PO1</b></p> <p><b>Complies with PO1</b></p> <ul style="list-style-type: none"> <li>As detailed within the accompanying traffic impact assessment the proposed development is expected to generate 9 vehicle movements per hour, considered low.</li> <li>Additionally, the proposed crossover is able to achieve the required sight distances of 145m as King Ave is an 80km/hr road.</li> <li>The proposed access arrangement will allow for vehicles to enter the site entirely to the proposed internal turn around (cul-de-sac) mitigating any impact on the road network.</li> <li>As a result of long access handles, there is not likely to be any vehicle queuing to the site which would impact the efficiency or safety of the road network.</li> </ul>
	<p><b>AO1.3</b></p> <p>Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service</p>	<p><b>Complies</b></p> <p>King Avenue is the only road the development site has access too</p>

**Table 8.2.18.3—Road Hierarchy Overlay Code**

Performance outcomes	Acceptable outcomes	Response
	vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	
	<b>AO1.4</b> Development ensures that a turn to and from a major road is restricted to a left turn only.	<b>Complies</b> The proposed development will be left in and left out only
	<b>AO1.5</b> Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	<b>Not Applicable</b>
<b>Section B—If for assessable development for a material change of use</b>		
<b>PO2</b> Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	<b>AO2.1</b> Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	<b>Complies</b> The proposed development is expected to generate a maximum of trips per hour, which is noted as being low.
	<b>AO2.2</b> Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection.  Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	<b>Complies</b> As detailed the proposed development in conjunction with the adjoining premise is to provide dual carriage access driveway with internal cul-de-sac. The access handle and cul-de-sac will be accessible even during hours of operation to allow unexpected traffic coming to the site, the ability to turn around outside of the roadway in the event both premises are not operating.
<b>Section C—If for assessable development for a material change of use or reconfiguring of a lot</b>		
<b>PO3</b> Development makes provision for the extension, expansion and widening of the existing and future road network where required.	<b>A03</b> No acceptable outcome is prescribed.	<b>Complies</b> It is noted the LGIP requires a 15.5m road widening dedication to be provided, this has been accounted for in the proposal, council to condition as required.

**Table 8.2.18.3—Road Hierarchy Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<p><b>PO3A</b></p> <p>Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> <li>(a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</li> <li>(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:               <ul style="list-style-type: none"> <li>(i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</li> <li>(ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development;</li> <li>(iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.</li> </ul> </li> </ul> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</p>	<p><b>AO3A</b></p> <p>No acceptable outcome is prescribed.</p>	<p><b>Complies</b></p> <p>Infrastructure charges will be applicable to the proposed development.</p>
<p><b>If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category</b></p>		
<p><b>PO4</b></p> <p>Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> <li>(a) the long term infrastructure for the road network in the Long term infrastructure plans;</li> <li>(b) the existing and planned infrastructure for the road network in the Local government infrastructure plan;</li> </ul>	<p><b>AO4</b></p> <p>Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ul style="list-style-type: none"> <li>(a) for the long term infrastructure for the road network, the Long term infrastructure plans;</li> <li>(b) for existing and planned infrastructure for the road network, the Local government infrastructure plan;</li> </ul>	<p><b>Complies</b></p> <p>As detailed on the proposal plans, consideration has been made for the future road widening which is to occur along the entirety of King Ave. The development site will be accessible in the same manner once the dedication is required by Council.</p>

**Table 8.2.18.3—Road Hierarchy Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<p>(c) the provision of long term, existing and planned infrastructure for the road network which:</p> <ul style="list-style-type: none"> <li>(i) is required to service the development or existing and future urban development in the planning scheme area; or</li> <li>(ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</li> </ul> <p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</p>	<p>(c) the standards for the road network in the Infrastructure design planning scheme policy.</p>	
<p><b>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</b></p>		
<p><b>PO5</b></p> <p>Development ensures that a new road connection provides:</p> <ul style="list-style-type: none"> <li>(a) safe, efficient and convenient connectivity of the new road to the major road network;</li> <li>(b) a minimum number of intersections to the major road network.</li> </ul>	<p><b>AO5</b></p> <p>Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p><b>Complies</b></p> <p>As detailed the proposed development in conjunction with the adjoining premise is to provide dual carriage access driveway with internal cul-de-sac. The access handle and cul-de-sac will be accessible even during hours of operation to allow unexpected traffic coming to the site, the ability to turn around outside of the roadway in the event both premises are not operating.</p>
<p><b>PO6</b></p> <p>Development ensures that an extension of or change to the road network:</p> <ul style="list-style-type: none"> <li>(a) provides internal connectivity and connects to the external road network;</li> <li>(b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems;</li> <li>(c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;</li> </ul>	<p><b>AO6.1</b></p> <p>Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.</p>	<p><b>Not Applicable</b></p> <p>No new or upgraded roads proposed as part of this development.</p>
	<p><b>AO6.2</b></p> <p>Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <p>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design</p>	<p><b>Complies</b></p> <p>See accompanying traffic impact report.</p>

**Table 8.2.18.3—Road Hierarchy Overlay Code**

Performance outcomes	Acceptable outcomes	Response
(d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network.	planning scheme policy (Traffic impact assessment and definitions section).	
<b>PO7</b> Development ensures that premises and vehicle access is located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and its hierarchy.	<b>AO7</b> Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	<b>Not Applicable</b>
<b>PO8</b> Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	<b>AO8</b> Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	<b>Not Applicable</b>

### Streetscape Hierarchy Overlay Code

**Table 8.2.20.3.A—Streetscape Hierarchy Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</b>		
<b>PO1</b>	<b>AO1</b>	<b>Complies</b>

**Table 8.2.20.3.A—Streetscape Hierarchy Overlay Code**

Performance outcomes	Acceptable outcomes	Response
Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	It is noted that road widening is to occur, verge to be upgraded at point of road resumption. Current verge width looks to comply with the requirements of a subtropical boulevard.
<b>PO2</b> Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	<b>A02.1</b> Development ensures that existing street trees are retained and protected.	<b>Complies</b> No street trees exist in the frontage.
	<b>A02.2</b> Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	<b>Not Applicable</b> The frontage width for the development is limited and will be wholly used for access, no opportunity for planting within the frontage of the site.
<b>Section B—If for assessable development</b>		
<b>PO3</b> Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: <ul style="list-style-type: none"> <li>(a) facilitates a high level of pedestrian movement and activity;</li> <li>(b) enforces the sense of arrival to individual precincts and major connections;</li> <li>(c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.</li> </ul>	<b>A03.1</b> Development ensures that a corner land dedication is provided: <ul style="list-style-type: none"> <li>(a) where identified in the Streetscape hierarchy overlay map;</li> <li>(b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</li> </ul>	<b>Not Applicable</b> No corner land dedication is required.
	<b>A03.2</b> Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	<b>Not Applicable</b> No corner land dedication is required.
	<b>A03.3</b> Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape	<b>Not Applicable</b> No corner land dedication is required.

**Table 8.2.20.3.A—Streetscape Hierarchy Overlay Code**

Performance outcomes	Acceptable outcomes	Response
	locality advice and public art standards in the Infrastructure design planning scheme policy.	
<b>If in or on a site adjoining the Wildlife movement solution sub-category</b>		
<b>Not Applicable</b> – The proposed development site is not identified within the Wildlife Movement Solution Sub-Category		

### Transport Air Quality Corridor Overlay Code

**Table 8.2.23.3.A—Transport Air Quality Corridor Overlay Code**

Performance outcomes	Acceptable outcomes	Response
<b>Section A—If in the Transport air quality corridor A sub-category</b>		
<b>Not Applicable</b> – The development site is not constrained by Corridor A sub-Category.		
<b>Section B—If in the Transport air quality corridor B sub-category</b>		
<p><b>PO3</b> Development incorporates built form and landscape design elements that maximise wind movement around buildings and the dispersion of road traffic air pollutants, including:</p> <ul style="list-style-type: none"> <li>(a) maintaining gaps between buildings at 7m or higher;</li> <li>(b) variation in the building facade, in addition to balconies;</li> <li>(c) varying the building shape and form from that of neighbouring buildings;</li> <li>(d) significant vegetation between the road and the building.</li> </ul> <p>Note—A transport air quality corridor report prepared in accordance with the Transport air quality corridor planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p><b>A03</b> Development at 7m or higher is set back at least 20m from the kerb.</p>	<p><b>Not Applicable</b> The proposed development is for an industrial use and is positioned 250m form the road, so will not be impact by Transport Air Quality.</p>
<b>Section C—If within the Tunnel ventilation stack sub-category</b>		
<b>Not Applicable</b> – The development is not nearby to Tunnel ventilation stack.		

**Transport Noise Corridor Overlay Code**

The proposed development is not to be carried out within the area of the site constrained within the Transport Noise Corridor Overlay and additionally is for an Industrial Land Use. No Assessment provided.

**Waterway Corridors Overlay Code**

The proposed development is not to be carried out within the area of the lot identified as being constrained by the Waterway Corridor overlay. No Assessment provided.