PLANNING INITIATIVES

DEVELOPMENT PLANNING CONSULTANTS

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APPLICATION REF
A007053499

TOWN PLANNING ASSESSMENT

MATERIAL CHANGE OF USE
Stages 1A and 1B Resource Recovery Metals Processing Precinct and Export Facility comprising Medium Impact Industry B, High Impact Industry, Special Industry, Warehouse, Port Service & Transport Depot
and
OPERATIONAL WORKS and BUILDING WORKS
in a Coastal Hazard Overlay, Flood Overlay and Waterway Corridors Overlay

ON LAND AT
PART, 69, 73A, 73C, 75, 75A, 75B TINGIRA STREET,
PINKENBA QLD 4008

DESCRIBED AS
LOT 1 ON RP 167498, LOT 547 ON SL 1977, LOT 870 ON SL 4746, LOT 1162 ON SL 6543, LOT 895 ON SL6545, LOT 1032 ON SL6879

Prepared by:
Planning Initiatives

For:
Sims Group Australia Holdings Limited

JUNE 2026

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DEVELOPMENT APPLICATION EXECUTIVE SUMMARY

Site address	69, 73A, 73C, 75, 75A, 75B Pinkenba Qld 4008		
Real property description	Lot 1 on RP 167498, Lot 547 on SL1977, Lot 870 on SL4746, Lot 1162 on SL6543, Lot 895 on SL6545, Lot 1032 on SL6879.		
Area of Site	Total Site 14.2606 HA		
Applicant's name	Sims Group Australia Holdings Limited C/- Planning Initiatives		
Zone	IN3 Industry (General Industry C)		
Neighbourhood Plan/Precinct	Pinkenba-Eagle Farm neighbourhood plan/ Bulwer Island precinct - NPP-004		
Proposed use as defined in City Plan	Medium Impact Industry B, High Impact Industry, Special Industry, Warehouse, Port service, Transport Depot, (Resource Recovery Metals Processing Precinct and Export Facility) in Stages		
Details of proposal	**Material Change of Use (MCU)**		
	▪ Gross Floor Area (GFA)	26,395m^2 (Existing), plus 579m^2 proposed in Stage 1b	
	▪ Site Cover	18.51% (Existing), plus 579m^2 proposed in Stage 1b = 18.52%	
	▪ Number of car parks	Existing 43 parking spaces retained for Stage 1a and Stage 1b.	
	▪ Number of storeys	Primarily one storey industrial buildings. Main existing building contains some mezzanine levels.	
	▪ Communal Open Space	N/A	
Application type	**Aspects of Development**	**Type of Approval Requested**	
		Preliminary Approval	**Development Permit**
	Material Change of Use (MCU)	-	✓
	Reconfiguration of a Lot (ROL)	-	-
	Building Work (BW)	-	✓
	Operational Work (OW)	-	✓
Level of Assessment	Assessable Development — Impact Assessment		
Pre-lodgement history	Nil		
Key planning issues	Stormwater Management, Acoustic Management, Air Quality, Traffic Access and Circulation, Operational Management, Hazard management		
Referral agencies – Planning Regulations 2017	**Agency**	**Referral Triggers**	**Concurrence/ Advice**
	SARA (Queensland Rail)	Sch 10, Part 9, Div 4, Sub 2, Table 4 State Transport Corridor (railway)	Concurrence
	SARA (DTMR)	Sch 10, Part 9, Div 4, Sub 1, Table 1 State Transport Generally	Concurrence
	Energex	Sch 10, Part 9, Div 2, Table 1	Advice
Specialist reports provided	Proposal Plans, Stormwater Management Plan, Noise Impact Assessment, Air Quality Impact Assessment, Traffic Engineering Assessment, Hazard and Risk Assessment, Landscape Concept Plan		
Public notification	Yes		

1. INTRODUCTION

Planning Initiatives has prepared this report in support of an application by Sims Group Australia Holdings Ltd (SIMS) for the Stage 1A and Stage 1B Resource Recovery Metals Processing Precinct and Export Facility on the site at Part of 69, 73A, 73C, 75, 75A, 75B Tingira Street, Pinkenba ('the site'), properly described as Lot 1 on RP 167498, Lot 547 on SL 1977, Lot 870 on SL 4746, Lot 1162 on SL 6543, Lot 895 on SL6545, Lot 1032 on SL6879.

Stage 1A and Stage 1B Resource Recovery Metals Processing Precinct and Export Facility and seek a Development Permit for a Material Change of Use (Stage 1A & 1B) for Medium Impact Industry, High Impact Industry, Special Industry, Warehouse, Port service & Transport Depot (Resource Recovery Metals Processing Precinct and Export Facility) and Operational Works and Builidng Works in Coastal Hazard, Flood and Waterway Corridors overlays.

The nature of SIMS business relies heavily on the ability to export product overseas and interstate via cargo ship and this site contains favourable characteristics such as open stockpiling space, warehousing, and private access to a deep-water port which allows for operational efficiency and cost savings making this site suitable for the long term.

This site at the Port of Brisbane, Pinkenba with an area of approximately 142,606m^2, provides Sims with an important opportunity to relocate some of Sims has existing operations (located across various other Southeast Queensland), to the subject as reflected in stages 1a and 1b inclusive of operations management to support the development of the site for scrap metal recovery in a location directly associated with the import and export activity available from the sites Wharf.

Further it is intended that the current Stage 1A and Stage 1B development proposal will not fully utilise the subject site and as such the ongoing land use on the site will be structured to facilitate third party storage uses of the balance parts of the site in the interim as a continuation of existing land use and port related activities on the site. The wharf facilities and associated port activities represent existing ongoing use over the site consistent with the existing port leasing arrangements and historical use of the land since late in the 19th Century.

The location in the Port of Brisbane and the Australia Trade Coast has a significant role as an economic and employment area of city-wide and regional strategic significance.

Notwithstanding the economic significance of the site and locality, the development will recognise the potential effects of these industrial uses on nearby sensitive land uses, especially the Pinkenba residential village. The protection of residential amenity has been incorporated into long term management and design considerations of the facility within reasonable constraints for efficient operations and the need to periodically operate 24 hours a day 7 days per week during peak periods.

In addition, the design and operational management of the facility will ensure that any sensitive receiving environment including adequate stormwater and flood management occurs on the site given the proximity to significant environmental values of the Brisbane River.

The proposed development of the land will support the intended diversification and intensification of otherwise hard to locate industrial uses as part of the Australia Trade Coast whilst protecting nearby sensitive land uses and environmental values of the Brisbane River.

This proposal requires the Council approval by the Impact Assessment process under the Planning Act 2016 and is considered to constitute development of Material Change of Use and the type of approvals being sought is for the issuing by Council of a Development Permit for the following:

- Material Change of Use for Stage 1A and 1B of a Resource Recovery Metals Processing Precinct and Export Facility comprising Medium Impact Industry B, High Impact Industry, Special Industry, Warehouse, Port service, Transport Depot in Coastal Hazard, Flood and Waterway Corridors overlays
- Operational works in Coastal Hazard, Flood and Waterway Corridors Overlays
- Building works in Coastal Hazard, Flood and Waterway Corridors Overlays

This report reviews the proposal with respect to the applicable assessment benchmarks contained within the City Plan 2014 and applicable matters under the relevant legislation being the Planning Regulation 2017 and Planning Act 2016.

2. APPLICATION SUMMARY

2.1. Site Details

Address	69, 73A, 73C, 75, 75A, 75B Tingira Street, Pinkenba
Real Property Description	Lot 1 on RP 167498, Lot 547 on SL 1977, Lot 870 on SL 4746, Lot 1162 on SL 6543, Lot 895 on SL6545, Lot 1032 on SL6879
Area of Site	142,606m^2
Zone	IN3 Industry (General Industry C)
Neighbourhood Plan	Pinkenba-Eagle Farm neighbourhood plan
Precinct	Bulwer Island Precinct - NPP-004
Overlays	Airport environs overlay - OLS - Horizontal limitation surface boundary - Procedures for air navigation surfaces (PANS) - BBS zone - Distance from airport 0-3km - LI - Within 6km - Max intensity of light sources 3 deg above horizon - ANEF 20-25 Coastal hazard overlay - Erosion prone area - coastal erosion sub-category - Erosion prone area - permanent inundation due to sea level rise at 2100 sub-category - High storm-tide inundation area sub-category - Medium storm-tide inundation area sub-category Community purposes network overlay Critical infrastructure and movement network overlay - Critical infrastructure and movement planning area sub-category Flood overlay - Overland flow flood planning area - Overland flow flood planning area sub-category Industrial amenity overlay - Industrial amenity investigation area sub-category - Industrial hazard investigation area sub-category Potential and actual acid sulfate soils overlay - Potential and actual acid sulfate soils sub-category - Land at or below 5m AHD sub-category Road hierarchy overlay Streetscape hierarchy overlay Transport noise corridor overlay - Designated State Noise corridor - rail network: Category 0: Noise level <70 dB(A) - Designated State Noise corridor - rail network: Category 1: 70 dB(A) - 75 dB(A) - Designated State Noise corridor - rail network: Category 2: 75 dB(A) - 80 dB(A)

	- Designated State Noise corridor - rail network: Category 3: 80 dB(A) - 85 dB(A) - Designated State Noise corridor - rail network: Category 4: Noise Level > 85 dB(A) Waterway corridors overlay

2.2. Application Details

Type of Application	Material Change of Use – Development Permit Operational works – Development Permit Building Works – Development Permit
Category of Assessment:	Impact Assessment
Description of Proposal:	Development Permit for • Material Change of Use for Stage 1A and 1B of a Resource Recovery Metals Processing Precinct and Export Facility comprising Medium Impact Industry B, High Impact Industry, Special Industry, Warehouse, Port service, Transport Depot in Coastal Hazard, Flood and Waterway Corridors overlays • Operational works in Coastal Hazard, Flood and Waterway Corridors Overlays • Building works in Coastal Hazard, Flood and Waterway Corridors Overlays
Applicant:	SIMS GROUP AUSTRALIA HOLDINGS LIMITED (ABN 37 008 634 526) C/- Planning Initiatives Pty Ltd
Owner:	SIMS GROUP AUSTRALIA HOLDINGS LIMITED (ABN 37 008 634 526)
Contact:	Mark Tocchini Planning Initiatives Ph:3666 0766 E-mail: admin@planning-initiatives.com

2.3. Project Site Description

The entire project site spans both a landside area at 69–77 Tingira Street (Lots 1 on RP167498, 1032 on SL6879, 547 on SL1977, 870 on SL4746, 1162 on SL 6543, 895 on SL6545) and an adjoining wharf wet lease area at 73E Tingira Street, (Lot 1174 on SP172732 (Lease PY on SP225018).

Note: The wet lease area is under the control of the Brisbane Port Authority and is subject to a separate development approval application (Ref: 2511-49458 SDA). The site of this development application therefore excludes the wet lease area at 73E Tingira Street, (Lot 1174 on SP172732 (Lease PY on SP225018).

The total project area is shown, highlighted in blue, below, however the Development Application does not include the wet lease area at 73E Tingira Street, (Lot 1174 on SP172732 (Lease PY on SP225018).

Figure 2.3.1 Site showing wet lease area (subject to separate approval processes)

2.4. Site History

A search of the Brisbane City Council's development tracking online system Development.i, shows that the site enjoys a current development approval for Development Permit for Material Change of Use for Medium Impact Industry B (Open Air Stockpiling of furnace ready ferrous metal) and Building Works for Medium Impact Industry B (Temporary Weighbridge) – 17 April 2023 via NDN (Council Reference A006140832). The granting of the approval was for a currency period of 4 years from the dated of the approval being up to 17 July 2029.

Prior approval history on the site available through Development.i, reveals previous development approvals over the premises for Development Permits for Material Change of use for Extension to Industry (pipelines for diesel and bitumen) granted 11/03/2015 (Council Reference: A003763257). The approval Currency Period was granted extensions until 11 September 2023.

This development approval provided for the extension of the existing industrial land uses on the site to facilitate pipelines for diesel and bitumen that connect from land adjacent in Tingira Street. This involved an above ground bitumen pipe through the site to connect to the existing pipes on the Port of Brisbane land adjacent the Brisbane River. A separate fuel pipe was approved to also run west bound

along Tingira and Soutter Streets to connect to the common user berth facility accessed via Soutter and Farrer Streets.

Council have also previously advised that records indicate that there a number uses that operated on site including the consent permit issued on 3 April 1998 for Extension to Hazardous Industry (warehousing of fertiliser) (Council ref: 253/31/1-4367/97) which consisted of a 700m2 Warehouse.

Further as part of earlier pre-lodgement discussions with Brisbane City Council, the following earlier Development History was provided indicating that Fertiliser Manufacture, Storage and Distribution has existed on the site since before 1957 and has been subject to various extensions and modifications since then:

53597. PROPOSED ALTERATIONS AND EXTENSIONS TO EXISTING AMENITIES BLOCK - TINGIRA STREET, PINKENBA. (P.14928/57)

An application was made by A.C.F. and Shirleys Fertilizers Limited for permission to make two minor alterations and extensions to an existing waterside workers' amenities block, being one of several buildings used in connection with the applicant Company's industry, on land situated at Tingira Street, Pinkenba, and containing an area of 35 acres 2 roods 18.8 perches.

[redacted]

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DECISION: That permission be granted to erect two extensions and make the necessary alterations to an existing waterside workers' amenities block, used in connection with the Company's industry, on land described as Resubdivision 1 of Subdivision 3 of Portions 454, 547 and 20V, Parish of Toombul, subject to the extensions being located on the site and otherwise in accordance with the plan submitted, and being used for amenities purposes; such approval to lapse if not availed of within a period of twelve months.

54251. PROPOSED EXTENSIONS TO EXISTING FERTILIZER FACTORY - TINGIRA STREET, PINKENBA. (P.19557/57)

Application was made by A.C.F. and Shirleys Fertilizers Ltd. for permission to erect a steel storage tank for the purpose of storing chemicals used in the manufacture of fertilizer, and also to erect an extension to an existing storage shed, for use in the storage of fertilizer products in connection with the Company's industry, on land situated at Tingira Street, Pinkenba.

DECISION: That permission be granted to erect a steel building, measuring approximately 60 feet by 60 feet, in the position as shown in red on the site plan, for use as a Storage Tank for chemicals used in the manufacture of fertilizer, and also to erect an addition to form part of an existing building, in the position and to the extent shown on the site plan submitted with the application, for use as a Storage Shed for the fertilizer product manufactured at the applicant Company's factory, on land described as Portions 454 and 547 and Resubdivision 1 of Subdivision 3 of Portion 20V, Parish of Toombul, subject to the following conditions:-

(a) Loading, unloading and parking of vehicles used in connection with the industry being conducted on the land to be confined to within the curtilage of the site.

(2) Compliance with the requirements of Ordinances 24, Chapter 8, Part 1, and all other relevant Council Ordinances.

This approval will lapse if not availed of within a period of twelve months.

57217. PROPOSED EXTENSION OF SULPHURIC ACID PLANT BUILDING - TINGIRA STREET, PINKENBA. P.14629/58.

Messrs. A.C.F. and Shirleys Fertilizers Ltd. sought permission to erect an addition to form part of an existing Sulphuric Acid Plant Building on land situated at Tingira Street, Pinkenba, located in the Industrial Zone, and containing an area of 34 acres 1 rood 21.2 perches, for use for the manufacture of Sulphuric Acid.

DECISION: That permission be granted to erect part of a building on the land described as Portions 454 and 547 and Resubdivision 1 of Subdivision 3 of Portion 20V, Parish of Toombul, being an addition, measuring 64 feet by 70 feet, to the existing Sulphuric Acid Plant Building, for the purpose of the manufacture of Sulphuric Acid, subject to the following conditions:-

(a) The new construction to be located on the site in accordance with the plan submitted.

(b) The requirements of all relevant Council Ordinances to be complied with.

This approval will lapse if not availed of within a period of twelve months.

57918. PROPOSED EXTENSION TO FERTILIZER FACTORY - TINGIRA STREET, PINKENBA. P.18857/58.

Application was made by A.C.F. and Shirleys Fertilizers Ltd. for permission to erect an addition to form part of an existing factory building on land situated at Tingira Street, Pinkenba, containing an area of 35 acres 2 roods 32 perches, by way of an extension for use in conjunction with the Company's industry of the manufacture of Fertilizer.

DECISION: That permission be granted to erect an addition to form part of an existing building, by way of an extension to the Company's factory on land described as Portions 454 and 547 and Resubdivision 1 of Subdivision 3 of Portion 20V, Parish of Toombul, for use in conjunction with the Company's industry of Fertilizer manufacturing, subject to the following conditions:-

[redacted]

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(a) The new construction to be of the dimensions shown and located on the site in accordance with the plan submitted.

(b) The provision of facilities for the loading and unloading of vehicles within the curtilage of the site.

(c) Compliance with the requirements of all relevant Council Ordinances.

This approval will lapse if not availed of within a period of twelve months.

59460. PROPOSED ADDITION TO FERTILIZER FACTORY - TINGIRA STREET, PINKENBA. (P.29618/58)

Permission was sought by A.C.F. and Shirleys Fertilizers Ltd. to erect an addition, measuring 126 feet 6 inches by 80 feet, to form part of a building on land situated at Tingira Street, Pinkenba, containing an area of 35 acres 2 roods 32 perches and located in an Industrial Zone, for the purpose of housing Fertilizer manufacturing plant.

DECISION: That permission be granted to erect an addition, measuring 126 feet 6 inches by 80 feet, to form part of a building on land described as Portions 454 and 547 and Resubdivision 1 of Subdivision 3 of Portion 20V, Parish of Toombul, for the purpose of housing fertilizer manufacturing plant, subject to the following conditions:-

(a) The new construction being located on site in accordance with site plan submitted.

(b) Compliance with all relevant Council Ordinances.

This approval will lapse if not availed of within a period of twelve months.

This site history indicates that the land has had continuous existing lawful use for storage and handling of bulk goods as well as for processing of fertiliser materials. The 'Manufacturing fertilisers involving ammonia' is identified as a Special Industry under the Brisbane City Plan 2014, Use Definitions, Industry Thresholds.

In addition, the site has facilitated the historical and ongoing land use for wharf related activities associated with the wet lease area adjoining the site under the control of Brisbane Port Authority.

To the applicant's knowledge, there have not been any refusals or unauthorised use of the site.

2.4.1. Recent Wharf Approvals

The adjoining wet lease area at 73E Tingira Street, (Lot 1174 on SP172732 (Lease PY on SP225018) has existing approvals for associated wharf activities.

Most recently on 19 February 2026, the land has been granted approval for operational works (tidal works to construct Stage 1 of the Sims Wharf replacement (including return structure and access slab) SARA Reference 2511-49458 SDA) and associated Works on Protected Vegetation form Brisbane City Council (AP-17425-HAY). Approvals have also been sought and received with respect to temporary Mobile Crane use infringement into the inner horizontal surface for Brisbane Airport from Brisbane Airport Corporation (8 September 2025, 14 October 2025).

3. THE PROPOSAL

This planning assessment report accompanies a formal development application for the development of the site at Tingira Street, Pinkenba for the issuing by Council of a Development Permit for the following:

- Material Change of Use for Stage 1A and 1B of a Resource Recovery Metals Processing Precinct and Export Facility comprising Medium Impact Industry B, High Impact Industry, Special Industry, Warehouse, Port service, Transport Depot in Coastal Hazard, Flood and Waterway Corridors overlays
- Operational works in Coastal Hazard, Flood and Waterway Corridors Overlays (Stage 1B)
- Building works in Coastal Hazard, Flood and Waterway Corridors Overlays (Stage 1B)

3.1. Background

The site is owned by Sims Group Australia Holdings Limited and operated by the Sims business division, a global publicly listed Scrap Metal Processing and Recycling Company. This proposal represents the ongoing incremental development of the site, purchased in 2022, as a strategic Scrap Metal Processing facility in Queensland with direct access to the associated deep-water port facility on this site at a key industrial area adjacent to the Brisbane River.

This site at the Port of Brisbane, Pinkenba with an area of approximately 142,606m^2, provides Sims with an important opportunity to locate some of their scrap metal processing facilities and operational management, directly adjacent a deep water wharf, to support the continuing ongoing long-term use and development of the site for scrap metal recovery and associated import and export activity.

The nature of SIMS business relies heavily on the ability to export product overseas and interstate via cargo ship and this site contains favourable characteristics such as open stockpiling space, warehousing, and private access to a deep-water port, which allows for operational efficiency and cost savings making this site suitable for the long term.

Sims operations involve buying, processing and selling ferrous and non-ferrous recycled metals. Recycled metals are sourced from manufacturers as production offcuts from generators of electricity and telecommunication service providers, as well as others, who generate obsolete metal. Other sources of metals include peddlers and metal dealers, who collect from a variety of sources (i.e. fabrication, demolition, car wreckers, landfills, general public, post-consumer) and deliver to the facilities.

It intended that the entire site is developed for a Resource Recovery Centre (Scrap Metal) operation, however this will be achieved in stages, to allow for the logical transition of some of Sims existing operations across Southeast Queensland to the site, in order to benefit from operational efficiencies associated with direct access to the adjoining deep-water Wharf.

Therefore in this context and with complex nature of the logistical transition of some of Sims existing operations elsewhere in Queensland involved in the project, it is intended that the current development proposal within this application is seeking approval for Stage 1A and Stage 1B of the Resource Recovery Metals Processing Precinct and Export Facility to occur on part of the site with remaining balance areas of the site continued to be used by third party tenants as a continuation of existing land use and port related activities on the site.

The wharf facilities and associated port activities represent existing ongoing use over the site consistent with the existing port leasing arrangements and historical use of the land. These activities have occurred since the establishment of the deep-water port facility late in the 19th Century and which has continued operations through two world wars providing support for logistics activity as well as for import/export trading activity through-out its life span.

The wharf component of the site is located in the Port of Brisbane, and the land component of the site is in Brisbane City Plan being part of the Australia Trade Coast. This area has a significant role as an economic and employment area of city-wide and regional strategic significance.

Sims have stated that this development at Pinkenba will:

> *"establish a modern, fully integrated metals processing and export precinct across landside and wharf sites on Tingira Street, strengthening Sims' long term operational presence in Queensland. The facility will receive, process, store and export ferrous and nonferrous metals sourced from industrial, commercial and public suppliers, using advanced mechanical processing to maximise material recovery and product quality.*
>
> *The development is supported by comprehensive site infrastructure, civil works, buildings and traffic management systems designed to ensure safe, efficient and compliant operations. Sustainability and community considerations are embedded throughout the design, including measures to minimise dust, noise and environmental impacts, and provision for future low emissions technologies, including electrification of mobile plant and transport fleets.*
>
> *Overall, the Pinkenba Development represents a significant upgrade to Sims' Queensland operations, delivering a future ready processing and export hub that supports operational growth, environmental performance and long-term industry leadership.*
>
> *The Pinkenba Project is a strategic development initiative designed to support industrial growth and enhance operational capacity within the Pinkenba precinct. The project focuses on delivering new infrastructure, improving site functionality, and enabling long-term commercial activity within one of Brisbane's key industrial corridors."*

Sims states that the project will establish an integrated facility

> "*for the purchase, receival, grading, processing, storage and import/export of ferrous and non-ferrous metals. Feedstock will be sourced from a wide range of industrial, commercial and public suppliers and processed on site using predominantly mechanical methods to maximise material recovery and value. Finished products will be exported through the onsite bulk shipping wharf or transported to local manufacturing facilities.*
>
> *The facility has been designed to operate efficiently and safely, meeting all applicable environmental, planning and operational requirements while minimising impacts on surrounding land uses and the broader community."*

3.2. Proposal Development

3.2.1. Proposed Activities & Uses

The proposal seeks a Development Permit for a Material Change of Use for Stage 1A and 1B of a Resource Recovery Metals Processing Precinct and Export Facility comprising Medium Impact Industry B, High Impact Industry, Special Industry, Warehouse, Port service, Transport Depot uses in the Coastal Hazard, Flood and Waterway Corridors overlays based on the details of activities as set out below.

The proposal effectively seeks to make permanent the current temporary approval for Medium Impact Industry B (Open Air Stockpiling of furnace ferrous metal) and Building Works for Medium Impact Industry B (Temporary Weighbridge) and extend the scope of the approved activities to include allow for the consolidation of some of Sims processing, storage, import/export of ferrous and non-ferrous furnace ready metal products facility on the site facilitating direct access to the adjacent Wharf.

The proposal development description for Sims operations that are the subject of the Stage 1A and Stage 1B Development Application, is summarised as follows:

3.2.1.1. Stage 1A

Stage 1A seeks to immediately utilise the site for storage, distribution and minor processing activities that support of existing Sims operations occurring off-site, which will include the following activities utilising existing buildings and hardstand areas, unless otherwise stated:

- Sims Operations Office, staff and visitor car parking.
- Storage and stockpiling (outdoor) of unprocessed scrap metal on site for processing off-site (at existing facilities) within SEQ, with associated equipment and machinery.
- Storage and stockpiling (outdoor) of bulk processed ferrous metals imported from off-site processing (existing facilities) for export from the site.
- General (indoor) storage within the main large building located in the western central part of the site.
- General metal scrap storage (outdoor).
- Sims Ancillary Fines storage, stockpile and processing. Ancillary fines imported from off-site (existing facilities) for processing and then for export from the site.
- Replace existing Weighbridge (in and out) in similar location outlining existing driveway access from the corner of Tingira Street and Soutter Street.
- Overnight Truck Parking (Sims Trucks Only).
- Bin Storage (Sims Bins only).
- Continuation of existing lawful Port Services at interface with Wharf and Third-Party warehousing (indoor and outdoor storage) on eastern balance area of the site.

Stage 1A will include the following new buildings, structure or works:

- New Weighbridge Buildings and structures.
- Wharf extension (undertaken through a separate approval process).

Stage 1 A will include the use of the following existing buildings and external areas:

- All existing buildings on site unless shown to be demolished on the proposal plans.
- Reuse of existing hardstand for parts of external storage; combined truck parking, bin storage etc.
- Reuse of truck and service vehicle circulation routes within operational areas of the site.

An extract of Stage 1A proposal plan is provided below.

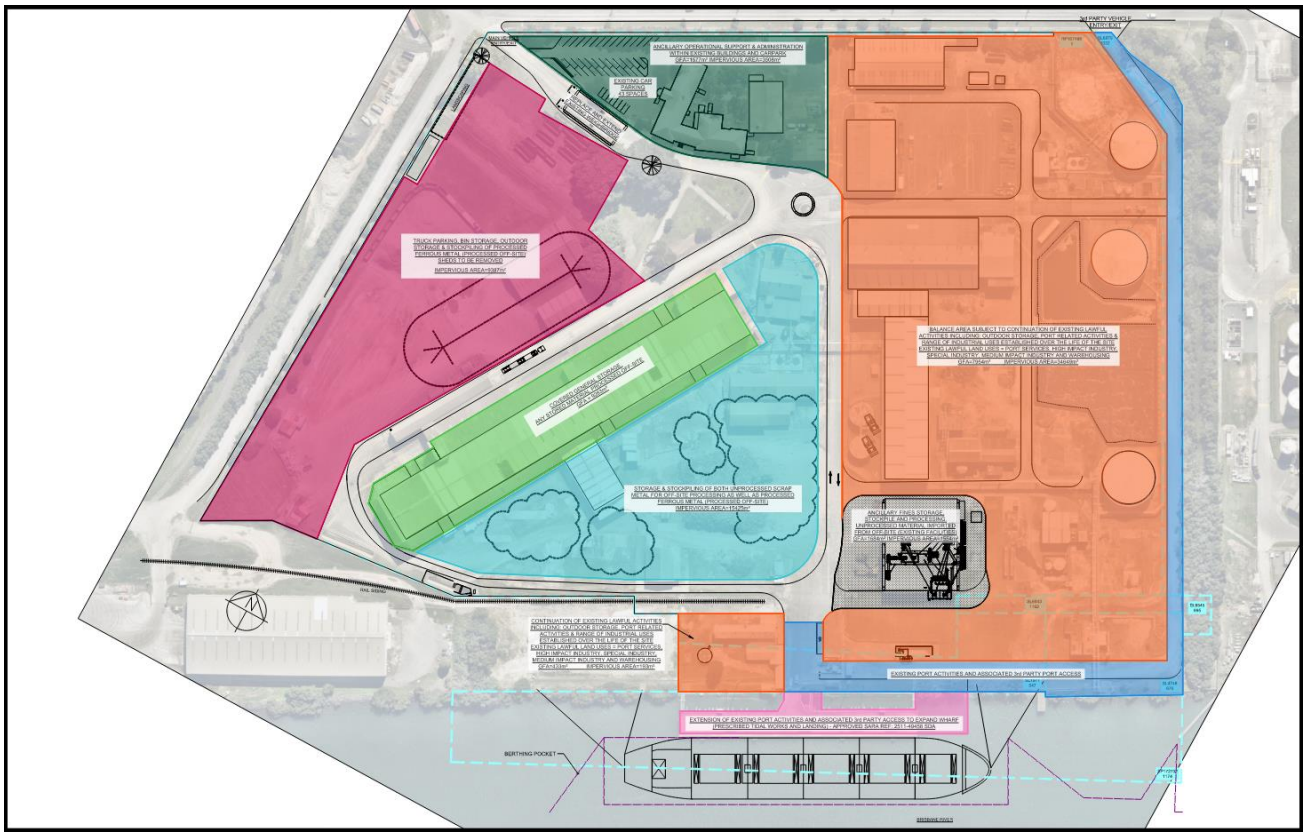


Figure 3.2.1 Stage 1A Proposal Plan

3.2.1.2. Stage 1B

Stage 1B will occur as some of SIMS activities currently occurring on other off-site facilities (i.e. Rocklea) are gradually transferred to the proposed 'State of the Art' facilitates at Pinkenba. Stage 1B will incorporate the Stage 1A approved and existing land uses / buildings / hardstand areas plus the following activities, utilising existing buildings and hardstand areas, unless otherwise stated:

- Shredding and pre-shredding (with conveyor) of unprocessed materials from on-site stockpiles to extract ferrous metal, which will be stockpiled on-site for export.
- Shredding process waste (Flock and non-ferrous materials) collection and stockpiling within the main large building located in the western central part of the site, for export off-site.
- Ancillary maintenance operations and maintenance spares storage.
- Vehicle Service Area, with wash down bay, in new building with adjoining Bunded Diesel Storage.
- Storage of Unprocessed Shredder feed on site, for processing on-site to produce ferrous metal for export.

Stage 1B will include the following new buildings, structure or works:

- Additional staff and visitor car parking.
- New staff and visitor car park driveway midway along the Tingira Street frontage.
- Shredder machinery, pre shred structure, conveyor belt system.
- New clean rainwater tank.
- New Vehicle Service Area building with washdown bay and bunded diesel storage tanks.
- Upgraded fire booster system.
- Additional hardstand for parts of external storage, combined truck parking, bin storage etc.
- Additional truck and service vehicle circulation routes within operational areas of the site.

- New Stormwater Management System

An extract of Stage 1B proposal plan is provided below.

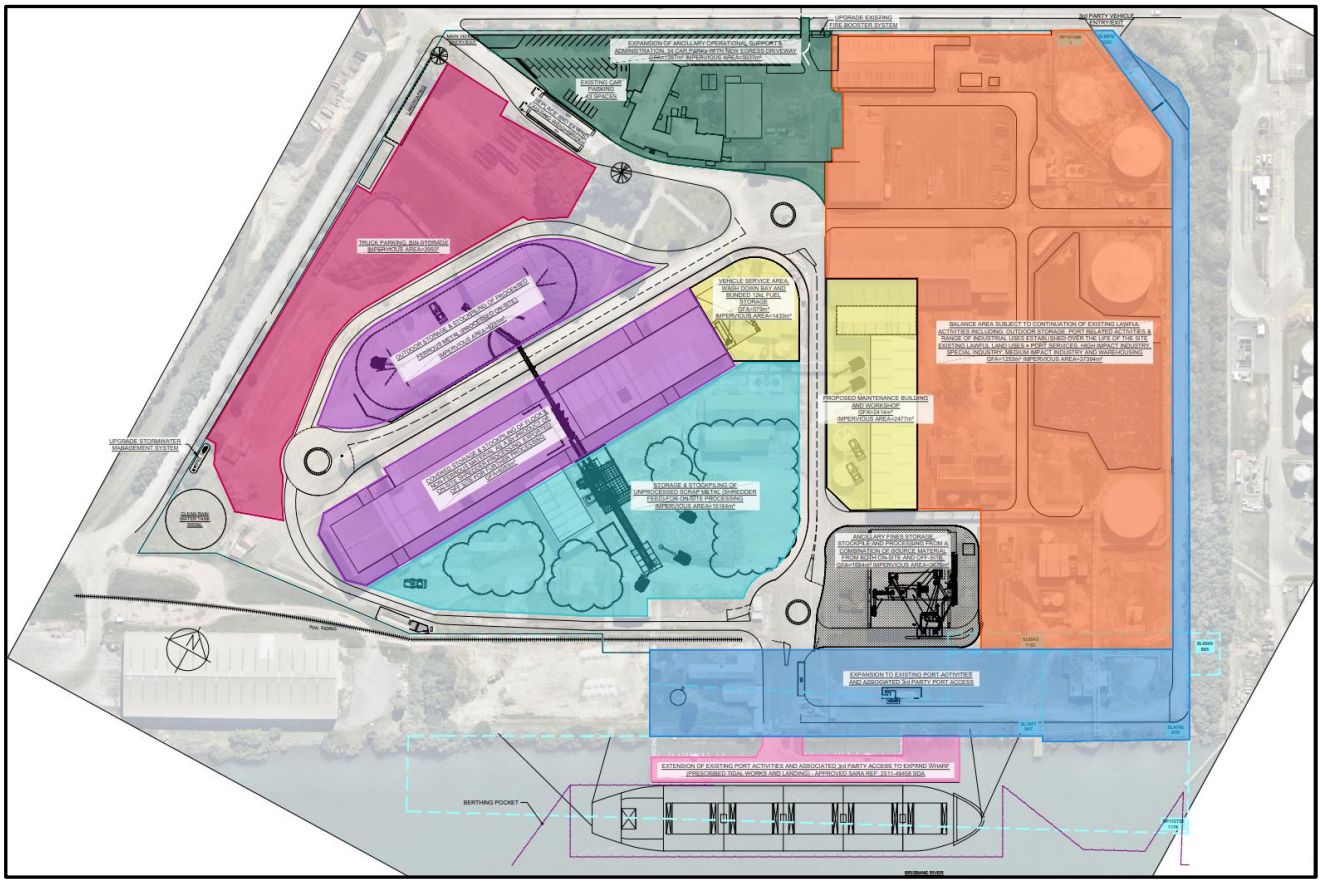


Figure 3.2.2 Stage 1B Proposal Plan

3.2.1.3. Sims Processes

In total, the current elements of the project will establish Stage 1A and Stage B Resource Recovery Metals Processing Precinct and Export Facility, which will encompass the following Sims processes.

SIMS Storage for Off-Site Processing (Stage 1A):

The site already benefits from a Development Permit for Medium Impact Industry B (open air stockpiling of furnace ready ferrous material) and a Temporary Weighbridge, approved on the 17 April 2023, with a Temporary Approval period of 4 years from the date of the approval.

Stage 1A primarily seeks to expand the Medium Impact Industry B, open air stockpiling to include both unprocessed scrap metal as well an increased extent and duration of furnace ready ferrous material. All storage and stockpiling of unprocessed scrap metal and furnace ready ferrous material will occur in support of current Sims resource recovery processing, which occurs on other Sims sites in Southeast Queensland.

The extent of storage and stockpiling of unprocessed scrap metal and furnace ready ferrous material will vary during Stage 1 and whilst primarily outdoor will include some indoor storage also when required. External unprocessed stockpile will typically operate with a maximum stockpile height of eight metres. There is no limit proposed in respect of the stockpiles of furnace ready material in non-combustible and has no risk and no limit on height.

In addition, the Stage 1A proposal seeks to install permanent Weighbridges (entry and exit) ancillary to the storage and stockpiling of unprocessed scrap metal and furnace ready ferrous material.

Fines Processing Facility (Stage 1A & 1B):
The Project includes a dedicated fines processing facility to recover valuable metals from fines waste streams (sourced from SIMS facilities off-site in Stage 1A and from on-site material in Stage 1B). This plant will be designed to operate effectively during a standard ten-hour shift, with the ability to run 24 hours if required. The facility will produce smelter ready copper and small fraction non-ferrous products, targeting a maximum metal content of one percent in the final waste stream. The design will minimise manual handling and incorporate appropriate dust and noise control measures.

Truck Parking / Bin Storage / Scrap Storage (Stage 1A & 1B):
The Sims operations will provide for a dedicated location for Truck overnight parking, Bin storage and ancillary Scrap storage overflow. All trucks, bins and ancillary scrap are directly part of the SIMS site operations. All maintenance and repair of trucks and bins will be undertaken off-site. The exact size and configuration of the dedicated location for Truck overnight parking, Bin storage and ancillary Scrap storage overflow will vary dependant on operational requirements and service vehicle access configuration will also be flexible in response to Sims operational requirements.

Port Services and Third-Party Storage (Stage 1A & 1B):
The Sims site at Pinkenba has the benefit of (via Lease PY on SP225018) an existing adjacent wharf facility. The site and the wet lease area and is formally described as Lot 1174 on SP172732 (73E Tingira Street, Pinkenba) which is located within Brisbane Core Port Land and managed by the Brisbane Port Land Use Plan. Sims are obligated under the terms of the Lease PY on SP225018 to provide Third Parties with access to the existing adjacent wharf facility for export and import activities.

Further as a result of this obligation to provide Third Party access to the existing adjacent wharf facility, surplus parts of the subject site have been lawfully used for Third Party storage over the sites history. The use of the site (particularly the eastern part of the site) for Third Party will be continued as part of the Stage 1A and 1B operations.

An extension and upgrade of the port facilities is currently being undertaken in accordance with SARA Ref: 2511-49458 SDA.

SIMS Operations Office (Stage 1A & 1B):
Sims will transition administration and operational support to the subject site during Stage 1A and Stage 1B. The bulk of staff operating on the site will be for the management of the on-site operational activity along with associated and ancillary administration services to support the SIMS Queensland resource recovery and export business.

The office and administration activity use will utilise existing structures on the site for the necessary staff amenities including ablutions, kitchenette and site office. Upgrades to existing administration offices, maintenance workshops, spares storage, staff amenities and a training room capable of accommodating up to 80 personnel.

The existing car park is to be maintained in Stage 1A with all movements from the existing access at the intersection of Tingira Street and Soutter Street. The extent of staff and visitor car parking will be expanded, with a new car and van only driveway located centrally on the Tingira Street frontage, as

part of Stage 1B to facilitate the increased operations facilitated in Stage 1B. The design of this extended car parking area in Stage 1B, has been determined in accordance with Council requirements and the relevant Australian Standards and will be certified by an RPEQ traffic engineer.

This building is to be suitably landscaped to ensure a suitable character to Tingira Street and level of amenity on the site.

Ferrous Shredding Operations (Stage 1B):
A core component of the Project is the development of a ferrous shredder plant designed to process shredder feed material into high density ferrous product suitable for domestic and international markets. The plant will be capable of 24-hour operation if required, with an assumed utilisation of approximately 90 percent of available operating hours.

Shredder feed material will be stockpiled on site in a controlled manner, with capacity for up to 5,000 tonnes of unprocessed Shredder Feed in a single stockpile, each with a maximum stockpile height of eight metres. This provides operational resilience during planned maintenance or unplanned outages. Processed shred products will be stockpiled on site with capacity for up to 35,000 tonnes of finished product, ready for bulk export or transfer to a proposed local steel mill.

Waste from the Shredding process (i.e. flock and non-ferrous materials) will be collected and stockpiling within the main large building located in the western central part of the site, ready for transport off site for processing.

Ancillary maintenance operations, maintenance spares storage, vehicle service area (with wash down bay) and Bunded Diesel Storage will be provided to support the Ferrous Shredding Operations.

3.2.1.4. Continuation of Lawful Associated Wharf Activities and Third-Party Storage

This site at Pinkenba has provided deep water private wharf facilities for an extended period and has been at the forefront of SIMS decision making in selecting this site for the proposed use. Upgrading of the port facilities will be undertaken as part of the ongoing operations by SIMS on the site and is being undertaken as part of a separate application (Ref: 2511-49458 SDA).

The site is associated with a wet lease area (Lease PY on SP225018) and is formally described as Lot 1174 on SP172732 (73E Tingira Street, Pinkenba) as shown below.

Figure 3.2.1 Area of wet lease area associated with the site

The obligations on the tenant (SIMS) under the terms of Lease PY on SP225018 include ensuring that third party users have access to the wharf as needed for ***Wharf Purposes***. Section 4.38 identifies that this access includes to the ***Relevant Premises*** being defined as "*roadways and paths on the lands of the Sublessee adjoining the Premises providing vehicular and other access between (A) the premises and (B) the public road known as Tingira Street*."

Wharf Purposes *means the*

(i) Transporting;
(ii) Loading;
(iii) Unloading;
(iv) Trans-shipment; and/or
(v) Restowing

The function of providing access to third parties including for the loading and unloading of bulk goods associated with Port Activities, as well as Third-Party storage on site, has been an ongoing part of the operations on the site and is proposed to continue on balance areas of the site (not directly required for Sims operations) in order to fulfill the obligations of the lease.

Further, SIMS have obtained two associated Environmental Authorities (Ref: P-EA-100484810) over the lease area as follows:

1. ERA 50 - Mineral and bulk material handling - 2 - Loading or unloading 100t or more of bulk materials in a day, other than loading or unloading mentioned in item 3, or storing bulk materials
2. ERA 63 - Sewage Treatment - 1(b-ii) - Operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1500EP - otherwise

ERA 50 provides that bulk material authorised to be handled include

i. Furnace-ready ferrous metal; and
ii. Scrap metal; and
iii. Metal; and
iv. Sand; and
v. Gravel and rock; and
vi. Fertiliser; and
vii. Grains and Legumes; and
viii. Lime; and
ix. Soda Ash; and
x. Sugar; and
xi. Salt; and
xii. Breakbulk; and
xiii. Cement Powder; and
xiv. Granulated blast furnace slag; and
xv. Ferro nickel slag; and
xvi. Containers; and
xvii. Recycled glass.

Note: The storage of bulk materials on the wharf is not permitted, thus requiring that any storage of materials will be required to be undertaken elsewhere within the site including by third parties.

The continuation of the bulk storage of materials by third parties associated with the wharf activities (Port service) is to be retained and provided for within the ongoing future development of the land. Note that the proposal will therefore require 24-hour operational hour use rights, 'during limited periods', too allows Sims to be able to operate 24- hours when cargo ships are docked at the port, which are subject to strict docking timeframes and need to be filled in the shortest possible timeframe.

3.2.2. Development Form

In terms of built form, the proposed development will operate within existing buildings which will be refurbished and repurposed to suit the operational requirements of the facility within each stage of the development of the project.

The exception will be the introduction of new major processing equipment at Stage 1B with the introduction of the Ferrous Shredding Operations, and Vehicle Maintenance building.

At present the total gross floor area of buildings on the site is approximately 26,395m2 which is not intended to be increased in Stage 1A, however Stage 1B will add a 579m2 new Vehicle Wash Down Bay building.

The total existing impervious area of the site (combined calculation of Building footprint areas and impervious hardstand) is 107,516m^2 (75% of the total site area) which will increase moderately with the construction of new access roads and moderate enlargement of some dedicated hardstand storage areas.

3.2.3. Traffic Management, Access and Parking

A Traffic Engineering Assessment of the proposed development has been undertaken, and a copy of this report is included at Attachment D. This assessment identifies that the proposed development at each of Stage 1A and 1B will not generate traffic at levels that will compromise the existing road network and nearby intersection. It is therefore not anticipated that any upgrading works of the existing road network will be generated as a consequence of the proposed development.

Recent traffic survey data from the Rocklea and Northgate Facilities provides the basis for assessment of trip generation for the proposed use. Note that that traffic generations rates for Stage 1B of the proposal will be offset by the internalisation of traffic movements which are currently external (ie. trips from the Rocklea facility to Pinkenba). In addition, this survey data indicates significantly lower traffic generation rates than generalised DTMR industrial rates of traffic.

This Traffic analysis demonstrates that the proposed access arrangement will operate efficiently and safely at both Stage 1A and Stage 1B of the proposal.

The site enjoys an existing lawfully established access point built pre – 1946, located at the corner of Souter Street and Tingira Street. This access services the current uses on the site including access for cars and B Double vehicles to the existing Fertiliser Manufacture, Storage and Distribution operations, as well as for Sims employee cars and B Doubles transporting the 'furnace ready' metal to and from the proposed stockpiles on site.

There is also a second access on the northeastern boundary providing separate heavy vehicle access to the wharf.

It is proposed that these existing access arrangements will remain in place and provide a suitable functional arrangement at each stage of the proposed use. Note that the provision of the current wharf access is a requirement of the terms of the wet lease area.

Traffic and transport within the site will be managed through a comprehensive traffic management framework designed to safely accommodate heavy vehicles, light vehicles, mobile plant and pedestrians. The layout will enable one way traffic flow where practicable, provide adequate queuing and staging areas for vehicles awaiting loading, unloading or grading, and incorporate clearly defined pedestrian pathways and safe driver waiting areas. Dedicated areas will be provided for Sims owned transport fleet parking, bin storage and mobile plant parking. The existing separate heavy vehicle access to the wharf will be maintained.

Stage 1A of the proposal is expected to introduce an additional 5 employees to the site to operate the fines processing plant and with negligible trip generation rates from heavy vehicles. The current access arrangement and intersection have been identified to continue to function safely and efficiently well within acceptable capacity.

Stage 1B of the proposal which involves the installation of the ferrous shredder plant, and other ferrous shredder activity (currently being handled by the Rocklea Facility) will involve an additional 25 operational employees.

3.2.4. Services, Infrastructure and Site Works

The site is currently serviced by established municipal water, power and communications networks, which will be maintained.

The site \ utilises a proprietary waste-water system which is the subject of an Environmental Authority (EA) P-EA-100484810) which includes ERA 63 being - Sewage Treatment - 1(b-ii) - Operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1500EP – otherwise most recently approved on 20 March 2026. A copy of this EA is provided at **Attachment L**.

The development will be supported by a comprehensive site infrastructure plan covering water supply, wastewater management, stormwater management, power distribution, communications and site control systems.

- Water services will support metal processing operations, bulk shipping activities, fire protection systems, buildings and staff amenities.
- Stormwater will be captured, treated and either reused or discharged in accordance with regulatory requirements.
- Wastewater and sewage will be collected, treated and discharged utilising existing proprietary systems to meet all applicable standards.
- Power will be supplied and distributed across the site to service all operational and non-operational areas.

The nature of the Sims industrial operations, inclusive of the level of office and operational staffing active on the site between Stages 1A and 1B is consistent with the capacity of the existing infrastructure municipal infrastructure connections and proprietary wastewater system on site, which were designed for the capacity of the former a fully operational Fertiliser Manufacture, Storage and Distribution business, which was previously existent on site. As such it is considered that there is sufficient capacity within the existing infrastructure services to cater for the demand generated by this proposal.

Site-wide civil works will include minimal earthworks, drainage, internal roads and pavements, concrete foundations and hardstand areas to support heavy vehicle movements, stockpiles and processing infrastructure.

3.2.5. Flooding & Stormwater Management

The site is subject to the Overland flow flood planning area sub-category of the Flood overlay code as well as the High and Medium Storm Tide Inundation sub-category of the Coastal Hazard overlay code.

A Flood Risk Assessment including a Flood Emergency Plan has been prepared for the site by SLR Consulting and a copy of this report is included at **Attachment F**. This report demonstrates that the proposal will not cause any off-site impacts on the locality and that the operations will be managed to ensure safety of occupants.

The site has existing established stormwater management infrastructure which supports the current temporary use of the site for external storage of furnace ready ferrous material (Council Reference A006140832) and includes pre-treatment solids removal, first-flush diversion, collection and storage.

A Site Based Stormwater Management Plan has been prepared by ENV Services and this is included at **Attachment E**. For Stage 1A and Stage 1B development of the site, *stormwater will be managed through the segregation of runoff into two primary streams: 'clean water' from low-risk areas and associated with stage 1A of the development and 'process water' from metal processing areas associated with Stage 1B of the development*.

This SBSWMP identifies that stormwater quality has been addressed for the two catchments in the following ways:

- Associated with Stage 1A of the development - The clean water strategy consists of a combination of Oceanguards or Stormsacks within each clean water sub-catchment, then final filtration with P Sorb Storm Filters or Altan Filters.
- Associated with Stage 1B of the development -The process water (associated management strategy will be suitably treated by a bespoke water treatment system designed for the site and to achieve DETSI approved water quality objectives outlined in Table 9).

Stormwater quantity assessment has been undertaken using the DRAINS model for the process-water system and the rational method for the clean-water system. This assessment finds that the proposal will result in an overall reduction in downstream discharge. The proposal will therefore meet requirements for stormwater management on the site and the two streamed process of stormwater management allowing for separation of clean and processed water will improve environmental outcomes for the site.

3.2.6. Risk Management and Environmental Impact

The site is surrounded by large scale industrial and warehouse land uses on all sides within a Major Industrial Precinct of the Brisbane Strategic Plan. The site is also located approximately 230m of Pinkenba Village, a traditional settlement, located on the opposite side of the major industrial road (Eagle Farm Road), which has co-existed with nearby large-scale industrial land uses for well over 100 years. Notwithstanding the long history of large-scale industrial land use in the locality the residences within Pinkenba Village represent sensitive land uses under the Planning Scheme.

The industrial area, south of Eagle Farm Road, does not currently experience a high level of amenity due to the mix of uses including industrial uses located in proximity. The proposed development can be undertaken without any unacceptable effects on the locality in terms of noise, emissions and traffic and car parking.

The amenity of nearby sensitive residential area at Pinkenba Village being protected through operational measures and other on-site features as established by a Noise Impact Assessment and Air Quality Assessment prepared by Assured Environmental and included at **Attachments G and H** respectively.

These assessments of the proposed development will ensure that a reasonable level of amenity is maintained for nearby sensitive land uses and demonstrates that the proposed layout and design of the development (including 24 hour operations and outdoor storage and processing) will not result in an unreasonable acoustic amenity for the residents of Pinkenba Village in the context of this major industrial area for Brisbane.

In terms of Risk Management, a Hazard and Risk Assessment has been prepared for the proposal by Epic Environmental and this is included at **Attachment I**. This assessment has been prepared and serves as a Preliminary Hazard Analysis in accordance with the Industrial Hazard and Risk Assessment Planning Scheme Policy. The proposal incorporates Management and Mitigation measures identified in this report to deal with a range of potential hazard scenarios. These controls ensure that potential impacts are contained within the site boundaries, making off-site impacts or fatalities highly unlikely and all hazardous materials will be stored, handled, and used in strict accordance with the Australian Dangerous Goods Code and relevant workplace safety guidelines

ERA Requirements

The Site currently operates under a number of Environmental Approvals and is currently in the process of obtaining additional operations approvals for the current use of the land.

The site currently holds Environmental Approval P-EA-100484810 (updated 20 March 2026 and covers the following ERA operations.

- ERA 50 - Mineral and bulk material handling - 2 - Loading or unloading 100t or more of bulk materials in a day, other than loading or unloading mentioned in item 3, or storing bulk materials.
- ERA 63 - Sewage Treatment - 1(b-ii) – Operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1500EP – otherwise.

It is further noted that the proposed development and associated activities are subject to a number of Environmental Authorities. It is understood that the following EAs have been/are being sought:

- ERA54(1) - Mechanical waste reprocessing - operating a facility for receiving and mechanically reprocessing more than 5,000t a year of inert, non-putrescible waste or green waste only
- ERA62(1)(a) - Resource recovery and transfer facility operation - operating a facility for receiving and sorting, dismantling, baling or temporarily storing scrap steel, non-putrescible waste or green waste only

This proposal will form a functional contained operation that is capable of correctly mitigating adverse impacts upon the Pinkenba Village and other relevant sensitive receiving environments including adequate stormwater and flood management which is critical given the proximity to significant environmental values of the Brisbane River.

4. SITE CHARACTERISTICS

4.1. Site Description & Context

The site is located in an industrial area in the flood plain of the Brisbane River. The site is 14. 24 HA in area and has two road frontages of approximately 320metres to Tingira Street and 300metres to Soutters Street. This site also has a frontage of approximately 260m to the Brisbane River, with private access to a large dock / private wharf located within Lease area PY on SP225018 (Lot 1174 on SP172732 - 73E Tingira Street, Pinkenba). The Pinkenba Industrial Train Line terminates to the west adjacent to the site.

The site has been owned and operated by SIMS since 2022 and currently contains the previously owned and operated Incitec Pivot Fertilisation Plant and Storage complex, as well as maintaining mandated Wharf loading and unloading access with associated Third-Party Storage. Since 17 April 2023 via NDN, Council approved development of a Medium Impact Industry B for (Open Air Stockpiling of furnace ferrous metal) (BCC Ref: A006140832) over the western part of the site, whist the Incitec Pivot Fertilisation Plant and Storage operation, Wharf loading and unloading access with associated Third Party Storage continued on the eastern part of the site. The was inclusive of the 4 chemical storage tanks along the north eastern common boundary of the site which formed part of Fertiliser plant operations.

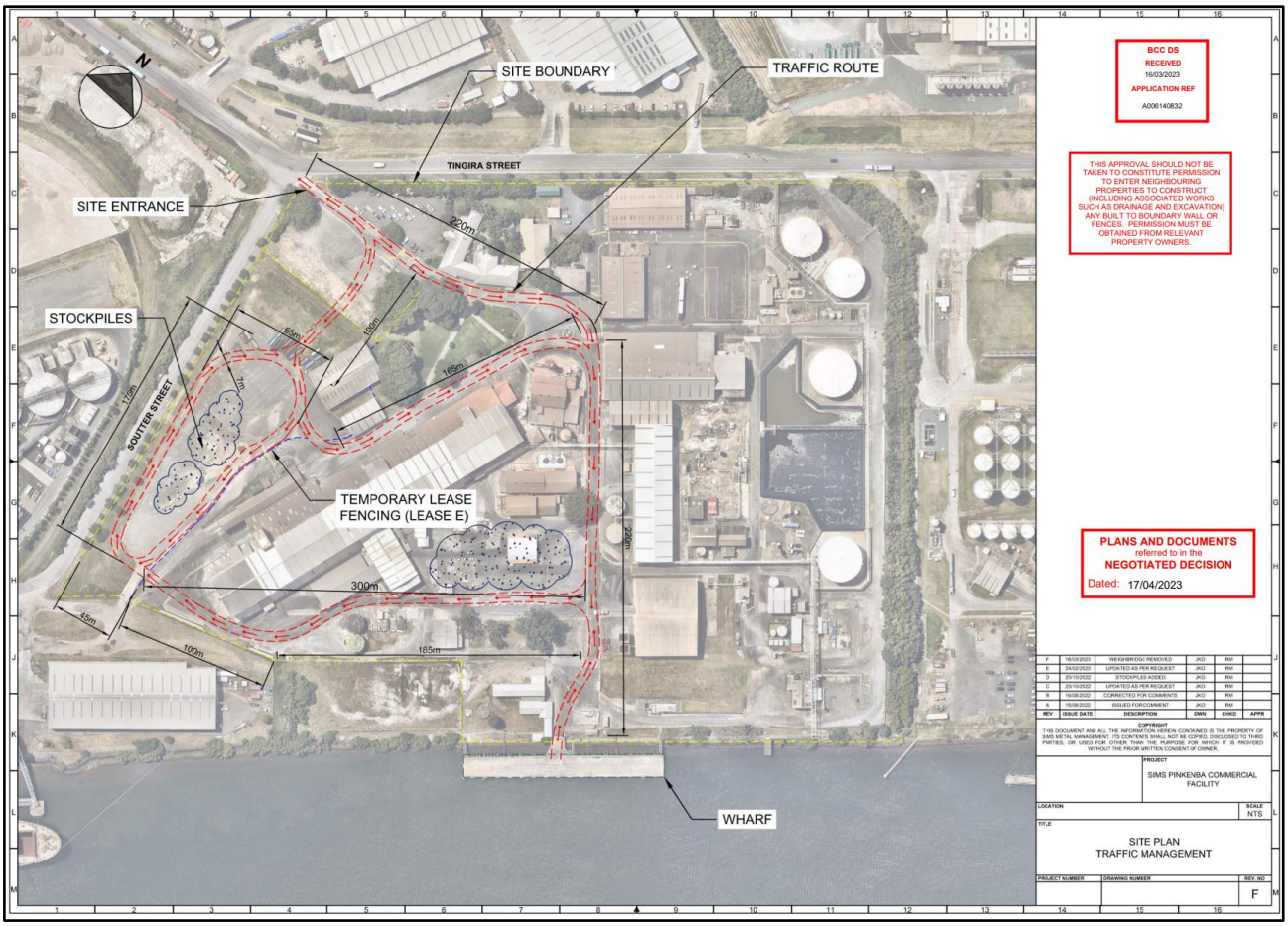


Figure 4.1.1 Approved Plan BCC Ref: A006140832

The site is located within the IN3 Industry (General industry C) zone and a major industrial area in proximity to the Eagle Farm Road and direct Brisbane River frontage, with its own industrial wharf facility. The surrounding locality has a predominantly industrial character south-east of Eagle Farm Road. However, north-west of Eagle Farm Road (within 250m of the site) the original village of Pinkenba remains (with approximately 123 houses a pub and abandoned school) remnants of rural activity from previous rural land-uses and the Brisbane Airport (domestic and international).

The land uses surrounding the site are comprised of a mix of industrial land uses on relatively similar large landholding includes:

- another fertilizer mixing / storage complex,
- GrainCorp silo's / warehouses,
- construction / demolition waste recycling,
- warehouse / logistics warehouses,
- metal / steel products warehouse / distribution,
- 2 x commercial fuel / bitumen / oils storage and supply,
- Bayer Crop Science Australia (agricultural chemical storage and distribution),
- concrete batching plant,
- small light industrial complex, and
- Maritime Safety Queensland depot

Aside from the Recycling and Transfer Service land use to the southwest, the site is the largest land parcel and one of the most significant sites in Pinkenba. An aerial view of the site and surrounding land uses is provided below.

Figure 4.1.2 Aerial Photograph of the site and surrounding locality

Notwithstanding the current mix of land uses (and proximity of the Pinkenba Village), the land is located within the Industry (General Industry C) Zone and intended to be used for 'a range of high impact industry uses and compatible medium impact industry uses', which:

- are appropriately separated from sensitive land uses to minimise the likelihood of environmental harm, environmental nuisance or unacceptable community safety risks;
- avoids or minimises noise and air emissions to meet noise and air-quality criteria at sensitive zones; and
- protects residential and community use area from heavy vehicular traffic.

The adjoining roads are designated as Primary Freight access Roads and subject to frequent heavy vehicle traffic. The site is located within 500m of Eagle Farm Road, which is the primary arterial road and primary freight route servicing the Pinkenba Major Industrial area, connecting to the Gateway Motorway and the CBD. The site is therefore well connected to the freight transport system. The Gateway Motorway links north and west (crossing the river via the Gateway Bridge) linking northern and southern regional areas as well as to the Brisbane CBD and the Port of Brisbane. Notwithstanding the above, Tingira Street and Soutter Street at the frontages of the site are classified as multi combination (B Double) routes.

The extent of the industrial area and special purpose (Airport, Port, Utility services) areas as well as proximity to the sensitive residential land uses is indicated in the zoning map below.

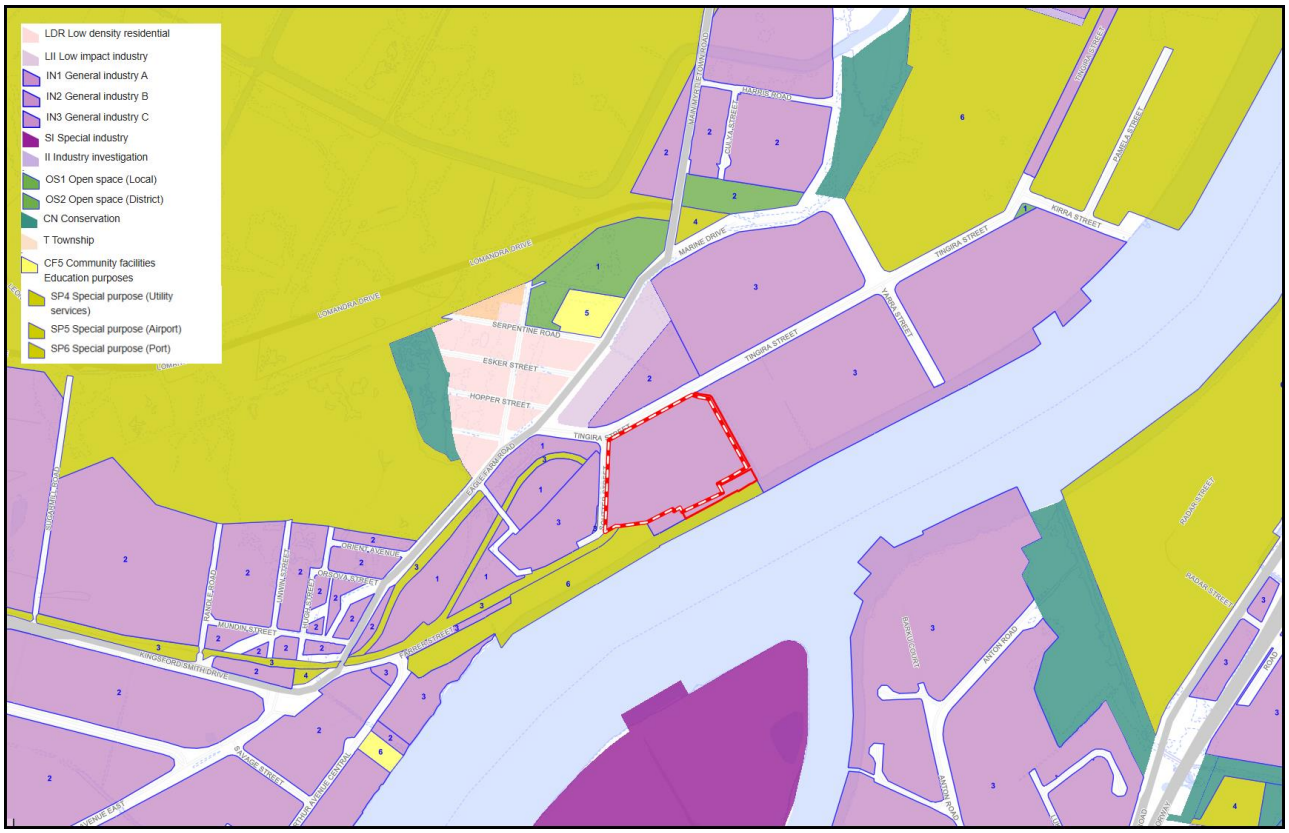


Figure 4.1.3 Site and surrounding locality Zoning map extract

4.2. Topography/Slope

The land is low lying, topographically flat and typically ranging from RL1.8m to 3m with further low-

lying areas associated with open channels which form the on-site stormwater drainage on the site. The land has been subject to extensive site works in association with previous industrial development on the site which dates back well before 1946. The proposed development will not significantly alter the topography of the site.

4.3. Shape of the Site

The subject site is an irregular shape with a maximum width of approximately 505 metres, and a maximum depth of approximately 400 metres.

4.4. Road Frontage

The site has a frontage to Tingira Street of approximately 317 metres and to Soutter Street of approximately 295 metres.

4.5. Existing Vegetation

The whole site is mapped as Significant Urban Vegetation, with the waterway which adjoins the site along its north-eastern side boundary, identified as containing Significant Native Vegetation (Waterway and Wetland Vegetation), under the BCC Natural Assets Local law. The Queensland State Government development assessment mapping (DAMS) identifies that the subject site is not subject to any State Government Vegetation or Environmental Mapping.

The majority of existing vegetation on the site can be generally categorised as frontage landscaping and internal mature trees.

- Frontage Landscaping: The site contains some existing landscape trees, shrubs and ground cover along the frontage to Tingira Street and either side of the sites major entrance at the intersection of Tingira and Soutter Streets. The majority of this frontage landscaping will be retained as part of the Stage 1A and 1B proposals within the refined and extended car parking layout.
- Internal Mature Tree's: Internally, the site contains some mature trees located in close proximity to the proposed weighbridges and main proposed internal round-a-bout that directs heavy vehicle traffic movement within the site. The majority of these internal trees are required to be removed to allow for proposed improved internal heavy vehicles manoeuvrability and parking. The potential retained tree is located in close proximity to the existing driveways and as such will require further investigation to confirm its ability to be retained.

Further along the north-eastern boundary there is located a local waterway corridor, which appears to contain regrowth vegetation and is a former drainage line. Any riparian vegetation located along the site's frontage to the Brisbane River will not be impacted by this proposal. Note: Wharf-related works have been approved, including any impacts on affected vegetation riparian vegetation.

Elsewhere the site is cleared of all vegetation apart from landscape trees along the site frontages.

4.6. Anticipated Future Development

It is anticipated that the future development of the land on the subject site will continue to be for a wide range of industrial activity in accordance with the Industry (General Industry C) Zone.

5. KEY ISSUES

5.1. Suitability of Proposed Industrial Use

The proposal seeks a Development Permit for a Material Change of Use for the following:

- Material Change of Use for Stage 1A and 1B of a Resource Recovery Metals Processing Precinct and Export Facility comprising Medium Impact Industry B, High Impact Industry, Special Industry, Warehouse, Port service, Transport Depot in Coastal Hazard, Flood and Waterway Corridors overlays
- Operational works in Coastal Hazard, Flood and Waterway Corridors Overlays (Stage 1B)
- Building works in Coastal Hazard, Flood and Waterway Corridors Overlays (Stage 1B)

Within the Brisbane City Council 'Strategic Framework' outlined in Part 3 of City Plan, the subject site (shown as a red dot) is located within a Major Industrial Area as shown on the Sub- Regional Context Strategic Framework Map below:

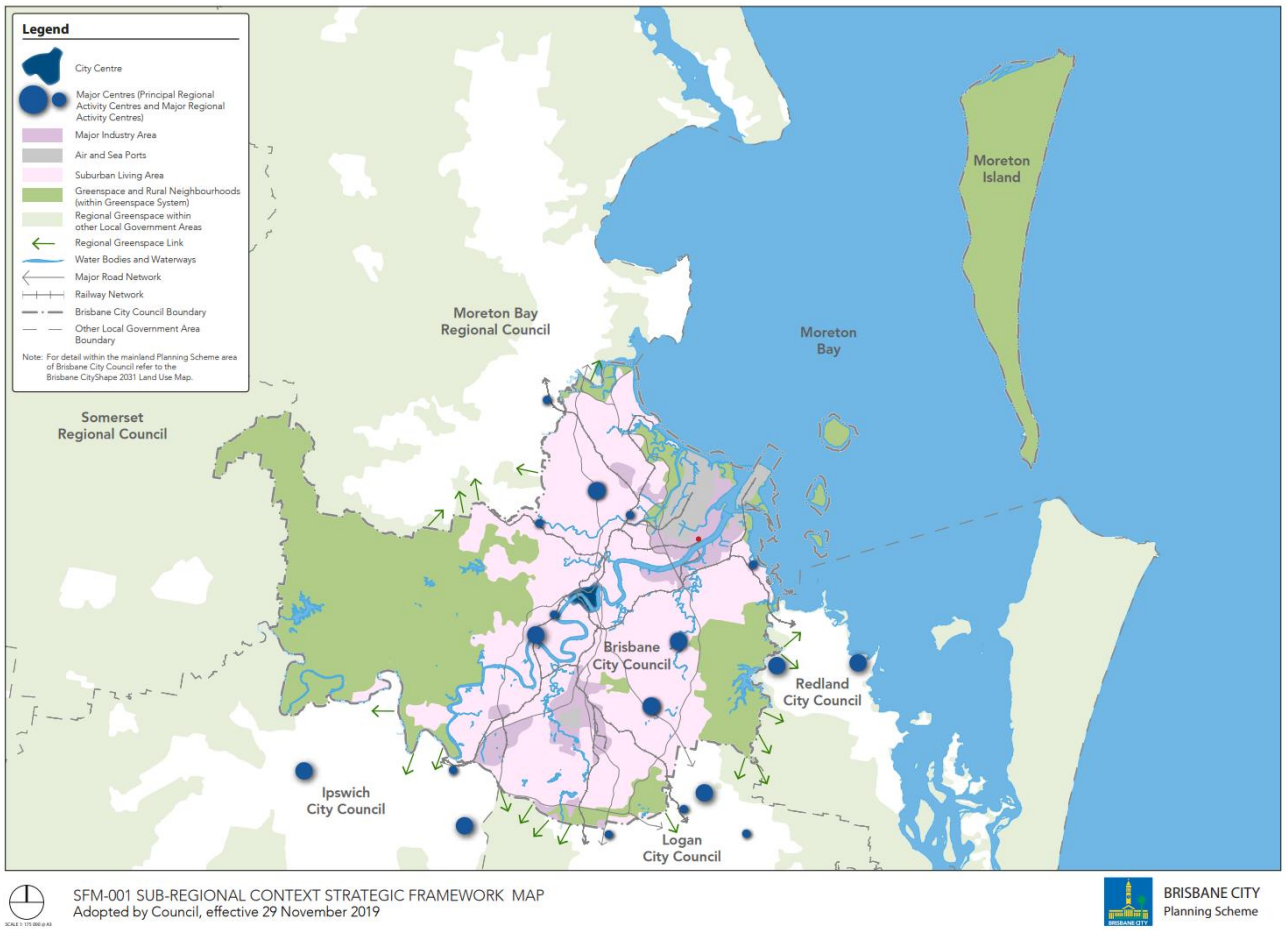


Figure 5.1.1 Sub- Regional Context Strategic Framework Map extract

Theme 5 'Brisbane City's Shape' of the Strategic Framework outlines the desires outcomes for Brisbane's Major Industrial Areas, inclusive of the subject site, as follows:

> ***Brisbane's Major Industry Areas** are significant employment generators for the city and Queensland which:*
>
> *i. accommodate a significant amount of economic activity generating employment;*

ii. *comprise low, medium and high impact industrial-based economic development that is always evolving with Brisbane's changing economy;*
iii. *are protected and are able to evolve to support Brisbane's industrial economy, global business and innovative start-ups;*
iv. *are serviced by small-scale commercial uses that:*
    A. *have a direct nexus with industrial businesses; or*
    B. *support the industrial workforce.*
v. *do not provide opportunities for other non-industrial based land uses that are otherwise adequately provided for elsewhere in the city or other parts of the region other than critical infrastructure;*
vi. *are serviced by major transport infrastructure which provides for:*
    A. *more sustainable travel modes such as public transport, walking and cycling;*
    B. *efficient freight, air and sea transport within the city and to key freight access points and routes to and from the city (shown below in Figure c).*

The site is located within the Industry (General Industry C) Zone. Development in this zone is intended to provide for a range of high impact industry uses, compatible medium impact industry uses, and limited large-scale warehouse uses which are located, designed and managed to maintain safety to people and avoid significant adverse effects on the natural environment.

The site is also included within the Pinkenba-Eagle Farm neighbourhood plan (PEFNP). The land is included within the Bulwer Island precinct - NPP-004. The key outcome of this neighbourhood plan is to ensure that:

- *"development will support and promote the Australia TradeCoast's competitive advantage and role as an economic and employment area of city-wide and regional significance."*

The PEFNP supports and encourages the intensification and diversification of industrial activities is supported whilst being balanced against need to protect significant environmental features. Difficult to locate industry is supported provided separation distances are maintained and where encroachment by lower order industry is not supported.

More specifically, development within the Bulwer Island precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-004):

- "*will predominantly consist of high impact and special industry activities which require port access, such as dry and wet bulk processing, storage and handling facilities, chemical manufacturing and petroleum product refining. Land uses allied with existing and port-related activities will also be encouraged and preferably located closer to Tingira Street frontages."*

The site is located within a major industrial area in proximity to Eagle Farm Road, has river frontage to the northern side of the Port of Brisbane (with direct access to a deep-water Wharf) and is in direct proximity to the Brisbane Airport which is reflected in the zone and neighbourhood plan designation.

The area is characterised by a mix of uses including major industry, in addition to the traditional Pinkenba workers village north-west of the site. The area has been designated for high intensity and specialist industry uses for some time given the co-location to the Port of Brisbane and natural interfaces such as the Brisbane River to the south and waterway vegetation to the northeast.

Sims are seeking to *"establish a modern, fully integrated metals processing and export precinct across landside and wharf sites on Tingira Street, strengthening Sims' long term operational presence*

in Queensland." The proposal is intended to facilitate the use of the large industrial site strategic location within the major industrial area adjacent a deep-water wharf, for a Sims Resource Recovery Metals Processing Precinct and Export Facility. The proposed development provides for the establishment of a major industrial export orientated facility on the site and represents a significant development opportunity for the Australia Trade Coast.

The nature of SIMS business relies heavily on the ability to export product overseas and interstate via cargo shipping. SIMS purchased the site early in 2022 as it contained favourable characteristics such as open stockpiling space, warehousing, and private access to a port which allows them to significantly save costs in the long term. Hence, the site at 69 Tingira Street Pinkenba presents a strategic move for Sims for the proposed Resource Recovery Metals Processing Precinct and Export Facility

It is anticipated that the transition of some of SIMS South-East Queensland operations to this site will occur over several years (i.e. Stage 1A and Stage 1B) and the proposed development provides for the staging of this transition with current land use activities gradually being superseded over this time as the SIMS operations expand. The proposal will increase industrial use of a currently underutilised major industrial site in a key industrial location adjacent to the Brisbane River and the Port of Brisbane.

The design includes a comprehensive assessment of the potential impacts and incorporates extensive management measures for the operation of the use at each stage.

This approach is intended to ensure that any off -site impacts are managed to be within acceptable limits to protect existing levels of residential amenity of Pinkenba Village and any sensitive receiving environment including adequate stormwater and flood management which is critical given the proximity to significant environmental values of the Brisbane River.

Sims intends that:

- *The Pinkenba Project is a strategic development initiative designed to support industrial growth and enhance operational capacity within the Pinkenba precinct. The project focuses on delivering new infrastructure, improving site functionality, and enabling long term commercial activity within one of Brisbane's key industrial corridors.*

The sites unique features situated adjacent to a deep-water berth enables capacity to undertake import and export of associated materials and products with ease.

It is recognised that the location of the site in proximity to residential development at the Pinkenba Village at approximately 230metres away to the north-west will require management measures to ensure that the potential amenity impacts are acceptable noting however, that the site and surrounding locality do not currently experience a high level of amenity due to the mix of high impact and specialised industry uses in the area. Refer also to discussion elsewhere in this report.

Therefore, it is considered that the nature of the proposed use is suitable for the locality given that it is consistent with the Strategic Framework designation as a Major Industrial Area, the overall objectives of the Bulwer Island precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-004) as well as the Industry (General Industry C) Zone, all of which seek the location of major industrial activities in this location that have a direct nexus with and support the viability of the Port of Brisbane.

Based on the above the site has therefore been identified as suitable location for this use and the ultimate Sims Facility, given the following:

- The proposed use is consistent with the intensity of existing and surrounding industrial land uses.
- There is adequate space to accommodate the use and the proposed development, represents further progress towards the co-location of some of Sims Australia Scrap metal waste procession, recycling, and recovery operations at a facility that has direct access, which has its own port export facility.
- The site has significant existing hardstand coverage and existing civil services required for SIMS operations and to manage environmental impacts both in terms of this initial application and the ultimate Sims facility.
- The proposed use is compatible with the surrounding uses and represents a valuable addition to the industrial activity in this significant industrial area.

5.1.1. Ancillary Operations Office

The Industry Code seeks that development ensures commercial offices, if conducted in association with an industrial use on the site, are ancillary to the industrial use. The proposal incorporates a total office area of 1,577m^2 within existing buildings on the site which are intended to be refitted for this purpose. This extent of ancillary office space, it is considered appropriate in this instance given that only existing office buildings on-site will be occupied and the large scale and nature of the industrial use proposed, supported by the ancillary office functions.

The extent of office space remains ancillary to the primary use of the site for an industrial purpose of resource recovery metals processing and export. When fully operational, the use will occupy a site of 14 hectares with a total floor area in the order of 26,395m^2 of which the office represents just 6.25% of the total floor area.

The nature of the use requires staff on-site for maintenance, operational management of the facilitates as well as providing for the administrative and logistics services associated with the export and transfer activities involved in what is a complex industrial processing and logistical operation.

The scale of ancillary office reflects the large-scale nature of the proposed Resource Recovery Metals Processing Precinct and Export Facility on the site and is appropriate and necessary to support the proposed development.

5.2. Residential Amenity

Whilst the site is located centrally within a Major Industrial area identified in the Brisbane City Council ‘Strategic Framework’ outlined in Part 3 of City Plan, characterised by large scale industrial land uses located on land zoned for industrial use. Pinkenba Village categorised as containing sensitive residential land uses is located approximately 230metres from the site.

It is noted that all residential land within Pinkenba Village is located to the north-west across Eagle Farm Road, a major industrial route/arterial road and separated by other large industrial land uses.

Pinkenba Village does not currently experience a high level of amenity due to the mix of uses including high industrial uses located in proximity. The Industry Code provides that development minimises air emissions and maintains safety.

As such all activities will be controlled and managed to avoid and minimise undue air and acoustic pollutants. A Noise Impact Assessment and Air Quality Impact Assessment has been prepared for the site to demonstrate that the potential for impacts on nearby Pinkenba Village from proposed Industrial operations on site are able be managed to maintain an acceptable residential amenity consistent with the standards required under the Brisbane City Plan 2014.

The proposal will ensure that all noise and air emissions are minimised to achieve the relevant quality criteria due to significant buffer distances to sensitive zones.

The Noise impact assessment supports the proposal and concludes that no unacceptable acoustic impacts will result from the proposal. A copy of this report is included at **Attachment G**. This report recommends management measures be provided within an Operational Management plan (or similar) to include various operational measures (ie. Minimising drop height, stockpile management, avoiding the most noise intensive activities during night-time hours,) as well as current complaints management practices and community liaison including as well as monitoring activities.

In addition, given the nature of the proposed uses consideration of the potential air emissions from the proposal have also been assessed and a copy of this Air Quality Impact Assessment report is included at **Attachment H**. The proposed development is intended to be supported by an Operational Environmental Management Plan to be implemented as part of this project and these are set out in Table 28 of the report and sets out operational measures (ie. water suppression sprinklers, vehicle speeds, drop heights, progressive loading etc), equipment to be utilised (ie mobile dust collector, mobile atomiser, etc) and location of activities (vehicles along sealed areas, ship loading in sheltered areas etc).

The predictive modelling for noise and air emissions demonstrate that the proposal can operate within the required guideline in the context of the locality such that residential amenity will be protected and any emissions will be within acceptable limits.

5.3. Noise Impact Assessment

A Noise Impact Assessment has been conducted for the proposed development on the site by Assured Environmental consulting and this report is included at **Attachment G.**

The combined Stage 1A and Stage 1 B noise sources will be:

- Heavy vehicles
- Light vehicles
- Ferrous Shredding (Pre-Shredder, Shredder, Hydraulic Room, Conveyor, Baghouse, Material Handler)

- Fines Processing Plan (Hopper Loading Truck, Cyclone, Bagouse Fan, Internal sources including vibrating screen, bucket elevator top and bottom, fans, cyclone, belt conveyor, screw conveyor)
- Wharf operations (loading and unloading via crane)

As previously stated, the site is located within a major industrial area which experiences elevated levels of background noise associated with the existing uses due to aircraft movements, heavy vehicle movements, industrial activity and utilities infrastructure. A summary of background noise levels is provided below from AE Consulting.

Table 4: Summary of Noise Monitoring Results

Location	Period	L_{Amax}	L_{A1}	L_{A10}	L_{A90}	L_{Aeq}	RBL
ML 1	Day (7 am to 6 pm)	97	73	67	53	65	52
	Evening (6 pm to 10 pm)	84	70	61	45	59	44
	Night (10 pm to 7 am)	88	72	62	46	61	42

Figure 5.2.1 Background noise levels monitoring results

The noise levels on the site are regulated by several noise standards in addition to the City Plan requirements and includes specified noise limits which have been set as conditions of approval of Environmental Authority (EA) P-EA-100484810) which applies to the site. Further, EPP (Noise) provides additional guidance as to consideration of Quality Objectives and the avoidance of background creep which will be considered in the assessment of noise level effects. The noise levels for various components and by each regulation differs, these are summarised below.

Table 11: Applicable Noise Criteria at Sensitive Receptors

Item	Noise Metric	All surrounding sensitive receptors		
		Day	Evening	Night
EA Requirements				
P-EA-100484810 – Wharf	$L_{Aeq,\ adj,\ 1\ hour}$	55	50	47
P-EA-100484810 – Land	$L_{A10,\ adj,\ 10\ mins}$	65	60	50
	$L_{A1,\ adj,\ 10\ mins}$	70	65	55
Other Guidelines				
EPP AQOs (Table 8)	$L_{Aeq,\ adj,\ 1\ hour}$	50	42	37
	$L_{A1,\ adj,\ 1\ hour}$	-	-	47
EPP Background Creep (Table 9)	Continuous Noise - $L_{A90,\ adj,\ T}$	52 + 0 = 52	44 + 0 = 44	42 + 0 = 42
	Variable Noise - $L_{Aeq,\ adj,\ T}$	52 + 5 = 57	44 + 5 = 49	42 + 5 = 47
BCC Sleep Disturbance	Avg. 15 highest events, L_{Amax}	-	-	65
	Single highest event, L_{Amax}	-	-	70

Figure 5.2.2 Summary Noise Limits under EA (P-EA-100484810) EPP Noise and BCC City Plan

Based on the above information and the context of the locality, AE Consulting notes that:

- *"… the application of standard residential noise criteria should be undertaken with due consideration of the existing acoustic climate and strategic land use intent. Minor to moderate exceedances at isolated receptors are not unexpected and can be considered acceptable*

where the proposed development is consistent with the established industrial character of the area and does not materially alter the existing noise environment. (page 28)"

The results of predicted noise levels at each of the receptors measured for each stage have been determined for each Stage.

- For Stage 1A alone, the results *"… confirm that compliance with the assessment criteria sourced from the existing EA can be achieved for all receptors during all periods under noise-enhancing meteorological conditions. No further mitigation of the wharf operations is warranted."* (page 33)
- For combined State 1A & 1B together, the results *"… confirms that compliance with the assessment criteria sourced from the existing EA can be achieved for all receptors during the day, evening and night-time periods under noise-enhancing meteorological conditions. Mitigation and management measures are discussed in Section 5.5."* (p34)

Further maximum nighttime operational noise levels have been measured and found that:

- *"…. all receptors are predicted to experience maximum noise levels well below both the repeated and single event criteria. These maximum noise level events are associated with heavy vehicle movements entering and exiting the site, thus are expected to be the same magnitude across all stages. As such, an acceptable outcome is reached, and sleep disturbance is unlikely." (p35)*

The report recommends management measures be provided within an operational management plan (or similar) for the site to include the following operational measures:

- Minimising drop height;
- Maintaining sloped impact faces on stockpiles;
- Require minimum fill levels in stockpiles;
- Spreading stockpiles to avoid tall central peaks; and
- Managing feed rate and avoid batch dumping, especially during night hours.

Other management measures are to include:

- Continuing current complaints management practices and community liaison including notifications in advance of high-level operational periods
- Continued monitoring of noise emissions to ensure compliance and adoption of procedures for corrective actions in the event of an exceedance identified

AE Consulting conclude therefore:

- *"… the results of the predictive noise modelling have determined compliance with the current EA requirements is achieved. To minimise noise impacts, it is recommended that a detailed Operational Management Plan is developed and must include noise compliance monitoring.* (p37)

This confirms that the noise levels from the proposed use will be within EPP guidelines, in compliance with the EA in place for the site and within City Plan sleep disturbance levels.

5.4. Air Quality Impacts

An Air Quality Impact Assessment has been conducted for the proposed development on the site, and this report is included at **Attachment H.**

This report assesses the potential air emission sources for key activities for the proposed use including for:

- Stage1 Wharf Activities (refer existing OPW approval - SARA Reference 2511-49458 SDA);
- Stage 1A including stockpiling and Storage, Fines Processing Plant, Vehicle Movements, Third party storage and associated activities; and
- Stage 1B including Ferrous Shredding Facility, Vehicle Movements

Further the report identifies the desired Operating Hours as follows:

- *While most processes typically operate on standard 8 to 10-hour shift, Sims wishes to maintain the ability to operate the plant 24 hours. For the purpose of dispersion modelling, all emission sources were assumed to operate continuously (24 hours per day, 7 days per week), unless otherwise stated.*

The assessment has adopted a conservative approach using worst case sources and triggers for dust and heavy metal emissions rates for each aspect and cumulatively for the proposed development.

Wharf Operations

Wharf operations dust emissions from the identified sources were modelled for a continuous 24-hour 7-day period. Assessment was based upon a maximum of two vessels per week with a 30,000-tonne load at full capacity which can take up to 7 days or for two vessels per week at partial capacity of 13,000-15,000 tonnes each per week. Trigger conditions and sources of air emissions were identified based upon these anticipated wharf operations. The modelling is based upon emissions rates after applying the standard dust control measures utilised by SIMS operations.

Stage 1A

Assessment of Stockpiling and Storage emission's sources were considered taking into account standard dust suppression operations by SIMS and wind effects during operations.

Assessment of the Fines Processing facility is based upon a maximum capacity of 4tph and 8tph operating for a standard 10-hour shift with ability to run 24 hours. All equipment is fully enclosed with minimal manual handling supported by two baghouse filter stacks with little emissions expected.

Vehicle movements on internal roads for delivery and dispatch of materials have been estimated at 455 heavy vehicle trips per day have been used to calculate emissions from traffic.

Third party storage and associated movements have been assessed including heavy vehicle movements, loading and unloading of stockpiles and wind erosion of stockpiles using conservative worst-case conditions.

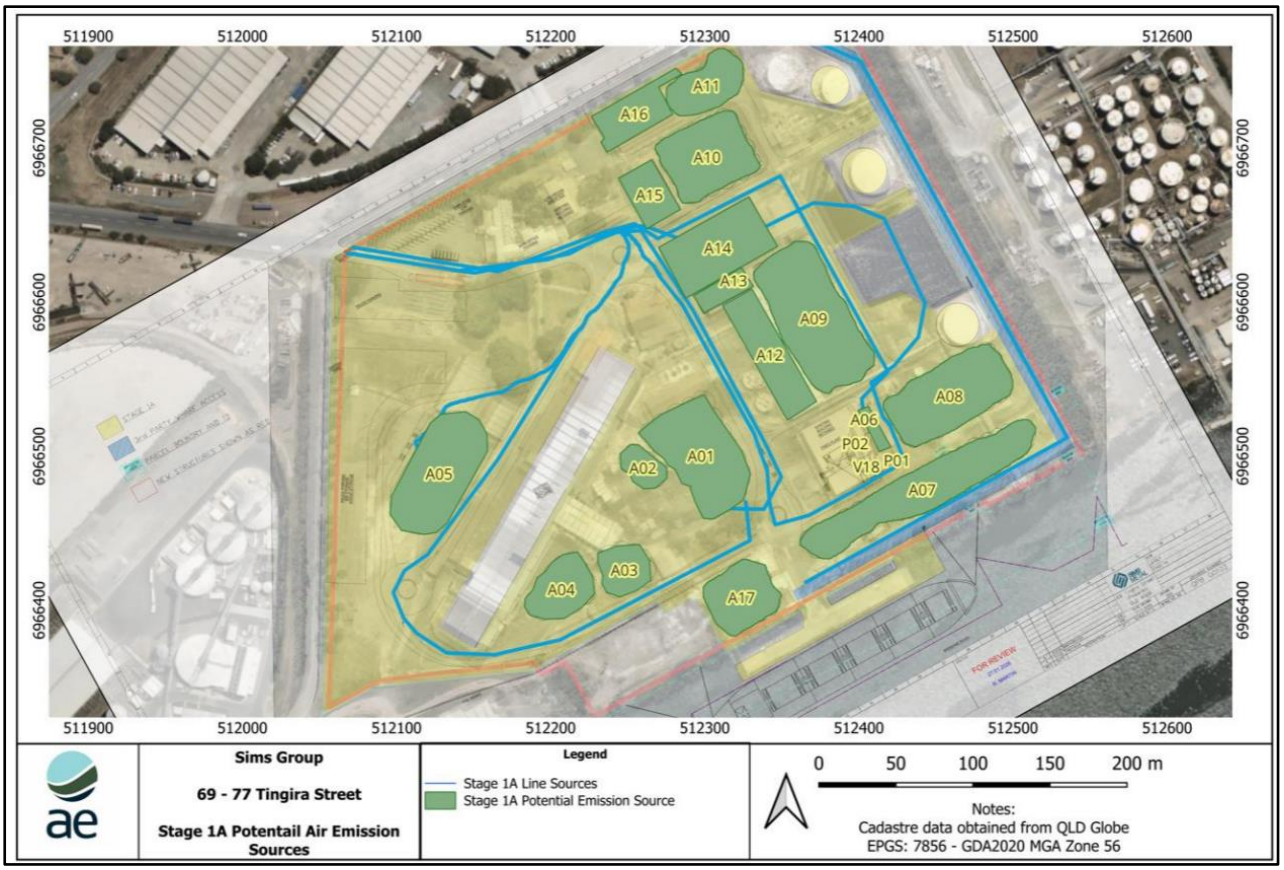


Figure 5.2.2.2 Location of air emissions sources Stage 1A

Stage 1B

Ferrous Shredding Facility has been assessed based upon the maximum capacity of 240tph capable of 24-hour operation with an assumed 90% utilisation. Total stockpile capacity of 35,000 tonnes of ready product. Dust control measures at the shredder facility include dust extraction unit with filter baghouse and water suppression measures.

Vehicle movements in Stage 1B will alter in line with operational activities with generally few deliveries and dispatches to and from the site.

For the purposes of modelling operations were assumed to be continuous 24 hours 7days per week as a worst-case scenario. However, this is not necessarily representative of the actual operations across the site.

The location of emissions sources on the site is shown below.

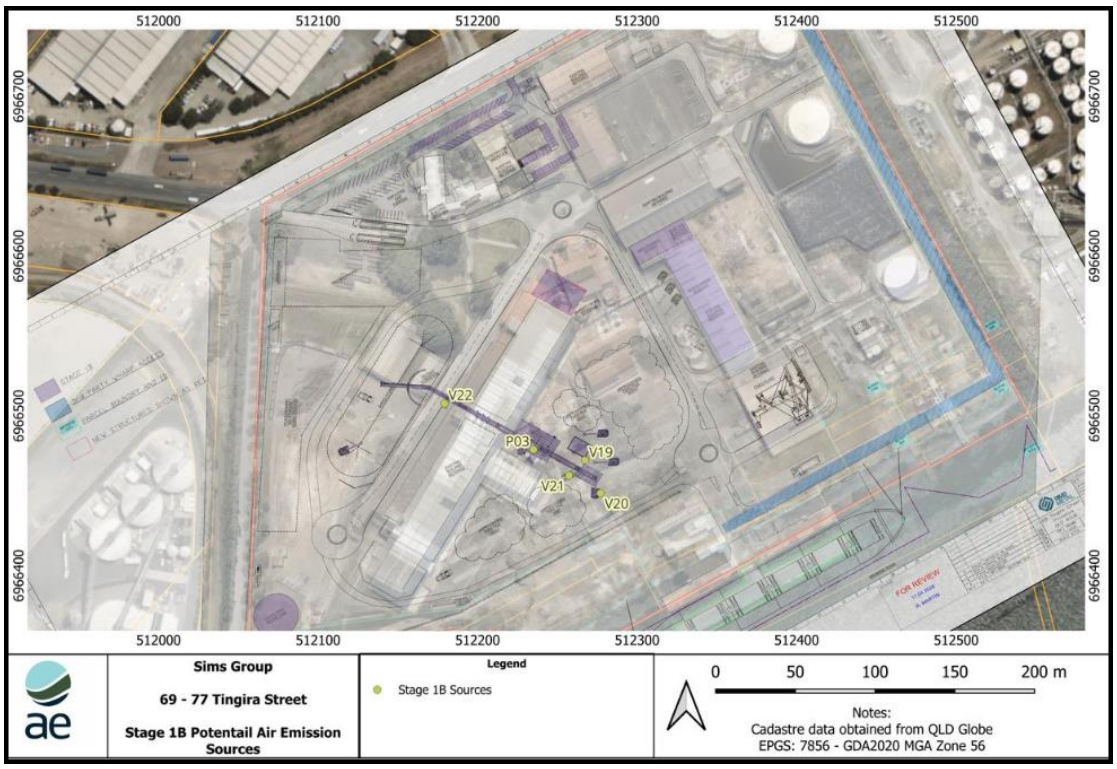


Figure 5.2.2.3 Location of air emissions sources Stage 1B (Air Impact Assessment Report)

Receptor Locations

Noting that the site is located in a major industrial, sensitive receptors were identified at nearby low-density residential locations (x16) and some commercial locations (x3) with identification of relevant environmental and terrain effects. The location of sensitive receptors is shown in the drawing extract below.

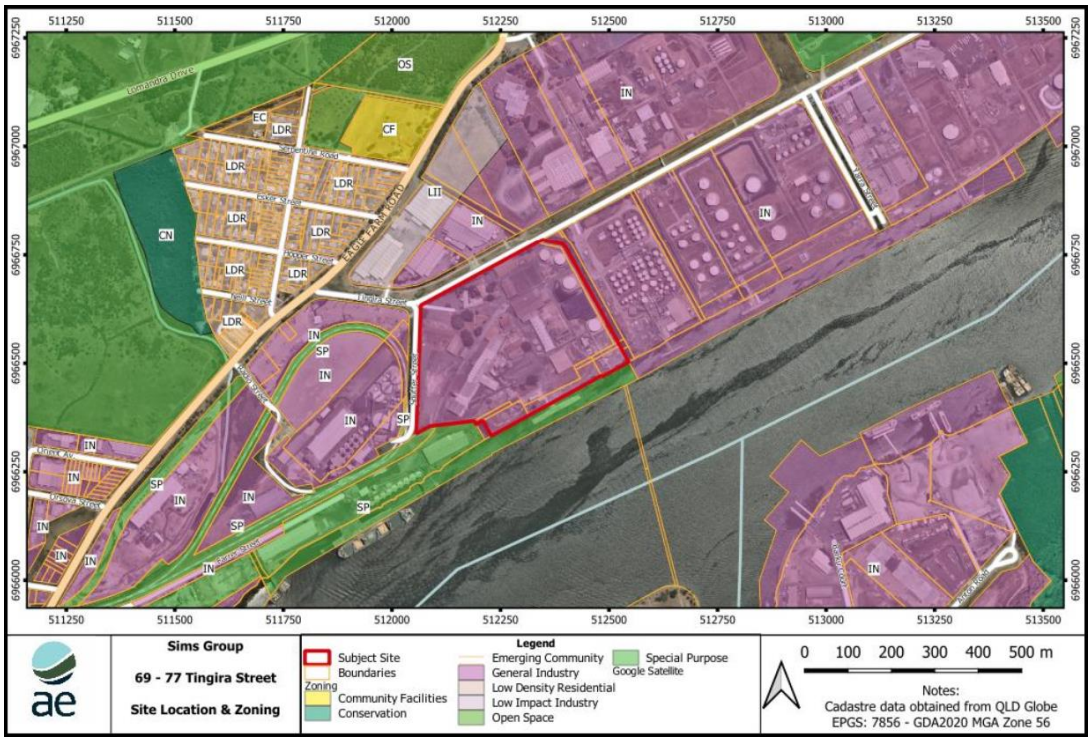


Figure 5.2.2.1 Receptor locations and Site context from Air Impact Assessment

Outcomes

An Operational Environmental Management Plan is proposed to be implemented as part of this project, and these are set out in Table 28 of this report and sets out operational measures (ie. water suppression sprinklers, vehicle speeds, drop heights, progressive loading etc), equipment to be utilised (ie mobile dust collector, mobile atomiser, etc) and location of activities (vehicles along sealed areas, ship loading in sheltered areas etc).

The outcome of this assessment concludes:

The results of the predictive modelling show:

- *The processing facility in isolation is predicted to comply with the assessment criteria for all assessed pollutants and averaging periods.*
- *The cumulative impact associated with dust-generating activities at the processing facility, wharf operations, and surrounding industries shows a slight increase compared with the processing facility operating in isolation. Under this scenario, all predicted GLCs remain within the relevant assessment criteria. However, the results indicate a narrow compliance margin for the 24-hour PM10 concentration.*
- *The cumulative impact including regional background concentrations shows that annual TSP concentrations remain well below the assessment criteria at all sensitive receptors. However, the predicted 24-hour and annual concentrations of PM10 and PM2.5 exceed the assessment criteria under this scenario. These exceedances are primarily driven by the elevated regional background particulate levels in combination with emissions from processing facility operations.*
- *The predicted GLCs of heavy metals from the proposed operations at the processing facility were well below the relevant assessment criteria at all sensitive receptors. The exception is chromium VI, for which the predicted concentrations exceed the applicable hourly criterion at all sensitive receptors. However, the emission rate used for chromium in the modelling was based on a conservative assumption as there is no evidence Cr (VI) is present in the process.*

In summary, Sims intends to implement the mitigation measures assumed in this assessment during the operation of the processing facility. As the modelling was undertaken using a conservative assumption of continuous operation (24 hours per day, 7 days per week), the actual operations at the processing facility are expected to result in lower particulate concentrations and remain within the relevant assessment criteria at the sensitive receptors.

5.5. Visual Amenity, Landscaping and Streetscape

The proposed development involves significant areas of outdoor storage and stockpiling of materials across various areas of the site as part of these operations. The majority of these stockpile areas are located on areas of the site which currently contain outdoor storage of materials. These stockpile areas will be managed by Sims in accordance with SIMS National Stockpile management procedures.

The majority of remaining activities will occur within existing buildings with the exception of a new weighbridge buildings and structures and office staff car parking areas at Stage 1A, and in Stage 1B a new Vehicle Service Area building, new combined Shredder machinery, pre-shred structure and conveyor belt system, a rainwater tank, additional hardstand areas for access circulation and truck parking as well as an expanded car parking.

The visual impacts of the proposed uses and activities are considered to be consistent with the existing uses on the site and surrounding area.

For Stage 1A of the proposal the existing frontage landscape strip to Tingira Street is subject to traffic management requirements, intended to be maintained and is approximately 2-3m in width. This existing landscaping positively contributes to the site and ameliorates the view of the development from public vantage points.

At Stage 1B of the proposal, the ancillary office activities will expand alongside the expanding Resource Recovery Metals Processing Precinct and Export Facility operations on the site, at which time an upgraded and expanded car parking area is to be constructed along with associated landscaped areas. These landscape areas are located at the Tingira Street frontage of the site and near the corner of Souter Street and Tingira Street and will enhance the existing landscaping and add to the quality of the streetscape at this location. A Landscape Concept Plan has been prepared for part of the site and is included at **Attachment J**.

For the remainder of the site and given the scale and nature of the uses proposed, especially given that stockpile areas are not fixed but will vary in size, scale and location to some extent in response to operational requirements, there is little practical ability or need for further additional landscaping within the site.

The landscaping existing and proposed will complement the scale and bulk of the industrial form. The proposed development is considered to be commensurate with the anticipated streetscape for this locality and will result in improvements to the overall quality and character of the streetscape at this location.

5.6. Traffic, Access and Parking

SIMS recent acquisition of the approximately 14.2ha subject site located at Pinkenba, which was formerly used for the manufacture, storage and distribution of fertiliser, and has lawful continuing land uses on the eastern part of the site, associated with the adjoining deep-water Wharf (i.e. wharf access and third-party storage).

The site also benefits from a temporary approval over the western parts of the site for Medium Impact Industry B (open air stockpiling of furnace ferrous metal) valid until 9th February 2027 (Council Reference A006140832). Accordingly, Sims have been operating a component of its business from the Pinkenba depot for more than two years. The current operations on the subject site are largely being undertaken using existing buildings and open storage areas within part of the subject site and occupies a similar area to the proposed Stage 1A activities.

However, the current operations represent less intensive development than what could be undertaken as accepted development within existing buildings and hardstand area, under Industry zone of the City Plan 2014.

Based on the above considerations the Traffic Engineering Report contained in Attachment D, current operations on site from a traffic generation perspective, represents:

1. *On a typical day the existing Sims operations currently being undertaken within the subject site is generating approximately 50% less traffic than the volume of traffic that would be expected to be*

generated by the subject site and wharf when considering both the 'acceptable developments', and the volume of peak hour traffic that would have expected to have been generated by the prior businesses that occupied the subject site.

2. *On the occasional/ busiest day when a ship is birth and complementary third party companies are permitted to access the ship by travelling through the Sims depot, the peak hour trip generation is approximately equivalent to volume of traffic that would be expected to be generated by the subject site with when considering both the 'acceptable developments', and volume of peak hour traffic that would have been generated by the prior businesses that occupy the subject site.*

In terms of traffic generation the subject site has afforded Sims the opportunity to commence consolidating some key business operations across its depots within the Brisbane area to drive business efficiency and productivity, leveraging off the sites direct access to the adjoining deep-water Wharf. From a transporting engineering perspective one of the benefits of the consolidation of some of SIMS Brisbane operations on this site, include internalising processing and exporting operations at the Pinkenba depot thus reducing the number of truck trips across Brisbane involved in the transfer of SIMS materials.

The existing lawful site access at the intersection of Tingira Street and Soutter Street (a 9.0m width Type B2 driveway) will be retained as the site access for Stage 1A and Stage 1B. This site access will continue to service all heavy vehicles proceeding directly in or out of the newly replaced weighbridges as well as staff cars accessing the car-park adjacent the Tingira Street frontage, consistent with the current and historic site operations. While it is acknowledged that the existing access does not comply with current transport engineering design standards, the access has been operating efficiently and safely servicing significantly more traffic generation associated with the previous fertiliser factory use of the site for more than three (3) decades as evident from a review of the crash data.

It is noted that there is a separate dedicated third-party wharf ingress / egress (to be maintained) located at the northeastern site frontage to Tingira Street, connecting to an existing driveway along the boundary providing separate heavy vehicle access to the wharf and third-party storage. Note that the provision of the current wharf access is a requirement of the terms of the wet lease area.

Internally within the Sims operations on site, traffic and transport within the site will be managed through a comprehensive traffic management framework designed to safely accommodate heavy vehicles, light vehicles, mobile plant and pedestrians. The internal layout will enable one way traffic flow where practicable, provide adequate queuing and staging areas for vehicles awaiting loading, unloading or grading, and incorporate clearly defined pedestrian pathways and safe driver waiting areas. Dedicated areas will be provided for Sims owned transport fleet parking, bin storage and mobile plant parking. All internal functional arrangements will be supported by line marking and signage.

These access and manoeuvring arrangements have been considered by Traffic Engineering Consultants (Colliers Consulting). A copy of this report is included at **Attachment D**.

5.6.1. Car parking

The proposal will meet the requirements for car parking on the site. The TAPS policy requires parking at a rate of 2 spaces per tenancy plus 1 space per 100m2 of GFA for industry Use.

Car parking generally on the site is to be accommodated within the existing parking areas on site (43 car parking spaces), which were lawfully established to support the full site operations of the Fertiliser

Manufacture, Storage and Distribution. It is anticipated that the proposed use will utilise these existing car parking arrangements as operations allow.

In Stage 1B, an extension of the car parking area is to be provided adjacent to the proposed ancillary office areas to service new staff onto the site at each stage. This car parking area has been designed in accordance with Council requirements and the relevant Australian Standards and will be certified by an RPEQ traffic engineer. A cumulative total of 77 car spaces will be provided in Stage 1B to provide car parking for staff.

This is considered to be more than sufficient in the context of the proposed use and existing lawful car parking on the site to accommodate the additional staff.

Staff will use existing and proposed additional on-site parking identified adjacent to the proposed office buildings on the site. An additional 34 car parking spaces are proposed to be provided for the site as part of Stage 1B in association with increased operational staff accessing the site in association with the expanding operations.

These additional spaces along with the existing spaces on the site are considered to be appropriate for the use.

5.7. Flooding, Storm Tide Inundation, and Overland Flow

The site is subject to the Overland flow flood planning area sub-category of the Flood overlay code as well as the High and Medium Storm Tide Inundation sub-category of the Coastal Hazard overlay code. The site is affected by flooding from Brisbane River, on-site overland flow as well as storm tide events from Moreton Bay.

A Flood Risk Assessment has been prepared for the site by SLR Consulting, and a copy of this report is included at **Attachment F**. SLR Consulting notes that the site is not located within any major flood area as identified in the Flood Planning Areas on Brisbane City Plan Overlay mapping. Specifically, the Brisbane River flooding affects only a small portion along the southern boundary of the site with flood planning area sub-category 4 and 5. Note that the site sits above the 1% AEP level of 1.9mAHD. The proposed works (ie. car parking and manouevring areas) are removed from these floods affected areas on the site.

With respect to Overland flow areas SLR notes these are small confined low-lying areas and determines that that "*the identified overland flow is most likely a result of a local terrain depression within the site, rather than flow entering from an upstream or external catchment":* And concludes that:

- *"Therefore, the development will not create any adverse impact to external properties by obstructing an overland flow path or diverting flow to neighbouring properties."*

With respect to Coastal Hazard/Storm-tide inundation, SLR notes that:

- *Most of the site is affected by medium storm-tide inundation, while the lower-lying areas both in the adjacent eastern section and within the western portion of the site are subject to high storm-tide inundation.*
- *The proposed development is not expected to cause any adverse flooding impacts during a storm-tide event, as the surrounding coastal area provides significant natural flood storage*

capacity to accommodate any comparatively very small loss of flood storage created by the development.

A summary of the extent and nature of these effects is shown in the sketch below from SLR.

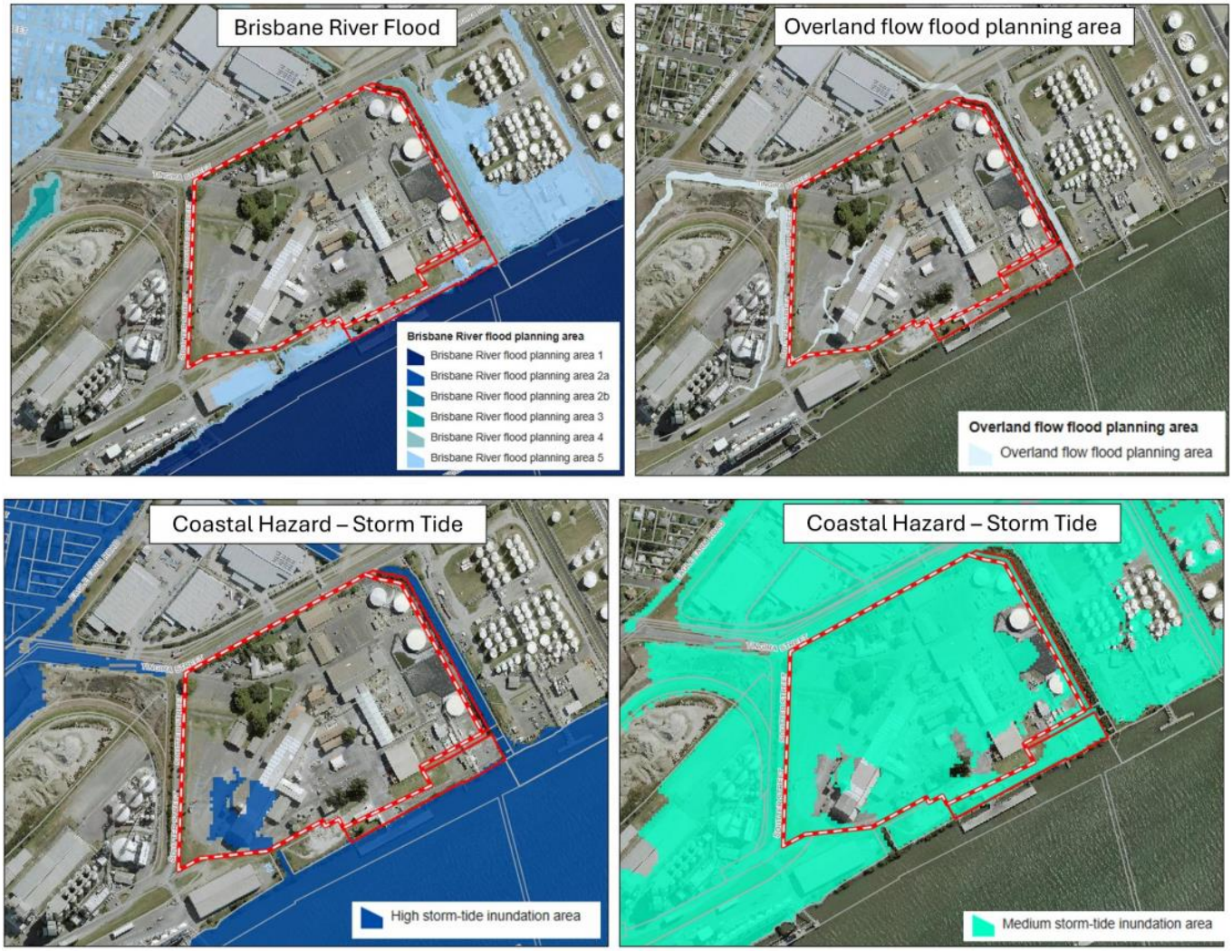


Figure 5.7.1 Flood and coastal overlay mapping extracts summary (SLR, 2026)

With respect to Hazardous materials storage, the proposal will not exceed the threshold quantities of the Flood Hazard Overlay code or the Coastal Hazard overlay code.

A Flood Management Plan has been prepared by SLR for the proposed development for Overland Flow and Brisbane River Flooding and this is included within the report at **Attachment F**.

The site is affected by Brisbane River Flooding for extreme events of greater magnitude than 1% AEP. As the site is located just 7.5km from the mouth of the river, there is significant warning time available for evacuation.

For overland flow events, as these are characterised by rapid rise of low velocity floodwaters within low lying areas of the site, typically little warning is available. Staff are able to shelter in buildings on site while waiting abatement of any ponding on the site which typically will recede rapidly via the stormwater drainage system on the site.

Storm tide flooding will typically occur following severe weather warnings which also typically allow for 24 hours warning giving ample time for evacuation.

Evacuation of the site will occur following event triggers such as Flood or severe weather warnings issued by BoM and Brisbane River gauges exceeding the nominated flood levels.

The Flood Risk Assessment Report also responds directly to the provisions of the Flood Overlay Code and Coastal Hazard overlay Code. There are no issues in the assessment of the provisions of these codes which are of concern.

5.8. Stormwater Management

A Stormwater Management Plan has been prepared by ENV Services, and this is included at **Attachment E**. For Stage 1A and Stage 1B development of the site, ENV Services advises:

- *… stormwater will be managed through the segregation of runoff into two primary streams: 'clean water' from low-risk areas and associated with stage 1A of the development and 'process water' from metal processing areas associated with Stage 1B of the development. This segregation reduces the contaminant risk, improves treatment efficiency and supports compliance with regulatory water quality objectives*

The majority of onsite works including on-site treatment are anticipated to be provided at Stage 1B of the proposal. All stormwaters management is to be undertaken in accordance with the relevant requirements including:

- Brisbane City Council City Plan 9.4.9 Stormwater Code (2014: v35)
- Water by Design – Concept Design Guidelines for Water Sensitive Urban Design Version 1 (2009)
- Healthy Waterways - Water Sensitive Urban Design - Technical Design Guidelines for Southeast Queensland Version 1 June 2006
- Healthy Land and Water - MUSIC Modelling Guidelines, Healthy Land and Water Limited, Brisbane (2018)
- IPWEAQ Queensland Urban Drainage Manual, Fourth Edition - 2016
- State Planning Policy July 2017 (SPP)

Stormwater quantity assessment has been undertaken using the DRAINS model for the process-water system and the rational method for the clean-water system. This assessment finds that the proposal will result in an overall reduction in downstream discharge. The proposal will therefore meet requirements for stormwater management on the site and the two streamed process of stormwater management allowing for separation of clean and processed water will improve environmental outcomes for the site.

The site has existing established stormwater management infrastructure including a network of drains, stormwater pits, grates and underground conveyance. Stormwater is currently captured by this system and ultimately and discharge to the west into filtered gully pits along with a first-flush diversion arrangement which is directed to a 1700kL retention pond (and adjacent 4,000kL bunding capacity) on the eastern boundary.

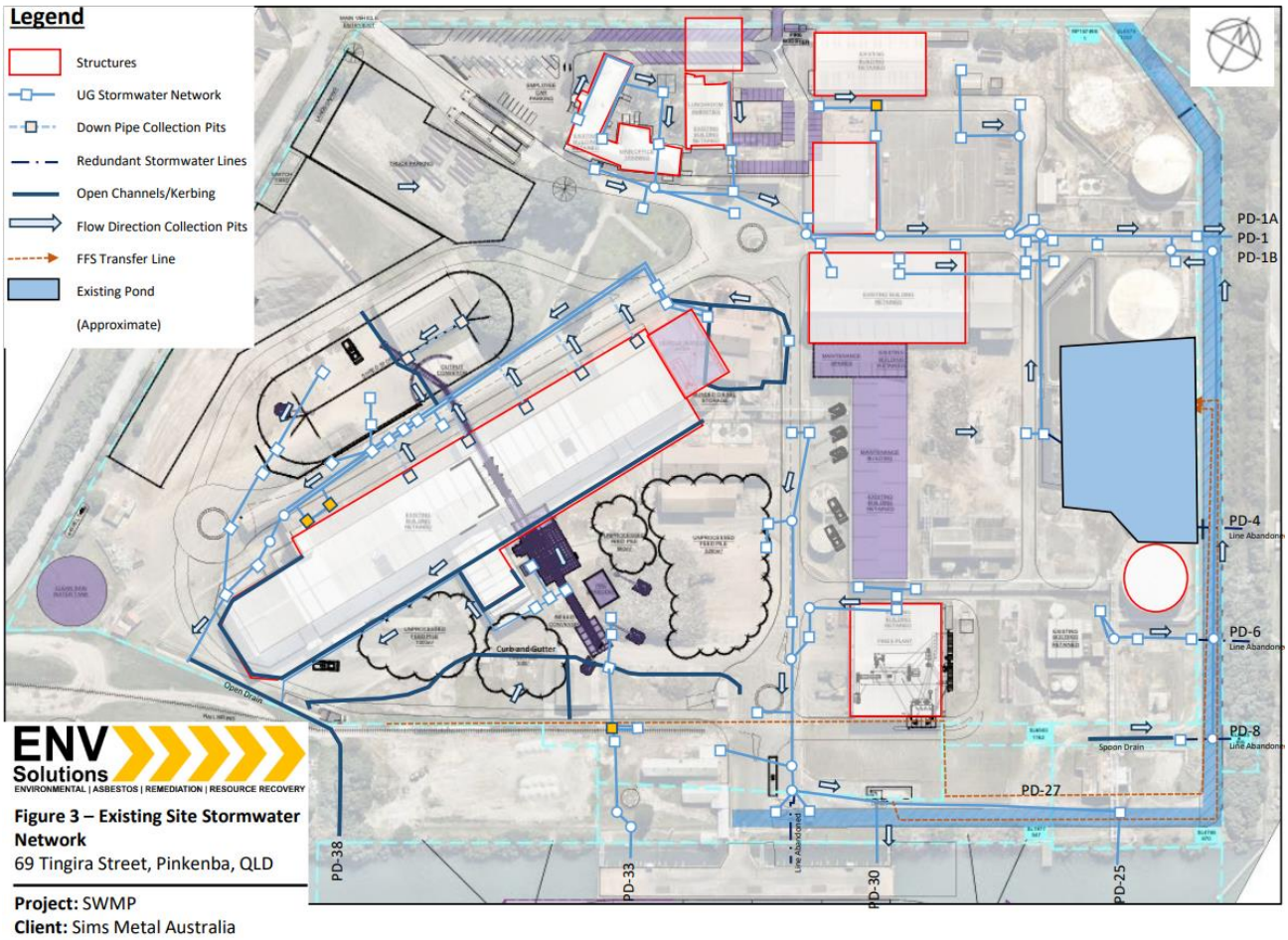


Figure 5.8.1 Existing Stormwater Management on the site

The proposed development will involve construction of bespoke drainage works to private an on-site stormwater treatment system as part of internal stormwater infrastructure to support each stage of the development on the site.

Stormwater from the site is proposed to be discharged to the Brisbane River through one of three discharge points, PD1, PD30 and PD38. The plan demonstrates the ability and commitment to effectively manage runoff volumes and peak flows, minimise pollutant loads, protect downstream and adjacent environments, and maintain the functionality of the existing stormwater network. Stormwater quality has been addressed for the two catchments in the following ways:

- *The clean water strategy consists of a combination of Oceanguards or Stormsacks within each clean water sub-catchment, then final filtration with P Sorb Storm Filters or Altan Filters.*
- *The Process water management strategy will be suitably treated by a bespoke water treatment system designed for the site and to achieve DETSI approved Release Limits outlined in Table 9.*

The stages of construction and their associated works as outlined in the SWMP are outlined below:

- *Stage 1A – during this stage of works, stormwater system upgrades associated with the clean water (i.e., installation of devices to the existing stormwater infrastructure) will occur, as this stage does not involve the implementation of any process related works or activities, the process water catchment and treatment will not occur.*

- *<u>Stage 1B</u> – during this stage of works, stormwater upgrades associated with the process water (i.e., design, construction and installation of bespoke water treatment system and associated infrastructure) will occur during this stage of the development. As stage 1B involves construction of process related infrastructure, and with it the generation or process stormwater, this stage will include the required water treatment devices.*

The proposal will utilise existing stormwater infrastructure. Process water will be collected from metal stockpiling, storage and processing areas on the site and likely to contain higher levels of contaminants. This process water will be captured, transferred and treated prior to re-use or discharge from the site using a bespoke designed water treatment system. This proposed on-site treatment system is intended to provide for segregation of clean water from process water catchments where the process water is available for beneficial reuse (dust suppression, process cooling or fire water storage) and controlled discharge.

- (S2.2) Clean water runoff comprises roofed and other low risk areas (ie. sealed carparks, internal roads and other non-operational areas where no materials are stored, handled or processed) and is managed through environmental controls and the discharged to the stormwater network.
- Process Water will be treated via a treatment plant (32 L/S) and thence to a treated water storage tank (5.5ML) with controlled overflow discharge will occur to the Brisbane River when re-use level is exceeded. (S2.4). The proposed process water sub catchments areas (ultimate) as prepared by ENV Services is illustrated below.

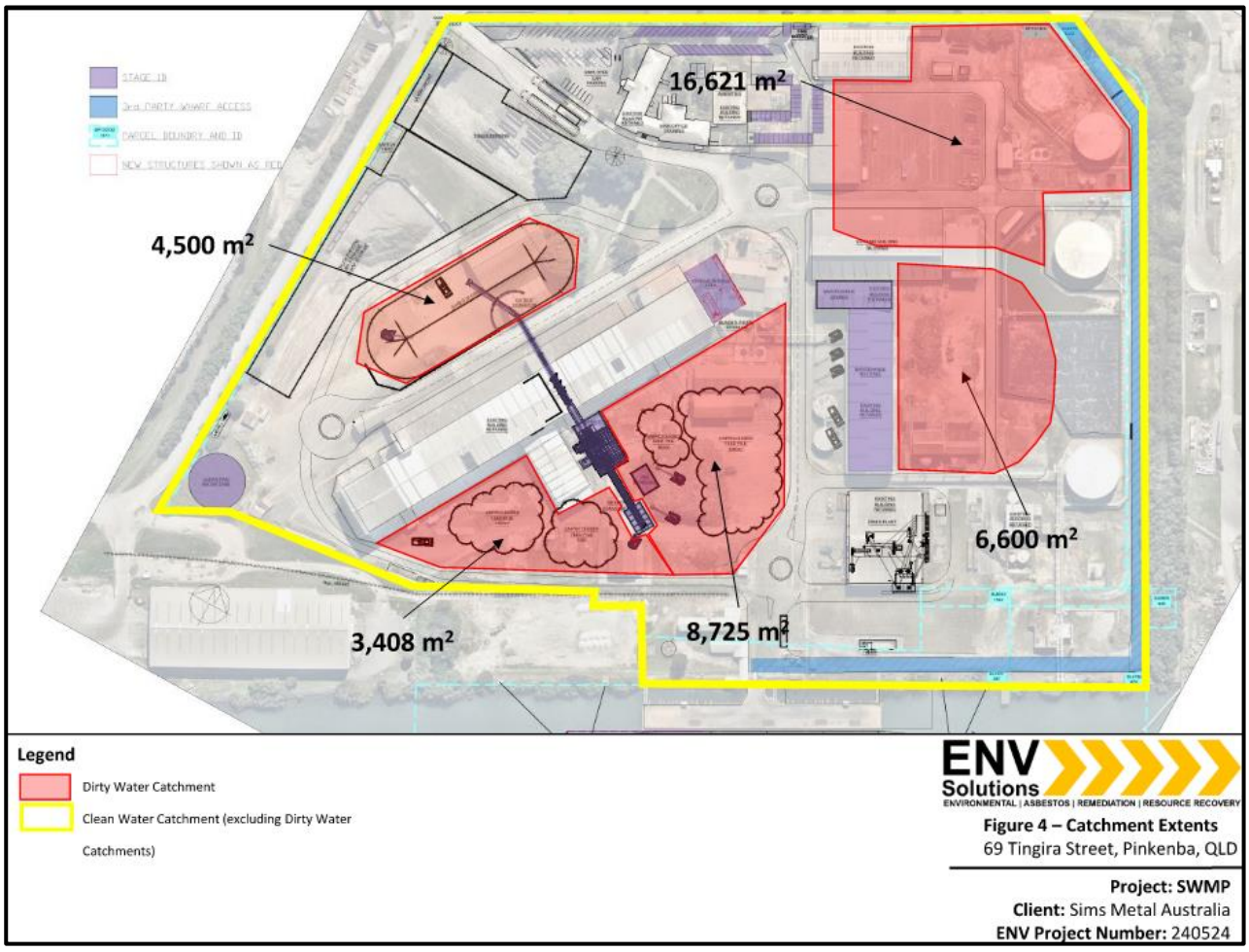


Figure 5.8.2 Proposed catchment areas

There are three existing lawful points of discharge to the site which are illustrated below which provides for the clean water and treated water stormwater outflows. The proposal device layout for the site is shown below.

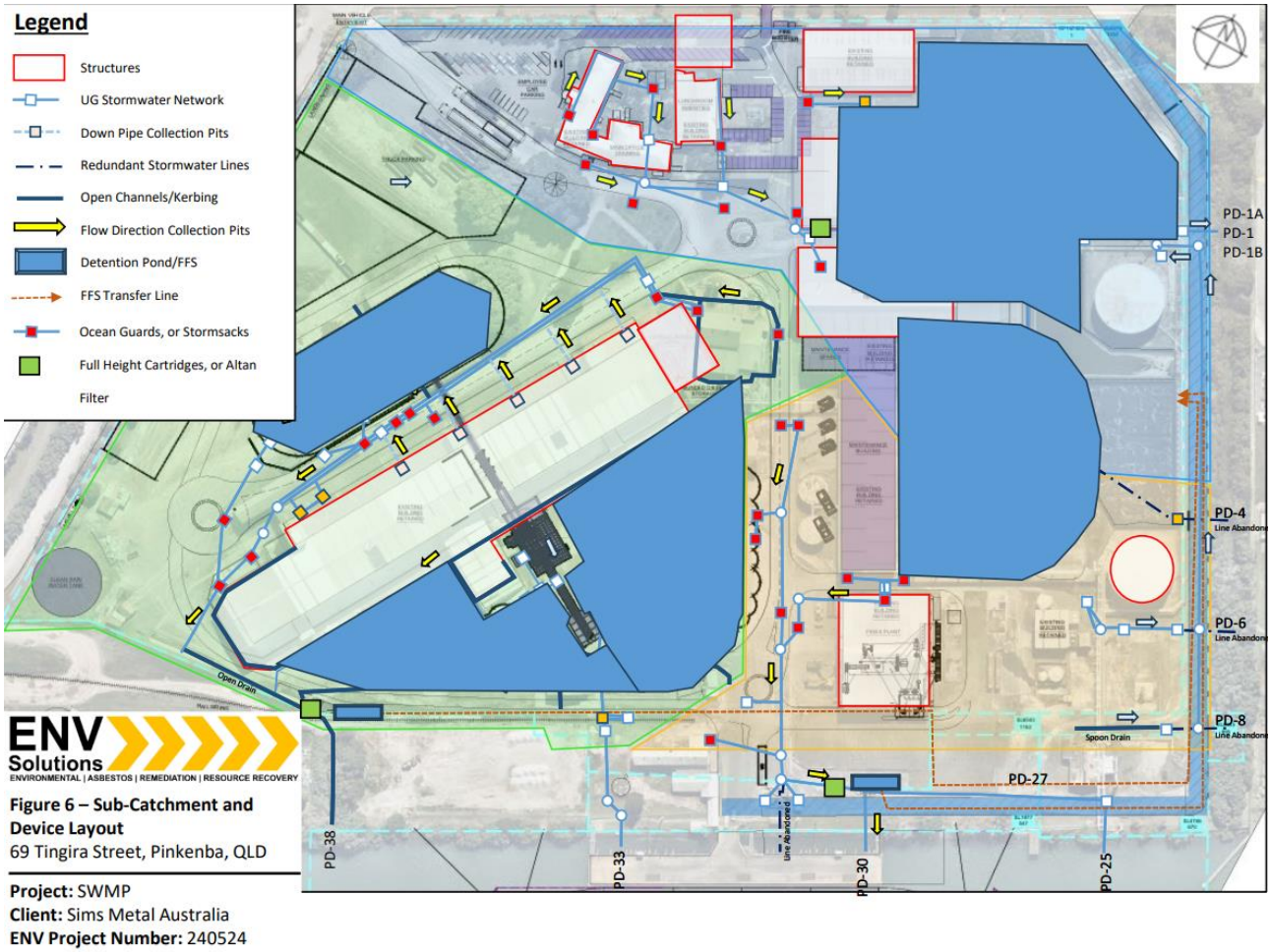


Figure 5.8.3 Lawful Point of Discharge and device locations

The report concludes that:

- *"This strategy will achieve the pollutant reduction targets under State Planning Policy June 2017"*
- *"Stormwater quantity has been addressed with the drains model developed for the proposed process water treatment system and rational method calculations for the remaining clean water system. The modelling and calculations demonstrate that the proposed development will only result in a reduction in downstream discharges. This is on the basis of segregation of process water and associated retention, and the remainder of the site likely having negligible increases in impervious surfaces."*
- *"… the proposed development and its proposed updated stormwater management and treatment system, are considered to meet the design objectives of appropriate stormwater management in accordance with the performance outcomes of Brisbane City Council – City Plan (2014), Section 9.4.9 Stormwater Code."*

5.9. Hazard & Risk Management

The Industry Code seeks to ensure risks to public safety, property and the environment from technological hazards such as fire, explosion and toxic release are within acceptable limits as specified in Table 9.3.12.3.I.

A Hazard and Risk Assessment of the proposal on the site has been undertaken by Epic Environmental, and this report is included at **Attachment I**. This assessment has been prepared and serves as a Preliminary Hazard Analysis in accordance with the Industrial Hazard and Risk Assessment Planning Scheme Policy wherein a Level 1 and partially Level 2 analysis has been conducted.

This assessment finds that the quantities of Hazardous materials to be stored is below the thresholds of Table 9.3.12.3.H of the Industry code for all materials listed. Where such materials are stored suitable warning signs and management practices are to be enforced. (Table 3 of HRA). The Management and Mitigation measures identified to deal with a range of potential hazard scenarios includes measures that relate to:

- Storage and handling of fuels, oils and chemicals
- Contaminated stormwater or firewater runoff
- Fire or combustion of stored materials
- Fire or explosion associated with fuels, gases, or hot works
- Equipment or plant fire
- Dust generation or combustible dust ignition
- Hazardous or prohibited materials entering processing equipment
- Failure or malfunction of processing equipment
- Falling objects, material movement or stockpile instability
- Vehicle, mobile plant or traffic incidents onsite
- Lifting or material handling incidents

The HRA has also, assessed the proposal against the injury risk criteria and the property damage and accident propagation risk criteria set out in Table 9.3.12.3.I of the Industry Code. Refer to Table 12 of the HRA in **Attachment I**.

Overall, the HRA concludes that the Sims Pinkenba Development is

- *"unlikely to pose an unacceptable risk to personnel, the environment, or the surrounding community";* and
- *"in combination with appropriate storage, handling, and emergency management controls, the risk of off-site impacts is considered to be low."*

6. STATE ASSESSMENT FRAMEWORK

6.1. Assessable Development and Assessment Process

The *Planning Act 2016* regulates development in Queensland. Development is defined in Schedule 2 of the Act as including Reconfiguring a Lot, Operational Works, Building Work and a Material Change of Use.

All development is Accepted Development unless made Assessable Development or Prohibited Development under either the *Planning Act 2016* or a relevant categorising instrument (in this instance the Brisbane City Plan 2014).

Having regard to the meaning of "development" in Schedule 2 of the Act, the proposed the proposal is considered to constitute the following:

A **'Development Permit for:**

- **Material Change of Use'** for Stage 1A and 1B of a Resource Recovery Metals Processing Precinct and Export Facility comprising Medium Impact Industry B, High Impact Industry, Special Industry, Warehouse, Port service, Transport Depot in Coastal Hazard, Flood and Waterway Corridors overlays
- **Operational works** in Coastal Hazard, Flood and Waterway Corridors Overlays (Stage 1B)
- **Building works** in Coastal Hazard, Flood and Waterway Corridors Overlays (Stage 1B)

6.2. Southeast Queensland Regional Plan 2009 – 2031

The Southeast Queensland Regional Plan aims to provide for the Management and Development of the Southeast Queensland region and contains a range of strategies.

Of primary importance to the potential redevelopment of the subject site is the 'Regional Land Use Pattern Strategy'. The subject site is within the Urban Footprint, which is intended under the Regional Plan to incorporate the full range of urban uses, including housing, industry, business, infrastructure, community facilities and urban open space. As such, development of the site for Resource Recovery Metals Processing Precinct and Export Facility purposes is consistent with the broad intent of the Regional Plan and the Regional Plan would not preclude an application for urban purposes being lodged in this instance.

6.3. State Assessment Referral Agency

Schedule 10 of the Planning Regulation 2017 identifies the development applications requiring referral and the relevant referral agency for all assessable development under the Act. The following section provides an overview of any applicable referral agencies relevant to the proposed application. The results of the on-line mapping search of State interests are included at **Attachment B.**

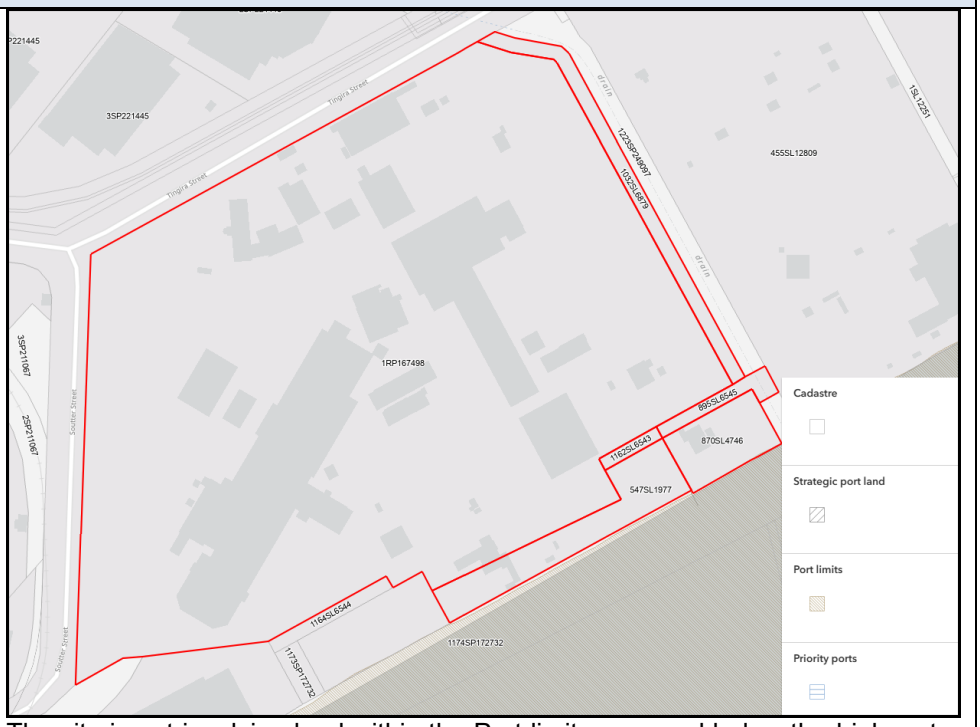
Planning Regulations Schedule 10	**Assessment of triggers**
Part 1- Airport Lands	The subject site is not located on land identified as being airport land. As such assessment or referral is not required in this instance.

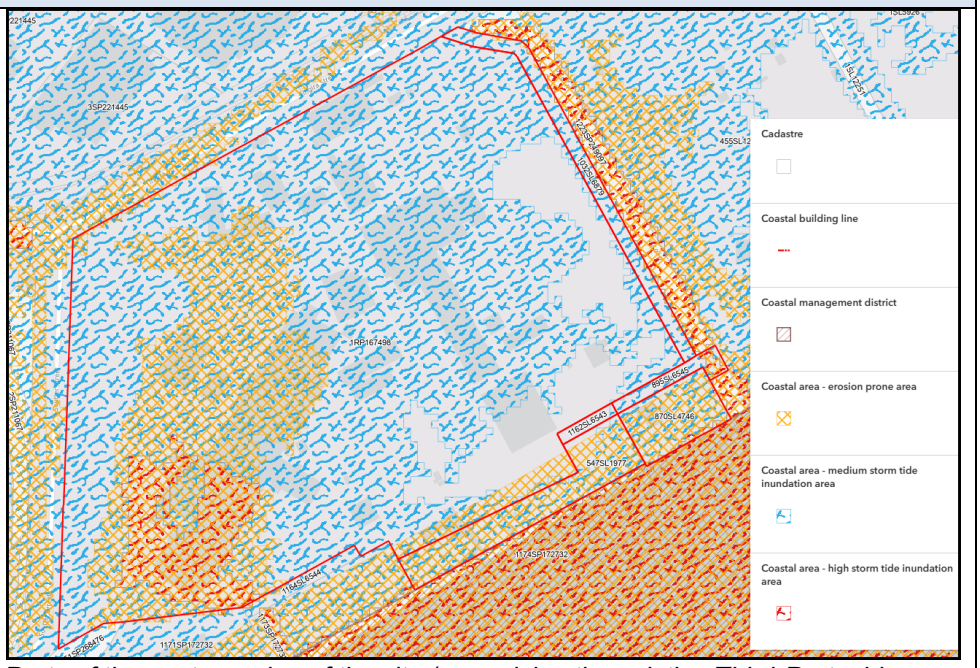
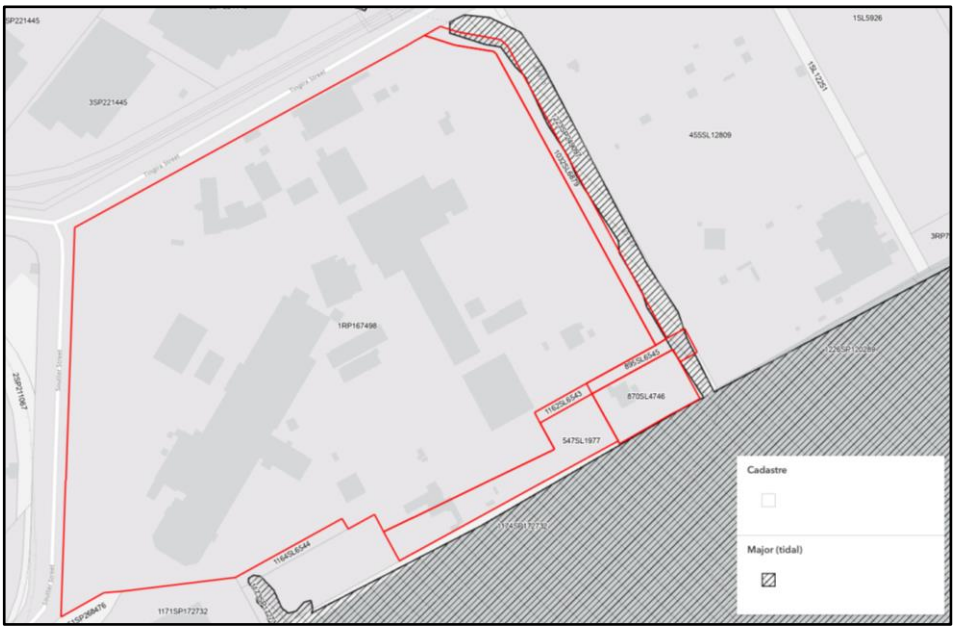
Planning Regulations Schedule 10	Assessment of triggers
Part 2 Battery Storage Facilitates	The proposed development does not involve a material change of use for a Battery Storage Facility and as such no referral is required.
Part 2A Caboolture West interim structure plan	The site is not included in the Caboolture West interim structure plan area and as such no referral is required.
Part 3- Clearing Native Vegetation	The site contains Category X vegetation on the Regulated vegetation management map and as such does not contain an area of Regulated Vegetation and as such no referral or assessment is triggered.
Part 4- Contaminated Land Register	The site is not listed on the contaminated land register but is included on the Environmental Management Register. Refer to Search results in **Attachment C**. The site has been subject to the following Notifiable Activity or Hazardous Contaminant. *CHEMICAL MANUFACTURE OR FORMULATION - manufacturing, blending, mixing or formulating chemicals if –* *(a) the chemicals are designated dangerous goods under the dangerous goods code; and* *(b) the facility used to manufacture, blend, mix or formulate the chemicals has a design production capacity of more than 1t per week.* Part 4, Division 1, Section 6 states that a material change of use on the premises will be assessable development if: *(a) all or part of the premises are on—* *(i) the contaminated land register; or* *(ii) the environmental management register; and* *(b) the premises are not being used for a sensitive land use; and* *(c) the material change of use involves—* *(i) a sensitive land use; or* *(ii) a commercial use involving an accessible underground facility, including, for example, a basement car park, workshop or office; and* *(d) neither the contaminated land register nor the environmental management register state that the premises are suitable for the proposed use in accordance with a site suitability statement for the premises.* Notwithstanding that the proposed material change of use is not for a sensitive land use or involving an accessible underground facility, the proposal is considered not to be subject to assessment.
Part 5- Environmentally Relevant Activities	The proposed development application is not for an environmentally relevant activity. All such activities where relevant will be subject to separate application and approvals. The Site currently operates under a number of Environmental Approvals and is currently in the process of obtaining additional operations approvals for the use of the land. The site currently holds Environmental Approval P-EA-100484810 (updated 24 February 2026) and covers the following ERA operations. • ERA 50 - Mineral and bulk material handling - 2 - Loading or unloading 100t or more of bulk materials in a day, other than loading or unloading mentioned in item 3, or storing bulk materials. • ERA 63 - Sewage Treatment - 1(b-ii) – Operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1500EP – otherwise. It is further noted that the proposed development and associated activities will be subject to a number of Environmental Authorities. It is understood that the following EAs are being sought:

Planning Regulations Schedule 10	Assessment of triggers
	• ERA54(1) - Mechanical waste reprocessing - operating a facility for receiving and mechanically reprocessing more than 5,000t a year of inert, non-putrescible waste or green waste only • ERA62(1) (a) Resource recovery and transfer facility operation - operating a facility for receiving and sorting, dismantling, baling or temporarily storing scrap steel, non-putrescible waste or green waste only ERAs are part of separate development application processes.
Part 6- Fisheries	The site does not contain any waterways or Fish Habitat areas. Division 1 – Aquaculture The proposed development does not involve a material change of use of the premises for aquaculture. As such referral is not required under Part 6, Division 1. Division 2 – Declared Fish Habitat Area The proposed development does not involve operational work in a declared fish habitat area. As such referral is not required under Part 6, Division 2. Division 3 – Marine Plants The proposed development does not involve operational work involving marine plants. As such referral is not required under Part 6, Division 3. Division 4 – Waterway Barrier Works The proposed development does not involve operational work for waterway barrier works. As such referral is not required under Part 6, Division 4.
Part 7- Hazardous Chemical Facilities	Schedule 24 of the Planning Regulations States that hazardous chemical facility means: • *"the use of premises for a facility at which a prescribed hazardous chemical is present or likely to be present in a quantity that exceeds 10% of the chemical's threshold quantity under the Work Health and Safety Regulation, schedule 15."* A Hazard and Risk Assessment has been undertaken for the proposed development site by Epic Environmental Pty Ltd. A copy of this report is included at **Attachment I**. An assessment of the Hazard material inventory by Epic determined that the quantities proposed to be stored at any single time on the site do not trigger classification as Major Hazard Facilities (MHF) being locations that store hazardous chemicals at quantities exceeding the thresholds specified in Schedule 15 of the Work Health and Safety Regulation 2011. The proposed development therefore does not involve a hazardous chemical facility and as such referral/assessment is not required in this instance.
Part 8- Heritage Place	Division 1- Local Heritage Place The subject site is not located on a Local Heritage Plan. As such referral is not required under Part 8, Division 1. Division 2- Queensland Heritage Place The subject site is not located on a Queensland Heritage Plan. As such referral is not required under Part 8, Division 2.
Part 9- Infrastructure-Related	Division 1- Designated Premises The subject development application does not involve a premises that is the subject of an infrastructure designation made by the Minister and as such no referral is required. Division 2- Electricity infrastructure The subject site is not encumbered by an easement in favour of Energex, ergon or Powerlink and as such no referral is required for this matter. Division 3- Oil and gas infrastructure The site is not subject to any easements for oil or gas infrastructure. As such no referral is triggered.

Planning Regulations Schedule 10	**Assessment of triggers**
	 Division 4- State transport infrastructure The proposed development will require referral to the state for state transport infrastructure purposes as outlined below: *Subdivision 1 – State transport infrastructure generally* The proposed development is considered to be identified under Schedule 20 as being development that has the potential to impact on State transport infrastructure due to the proposed use for a High impact industry or Special Industry involving *machinery having an annual throughput of product of 10,000t. (Item 18).* Further the use involves a combined use for a warehouse and medium impact industry which has the potential to have a total combined gross floor area of more than 16,000m2. **Referral is triggered** in this instance. *Subdivision 2 – State transport corridors and future State transport corridors* The proposed development **does involve premises** on or within 25m of a railway corridor as shown on the mapping extract below.

Planning Regulations Schedule 10	**Assessment of triggers**
	 **Referral is triggered** in this instance. *Subdivision 3 – State-controlled transport tunnels and future State-controlled transport tunnels* The proposed development does not involve a premises on or within 50m of a State-controlled transport tunnel or future State-controlled transport tunnel.
Part 10- Koala Habitat in SEQ Region	The site is not located within a koala priority area or designated as a Core Koala Habitat Area and as such does not trigger referral
Part 11- Noise Sensitive Place on Noise Attenuation Land	No referral is identified under Part 11 of Schedule 10 of the Planning Regulation.
Part 12- Operational Work for Reconfiguring a Lot	The proposal is not for Operational Works associated with any Reconfiguring a lot.
Part 13- Ports	The site is located adjacent to Port Limits as shown on the mapping extract below.

Planning Regulations Schedule 10	**Assessment of triggers**
	 The site is not involving land within the Port limits area and below the high-water mark and as such no referral is required.
Part 14- Reconfiguring a lot under Land Title Act	For the referral agencies for particular development applications for reconfiguring a lot that is assessable development under section 21, referral is listed in other Parts of Schedule 10.
Part 15- SEQ Development Area and SEQ major enterprise and industrial areas	The site is identified as being within a SEQ Major Enterprise and industrial area. The application does not involve reconfiguring a lot in a Local Development Area or Regional Development Area under the SEQ Regional Plan. The proposal does not involve a material change of use of premises for an accommodation activity. As such no referral is required and the proposed use is not a prohibited use.
Part 16AA Solar Farms	The proposed development does not involve a material change of use for a Solar Farm and as such no referral is required.
Part 16 SEQ Regional Landscape & Rural Production Area and SEQ Rural Living Area	The subject site is not included within the Regional Landscape and Rural Production Area or the Rural Living Area of the SEQ Regional Plan. As such no referral is required.
Part 16A Southport Spit	The subject site is not included in the Southport Spit area and as such no referral is required.
Part 16B SEQ northern inter-urban break	The proposed development does not include development in the inter-urban break area.
Part 17 Tidal Works or Work in a Coastal Management District	The site is affected by Erosion Prone Area, Medium Storm-tide inundation area, and high storm tide inundation area and adjoins the Coastal Management District as shown on the DA mapping extract below.

Planning Regulations Schedule 10	**Assessment of triggers**
	 Parts of the eastern edge of the site (comprising the existing Third-Party driveway access to the Wharf) are included in a Tidal area, as shown on the DA mapping extract below:  This application does not involve tidal works or works in a coastal management district as no changes are proposed to the existing Third-Party driveway access to the Wharf. Whilst the project will involve expansion of the wharf and facilities in the tidal areas of the Brisbane River, this aspect of the development is being managed separately and is the subject of a separate development Application. As such in this instance no referral is required.
Part 18 Urban Design	The proposed development is not for a material change of use of a scale indicated, and as such no referral is required.
Part 19 Water-Related Development	The proposed development does not involve the taking or interfering with water. As such no referral is required.
Part 20 Wetland Protection Area	The proposed development does not involve operational work that is high impact earthworks in a wetland protection area. As such no referral is required.
Part 21 Wind Farms	The proposed development does not involve a material change of use for a wind farm and is therefore not assessable under Part 21. It is noted that no referral agencies identified for this Division and no referral is required.

6.4. State Development Assessment Provisions:

Section 43(1) of the Act provides that the assessment manager must assess development against assessment benchmarks. For every trigger under Schedules 9 and 10 where the chief executive is the referral agency, the SDAP is specified as the matter the referral agency's assessment must be against. In this instance the following matters are triggered for assessment or referral:

- Sch 10, Part 9, Div 4, Sub 1, Table 1 State Transport Generally
- Sch 10, Part 9, Div 4, Sub 2, Table 4 State Transport Corridor (railway)

The SDAP are the assessment benchmarks and the following apply:

- State Code 6 – Protection of state transport networks
- State Code 2 – Development in a railway environment

6.5. State Planning Policy

The State Planning Policy provides a framework for ensuring the State Governments interests in planning are protected and delivered through local government planning across Queensland.

The State Interests applying to the site have been reviewed through the State Planning Policy Interactive Mapping System.

The subject site is identified under the State Planning Policy Interactive Mapping as being affected by the following overlays:

- WATER QUALITY
    - Climatic regions - stormwater management design objectives
- NATURAL HAZARDS RISK AND RESILIENCE
    - Flood hazard area - Local Government flood mapping area*
    - Erosion prone area
    - Medium storm tide inundation area
    - High storm tide inundation area
- TRANSPORT INFRASTRUCTURE
    - Railway corridor
- STRATEGIC AIRPORTS AND AVIATION FACILITIES
    - ANEF 20 - 25 contour
    - Obstacle limitation surface area
    - Lighting area buffer 6km
    - Wildlife hazard buffer zone
    - Aviation facility
- STRATEGIC PORTS
    - Strategic ports

Brisbane City Plan 2014 is considered to reflect all aspects of the State Planning Policy (SPP). Accordingly, the Assessment Benchmarks of the SPP are not required to be addressed separately to the assessment against City Plan 2014.

7. LOCAL PLANNING INSTRUMENT - CITY PLAN 2014

7.1. Use Definitions

The proposed Material Change of Use is considered to fall within the following definitions of City Plan 2014 with the associated Industry Thresholds:

Note: The definitions of these industrial uses are related to subject terms and cannot be clearly identified in all instances. This list of Industry uses is included in the description of development out of an abundance of caution in order to ensure that the intended activities associated with the proposed Resource Recovery Metals Processing Precinct and Export Facility (Stage 1A and 1B) will be encompassed by the definitions provided for within the City Plan.

Medium Impact Industry B

Definition	***Medium impact industry*** *means the use of premises for an industrial activity—* *a. that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and* *b. that a local planning instrument applying to the premises states is a medium impact industry; and* *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.* *For the purposes of the planning scheme a medium impact industry is an industry activity that—* *a. has one or more of the following attributes—* *i. potential for noticeable impacts on sensitive land uses due to off-site emissions including aerosol, fume, particle, smoke, odour and noise;* *ii. potential for noticeable off-site impacts in the event of fire, explosion or toxic release;* *iii. generates high traffic flows in the context of the locality or the road network;* *iv. generates an elevated demand on the local infrastructure network;* *v. on-site controls are required for emissions and dangerous goods risks;* *vi. the use is primarily undertaken indoors; and* *b. complies with any thresholds for the activity stated in SC1.1.3 industry thresholds.*
Threshold	***Medium impact industry – A*** *a. Abrasive blasting workshop, if using less than 1 tonne of abrasive blasting material per annum* *b. Anodising workshop, if the tank area production capacity is less than 100m2* *c. Glass product manufacturing workshop, if producing less than 100 tonnes of product per annum* *d. Plaster manufacturing, if processing less than 1,000 tonnes of gypsum per annum* *e. Plastic or plastic product manufacturing involving PET, PETE, polypropylene or polystyrene, if not involving polyvinylchloride, where producing less than 1,000 tonnes of product per annum* *f. Powder coating, if using less than 10 tonnes of coating per annum* *g. Contractors depot or storage yard*
	Medium impact industry – B *a. Abrasive blasting facility, if using less than 10 tonnes of abrasive material per annum* *b. Anodising or electroplating workshop, if the tank area is less than 400m²* *c. Battery recycling or reprocessing workshop* *d. Boat repairing or maintaining works*

	e. Boiler making or engineering works other than metal foundry or casting, if producing less than 10,000 tonnes of metal product per annum *f. Clay or ceramic product, including bricks, tiles, pipes and pottery goods manufacturing, if producing less than 200 tonnes per annum* *g. Enamelling workshop, if using less than 15,000 litres of enamel per annum* *h. Fibreglass, foam plastic, composite plastic or rigid fibre-reinforced plastic manufacturing or product manufacturing works other than producing fibreglass boats, tanks and swimming pools, if producing less than 5 tonnes per annum* *i. Food, beverages or pet food processing, smoking, drying, curing, milling, bottling or canning works, if producing less than 200 tonnes per annum* *j. Fuel burning where not a utility installation, with an installed capacity of 0.1 MW or less, if:* *i. operating more than 100 hours per year;* *ii. not involving coal combustion* *k. Galvanising works, if using less than 100 tonnes of zinc per annum* *l. Glass fibre manufacturing works, if less than 200 tonnes per annum* *m. Glass or glass product manufacturing works, if producing less than 250 tonnes per annum* *n. Storage, use or handling of dangerous goods/hazardous chemicals in quantities that exceed the threshold quantities in column 3 of Table SC1.1.3.B but are less than or equal to 10% of the threshold quantities listed in Schedule 15 of the Work Health and Safety Regulation* *o. Medium density fibreboard, chipboard, particle board, plywood, laminated board or wood veneer product manufacturing works, if producing less than 250 tonnes per annum* *p. Plastic manufacturing PET, PETE, polypropylene and polystyrene plastic or plastic products, if less than 10,000 tonnes per annum* *q. Manufacturing substrate for mushroom growing* *r. Metal foundry, if producing:* *i. less than 10 tonnes of ferrous metal castings per annum; or* *ii. less than 50 tonnes of non-ferrous metal castings per annum* *s. Plaster manufacturing, if processing less than 5,000 tonnes of gypsum per annum* *t. Printing workshop producing advertising material, magazines, newspapers, packaging or stationery* *u. Powder coating workshop, if using less than 500 tonnes of coating per annum* *v. Reconditioning metal or plastic drums* *w. Sawmilling, wood chipping and kiln drying timber and logs, if producing less than 500 tonnes per annum* *x. Scrap metal yard (if not including a fragmentiser) or dismantling automotive or mechanical equipment including debonding brake and clutch components* *y. Spray painting workshop including spray painting vehicles, heavy machinery, signs, equipment or boats, if using:* *i. less than 20,000 litres of paint product per annum;* *ii. spray equipment other than the sole use of aerosol cans or air brush.* *z. Tyre recycling or reprocessing, including retreading workshop* *aa. Vegetable oil or oilseed processing works, with a design production capacity of less than 1,000 tonnes per annum* *bb. Wooden product manufacturing, including cabinet making, joinery or making timber frames or roof trusses involving:* *i. outdoor plant or machinery* *ii. spraying paint, glue or surface coatings*

High Impact Industry

Definition	***High impact industry*** *means the use of premises for an industrial activity—* *a. that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and* *b. that a local planning instrument applying to the premises states is a high impact industry; and* *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. *For the purposes of the planning scheme a high impact industry is an industry activity that—* *a. has one or more of the following attributes—* *i. potential for significant impacts on sensitive land uses due to off-site emissions including aerosol, fume, particle, smoke, odour and noise;* *ii. potential for significant off-site impacts in the event of fire, explosion or toxic release;* *iii. generates high traffic flows in the context of the locality or the road network;* *iv. generates a significant demand on the local infrastructure network;* *v. on-site controls are required for emissions and dangerous goods risks; and* *b. complies with any thresholds for the activity stated in SC1.1.3 industry thresholds.*
Threshold	*h. Abattoir, if not involving rendering* *b. Abrasive blasting facility, if using 10 tonnes or greater of abrasive material per annum* *c. Anodising or electroplating workshop, if the tank area is 400m2 or greater* *d. Battery manufacturing* *e. Boiler making or engineering works, if producing 10,000 tonnes or greater of metal product per annum* *f. Clay or ceramic product manufacturing, if including bricks, tiles, pipes and pottery goods, producing 200 tonnes or more per annum* *g. Concrete batching plant or works for producing concrete products* *h. Enamelling workshop, if using 15,000 litres or more of enamel per annum* *i. Fibreglass, foam plastic, composite plastic or rigid fibre-reinforced plastic manufacturing or product manufacturing works including producing fibreglass boats, tanks and swimming pools, if producing 5 tonnes or more per annum* *j. Food, beverages or pet food processing, smoking, drying, curing, milling, bottling or canning works, if producing 200 tonnes or more per annum* *k. Fuel burning where not a utility installation with an installed capacity of more than 0.1 MW, if:* *i. less than 10 MW;* *ii. not involving coal combustion* *l. Galvanising works, if using 100 tonnes or greater of zinc per annum* *m. Glass fibre manufacture, if producing 200 tonnes or more per annum* *n. Glass or glass product manufacturing, if producing 250 tonnes or more per annum* *o. Manufacturing tyres, asbestos products, asphalt, cement, mineral wool or ceramic fibre* *p. Storage, use or handling of dangerous goods/hazardous chemicals in quantities that exceed 10%, but are less than or equal to, the threshold quantities in Schedule 15 of the Work Health and Safety Regulation and not including a major hazard facility under the Work Health and Safety Regulation* *q. Medium density fibreboard, chipboard, particle board, plywood, laminated board or wood veneer product manufacturing works, if producing 250 tonnes or more per annum* *r. Metal foundry, if producing:* *i. 10 tonnes or more of ferrous metal castings per annum; or* *ii. 50 tonnes or more of non-ferrous metal castings per annum* *s. Plaster manufacturing, if processing 5,000 tonnes or more of gypsum per annum* *t. Plastic manufacturing works for PET, PETE, polypropylene and polystyrene plastic or plastic products, if producing 10,000 tonnes or greater per annum* *u. Powder coating workshop, if using 500 tonnes or more of coating per annum* *v. Recycling chemicals, oils or solvents* *w. Recycling, storing or reprocessing regulated waste, where not a Utility installation and if not involving a waste incinerator* *x. Sawmilling, wood chipping or kiln drying timber and logs, if producing 500 tonnes or more per annum* *y. Scrap metal yard including a fragmentiser* *z. Spray painting workshop including spray painting vehicles, heavy machinery, equipment, signs or boats, if using 20,000 litres or more of paint per annum*

	aa. Soil conditioners manufacturing by receiving, blending, storing, processing, drying or composting organic waste, including animal manures, sewage, septic sludges and domestic waste *bb. Treating timber for preservation using chemicals including copper, chromium, arsenic, borax or creosote* *cc. Vegetable oil or oilseed processing in works with a design production capacity of 1,000 tonnes or more per annum* *dd. Waste disposal facility, where not a Utility installation and if not involving a waste incinerator*

Special Industry

Definition	*Special industry means the use of premises for an industrial activity—* *a. that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and* *b. that a local planning instrument applying to the premises states is a special industry; and* *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.* *For the purposes of the planning scheme a special industry is an industry activity that—* *a. has one or more of the following attributes—* *b. significant potential for extreme impacts on sensitive land uses due to off-site emissions including aerosol, fume, particle, smoke, odour and noise;* *c. potential for extreme off-site impacts in the event of fire, explosion or toxic release;* *d. on-site controls are required for emissions and dangerous goods risks;* *e. the use generally involves night-time and outdoor activities;* *f. the use may involve the storage and handling of large volumes of dangerous goods;* *g. requires significant separation from non-industrial uses; and* *h. complies with any thresholds for the activity stated in SC1.1.3 industry thresholds.*
Threshold	*a. Distilling alcohol in works, if producing 2,500 litres or more per annum* *b. Fuel burning where not a Utility installation, with an installed capacity of 10 MW or greater or burning coal or coal products* *c. Storage, use or handling of dangerous goods/hazardous chemicals in quantities that exceed the threshold quantities in Schedule 15 of the Work Health and Safety Regulation, or a major hazard facility under the Work Health and Safety Regulation* *d. Manufacturing fertilisers involving ammonia* *e. Metal refining or smelting* *f. Oil refining or processing facility* *g. Polyvinyl chloride plastic manufacturing works* *h. Producing, refining or processing gas or fuel gas* *i. Producing, quenching, cutting, crushing or grading coke* *j. Pulp or paper manufacturing* *k. Rendering plant* *l. Sugar milling or refining* *m. Tannery or works for curing animal skins, hides or finishing leather* *n. Textile manufacturing including carpet manufacturing, wool scouring or carbonising, cotton milling or textile bleaching, dying or finishing* *o. Tobacco processing* *p. Waste incinerator*

Port service

Definition	***Port service*** *means the use of premises for—* *a. the arrival and departure of vessels; or* *b. the movement of passengers or goods on or off vessels; or* *c. storing, servicing, maintaining or repairing vessels; or* *d. ancillary uses that directly service the needs of passengers of the vessels.*

Transport depot

Definition	***Transport depot*** *means the use of premises for—* *a. storing vehicles, or machinery, that are used for a commercial or public purpose; or* *b. cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).* *Examples of a transport depot— using premises to store buses, taxis, trucks, heavy vehicles or heavy machinery*

Warehouse

Definition	***Warehouse*** *means the use of premises for—* *a. storing or distributing goods, whether or not carried out in a building; or* *b. the wholesale of goods, if the use is ancillary to the use in paragraph (a).* *Examples of a warehouse— self-storage facility, storage yard*

7.2. Zoning

The site is located within the Industry (General Industry C) Zone. Development in this zone is intended to provide for a range of high impact industry uses, compatible medium impact industry uses, and limited large-scale warehouse uses which are located, designed and managed to maintain safety to people and avoid significant adverse effects on the natural environment. A map extract of the Zoning map from Councils interactive mapping for the locality is provided below.

Figure 1 – Zoning- (Brisbane City Plan Interactive mapping extract)

The proposal is well suited to meet the intended outcomes and will be designed and managed to ensure local residential amenity is reasonably protected and avoids adverse effects on the natural environment.

7.3. Neighbourhood Plan

The site is included within the Pinkenba-Eagle Farm neighbourhood plan (PEFNP). The land is included within the Bulwer Island precinct - NPP-004. The key outcome of this neighbourhood plan is to ensure that

- *"development will support and promote the Australia TradeCoast's competitive advantage and role as an economic and employment area of city-wide and regional significance."*

Intensification and diversification of industrial activities is supported whilst being balanced against need to protect significant environmental features. Difficult to locate industry is supported provided separation distances are maintained whilst encroachment by lower order industry is not supported.

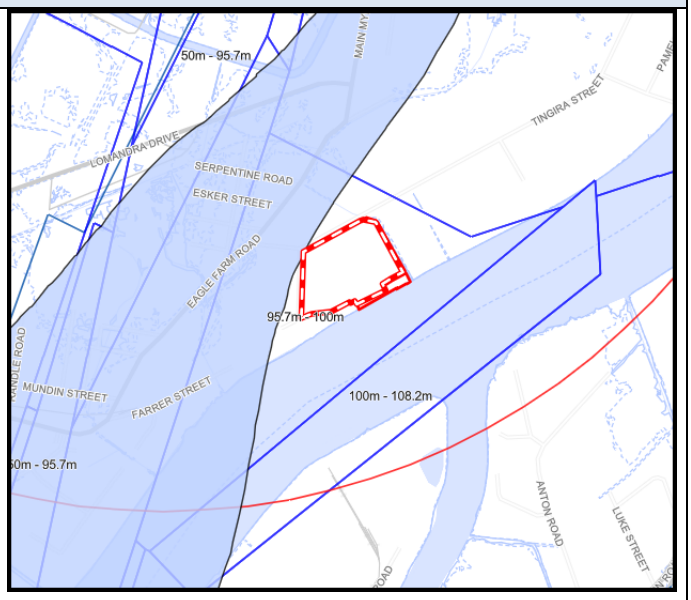
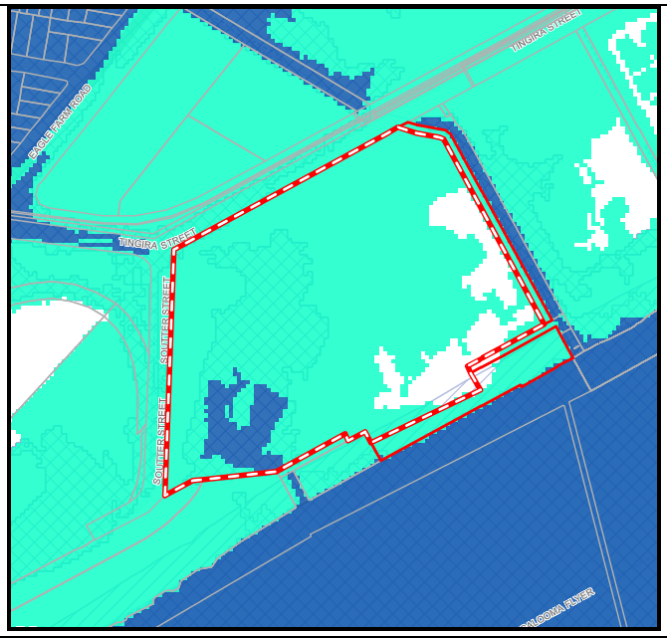
More specifically, development within the Bulwer Island precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-004):

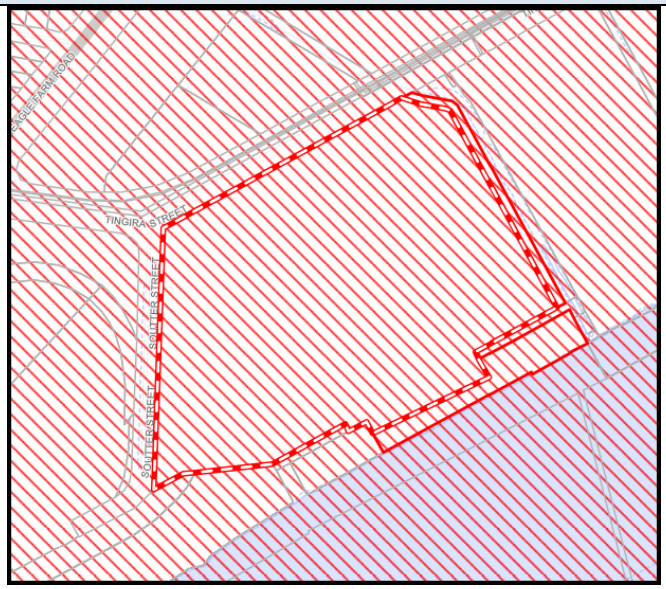
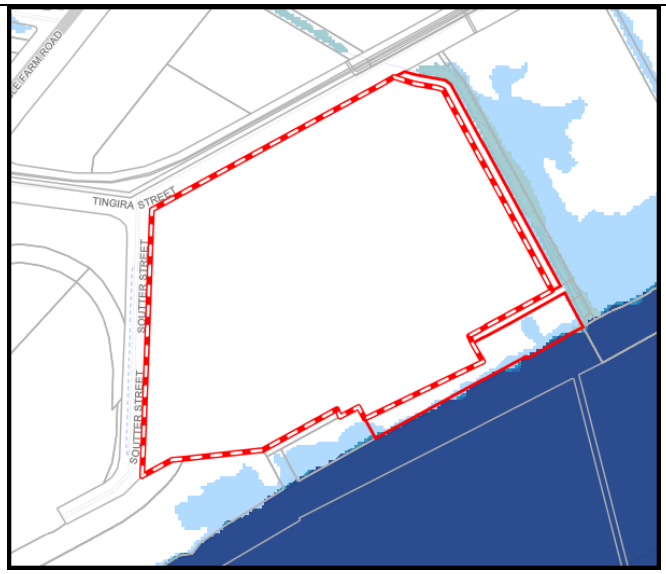
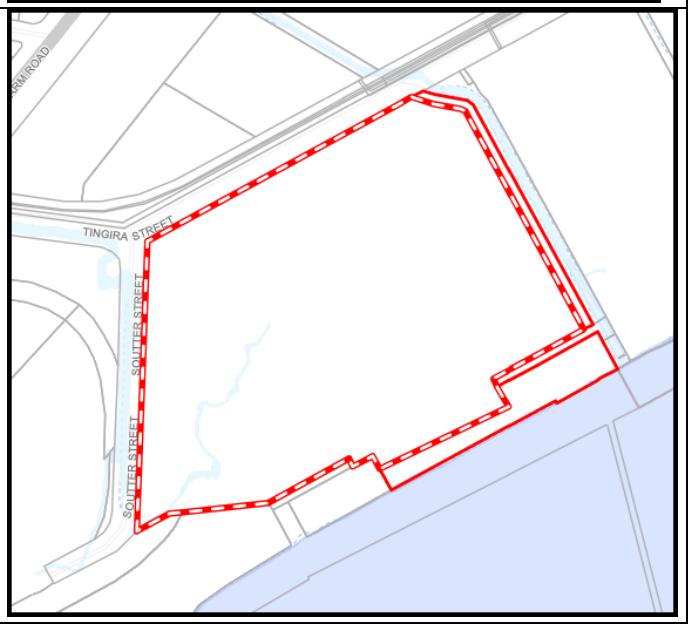
- "*will predominantly consist of high impact and special industry activities which require port access, such as dry and wet bulk processing, storage and handling facilities, chemical manufacturing and petroleum product refining. Land uses allied with existing and port-related activities will also be encouraged and preferably located closer to Tingira Street frontages."*

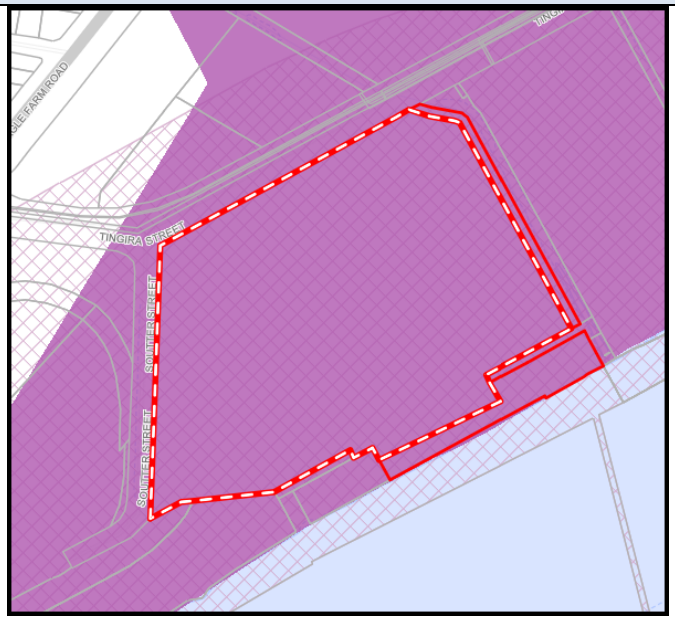
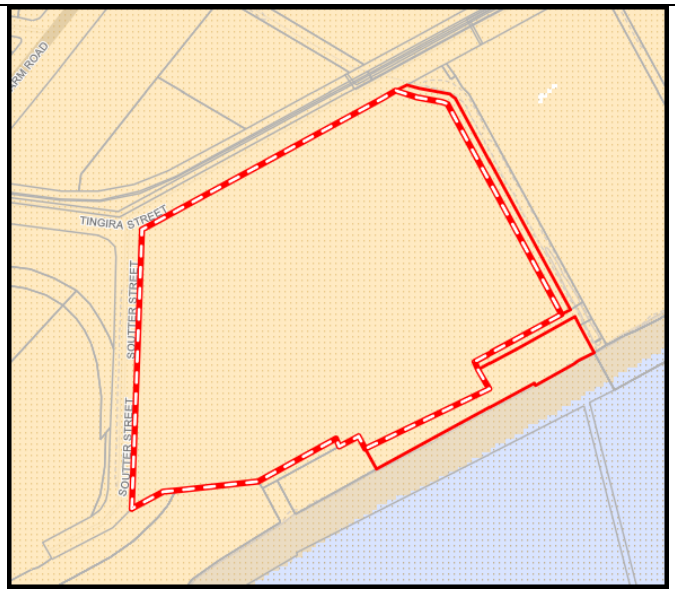
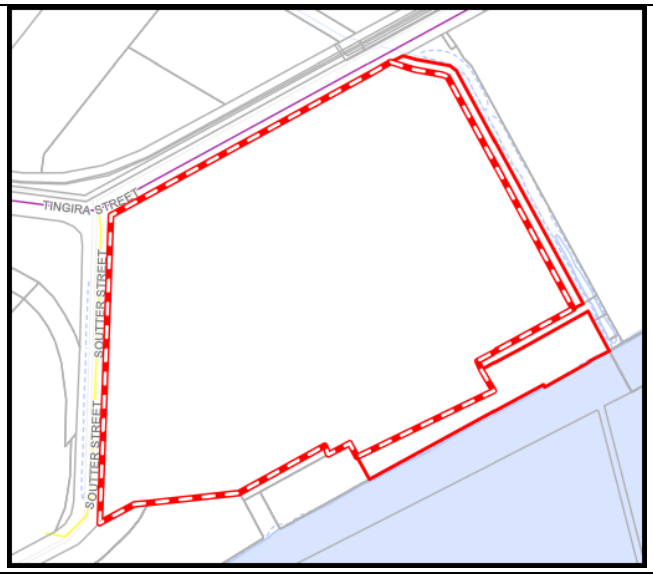
The proposed development is considered to be appropriately located and represents a major industrial expansion and diversification of industrial land use appropriate to the site and the locality as is intended by the City Plan.

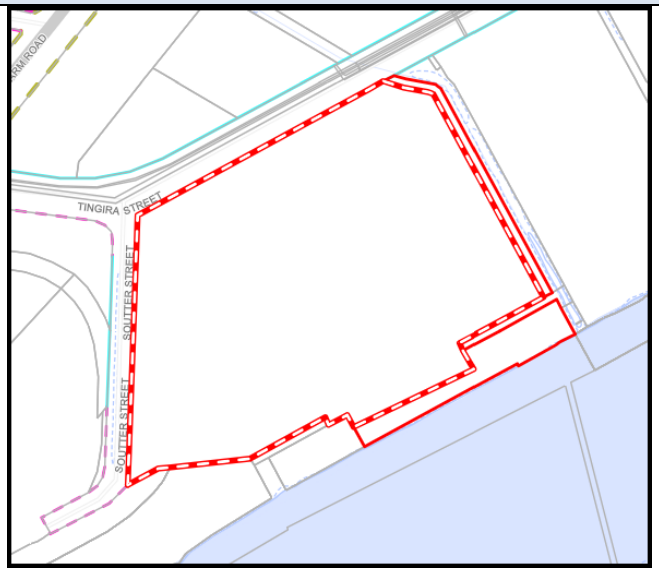
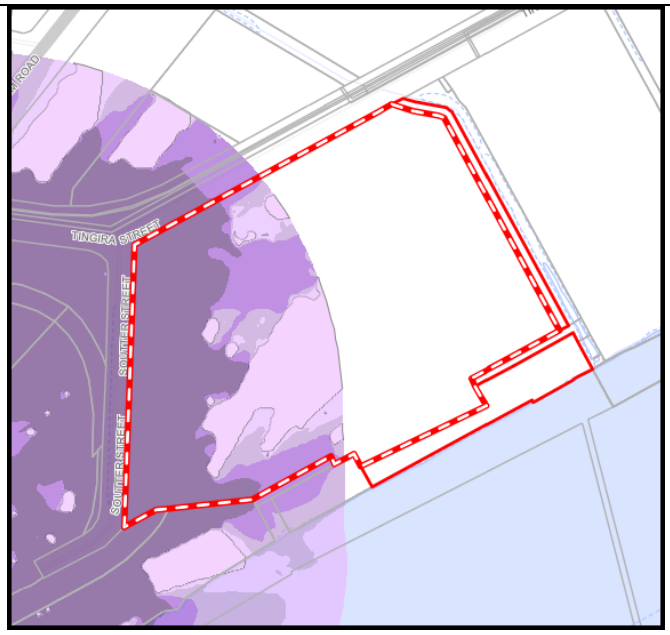
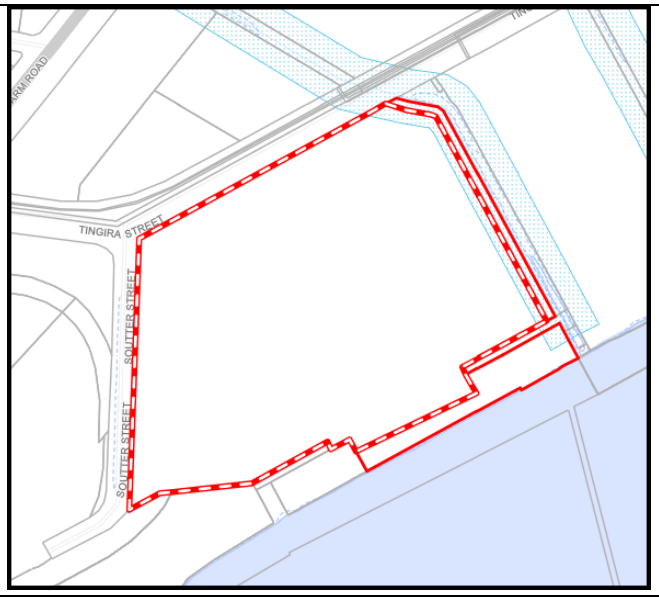
7.4. Overlays

The site is subject to a number of Overlays identified in City Plan 2014. An extract of each overlay mapping applying to the site is included below. Note that the City Plan provides that these overlays only affect the land which is affected by the particular overlay and not the whole of the site (refer to section 8.1(6)).

Overlays	Mapping
<u>Airport environs overlay</u> **City Plan 2014 — Airport environs overlay — Obstacle Limitation Surfaces (OLS) — boundary** OLS – Horizontal limitation surface boundary **City Plan 2014 — Airport environs overlay — Procedures for Air Navigation Services — Aircraft Operations Surfaces — boundary** Procedures for air navigation surfaces (PANS) **City Plan 2014 — Airport environs overlay — Bird and bat strike zone and Public safety — Bird and bat strike zone** BBS zone – Distance from airport 0-3km **City Plan 2014 — Airport environs overlay — Light intensity** LI – Within 6km – Max intensity of light sources 3 deg above horizon **City Plan 2014 — Airport environs overlay — Australian Noise Exposure Forecast (ANEF)** ANEF 20-25	
<u>Coastal hazard overlay</u> **Coastal management district** Coastal management district **Erosion prone area - coastal erosion** Erosion prone area - coastal erosion **Erosion prone area - permanent inundation due to sea level rise at 2100** Erosion prone area - permanent inundation due to sea level rise at 2100 **Storm-tide inundation area** High storm-tide inundation area **Storm-tide inundation area** Medium storm-tide inundation area	

Overlays	Mapping
Critical infrastructure movement network overlay **Critical infrastructure and movement network - Areas** Critical infrastructure and movement planning area	
Flood overlay **Brisbane River flood planning area** Brisbane River flood planning area 1 Brisbane River flood planning area 2a Brisbane River flood planning area 2b Brisbane River flood planning area 3 Brisbane River flood planning area 4 Brisbane River flood planning area 5	
Overland flow flood planning area Overland flow flood planning area	

Overlays	Mapping
<u>Industrial amenity overlay</u> **Industrial amenity** Industrial amenity investigation area **Industrial amenity** Industrial hazard investigation area	
<u>Potential acid sulphate soil overlay</u> **City Plan 2014 — Potential and actual acid sulfate soils** Potential and actual acid sulfate soils **City Plan 2014 — Potential and actual acid sulfate soils - land at or below 5m AHD** Land at or below 5m AHD	
<u>Road hierarchy overlay</u> • Tingira Street → District Road + primary freight access road • Souter Street → Neighbourhood Road + primary freight access road **Roads** District road Neighbourhood road	

Overlays	Mapping
<u>Streetscape hierarchy overlay</u> • Tingira Street → Industrial Street / Neighbourhood Street Minor • Souter Street → Industrial Street / Neighbourhood Street Minor **Streetscape hierarchy** Neighbourhood street minor Industrial street	
<u>Transport noise corridor overlay</u> **Noise corridors** State designated noise corridor - rail network - Category 0: <70dB(A) **Noise corridors** State designated noise corridor - rail network - Category 1: 70 dB(A) - 75 dB(A) **Noise corridors** State designated noise corridor - rail network - Category 2: 75 dB(A) - 80 dB(A) **Noise corridors** State designated noise corridor - rail network - Category 3: 80 dB(A) - 85 dB(A) **Noise corridors** State designated noise corridor - rail network - Category 4: Noise level > 85 dB(A)	
<u>Waterway corridors overlay</u> **Waterway corridors** Local waterway corridor	

Note that the Community purpose network overlay does not show any particular sub-category.

7.5. Level of Assessment

7.5.1. Industry Zone

The Industry zone (General Industry C precinct), 5.5.16 Industry Zones Table of Assessment for the proposed Material Change of Use for Resource Recovery Metals Processing Precinct and Export Facility (Stage 1A and 1B) is **Impact Assessable**, based on the range of applicable defined land uses as detailed below:

Defined Use	Level of Assessment	Assessment Benchmarks
High Impact Industry	**Code Assessment**	Industry code Industry zone code Prescribed secondary code
Medium impact industry	*Code Assessment, if involving an existing premises with no increase in gross floor area, where not complying with all acceptable outcomes in section A of the Industry code* The development is **Code Assessable** as: • The site is not located at least 250m from a sensitive zone (Non-compliant with A01.6)	Industry code—purpose, overall outcomes and section A outcomes only
Warehouse *where for logistics or a distribution centre*	*Code assessment - If involving a new premises or an existing premises with an increase in gross floor area, where:* *a. gross floor area is a minimum 10,000m2 (per tenancy/unit);* *b. operating 24 hours a day and seven days a week;* *c. involving access and servicing by B-double or Over-dimensional vehicles;* *d. the development is described as a major development in the Transport, access, parking and servicing planning scheme policy;* *e. not located in the Major industry area—Northern industrial area shown in Figure a of the Industry zone code.* The development is **Impact Assessable** as: • The proposal has more than 10,000m2 GFA for the Sims project however, the Third-party tenants buildings are not f more than 10,000m2 GFA.	Industry code Industry zone code Prescribed secondary code

Defined Use	Level of Assessment	Assessment Benchmarks
	• The proposal will operate 24hrs on occasion • The proposal will involve access by B-double & over dimensioned vehicles • A major development: is defined as development (total existing and proposed) with a total peak hour vehicle generation rate greater than 25vph. It is anticipated that Stage 1A will generate in excess of this generation rate. • The site is not located in the Major industry area—Northern industrial area shown in Figure a of the Industry zone code.	
Port Service	**Impact Assessment**	Not listed in TOA
Special Industry	**Impact Assessment**	Not listed in TOA
Transport Depot	**Impact Assessment**	Not listed in TOA

7.5.2. Neighbourhood Plan

The Pinkenba-Eagle Farm Neighbourhood Plan, Table 5.9.55.A - Table of Assessment for Material Change of Use does not change the Material Change of Use for Resource Recovery Metals Processing Precinct and Export Facility (Stage 1A and 1B) from being **Impact Assessable**, based on the range of applicable defined land uses as detailed below:

Defined Use	Level of Assessment	Assessment Benchmarks
If in the Bulwer Island precinct (NPP-004) where in the Low impact industry zone or Industry zone		
Special Industry	*Code Assessable, if involving a new premises or an existing premises with an increase in gross floor area, where located greater than 1,500m from a sensitive use* The development is **Impact Assessable** as: • The site is not greater than 1500m from a sensitive use.	Pinkenba—Eagle Farm neighbourhood plan code Industry code Prescribed secondary code
High impact industry	*Code Assessable, if involving a new premises or an existing premises with an increase in gross floor area, where located more than 500m from a sensitive use* The development is **Impact Assessable** as: • The site is not greater than 500m from a sensitive use.	Pinkenba—Eagle Farm neighbourhood plan code Industry code Prescribed secondary code
Otherwise	**No change in Level of**	

Defined Use	Level of Assessment	Assessment Benchmarks
	Assessment	

7.5.3. Overlays

Whilst the relevant Overlays will not alter the Level of Assessment for the Material Change of Use for Resource Recovery Metals Processing Precinct and Export Facility (Stage 1A and 1B) from being Impact Assessable, some of the overlays which apply to the site will trigger further assessment benchmarks as detailed below:

Note: that if the MCU is impact assessable in the zone or neighbourhood plan, then the category of assessment is not lowered to code assessment.

Overlay / Development	Level of Assessment	Assessment Benchmarks
Airport environs overlay - Table 5.10.2		
High Impact Industry ***Medium impact industry***	**Code Assessment** • In the Bird and bat strike zone sub-categories	Airport environs overlay code
All MCU (excluding dwelling)	**Code Assessment** • In the Obstacle Limitation Surfaces sub-categories and height restriction zone sub-categories • In the Procedures for Air Navigation Services–Aircraft Operational Surfaces (PANS–OPS) sub-categories • In the Public safety area sub-categories • In the Australian Noise Exposure Forecast (ANEF) contour sub-category	Airport environs overlay code
Coastal hazard overlay - Table 5.10.6		
MCU, ROL or Operational work on a premises in an erosion prone area sub-category in the coastal management district sub-category, where the chief executive is not identified as a referral agency under the Regulation	**Code Assessable** • Stage 1B involves extending the internal access roads and hardstand areas in parts of the site identified as affected by coastal hazard	Coastal hazard overlay code—purpose, overall outcomes and outcomes in section E
MCU, other than for a dwelling house or a park	**Code Assessment** *If:* *a. involving an increase in the number of persons on site; or* *b. for a new premises; or* *---* *h. involving the handling or storage of hazardous chemicals identified in Table 8.2.6.3.F in the Coastal hazard overlay code*	Coastal hazard overlay code
Community Purposes overlay - Table 5.10.7A		

Overlay / Development	Level of Assessment	Assessment Benchmarks
MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan	**Code Assessment**	Community Purposes overlay code
Critical infrastructure and movement network overlay – Table 5.10.8		
High impact industry **Medium impact industry** **Port service** **Special industry** **if assessable development.**	**Code Assessment**	Critical infrastructure and movement network overlay code
Flood overlay – Table 5.10.11		
MCU, ROL, building work or operational work other than for a dwelling house or a park	**Code Assessment** • In the Overland flow flood planning area sub-category Stage 1B involves extending the internal access roads and hardstand areas in parts of the site identified as affected by overland flow.	Flood overlay code
Industrial amenity overlay – Table 5.10.13		
MCU in the -Industrial amenity investigation or Industrial hazard investigation area sub-category	The proposed development is not for any of the uses that trigger assessment against this code. **Not Applicable**	
Potential and actual acid sulfate soils overlay - Table 5.10.15		
MCU involving filling or excavation if the natural ground level is less than 20m AHD, where the disturbance of land is equal to or less than 5m AHD,	The proposed development does not involve *a. filling equal to or greater than 500m3; or* *b. filling equal to or greater than 0.5m average depth; or* *c. excavation equal to or greater than 100m3* The proposed development is not for any of the uses that trigger assessment against this code. **Not Applicable**	
Road Hierarchy overlay- Table 5.10.18		
MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan	**Code Assessment**	Road hierarchy overlay code
Streetscape hierarchy overlay – Table 10.5.20		
MCU, other than for a dwelling house, involving a new premises or an existing premises with an increase in gross floor area, if assessable development in the zone or neighbourhood plan	**Code Assessment**	Streetscape hierarchy overlay code
Transport noise corridor overlay		
MCU	The proposed development is not for any of the uses (dual occupancy, multiple dwelling, residential care facility, retirement facility or rooming accommodation where accommodating 6 or more people) that trigger assessment against this code. **Not Applicable**	
Waterway corridors overlay		

Overlay / Development	Level of Assessment	Assessment Benchmarks
Operational work for filling or excavation, if 100 vertical millimetres or more in depth in the Citywide waterway corridor sub-category or the Local waterway corridor sub-category	The proposed works in Stage 1B are not located in those parts of the site affected by this overlay. The proposed development is not for any of the uses that trigger assessment against this code. **Not Applicable**	
MCU, other than for a dwelling house, in the Citywide waterway corridor sub-category or the Local waterway corridor sub-category if assessable development in the zone or neighbourhood plan	**Code assessment** • Stage 1B Port Services expansion located in area affected by Local waterway corridor	Waterway corridors overlay code—purpose, overall outcomes and outcomes in sections A and C

7.6. Applicable Codes

Based upon the identified assessment benchmarks listed above, the following codes require assessment of the proposal in accordance with Part 5 of the City Plan 2014.

- **Zone Code**
  - 6.2.5.2 Industry Zone Code
- **Neighbourhood Plan Code**
  - 7.2.16.2 Pinkenba – Eagle Farm Neighbourhood Plan Code
- **Use Code**
  - 9.3.12 Industry Code
- **Prescribed Secondary Codes**
  - 9.4.4 Infrastructure Design Code
  - 9.4.5 Landscape Work Code
  - 9.4.7 Outdoor Lighting Code
  - 9.4.9 Stormwater Code
  - 9.4.11 Transport, Access, Parking and Servicing Code
  - 9.4.12 Wastewater Code
- **Overlay Codes**
  - 8.2.2 Airport Environs Overlay Code
  - 8.2.6 Coastal hazard Overlay Code
  - 8.2.8A Community Purposes Network Overlay Code
  - 8.2.9 Critical Infrastructure and Movement Network Overlay Code
  - 8.2.11 Flood Overlay Code
  - 8.2.18 Road Hierarchy Overlay Code
  - 8.2.20 Streetscape Hierarchy Overlay Code
  - 8.2.26 Waterway corridors overlay

8. ASSESSMENT OF RELEVANT ASSESSMENT BENCHMARKS

8.1. Industry Zone Code

8.1.1. Overall Outcomes Industry Zone Code

The overall outcomes of the Industry Zone code are the purpose of the code. The relevant provisions have been assessed and are included below.

Overall Outcomes	Response
(4) Development location and uses overall outcomes are:	
(a) Development facilitates and maintains the long-term viability of industrial uses by encouraging a broad range of industry that is compatible with adjacent residential areas.	**Complies** The proposed development is intended to facilitate the use of the site for Sims Resource Recovery Metals Processing Precinct and Export Facility. The proposal represents Stages 1A and 1B of the Sims operation which will be the key operational site into the future due to its location adjacent a deep-water Wharf. The proposal will increase industrial use of a currently underutilised major industrial site in a key industrial location adjacent to the Brisbane River and the Port of Brisbane. Sims intends that: • *The Pinkenba Project is a strategic development initiative designed to support industrial growth and enhance operational capacity within the Pinkenba precinct. The project focuses on delivering new infrastructure, improving site functionality, and enabling long term commercial activity within one of Brisbane's key industrial corridors.* The sites unique features situated adjacent to a deep-water berth enables capacity to undertake import and export of associated materials and products with ease. It is recognised that the location of the site in proximity to residential development at the Pinkenba Village at approximately 230metres away to the north-west will require management measures to ensure that the potential amenity impacts are acceptable noting however, that the site and surrounding locality does not currently experience a high level of amenity due to the mix of high impact and specialised industry uses in the area. Consequently, it is considered that the nature of the proposed use is suitable for the locality and is compatible with the surrounding uses and represents a valuable addition to the industrial activity in this significant industrial area.
(b) Development provides for industrial uses appropriate to the zone precinct	**Complies** The land is located within the Industry (General Industry C) Zone and intended to be used for 'a range of high impact industry uses and compatible medium impact industry uses', which: • are appropriately separated from sensitive land uses to minimise the likelihood of environmental harm, environmental nuisance or unacceptable community safety risks; • avoids or minimises noise and air emissions to meet noise and air-quality criteria at sensitive zones; and • protects residential and community use area from heavy vehicular traffic.

Overall Outcomes	Response
	The proposal provides for uses on the site that are well suited to the zone and zone precinct, located over 200m from Pinkenba Village, separated by Eagle Farm Road (an arterial road). The proposed use is considered to be consistent with the intended and existing adjoining land uses which include high impact industry and special industry uses. Specialist documentation provided in support of the Development Applications (Air Quality Report, Acoustic Report, Hazard and Risk Assessment etc) demonstrate that noise and air emissions meet noise and air-quality criteria at sensitive zones.
(c) Development avoids or minimises noise and air emissions to meet noise and air quality criteria at sensitive zones.	**Complies** The nearest residential land is located approximately 230metres away from the site to the north-west. Specialist documentation provided in support of the Development Applications (Air Quality Report, Acoustic Report, Hazard and Risk Assessment etc) demonstrate that all noise and air emissions are minimised to achieve the relevant quality criteria due to significant buffer distances to sensitive zones. The Noise impact assessment supports the proposal and concludes that no unacceptable acoustic impacts will result from the proposal. A copy of this report is included at **Attachment G**. This report recommends management measures be provided within an Operational Management plan (or similar) to include various operational measures (ie. Minimising drop height, stockpile management, avoiding the most noise intensive activities during night-time hours) as well as current complaints management practices and community liaison including as well as monitoring activities. In addition, given the nature of the proposed uses consideration of the potential air emissions from the proposal have also been assessed and a copy of this Air Quality Impact Assessment report is included at **Attachment H.** The proposed development is intended to be supported by an Operational Environmental Management Plan to be implemented as part of this project and these are set out in Table 28 of the report and sets out operational measures (ie. water suppression sprinklers, vehicle speeds, drop heights, progressive loading etc), equipment to be utilised (ie mobile dust collector, mobile atomiser, etc) and location of activities (vehicles along sealed areas, ship loading in sheltered areas etc). The predictive modelling for noise and air emissions demonstrate that the proposal can operate within the required guideline in the context of the locality.
(d) Development for an industrial use meets the requirements for separation from sensitive uses to minimise the likelihood of environmental harm or environmental nuisance.	**Complies** The proposal provides for uses on the site that are well suited to the zone and zone precinct, located over 200m from Pinkenba Village, separated by Eagle Farm Road (an arterial road). The proposed use is considered to be consistent with the intended and existing adjoining land uses which include high impact industry and special industry uses. Specialist documentation provided in support of the Development Applications (Air Quality Report, Acoustic Report, Hazard and Risk Assessment etc) demonstrate that noise and air emissions meet noise and air-quality criteria at sensitive zones.

Overall Outcomes	Response
	It is intended that the proposed uses will be operated to ensure that the relevant environmental standards are maintained. Outside any significant Flood inundation impacts, stormwater quality is managed through a stormwater management framework determined for each Stage of the proposed development. The approach to water management on the site is intended to reduce reliance on potable water supply and minimise uncontrolled discharges to the receiving environment. The conceptual SBSWMP prepared for the site prepared by ENV Services demonstrates that the proposal can achieve acceptable levels of stormwater quality and quantity runoff using WSUD principles to protect public health and the environment and to maintain the efficiency of the existing stormwater network. A copy of the Stormwater Management Plan for each stage of the proposal is included at **Attachment E.**
(e) Development protects the viability of existing and future industry by excluding incompatible development.	**Complies** As discussed in response to (a) above, the proposal is for industrial uses on the site that are compatible with the surrounding industrial development. The proposed Resource Recovery Metals Processing Precinct and Export Facility is considered to be ideally located in the context of the site and will be managed to ensure that all environmental values are reasonably maintained. Further any associated hazards are to be managed within acceptable limits during both construction and operational phase of the project. A Hazard Risk Assessment prepared by Epic Environmental Pty Ltd of the proposal has been prepared by Epic Environmental Pty Ltd and this report is included at **Attachment I.** This report establishes several management and mitigation measures to be adopted during construction and operation of the development to minimise the likelihood of on-site incidents and to contain any potential impacts, ensuring that off-site impacts or fatalities remain highly unlikely.
(f) Development for a stand-alone office is not accommodated	**Complies** The proposed office is ancillary to the primary purpose of the site for a Resource Recovery Metals Processing Precinct and Export Facility. The office component will support these activities with staff predominantly involved in the on-site operations associated with this use along with general administrative and workplace training purposes. The proposed office component of the use is to be located within existing refurbished administration buildings already existent on-site and will have a total area of approximately 1,577m^2. As the main scrap metal processing and import/export facility operated by Sims in Southeast Queensland, the site provides the main administrative and operational support for the proposed Resource Recovery and Export Facility on the site.
(g) Development for a use that is ancillary to an industrial use on the same site, such as an office function, or small-scale shop or food and drink outlet that directly supports the industry and workers may be accommodated	**Complies** The proposal incorporates an ancillary office component to the development to support the Resource Recovery Metals Processing Precinct and Export Facility operations of the site.
(h) Development for an industrial use is located, designed and managed to maintain safety to people, avoid significant adverse effects on the	**Complies** The proposed development and functional layout of the operation will be managed and operated to maintain the safety to people, avoid

Overall Outcomes	Response
natural environment and minimise impacts on non-industrial land.	significant adverse effects on the natural environment and minimise impacts on non-industrial land. Refer to comments throughout this report. It is intended that the proposed uses will be operated to ensure that the relevant environmental standards are maintained. Outside any significant Flood inundation impacts, stormwater quality is managed through a stormwater management framework determined for each Stage of the proposed development. The approach to water management on the site is intended to reduce reliance on potable water supply and minimise uncontrolled discharges to the receiving environment. The conceptual SBSWMP prepared for the site prepared by ENV Services demonstrates that the proposal can achieve acceptable levels of stormwater quality and quantity runoff using WSUD principles to protect public health and the environment and to maintain the efficiency of the existing stormwater network.
(i) Development in a flood-prone area is limited to uses that are compatible with minimising potential off-site impacts during and after a flood event.	**Complies** The site is subject to the flood overlay and contains an overland flow path. The site is affected by the Overland flow flood planning area sub-category as well as High and Medium Storm Tide Inundation sub-category of the Coastal Hazard overlay code. Storm-tide inundation has been determined to be the dominant source of flooding over the site. A Flood Risk Assessment has been prepared for the site by SLR Consulting included at **Attachment F** that demonstrate the suitability of the proposal from a Flood Management perspective.
5. Development form overall outcomes are:	
(a) Development is of a built form, mass and setback that contribute to a high standard of amenity.	**Complies** The proposed development sits on a very large site and involves relatively few new buildings or structures. All buildings and structures are considered to be commensurate with the intended use of the land for high impact industrial activities whilst also protecting residential amenity to a reasonable extent. Given the context of the site in a major industrial area, the proposal is considered to maintain a suitable standard of amenity for the site and the locality.
(b) 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.	**Complies** All potential environmental impacts have been considered in the design and management of the proposed development. The proposal responds to site constraints and adopts management measures to ensure that any impacts are within acceptable limits.

8.1.2. General Industry C, Zone Precinct

The overall outcomes of the General Industry C, Zone Precinct have been assessed and are included below.

Overall Outcomes	Response
(8) General industry C zone precinct overall outcomes are:	
(a) Development provides for a range of high impact industry uses and compatible medium impact industry uses.	**Complies** The proposal is for a range of industrial uses including Medium Impact Industry (B), High Impact Industry, Special Industry, Warehouse, Transport Depot and Port Service uses which are compatible as these

	form the overall development project by SIMS for Resource Recovery Metals Processing Precinct and Export Facility. The proposed use is considered compatible in the zone.
(b) Development for an industrial use: i. is appropriately separated from sensitive land uses to minimise the likelihood of environmental harm, environmental nuisance or unacceptable community safety risks; ii. avoids or minimises noise and air emissions to meet noise and air-quality criteria at sensitive zones.	**Complies** The proposed use will be separated from the nearest sensitive land use by approximately 230metre and is to be designed, operated and managed in accordance with industry standards SIMS operates and manages these operations on existing sites and these standards are embedded into their operational systems. Further, this proposal is supported by a number of specialist reports with respect to the management of Noise emissions, air emissions, traffic management, stormwater management as well as Hazard and Risk Management to ensure the operations on site will also maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on non-industrial land.
(c) Development protects the viability of existing and future industry from the intrusion of incompatible uses, including sensitive uses, low impact industry, service industry and warehouse uses.	**Complies** The proposal provides for an industrial use on the site that will protect the viability of existing and future industry. The proposal to introduce Resource Recovery Metals Processing Precinct and Export Facility with ancillary office meets with the thresholds for Medium Impact industry B which is compatible development within the zone. The proposed use is code assessable in the zone and therefore an appropriate use for the site.
(d) Development protects adjacent residential and community use areas from intrusion of heavy vehicular traffic.	**Complies** The site is intended for a range of Industrial uses comprised of mostly High Impact and Medium Impact Industry. The site is separated from Pinkenba Village by Eagle Farm Road a major industrial arterial road serving the major industrial areas along the length of the norther edge of the Brisbane River. The proposed development will generate a range of industrial traffic commensurate with the intended function of the precinct. A traffic engineering assessment of the proposed development has been undertaken. A copy of this report is included at **Attachment D.** This assessment has found that the surrounding road network and adjacent intersection is capable of accommodating the anticipated traffic generated at both Stage 1A and Stage B of the proposed development within acceptable operational levels and sees "*no traffic engineering reason why the relevant approvals should not be granted*."

8.2. Pinkenba-Eagle Farm neighbourhood plan code

8.2.1. Overall Outcomes of Pinkenba-Eagle Farm neighbourhood plan code

The subject site is included within the Pinkenba-Eagle Farm neighbourhood plan. The assessment against the Overall Outcomes of the Pinkenba-Eagle Farm neighbourhood plan is detailed below and demonstrates compliance.

Overall Outcomes	Response
(a) Development will support and promote the Australia TradeCoast's competitive advantage and role as an economic and employment area of city-wide and regional significance.	**Complies** The proposed development provides for the establishment of a major industrial export orientated facility on the site and represents a significant development opportunity for the Australia Trade Coast. Sims are seeking to *"establish a*

Overall Outcomes	Response
(b) The intensification and diversification of industrial development and supporting infrastructure networks balances the area's strategic economic importance with the need to protect significant environmental features.	*modern, fully integrated metals processing and export precinct across landside and wharf sites on Tingira Street, strengthening Sims' long term operational presence in Queensland."* The nature of SIMS business relies heavily on the ability to export product overseas and interstate via cargo shipping. SIMS purchased the site early in 2022 as it contained favourable characteristics such as open stockpiling space, warehousing, and private access to a port which allows them to significantly save costs in the long term. Hence, the site at 69 Tingira Street Pinkenba presents a strategic move for the landowner and for Sims for the proposed Resource Recovery Metals Processing Precinct and Export Facility. The design includes a comprehensive assessment of the potential impacts and incorporates extensive management measures for the operation of the use at each stage. This approach is intended to ensure that any off -site impacts are managed to be within acceptable limits to protect existing levels of residential amenity of Pinkenba Village and any sensitive receiving environment including adequate stormwater and flood management which is critical given the proximity to significant environmental values of the Brisbane River.
(c) Development provides for high impact industry that is difficult to locate in other areas of the city as it is potentially hazardous, and where it meets separation distances or can be demonstrated it will not significantly impact on sensitive land uses or the Brisbane Airport. The encroachment of lower order industrial activities into precincts identified for high impact or special industry uses is not supported.	**Complies** The site is intended for a range of Industrial uses comprised of mostly High Impact and Medium Impact Industry. The site is separated from Pinkenba Village by Eagle Farm Road a major industrial arterial road serving the major industrial areas along the length of the norther edge of the Brisbane River. The proposed use will be separated from the nearest sensitive land use by approximately 230metres. The proposed use is designed, and the operation of the use will continue to be managed in accordance with industry standards and will also maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on non-industrial land. A Noise Impact Assessment and Air Quality Impact Assessment has been conducted for the site to determine potential for impacts upon nearby Pinkenba Village. Refer to **Attachment G** and **Attachment H** respectively for a copy of these reports. These reports have found that, provided suitable management measures are adopted, the proposal will achieve compliance with the applicable standards.
(d) Development achieves separation distances and physical buffers to the Low density residential zone, especially Pinkenba Village, to ensure the residential character and amenity of such areas is protected	
(e) The scale and density of existing residential uses in the Pinkenba Village precinct is maintained at current levels of development to minimise reverse amenity impacts on nearby industrial uses and the Brisbane Airport.	**Not Applicable** The proposal is not for a residential use.
(f) Development achieves a high level of environmental performance and design with visually appealing development and complementary landscaping.	**Complies** The proposed development involves significant areas of outdoor storage and stockpiling of materials across various areas of the site as part of these operations. The majority of these stockpile areas are located on existing areas of the site which currently contain outdoor storage of materials. These

Overall Outcomes	Response
	stockpile areas will be managed by Sims in accordance with SIMS National Stockpile management procedures. The majority of remaining activities will occur within existing buildings with the exception of a new weighbridge buildings and structures and office staff car parking areas at Stage 1A, and in Stage 1B a new Vehicle Service Area building, new combined Shredder machinery, pre-shred structure and conveyor belt system, a rainwater tank, additional hardstand areas for access circulation and truck parking as well as an expanded car parking. The visual impacts of the proposed uses and activities are considered to be consistent with the existing uses on the site and surrounding area. At Stage 1B of the proposal, the ancillary office activities will expand alongside the expanding Resource Recovery Metals Processing Precinct and Export Facility operations on the site, at which time an upgraded and expanded car parking area is to be constructed along with associated landscaped areas. These landscape areas are located at the frontage of the site near the corner of Souter Street and Tingira Street and will add to the quality of the streetscape at this location. The proposed development is considered to be commensurate with the anticipated streetscape for this locality and will result in improvements to the overall quality and character of the streetscape at this location.
(g) Access to the Brisbane River will be maintained and enhanced in specific places to balance the needs of waterfront industry and public recreation.	**Complies** The site is on the Brisbane River and already contains a fully industrialised river frontage with wharf. Public recreation access is not appropriate in this instance.
(h) The natural environmental qualities of the Brisbane River, Boggy Creek and Entrance Creek are maintained. Areas of high ecological significance in coastal management districts and corridors are protected including significant vegetation in the catchments of these waterways. Development will protect ecological corridors and establish connections with significant environmental features throughout the area, in particular the mangroves, salt marshes, wetlands and Moreton Bay.	**Complies** The site is subject to the Overland flow flood planning area sub-category of the Flood overlay code as well as the High and Medium Storm Tide Inundation sub-category of the Coastal Hazard overlay code. The site is affected by flooding from Brisbane River, on-site overland flow as well as storm tide events from Moreton Bay. A Site Based Stormwater Management Plan has been prepared by ENV Services and this is included at Attachment E1. The majority of onsite works including on-site treatment are anticipated to be provided at Stage 1B of the proposal. All stormwaters management is to be undertaken in accordance with the relevant requirements including: • Brisbane City Council City Plan 9.4.9 Stormwater Code (2014: v35) • Water by Design – Concept Design Guidelines for Water Sensitive Urban Design Version 1 (2009) • Healthy Waterways - Water Sensitive Urban Design - Technical Design Guidelines for Southeast Queensland Version 1 June 2006 • Healthy Land and Water - MUSIC Modelling Guidelines, Healthy Land and Water Limited, Brisbane (2018) • State Planning Policy July 2017 (SPP) All stormwater treatment will meet the requirements of

Overall Outcomes	Response
	• Environmental Authority P-EA-100484810 • Wastewater Release to Queensland Waters Guideline (ESR/2025/1654) as it relates to the City Plan (Stormwater Code, • Environmental Protection (Water and Wetland Biodiversity) Policy 2019 (EPP Water)
(i) Development along Boggy Creek contributes to improved water quality and estuarine ecosystem health of Boggy Creek and minimises the risks to buildings or structures in areas affected by coastal erosion.	**Not Applicable** The site is not along Boggy Creek.
(j) The transport network is progressively upgraded to meet the needs of business and industry in the neighbourhood plan area, and to provide better connectivity between key employment nodes such as the Brisbane Airport, Myrtletown and the petrochemical industries on Bulwer Island. Development does not compromise the future provision, function and operation of Kingsford Smith Drive, Eagle Farm Road and Main Myrtletown Road. Any future road upgrades along these roads ensure safe and convenient access for Pinkenba Village	**Complies** A Traffic Engineering Assessment of the proposed development has been undertaken, and a copy of this report is included at **Attachment D**. This assessment identifies that the proposed development at each of Stage 1A and 1B will not generate traffic at levels that will compromise the existing road network and nearby intersection. It is therefore not anticipated that any upgrading works of the existing road network will be generated as a consequence of the proposed development.
(k) Pedestrians and cyclists are provided with continuous safe and convenient access to open space networks, workplaces and the riverfront.	**Not Applicable** Pedestrian and cycle access to the Brisbane River front at this location is not appropriate in the context of the site which includes a large-scale major wharf facility and port services. Similarly, pedestrian use of the adjoining road network should be discouraged due to its role as a major freight route with large numbers of large heavy vehicles transiting along these roads.
(l) Non-residential development occurs above the defined storm-tide flood level adopted for the area in response to the risk of higher storm tide inundation levels and associated coastal erosion affecting property and human life. Development incorporates stormwater drainage systems which mitigate flooding impacts on surrounding land. Habitable floor areas for residential development are located above the defined storm-tide level for the plan area.	**Complies** The site is subject to the flood overlay and contains an overland flow path. The site is affected by the Overland flow flood planning area sub-category as well as High and Medium Storm Tide Inundation sub-category of the Coastal Hazard overlay code. Storm-tide inundation has been determined to be the dominant source of flooding over the site. A Flood Risk Assessment has been prepared for the site by SLR Consulting included at **Attachment F** that demonstrate the suitability of the proposal from a Flood Management perspective.
(m) Development incorporates water-efficiency measures and innovative, integrated water management strategies including water sensitive design to protect downstream environments from stormwater quantity and quality impacts and to ensure a more sustainable use of water resources.	**Complies** The proposal involves a two staged stormwater management for the site. A copy of the Stormwater Management Plan for the site is included at **Attachment E**. The Stormwater management system incorporates a two-stage system to coincide with Stage 1A and Stage 1B with Stage 1A including management of clean water and Stage 1B including management of process water. At Stage 1A of the proposal, there will not be any significant changes to any stormwater requirements for stormwater management on the site. At Stage 1B it is proposed that the development will include a new stormwater management system which will allow for the recycling of water for re-use in the shredding operations on the site.

Overall Outcomes	Response
(n) Development is located and designed to minimise the impact of aircraft noise and ensure the safety and efficiency of the current and future operating capacity of the Brisbane Airport. Nevertheless, the proximity to the airport means that noise levels will be greater than other parts of the city.	**Complies** The proposal is not for a sensitive land use and will not impact on airport activity.
(o) Essential commercial and retail services are consistent with the outcomes sought where co-located with an existing commercial or retail use and do not adversely impact on existing arterial, suburban or district road networks.	**Complies** The proposal incorporates an ancillary office component to the development to support the Resource Recovery Metals Processing Precinct and Export Facility operations of the site. The total ancillary office area of 1,577m2 which is significantly less than 30% of the total GFA on the site, which is in the order of 26,395m2. The proposed office space remains ancillary to the primary use of the site for an industrial purpose, using only existing administration buildings currently located on-site. The office space will accommodate staff involved in the operations and ongoing management of the proposed Resource Recovery Metals Processing Precinct and Export Facility use. The scale of ancillary office reflects the large-scale nature of the proposed use on the site and is appropriate and necessary to support the proposed development.

8.2.2. Overall Outcomes of Bulwer Island precinct - NPP-004

The land is included within the Bulwer Island precinct - NPP-004. The assessment of the proposal against the overall outcomes for the Bulwer Island precinct - NPP-004, demonstrating compliance as detailed below:

Overall Outcomes	Response
(a) Development will predominantly consist of high impact and special industry activities which require port access, such as dry and wet bulk processing, storage and handling facilities, chemical manufacturing and petroleum product refining. Land uses allied with existing and port-related activities will also be encouraged and preferably located closer to Tingira Street frontages.	**Complies** The proposed development is located on Tingira Street and intended to facilitate the use of the site for Sims Resource Recovery Metals Processing Precinct and Export Facility involves high impact and special industry activities which require port access, such as bulk processing of scrap metal, storage and handling facilities for pre and post shredded scrap metal for export from the adjoining deep water wharf. The proposal represents Stages 1A and 1B of the Sims operation which will be the key operational site into the future due to its location adjacent a deep-water Wharf. The proposal will increase industrial use of a currently underutilised major industrial site in a key industrial location adjacent to the Brisbane River and the Port of Brisbane. Sims intends that: • *The Pinkenba Project is a strategic development initiative designed to support industrial growth and enhance operational capacity within the Pinkenba precinct. The project focuses on delivering new infrastructure, improving site functionality, and enabling long term commercial activity within one of Brisbane's key industrial corridors.* The sites unique features situated adjacent to a deep-water berth enables capacity to undertake import and export of associated materials and products with ease.

Overall Outcomes	Response
	Consequently, it is considered that the nature of the proposed use is specifically suitable for the Bulwer Island precinct.
(b) Development of the existing refinery, gas, transport and storage activities is supported subject to the cumulative risks and traffic impacts associated with such uses being mitigated to meet legislated standards.	**Not Applicable** The development does not relate to the existing refinery, gas, dangerous goods or chemical transport or storage activities.
(c) Development will preserve access to wharves, jetties and pontoons along the waterfront to support ongoing maritime uses.	**Complies** The exiting Wharf on the Brisbane River frontage of the site is being upgraded in association with this development proposal. All approvals for these wharf upgrade work and activities are subject to a separate application process. The development will maintain existing lawful Third-Party access to the Wharf as well as associated storage.
(d) Areas identified as Core Port Land are subject to the relevant land use plan for the Port of Brisbane.	**Not Applicable** The site adjoins but is not located in Core Port Land. The exiting Wharf on the Brisbane River frontage of the site is being upgraded in association with this development proposal. All approvals for these wharf upgrade work and activities are subject to a separate application process. The development will maintain existing lawful Third-Party access to the Wharf as well as associated storage.
(e) Access to existing public recreation areas along the Brisbane River is maintained. Public access along the northern riverbank of the Lytton Reach, east of Kirra Street, is restricted due to risks to public safety.	**Complies** The site is on the Brisbane River and already contains a fully industrialised river frontage with wharf. Public recreation access is not appropriate in this instance.

8.2.3. Performance Outcomes and Acceptable Outcomes of the Pinkenba—Eagle Farm Neighbourhood Plan Code

An assessment of the Performance Outcomes and Acceptable Outcomes of the Pinkenba—Eagle Farm Neighbourhood Plan, demonstrating compliance, is outlined below.

Performance Criteria	Acceptable Solutions	Performance Solution
Where located within a storm tide inundation area		
PO1 Development ensures: a. lot size, dimensions and levels allow a range of uses; b. lot size is sufficient to enable storm surge and river flooding risks to be mitigated.	**AO1.1** Development has a minimum lot size that complies with Table 7.2.16.2.3.B.	**AO1.1 Complies** The site area is 14.24 HA which exceeds the minimum lot size for the Bulwer Island Precinct outlined in Table 7.2.16.2.3.B.
	AO1.2 Development contains a minimum square or rectangular area and minimum frontage in accordance with Table 7.2.16.2.3.B.	**AO1.2 Complies** The site dimensions exceed the minimum dimensions for the Bulwer Island Precinct of 150m x 250m, outlined in Table 7.2.16.2.3.B.
If in the Eagle Farm precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-001)		
PO2 Development provides an attractive and coherent streetscape along major roads.	**AO2.1** Development provides a landscaped buffer with a minimum width of 3m along the full site frontage to Kingsford Smith Drive and Eagle Farm Road excluding vehicle access points.	**AO2.1 Not Applicable** The site has no frontage to Kingsford Smith Drive or Eagle Farm Road.
	AO2.2 Development orientates office	**AO2.2 Not Applicable** The site has no frontage to Kingsford

	components to address Kingsford Smith Drive and Eagle Farm Road.	Smith Drive or Eagle Farm Road
	AO2.3 Development ensures vehicle parking and loading areas are located behind buildings fronting Kingsford Smith Drive and Eagle Farm Road.	**AO2.3 Not Applicable** The site has no frontage to Kingsford Smith Drive or Eagle Farm Road
PO3 Development provides high-quality landscaping along site boundaries shared with the Royal Queensland Golf Course to effectively screen the use including buildings, parking, vehicle manoeuvring, outdoor storage, hard-stands and outdoor fabrication areas.	**AO3** Development provides a densely planted landscaped buffer with a minimum width of 3m along the whole shared boundary of the property with the Royal Queensland Golf Course.	**AO3 Not Applicable** The site has no frontage to Royal Queensland Golf Course.
PO4 Development ensures commercial offices, if conducted in association with an industrial use on the site, are ancillary to the industrial use.	**AO4** Development of commercial offices where conducted in association with an industrial use on the site do not exceed the lesser of: a. 30% of the gross floor area; or b. 100m^2.	**AO4 Not Applicable** The subject site is not located in the Eagle Farm Precinct.
PO5 Development provides for safe rail crossings.	**AO5** Development accommodates a controlled rail crossing near the intersection of Eagle Farm Road and Farrer Street. Refer to Figure a.	**AO5 Not Applicable** The proposal does not involve any controlled rail crossing near the intersection of Eagle Farm Road and Farrer Street.
If in the Pinkenba village precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-002)		
PO6 & PO7 Not Applicable – The site is not located in Pinkenba Village		
If in the Myrtletown precinct (Pinkenba—Eagle Farm neighbourhood plan/NPP-006)		
PO8 - PO11 Not Applicable – The site is not located in Myrtletown Precinct		

8.3. Use Codes

8.3.1. Industry Code –

An assessment of the Performance Outcomes and Acceptable Outcomes of the Industry Code, demonstrating compliance, is outlined below.

Performance outcomes	Acceptable outcomes	Proposed Solution
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development: (a) avoids or minimises air emissions; (b) complies with the following criteria in a sensitive zone, and at a sensitive use in a rural zone: (i) air quality (planning) criteria in Table 9.3.12.3.B;	**AO1.1** 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 precinct of the Industry 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	**AO1.1 Not Applicable** The proposal is not for any of these industrial uses in these zone precincts.

Performance outcomes	Acceptable outcomes	Proposed Solution
(ii) the odour criteria in Table 9.3.12.3.C; (iii) the health risk assessment criteria in Table 9.3.12.3.D. 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.	facility zone precinct of the Specialised centre zone: (a) does not involve activities that generate air emissions from the site; (b) does not involve unsealed roads, driveways and vehicle manoeuvring areas.	
	AO1.2 Development for a medium impact industry A does not involve unsealed roads and: (a) does not involve activities that generate air emissions from the site; or (b) is located at least 150m from a sensitive zone	**AO1.2 Not Applicable** The proposal is not in any of these zone precincts.
	AO1.3 Development for a medium impact industry B and: (a) does not involve activities that generate air emissions from the site; or (b) is located at least 250m from a sensitive zone.	**PO1 Performance Outcome** The subject site is approximately 230m from the nearest residence in Pinkenba Village. The proposed use (which involves Medium, High and Special Industry land uses) is designed in accordance with industry standards and will also maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on non-industrial land. The proposal has the potential to generate noise, gaseous emissions and particulate emissions. Further, the hours of operation will be 24 hours, for some processing activities to occur intermittently and to allow for the periodical loading of cargo ships at port, which require constantly loading over several days to ensure the port berthing times are met. An Air Quality Assessment has been prepared for the proposed use on the site and this is included at **Attachment H**. This assessment demonstrates that air quality for the surrounding sensitive land uses can be maintained to be within acceptable levels.
	AO1.4 Development for a high impact industry where not a concrete batching plant, does not involve an activity which generates air emissions from the site.	
	AO1.5 Development for a concrete batching plant:	**AO1.5 Not Applicable** The proposal is not for a concrete batching plant.

Performance outcomes	Acceptable outcomes	Proposed Solution
	(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.	
	AO1.6 Development for a renewable energy facility does not involve an activity which generates air emissions beyond the site.	**AO1.6 Not Applicable** The proposal is not for a renewable energy facility.
	AO1.7 No acceptable outcome is prescribed for development for a special industry.	**PO1 Performance Outcome** Refer to comments above with respect the Medium and High Impact Industry above.
	AO1.8 No acceptable outcome is prescribed for development in any other zones not listed above.	**PO1 Performance Outcome** Refer to comments above with respect the Medium and High Impact Industry above.
PO2 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. 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.	**AO2.1** 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 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: a. is conducted wholly indoors within a fully enclosed building except where located a minimum of 250m from a sensitive zone; b. operates Monday to Saturday excluding public holidays between: i. 7am and 7pm, including deliveries; or ii. 7pm and 7am only where: A. located at least 75m from a sensitive zone; B. not involving deliveries, loading or unloading activities between 7pm and 7am.	**PO2. Not Applicable** The proposal is not for these uses in the particular zones specified.
	AO2.2	**AO2.2 Not Applicable**

Performance outcomes	Acceptable outcomes	Proposed Solution
	Development for a car wash where in a zone in the Centre zones category only operates between 7am to 6pm, including deliveries.	The proposal is not for a car wash.
	AO2.3 Development for a car wash in the Low impact industry zone or General industry A zone precinct of the Industry zone: (a) operates between 7am and 7pm Monday to Saturday excluding public holidays; or (b) is not clearly audible from a residential zone or sensitive use in a centre zone.	**AO2.3 Not Applicable** The proposal is not for a car wash.
	AO2.4 Development for medium impact industry in the General industry B zone precinct of the Industry zone: (a) does not involve outdoor activities between 7pm and 7am; or (b) is not clearly audible from a use in a residential zone, or a sensitive use in a centre zone; or (c) is in a location at least 500m from a sensitive zone.	**AO2.4 Not Applicable** The subject premises is not identified within the General Industry B Zone Precinct.
	AO2.5 Development for a high impact industry does not involve an activity that generates noise emissions from the site.	**AO2Performance Outcome** The subject site is approximately 230m from the nearest residence in Pinkenba Village. The proposed use (which involves Medium, High and Special Industry land uses) is designed in accordance with industry standards and will also maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on non-industrial land. The proposal has the potential to generate noise, gaseous emissions and particulate emissions. Further, the hours of operation will be 24 hours, for some processing activities to occur intermittently and to allow for the periodical loading of cargo ships at port, which require constantly loading over several days to ensure the port berthing times are met. A Noise Impact Assessment has also been undertaken, and this is included at **Attachment G**. This

Performance outcomes	Acceptable outcomes	Proposed Solution
		report demonstrates that with suitable operations management the proposal will meet the applicable standards.
	AO2.6 Development for a concrete batching plant is located a minimum of 500m from a sensitive zone.	**AO2.6 Not Applicable** The proposal is not for a concrete batching plant.
	AO2.7 No acceptable outcome is prescribed for development for a special industry.	**AO2 Performance Outcome** Refer to previous comments in relation to Medium and High Impact industry.
	AO2.8 Development for a renewable energy facility does not generate noise which is clearly audible and creates a disturbance at a sensitive zone.	**AO2.8 Not Applicable** The proposal is not for a renewable energy facility.
	AO2.9 No acceptable outcome is prescribed for development in any other zones not listed above.	**AO2 Performance Outcome** Refer to previous comments in relation to Medium and High Impact industry.
PO3 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.	**AO3** Development does not include the storage of dangerous goods and combustible liquids above the volumes/quantities identified in Table 9.3.12.3.H.	**AO3 Complies** A Hazard and Risk Assessment of the proposal on the site has been undertaken by Epic Environmental, and this report is included at **Attachment I.** and includes a response to this requirement. The assessment has been prepared and serves as a Preliminary Hazard Analysis in accordance with the Industrial hazard and risk assessment planning scheme policy wherein a Level 1 and partially Level 2 analysis has been conducted.
PO4 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.	**AO4** 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.	**AO4 Performance Outcome** It is understood that a reticulated water supply is available at the site. The site is serviced by a proprietary sewage system as approved pursuant to Environmental Approval P-EA-100484810 (updated 24 February 2026) and covers ERA 63 - Sewage Treatment - 1(b-ii) – Operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1500EP – otherwise. This service is to be utilised for the proposal.

Performance outcomes	Acceptable outcomes	Proposed Solution
PO5 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.	**AO5** 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.	**AO4 Not Applicable** The site is not inside the City Frame or City Core area. Staff will use existing and proposed additional on-site parking identified adjacent to the proposed office buildings on the site.
PO6 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.	**AO6** 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: (a) in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (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.	**AO2.2 Complies** The proposal will meet the requirements for car parking on the site. The TAPS policy requires parking at a rate of 2 spaces per tenancy plus 1 space per 100m2 of GFA for industry Use. Car parking generally on the site is to be accommodated within the existing parking areas on site, which were lawfully established to support the full site operations of the Fertiliser Manufacture, Storage and Distribution. The the proposed Stage 1A use will utilise these existing car parking arrangements as operations allow. In Stage 1B, an extension of the car parking area is to be provided adjacent to the proposed ancillary office areas to service new staff onto the site at each stage. This car parking area has been designed in accordance with Council requirements and the relevant Australian Standards and will be certified by an RPEQ traffic engineer. A cumulative total of 77 car spaces will be provided at this part of the site to provide car parking for staff. This is considered to be more than sufficient in the context of the proposed use and existing lawful car parking on the site to accommodate the additional staff.
PO7 Development provides for outdoor lighting which does not have an adverse impact on	**AO7.1** Development provides for outdoor lighting with technical parameters,	**PO7 Complies** Development provides for outdoor lighting which does not have an

Performance outcomes	Acceptable outcomes	Proposed Solution
any person, activity or fauna because of light emissions, either directly or by reflection.	design, installation, operation and maintenance which is in compliance with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.
	AO7.2 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 luminar.	
Additional performance outcomes and acceptable outcomes where involving an extension to an existing premises or a new premises		
PO8 Development is designed and constructed to prevent the emission of contaminants to surface water or groundwater. Note—For guidance on assessing potential impacts and performance requirements, refer to the Infrastructure design planning scheme policy.	**AO8.1** Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters.	**AO8.1 Complies** It is understood that a reticulated water supply is available at the site. The site is serviced by a proprietary sewage system, which will be utilised for the proposed development and has adequate capacity for the proposal as it previously serviced the fertiliser factory use on the site which was of a larger intensity than Sims proposed operations.
	AO8.2 Development where not for a concrete batching plant or involving storing or dispensing of petroleum ensures that the storage of contaminating substances or areas where potentially contaminating activities are conducted, are: (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; (b) paved with an impervious surface and bunded so that any spills are retained on site for removal.	**AO8 Performance Outcome** The storage of contaminating substances or areas where potentially contaminating activities are conducted are to be managed in accordance with a Hazard Management Plan as determined with the Hazard and Risk Assessment Report (Refer to **Attachment I**). Further, a site-based stormwater management plan has been designed for Stage 1A and Stage 1B of the proposal to manage runoff and ensure water quality from the site is maintained to the required standards (Refer to **Attachment E**).
	AO8.3 Development for a concrete batching plant complies with the surface and groundwater protection section of the Concrete batching plant planning scheme policy.	**AO8.3 Not Applicable** The proposal is not for a concrete batching plant.
	AO8.4 Development involving storing or dispensing of petroleum manages discharges to the stormwater system in compliance with the surface and	**AO8.4 Complies** Any storing or dispensing of petroleum will occur in accordance with these requirements as detailed in the HRA Report at **Attachment I**.

Performance outcomes	Acceptable outcomes	Proposed Solution
	groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.	
PO9 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.	**AO9** Development: a. does not include fuel dispensing; or b. complies with the surface water and groundwater protection standards of the Storage and dispensing of petroleum products planning scheme policy; 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.	**AO9 Complies** Any storing or dispensing of petroleum will occur in accordance with these requirements as detailed in the HRA Report at **Attachment I**. Further, the proposal includes an on-site stormwater quality treatment system to manage stormwater runoff from the stie. Refer to **Attachment E1** for details of stormwater management and treatment.
PO10 Development is designed and constructed to prevent ground contamination.	**AO10** Development: a. ensures that there is no underground fuel storage on the site; or 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.	**AO10 Complies** Any storing or dispensing of petroleum will occur in accordance with these requirements as detailed in the HRA Report at **Attachment I**.
PO11 Development for a building: (a) is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street; (b) is easily accessible and legible; (c) designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street.	**AO11.1** Development has a maximum site cover which is: (a) 75% in the Industry investigation zone, Low impact industry zone and Industry zone; (b) 25% in the Special industry zone and Extractive industry zone.	**AO11.1 Complies** The proposal has a site cover of approximately 19%.
	AO11.2 Development has a maximum building height of 15m.	**AO11.2 Complies** The proposed new structures weighbridge, wash down bay on the site is anticipated to be less than 15 metres in height. Note: Existing sheds onsite may exceed 15m in height.

Performance outcomes	Acceptable outcomes	Proposed Solution
		Otherwise, existing buildings are to be used for the proposed development. New machinery located in existing buildings that exceed 15m in height this will be as a consequence of operational requirements of the equipment used in the Shredding process and therefore unavoidable. It is considered the impacts from this equipment would be negligible in the context of a very large industrial site at the centre of a major industrial area and where such structures and equipment can be anticipated.
	AO11.3 Development ensures that no part of any building or structure is closer than 6m to any street frontage.	**AO11.3 Complies** The proposal involves no new buildings within 6.0m of the street frontage. All other new structures on the site (weighbridge, vehicle wash down bay) as well as new equipment (Shredder Equipment) will be well removed from the Tingira Street frontage.
	AO11.4 Development ensures that: (a) the main pedestrian entry to the building is: (i) easily identifiable; (ii) clearly visible; (iii) directly accessible from the street; (b) the ground storey offices, display windows and entrance foyers are orientated towards the street frontage. Refer to Figure a.	**PO11 Not Applicable** No new pedestrian entry is relevant for the proposed use of an existing industrial site, which primarily utilises existing buildings on-site.
	AO11.5 Development provides street numbers and building and tenancy names which are displayed at the ground storey and are clearly identifiable from the street.	**AO11.4 Complies** The subject site already provides street numbers which are clearly identifiable from the street.
PO12 Development provides landscaping: (a) areas in locations where planting will ameliorate the view of the development from major public vantage points;	**AO12.1** Development provides landscaping which: (a) covers a minimum of 3% of the site;	**PO12 Complies** The existing frontage landscape strip to Tingira Street is measured to be approximately 2-3m in width.

Performance outcomes	Acceptable outcomes	Proposed Solution
(a) 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.	(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 existing landscaping to the Tingira Street frontage positively contributes to the site and ameliorates the view of the development from public vantage points. A Landscape Concept Plan has been prepared for part of the site and is included at **Attachment J**. These works are primarily associated with the extension of the car parking area at Stage 1B adjacent to the ancillary office buildings on the site. For the remainder of the site and given the scale and nature of the uses proposed, especially given that stockpile areas are rotated to various part of the site subject to operational requirements, there is little need for further additional landscaping within the site. The landscaping existing and proposed will complement the scale and bulk of the industrial form.
	AO12.2 Development provides tree planting to site frontages which will achieve a canopy spread over 50% of the site frontage within 5 years of planting. Note—Existing significant vegetation that already contributes to these requirements is to be retained.	
	AO12.3 Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.	
	AO12.4 Development provides large trees and spreading ground covers in all landscape areas within the site.	
	AO12.5 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.	
PO13 Development creates a socially, visually and physically amenable work environment.	**AO13** Development provides an on-site recreation area for staff which: (a) includes seating, tables and rubbish bins (b) is adequately protected from the weather; (c) is safely accessible to all staff; (d) is separate and private from public areas; (e) is located away from a noisy or odorous activity. Refer to Figure b.	**AO13 Complies** As discussed above, a Landscape Concept Plan has been prepared for part of the site and is included at **Attachment J.** These works are primarily associated with the extension of the car parking area at Stage 1B adjacent to the ancillary office buildings on the site. This landscaping will ensure that the key office area of the site has an attractive setting to create an amenable work environment. For the remainder of the site and given the scale and nature of the uses proposed, especially given that stockpile areas are rotated to various part of the site subject to operational requirements, there is little need for

Performance outcomes	Acceptable outcomes	Proposed Solution
		further additional landscaping within the site.
PO14 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO14** Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and public and private ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets and communal areas. 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.	**AO14 Complies** The proposal will be designed as far as practical to meet CPTED design requirements. Upgrading of office buildings and improvements to the landscape setting of the site will act as a deterrent to anti-social behaviour.
PO15 Development minimises opportunities for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	**AO15** Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques;	**AO15 Complies** The proposal will be designed as far as practical to meet CPTED design requirements.

Performance outcomes	Acceptable outcomes	Proposed Solution
	(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.	
PO16 Development is serviced adequately with: (a) refuse disposal; (b) telecommunications; (b) energy supply.	**AO16.1** Development is provided with and connected to electricity and telecommunications.	**AO16.1 Complies** The site is connected to electrical and telecommunications infrastructure.
	AO16.2 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.	**AO16.2 Complies** The site is provided with suitable refuse disposal arrangements consistent with the previous Fertiliser factory land use that occupied the site.
PO17 Development is situated on a site which is provided with a constructed road access, frontage treatment and access crossings to an appropriate urban standard.	**AO17** 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.	**AO17 Not Applicable** The existing works identified on-site within AO17 are to be re-used for the proposal as they are considered to be of an appropriate urban standard.
PO18 Development is provided with adequate vehicle access to service the uses proposed for the site, including a safe and easily accessible vehicle movement layout.	**AO18** 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.	**AO18 Complies** All vehicle access and manoeuvring on the site will use existing driveways, parking and manoeuvring areas. These existing arrangements have historically serviced the previous Fertiliser factory land use that occupied the site, which operated safely and efficiently at a greater intensity of peak traffic movements than proposed via the Stage 1B and 1B Sims operations. Internal Heavy Vehicle access loops to access the Stockpile areas will be formalised in Stage 1B. All existing and new parking and manoeuvring

Performance outcomes	Acceptable outcomes	Proposed Solution
		areas will be in accordance with the car parking design and site access guidelines in the Transport, access, parking and servicing planning scheme policy. The proposed interna layout has been designed to provide for b-double access the stockpile area. A Traffic Engineering Assessment of the proposed development has been undertaken, and a copy of this report is included at **Attachment D**. This assessment identifies that the proposed development at each of Stage 1A and 1B will not generate traffic at levels that will compromise the existing road network and nearby intersection. It is therefore not anticipated that any upgrading works of the existing road network will be generated as a consequence of the proposed development.
Section B—If assessable development		
Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises within 150m of a sensitive zone		
PO19 Not Applicable The premises is not within 150m of a sensitive zone.		
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		
PO20 Not Applicable The site is not located on the opposite side of the road to a sensitive zone.		
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		
PO21 Not Applicable The premises does not share a boundary with land identified within a sensitive zone.		
Additional performance outcomes and acceptable outcomes if a food and drink outlet or a shop		
PO22-PO24 Not Applicable The proposal is not for a shop or food and drink outlet.		

8.4. Secondary Codes

8.4.1. Infrastructure Design Code:

An assessment of the Performance Outcomes and Acceptable Outcomes of the Infrastructure Design Code, demonstrating compliance, is outlined below.

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO1 Development provides roads, pavement, edging and landscaping which: (a) are designed and constructed in accordance with the road hierarchy; (b) provide for safe travel for pedestrians, cyclists and vehicles (c) provide access to properties for all modes; (d) provide utilities; (e) provide high levels of aesthetics and amenity, improved liveability and future growth; (f) provide for the amelioration of noise and other pollution; (g) provide a high-quality streetscape; (h) provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	**AO1** Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	**AO1 Not Applicable** The development of new roads does not form part of the proposal.
PO2 Development provides road pavement surfaces which: (a) are well designed and constructed; (b) durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; (c)ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; (d) allows for reasonable travel comfort.	**AO2** Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	**AO2 Not Applicable** No changes to the road formation are envisaged at this stage.
PO3 Development provides a pavement edge which is designed and constructed to:	**AO3** Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the	**AO3 Not Applicable** The development of roads does not form part of the proposal.

Performance outcomes	Acceptable outcomes	Proposed Solutions
(a) control vehicle movements by delineating the carriageway for all users; (b) provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	Infrastructure design planning scheme policy.	
PO4 Development provides verges which are designed and constructed to: (a) provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; (b) provide a sufficient area for public utility services; (c) be maintainable by the Council.	**AO4** Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	**AO4 Complies** All road verges are existing, and no additional works are required to the road frontages of the site.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: (a) allows equitable access for all modes; (b) is safe and secure; (c) has 24-hour access; (d) is a low-speed shared zone environment; (e) has a high-quality streetscape.	**AO5** Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the infrastructure design planning scheme policy.	**AO5 Not Applicable** There is no lane or laneway identified in a neighbourhood plan for the locality.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: (a) an effective, high-quality paved roadway; (b) an effective, high-quality roadway kerb and channel; (c) safe, high-quality vehicle crossings over channels and verges; (d) safe, accessible, high-quality verges compatible and integrated with the surrounding environment; (e) safe vehicle access to the site that enables ingress and egress in a forward gear;	**AO6** Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: (a) concrete kerb and channel' (b) forming and grading to verges; (c) crossings over channels and verges; (d) a constructed bikeway; (e) a constructed verge or reconstruction of any damaged verge; (f) construction of the carriageway	**AO6 Complies** It is understood that all infrastructure identified within AO6 is existing in the road corridor. The proposed development will provide, if not already provided, all necessary infrastructure to an appropriate standard as part of the proposal, except that the existing on-site sewage system that services the whole site will be maintained. The existing office and amenities on site structure is already connected to reticulated water and utilises a proprietary waste-water system which is the subject of an Environmental Authority (EA) P-EA-100484810) which includes ERA 63 being - Sewage Treatment - 1(b-ii) - Operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1500EP – otherwise most recently approved on 20 March 2026. A

Performance outcomes	Acceptable outcomes	Proposed Solutions
(f) provision of and required alterations to public utilities; (g) effective drainage; (h) appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	(g) payment of costs for required alterations to public utility mains, services or installations; (h) construction of and required alterations to public utility mains, services or installations; (i) drainage works (j) installation of electrical conduits.	copy of this EA is provided at **Attachment B1.**
PO7 Development provides both cycle and walking routes which: (a) are located, designed and constructed to their network classification (where applicable); (b) provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; (c) provide safe and comfortable access to properties for pedestrians and cyclists; (d) incorporate water sensitive urban design into stormwater drainage; (e) provide for utilities; (f) provide for a high level of aesthetics and amenity, improved liveability and future growth; (g) are a low-maintenance asset with a minimal whole-of-life cost; (h) minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	**AO7** Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	**AO7 Complies** The road corridor remains unchanged from the existing approved use. The site contains existing pedestrian footpath. The proposal does not create the requirement for any additional cycle and walking routes.
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	**AO8.1** Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	**AO8.1 Complies** The refuse collection will be in accordance with the existing refuse arrangement onsite that services the previous Fertiliser manufacturing operation onsite which was at a great scale than Sims proposed operations.
	AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of	**AO8.2 Complies** The refuse and recycling bins will be stored to ensure there will not be any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.

Performance outcomes	Acceptable outcomes	Proposed Solutions
	land uses within or adjoining the development. Note—Refer to the Refuse planning scheme policy for further guidance.	
PO9 Development ensures that: (a) land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; (b) the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	**AO9.1** Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced. **AO9.2** Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	**PO9 Complies** The proposal will ensure that the suite is adequately serviced with regard to water supply and waste A reticulated water mains exist along the site frontage to Tingira Street. This network is capable of servicing the site including the office structure proposed in the southern west corner of the site. The proposed development will provide, if not already provided, all necessary infrastructure to an appropriate standard as part of the proposal, except that the existing on-site sewage system that services the whole site will be maintained. The existing office and amenities on site structure is already connected to reticulated water and utilises a proprietary waste-water system which is the subject of an Environmental Authority (EA) P-EA-100484810) which includes ERA 63 being - Sewage Treatment - 1(b-ii) - Operating sewage treatment works, other than no-release works, with a total daily peak design capacity of more than 100 but not more than 1500EP – otherwise most recently approved on 20 March 2026. A copy of this EA is provided at **Attachment B1.**
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	**AO10.1** Development provides public utilities and street lighting which are located and aligned to: (a) avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; (b) minimise earthworks; (c) avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work.	**AO10.1 Complies** Where public utilities and street lighting are required, they will be located and aligned to avoid native vegetation, will involve minimal earthworks and will not involve crossing a waterway or wetland.

Performance outcomes	Acceptable outcomes	Proposed Solutions
	Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.	
	AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	**AO10.2 Not Applicable** The proposal does not alter the existing provision of public utilities and street-lighting along Tingira Street nor create the requirement for additional public utility services.
	AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the infrastructure design planning scheme policy.	**AO10.3 Not Applicable** The proposal does not alter the existing provision of public utilities and street-lighting along Tingira Street nor create the requirement for additional public utility services.
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	**AO11** Development provides land with the following services to the standards of the approved supplier: (a) electricity; (b) telecommunications services; (c) gas service where practicable.	**PO11 Complies** The proposed development will ensure that the premises is serviced adequately with telecommunications and energy supply.
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	**AO12** Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: (a) the additional expense is unlikely to be prohibitive; or (b) further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or (c) there is a clear gap in the telecommunications network; or (d) there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	**AO12 Not Applicable** The proposal is for a development that does not involve a major public project.
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: (a) is provided commensurate with the status and scale of the proposed development;	**AO13** Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the	**AO13 Not Applicable** There is no public art identified in a neighbourhood plan applicable to the land.

Performance outcomes	Acceptable outcomes	Proposed Solutions
(b) is sited and designed: (i) as an integrated part of the project design; (ii) as conceptually relevant to the context of the location; (iii) to reflect and respond to the cultural values of the community; (iv) to promote local character in a planned and informed manner.	Infrastructure design planning scheme policy.	
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	**AO14** Development provides public signage: (a) at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; (b) which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	**AO14 Complies** The provision of public signage is not necessary to be provided as part of the development approval process.
PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	**AO15** Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	**AO15 Not Applicable** A community facility does not form part of this proposal.
PO16 Development provides public toilets which: (a) are required as part of a community facility or park; (b) are located, designed and constructed to be; (i) safe; (ii) durable; (iii) resistant to vandalism; (iv) able to service expected demand; (v) fit for purpose.	**AO16** Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	**AO16 Not Applicable** Public toilets do not form part of this proposal.

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: (a) safe movement of intended users; (b) an attractive appearance appropriate to the general surroundings and any adjacent structures; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) current and future services. Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	**AO17** Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	**AO17 Not Applicable** Bridges, tunnels, elevated structures and water access structures do not form part of this proposal.
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the general surroundings; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) future widening; (g) current and future services; (h) minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	**AO18** Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	**AO18 Not Applicable** A culvert does not form part of this proposal.
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and	**AO19** Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in	**AO19 Not Applicable** The proposal does not contain any batters, retaining walls, seawalls or river walls.

Performance outcomes	Acceptable outcomes	Proposed Solutions
constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance (d) Minimal whole-of-life life cost (e) longevity; (f) minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	compliance with the structures standards in the Infrastructure design planning scheme policy.	
If for development with a gross floor area greater than 1,000m^2		
PO20-PO22 Not Applicable The proposed development does not include any additional building that results in an increase in GFA by 1,000m^2 or more on site.		
If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants		
PO23-PO24 Not Applicable The proposal does not include a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title.		
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone		
PO25 Not Applicable This proposal is not for major electricity infrastructure and bulk water supply infrastructure.		
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone		
PO26 Not Applicable This proposal does not have the potential of impacting on major electricity infrastructure or bulk water supply infrastructure.		

8.4.2. Filling and Excavation Code:

An assessment of the Performance Outcomes and Acceptable Outcomes of the Filling and Excavation Code, demonstrating compliance, is outlined below.

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	**AO1** Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: a. 2.5m in a zone in the Industry zones category; b. 1m in all other zones, or if adjoining a sensitive zone.	**AO1 Complies** Any works do not involve cutting or filling over 1m nor filling and excavation within flood prone areas.
PO2 Development of a retaining wall proposed as a result of filling or excavation: a. is designed and constructed to be fit for purpose; b. does not impact adversely on significant vegetation; c. is capable of easy maintenance. Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation. Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.	**AO2.1** Development of a retaining structure, including footings, surface drainage and subsoil drainage: a. is wholly contained within the site; b. if the total height to be retained is greater than 1m, then: i. the retaining wall at the property boundary is no greater than 1m above the ground level; ii. all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; iii. the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas.	**AO2.1 Complies** Any works do not involve cutting or filling over 1m nor filling and excavation within flood prone areas.
	AO2.2 Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland.	**AO2.2 Not Applicable** The proposal does not include a retaining wall over 1m in height.
	AO2.3 Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary.	**AO2.3 Not Applicable** The proposal does not include a retaining wall structure.
	AO2.4 Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the Planting species planning scheme policy.	**AO2.4 Not Applicable** It is understood the proposal will not require filling as part of stormwater drainage and civil service connections.

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	**AO3** Development ensures that a rock anchor: a. is constructed in accordance with the standards in the Infrastructure design planning scheme policy; **b.** where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	**AO3 Not Applicable** The proposal does not include a rock anchor.
PO4 Development protects all services and public utilities.	**AO4** Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	**AO4 Complies** The proposal protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.
PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	**AO5** Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	**AO5 Complies** A Stormwater Management Plan has been provided for each stage of the proposed development and is provided at **Attachment E** which confirms that lawful points of discharge are available at the site. This proposal will ensure that stormwater is adequately treated and leaves the site through a lawful point of discharge as part of the development proposed.
PO6 Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	**AO6** Filling or excavation does not involve the construction of open drainage.	**AO6 Complies** Excavation and drainage works do not involve the construction of new open drainage.
PO7 Development for filling or excavation: a. does not degrade water quality or adversely affect environmental values in receiving waters; b. ensures site sediment and erosion control standards are best practice.	**AO7.1** Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy.	**AO7.1 Complies** A Stormwater Management Plan has been provided for each stage of the proposed development and is provided at **Attachment E** which confirms that lawful points of discharge are available at the site. This proposal will ensure that stormwater is adequately treated and leaves the site through a lawful point of discharge as part of the development proposed. Refer also to Section 5 of this report for details.

Performance outcomes	Acceptable outcomes	Proposed Solutions
	AO7.2 Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	**AO7.2 Complies** Erosion and sediment control standards will be provided in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.
PO8 Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	**AO8.1** Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	**AO8.1 Complies** The proposed development will ensure that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site. Refer to Air Assessment Report at **Attachment H**.
	AO8.2 Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	**AO8.2 Complies** A noise and air quality assessment has been undertaken for the site. Refer to **Attachments G and H**.
PO9 Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E. Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	**AO9** Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	**AO9 Complies** It is anticipated that the proposed development will not cause a ground-borne vibration beyond the boundary of the site. A noise and air quality assessment has been undertaken for the site. Refer to **Attachments G and H**.
PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.	**AO10** Development ensures that heavy trucks hauling material to and from the site: a. occur for a maximum of 3 weeks; b. use a major road to access the site; c. only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.	**PO10 Performance Outcome** Heavy truck movements are a constant part of the ongoing on-site operations, which is expected for a site within a Major Industrial Area, with frontage to a B Double Route and that can access a Major Industrial Arterial Road (Eagle Farm Road) without traversing any non-industrial road network.
PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	**AO11** Development does not involve: a. excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register; b. filling with material containing a contaminant.	**PO11 Performance Outcome** The proposal does involve land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register. Where excavation is required, it will be undertaken in accordance with the relevant Environment Management Plan. The proposal does not involve filling with material containing a contaminant.

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO12 Development provides for: a. landscaping for water conservation purposes; b. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; c. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	**AO12.1** Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy. **AO12.2** Development ensures that the design and requirements for irrigation are in compliance with the standards in the Landscape design guidelines for water conservation planning scheme policy. **AO12.3** Development provides areas of pavement, turf and mulched garden beds which are drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	**PO12 Complies** Landscaping is proposed to remain consistent with the existing landscaping provided along the frontage. At Stage 1B with the extension of the car parking area, landscaping is to be provided in accordance with the Landscape Concept plan. Refer to **Attachment J**. Refer also to the Stormwater Management Plan at Attachment E. The proposal includes water sensitive urban design measures to manage stormwater on the site and includes recycling of process water on the site at Stage 1B.
PO13 Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.	**AO13** Development does not involve the creation of canals or artificial waterways.	**AO13 Complies** Development does not involve the creation of canals or artificial waterways.

8.4.3. Landscape Work Code:

An assessment of the Performance Outcomes and Acceptable Outcomes of the Landscape Works Code, demonstrating compliance, is outlined below.

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO1 Development ensures that trees are protected from development impacts.	**AO1.1** Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	**PO1 Performance Outcome** The whole site is mapped as Significant Urban Vegetation under the Natural Assets Local law. Existing vegetation on the site can be generally categorised as frontage landscaping and internal mature trees. <u>Frontage Landscaping:</u> The site contains some existing landscape trees, shrubs and ground cover along the frontage to Tingira Street and either side of the sites major entrance at the intersection of Tingira and Soutter Streets. The majority of this frontage landscaping will be retained as part of the Stage 1A and 1B proposals within the refined and extended car parking layout. <u>Internal Mature Tree's:</u>

Performance outcomes	Acceptable outcomes	Proposed Solutions
		Internally, the site contains some mature trees located in close proximity to the proposed weighbridges and main proposed internal round-a-bout that directs heavy vehicle traffic movement within the site. The majority of these internal trees are required to be removed to allow for proposed improved internal heavy vehicles manoeuvrability and parking. The potential retained tree is located in close proximity to the existing driveways and as such will require further investigation to confirm its ability to be retained. A Landscape Concept Plan has been prepared for the part of the site adjacent to the proposed new car parking area to be provided at Stage 1B and is included at **Attachment J**. This Landscape Concept Plan also identifies where internal mature trees are required to be removed to facilitate the proposed operations and specifically for major vehicle movements and parking over the site.
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: a. vegetation damaged as a result of the development; b. vegetation requiring pruning of branches and/or roots	**AO1.2 Complies** It is anticipated that where trees are able to be retained these will be protected using these measures and with further advice from a suitably qualified Arborist.
PO2 Development provides acoustic barriers and long fences along street frontages which: a. are enhanced by appropriate planting; b. are of high visual quality; c. are designed for longevity; d. provide maintenance access and promote pedestrian permeability in appropriate circumstances.	**AO2.1** Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: a. is designed in compliance with the standards in the Infrastructure design planning scheme policy; b. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; c. incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.	**AO2.1 Not Applicable** It is understood that an acoustic barrier or fence will not be required in this instance.

Performance outcomes	Acceptable outcomes	Proposed Solutions
	AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting.	**AO2.2 Not Applicable** At this stage a planting buffer for an acoustic barrier or fence will not be required in this instance.
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	**AO3** Development ensures that a landscape buffer required by a use code incorporates: a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting.	**AO3 Not Applicable** A landscape buffer will not be required in this instance.
PO4 Development has artificial growing environments which: a. maximise opportunities for high-quality landscape planting; b. incorporate water conservation measures.	**AO4.1** Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.	**AO4 Not Applicable** The proposal does not introduce podium planters to the site.
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	**AO4.Complies** All new planting species selected are provided in accordance with these requirements. Refer to the Landscape Concept Plan at **Attachment J**.
	AO4.3 Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.	**AO4.3 Not Applicable** The proposed development will not create the requirement for podium planters.
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	**AO5.1** Development incorporates a plant selection along a pathway which ensures: a. a clear trunk height of minimum 1.8m at maturity; b. a shrub height of maximum 1m at maturity. Refer to the Crime prevention through environmental design planning scheme policy.	**AO5.1 Complies** Refer to the Landscape Concept Plan at **Attachment J.**
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	**AO5.2 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	**AO6** Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	**AO6 Complies** Refer to the Landscape Concept Plan at **Attachment J**.

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO7 Development provides a plant selection which addresses the functional issues of the development including: a. screening and buffering; b. street presentation; c. shading; d. character; e. amenity; f. ecology; g. water availability and stormwater treatment.	**AO7** Development provides species in accordance with the Planting species planning scheme policy.	**AO7 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
PO8 Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes.	**AO8** Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years.	**AO8 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	**AO9.1** Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	**AO8 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
	AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	**AO9.2 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
PO10 Development for a shade structure does not compromise landscape outcomes.	**AO10** Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	**AO10 Not Applicable** The proposal does not introduce a shade structure to the proposed car park.
PO11 Development involving the construction of retaining walls provides for: a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. longevity; e. minimal water seepage impacts	**AO11** Development of a retaining wall: a. is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; b. incorporates planting areas.	**AO11 Complies** Any retaining wall to the proved on the site will be designed and constructed to the required standards and certified by a Registered Professional Engineer Queensland.
PO12 Development provides for: a. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; b. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	**AO12.1** Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	**AO12.1 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
	AO12.2 Development ensures that the design and requirements for irrigation is in accordance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	**AO12.1 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
	AO12.3 Development provides areas of pavement, turf and mulched garden beds which are adequately drained.	**AO12.3 Complies** Refer to the Landscape Concept Plan at **Attachment J**.

Performance outcomes	Acceptable outcomes	Proposed Solutions
	Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	
PO13 Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping.	**AO13.1** Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	**AO13.1 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
	AO13.2 Development provides a reticulated irrigation system to common landscape and recreation areas and ensures that podium planters serviced from tank water and the control device are located in a common area.	**AO13.2 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	**AO13.3 Complies** Existing landscape areas have access to sufficient water.
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	**AO13.4 Complies** Refer to the Landscape Concept Plan at **Attachment J**.
	AO13.5 Development provides planting media and mulch in accordance with AS4454 Composts, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.	**AO13.5 Complies** Mulch will be provided to existing landscaped areas where appropriate. Refer to the Landscape Concept Plan at **Attachment J**.
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	**AO14** Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	**AO14 Complies** Refer to the Landscape Concept Plan at **Attachment J**.

8.4.4. Outdoor lighting Code:

An assessment of the Performance Outcomes and Acceptable Outcomes of the Outdoor Lighting Code, demonstrating compliance, is outlined below.

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO1 Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	**AO1.1** Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: a. comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; b. maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible	**AO1.1 Complies** All outdoor lighting on the site will be provided to comply with the requirements of AS 4282-1997 – *Control of the obtrusive effects of outdoor lighting.*

Performance outcomes	Acceptable outcomes	Proposed Solutions
	values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	
	AO1.2 Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off luminar.	**AO1.2 Complies** Development only provides floodlighting that gives no upward component of light.

8.4.5. Stormwater Code:

A detailed assessment of the Stormwater Code has been addressed by ENV Services Engineers in the Stormwater Management Plan prepared for the proposed development wherein a bespoke solution in two stages where clean water and process water is managed across the site. The Stormwater Management Plan is included at **Attachment E**.

For Stage 1A and Stage 1B development of the site, *stormwater will be managed through the segregation of runoff into two primary streams: 'clean water' from low-risk areas and associated with stage 1A of the development and 'process water' from metal processing areas associated with Stage 1B of the development*.

The majority of onsite works including on-site treatment are anticipated to be provided at Stage 1B of the proposal. All stormwaters management is to be undertaken in accordance with the relevant requirements including:

- Brisbane City Council City Plan 9.4.9 Stormwater Code (2014: v35)
- Water by Design – Concept Design Guidelines for Water Sensitive Urban Design Version 1 (2009)
- Healthy Waterways - Water Sensitive Urban Design - Technical Design Guidelines for Southeast Queensland Version 1 June 2006
- Healthy Land and Water - MUSIC Modelling Guidelines, Healthy Land and Water Limited, Brisbane (2018)
- State Planning Policy July 2017 (SPP)

Stormwater quantity assessment has been undertaken using the DRAINS model for the process-water system and the rational method for the clean-water system. This assessment finds that the proposal will result in an overall reduction in downstream discharge. The proposal will therefore meet requirements for stormwater management on the site and the two streamed process of stormwater management allowing for separation of clean and processed water will improve environmental outcomes for the site.

The site has existing established stormwater management infrastructure including a network of drains, stormwater pits, grates and underground conveyance. Stormwater is currently captured by this system and ultimately and discharge to the west into filtered gully pits along with a first-flush diversion arrangement which is directed to a 1700kL retention pond (and adjacent 4,000kL bunding capacity).

The proposed development will involve construction of bespoke drainage works to private an on-site stormwater treatment system as part of internal stormwater infrastructure to support each stage of the development on the site.

The stages of construction and their associated works as outlined in the SWMP are outlined below:

- *<u>Stage 1A</u> – during this stage of works, stormwater system upgrades associated with the clean water (i.e., installation of devices to the existing stormwater infrastructure) will occur, as this stage does not involve the implementation of any process related works or activities, the process water catchment and treatment will not occur.*
- *<u>Stage 1B</u> – during this stage of works, stormwater upgrades associated with the process water (i.e., design, construction and installation of bespoke water treatment system and associated infrastructure) will occur during this stage of the development. As stage 1B involves construction of process related infrastructure, and with it the generation or process stormwater, this stage will include the required water treatment devices.*

Process water will be collected from metal stockpiling, storage and processing areas on the site and likely to contain higher levels of contaminants. This process water will be captured, transferred and treated prior to re-use or discharge from the site using a bespoke designed water treatment system to ensure water quality objectives for the Brisbane River are satisfied.

There are three existing lawful points of discharge to the site which are illustrated below which provides for the clean water and treated water stormwater outflows. The proposal device layout for the site is shown below.

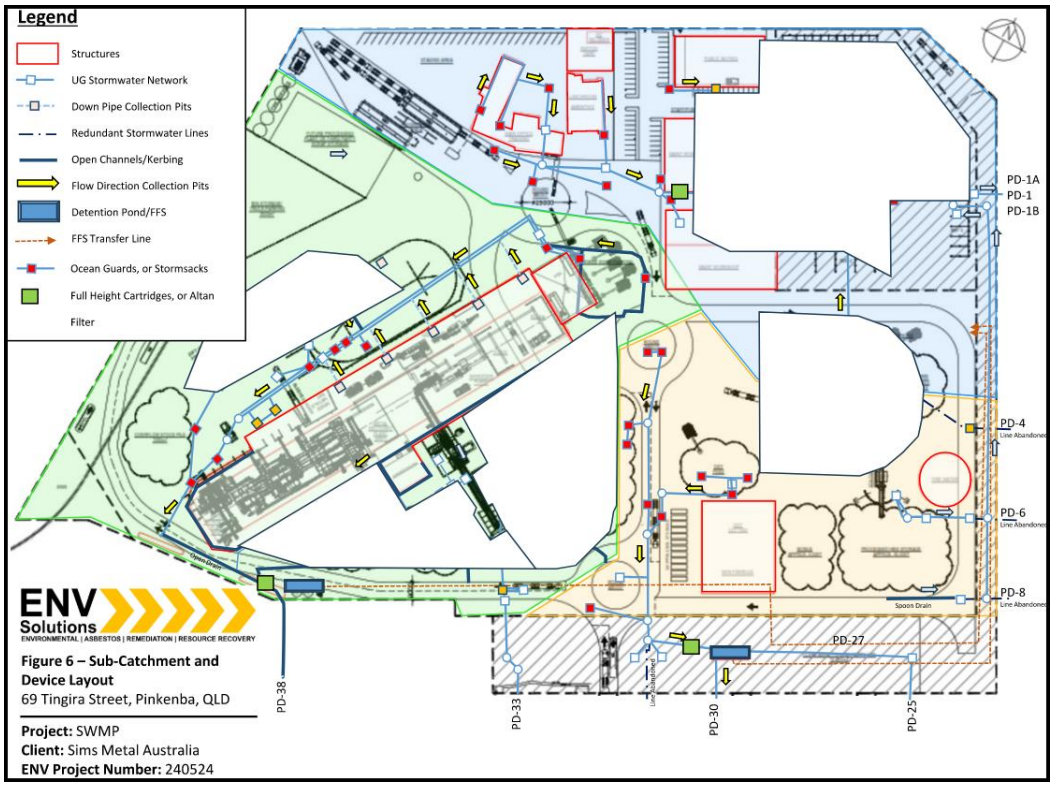


Figure 8.4.3 Lawful Point of Discharge and device locations??

The proposal will, through this stormwater design concept, achieve acceptable levels of stormwater run-off quality and quantity using water sensitive urban design principles as a best practice approach to stormwater management on the site which will protect public safety, minimises any impacts on the natural hydrological processes and maintains environmental values of the Brisbane River. This SBSWMP has demonstrated that peak flows will be reduced and the integrity and efficiency of the stormwater network will be enhanced by the proposed development.

The report concludes that:

- *"… the proposed development and its proposed updated stormwater management and treatment system, are considered to meet the design objectives of appropriate stormwater management in accordance with the performance outcomes of Brisbane City Council – City Plan (2014), Section 9.4.9 Stormwater Code."*

8.4.6. Wastewater Code:

The proposed development includes the continued use of an approved on-site wastewater system for effluent disposal. The existing on-site Wastewater System currently services the whole site inclusive of the existing Fertilizer Manufacture, Storage and Distribution operations. It is understood that the existing on-site Wastewater System is consistent with the requirements of the Wastewater Code.

A recent ERA 63 has been granted for existing use on the site, and it is anticipated that the proposed use can be accommodated by the existing treatment system. A copy of the existing ERA approval is included in **Attachment B**.

8.4.7. Transport, Access, Parking and Servicing Code:

A Traffic Engineering Assessment of the proposed development has been undertaken, and a copy of this report is included at **Attachment D**. This assessment identifies that the proposed development at each of Stage 1A and 1B will not generate traffic at levels that will compromise the existing access arrangements, road network and nearby intersections, which previously served higher traffic generation levels from the previous Fertilizer Manufacture, Storage and Distribution operations that occupied the site. It is therefore not anticipated that any upgrading works of the existing road network will be generated as a consequence of the proposed development.

Traffic and transport within the Site will be managed through a comprehensive traffic management framework designed to safely accommodate heavy vehicles, light vehicles, mobile plant and pedestrians. The internal layout will enable one way traffic flow where practicable, provide adequate queuing and staging areas for vehicles awaiting loading, unloading or grading, and incorporate clearly defined pedestrian pathways and safe driver waiting areas. Dedicated areas will be provided for Sims owned transport fleet parking, bin storage and mobile plant parking. The existing separate heavy vehicle access to the wharf will be maintained.

The site enjoys an existing lawfully established access point built pre – 1946, located at the corner of Souter Street and Tingira Street. This access services the previous uses on the site including access for cars and B Double vehicles to the existing Fertiliser Manufacture, Storage and Distribution operations, Wharf access, Third Party storage, as well as its current uses for Sims employee cars

and B Doubles transporting the 'furnace ready' metal to and from the proposed stockpiles on site, in addition to ongoing Wharf access and Third Party storage.

There is also a second existing access on the northeastern boundary providing a lawful separate Third-Party heavy vehicle access directly to the Wharf. This separate lawful Wharf access will be retained to enable separation of Sims vehicles and Sims Wharf access from Third Party Wharf access. Note: The provision of the current wharf access is a requirement of the terms of the wet lease area.

In respect of traffic generation from the SIMS proposed operations, it will occur in the following stages:

- Stage 1A of the proposal is expected to introduce an additional 5 employees to the site to operate the fines processing plant and with negligible trip generation rates from heavy vehicles. The current access arrangement and intersection have been identified to continue to function safely and efficiently well within acceptable capacity.
- Stage 1B of the proposal which involves the installation of the ferrous shredder plant, and other ferrous shredder activity (currently being handled by the Rocklea Facility) will involve an additional 25 operational employees.

Recent traffic survey data from the Rocklea and Northgate Facilities provides the basis for assessment of trip generation for the proposed use. Note that that traffic generations rates for Stage 1B of the proposal will be offset by the internalisation of traffic movements which are currently external (ie. trips from the Rocklea facility to Pinkenba). In addition, this survey data indicates significantly lower traffic generation rates than generalised DTMR industrial rates of traffic.

This Traffic analysis demonstrates that the existing lawfully established access point built pre – 1946, located at the corner of Souter Street and Tingira Street, will continue to operate efficiently and safely at both Stage 1A and Stage 1B of the proposal. SIDRA Traffic analysis conducted by Colliers Traffic Engineers which included in their report at Attachment D. This assessment determined that the

- *"site access will operate efficiently and safely under Stage 1a and Stage 1b traffic conditions, including background growth and redistributed traffic from the Rocklea and Northgate Sims facilities."*
- *"intersection will operate well within Austroads guidelines for priority-controlled intersections under both Stage 1a and 1b conditions".*

The existing lawfully established access point built pre – 1946, located at the corner of Souter Street and Tingira Street has also provided for the efficient manoeuvring of B-Double vehicles since originally established.

The proposal will meet the requirements for car parking on the site (TAPS policy requires parking at a rate of 2 spaces per tenancy plus 1 space per 100m2 of GFA for industry Use), generally as discussed below:

- Stage 1A car parking is to be accommodated within the existing parking areas on site, which were lawfully established to support the full site operations of the Fertiliser Manufacture, Storage and Distribution. It is anticipated that the proposed use will utilise these existing car parking arrangements as operations allow.
- Stage 1B, an extension of the car parking area is to be provided adjacent to the proposed ancillary office areas to service new staff onto the site at each stage. This car parking area has been designed in accordance with Council requirements and the relevant Australian Standards and will

be certified by an RPEQ traffic engineer. A total of 77 car spaces will be provided at this part of the site to provide car parking for staff.

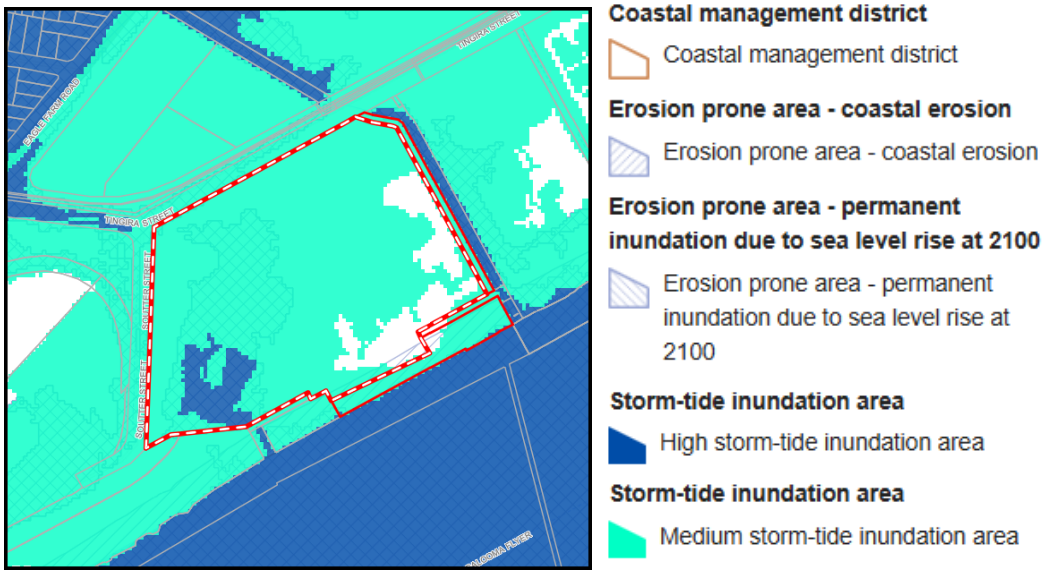
The proposed car parking provision is considered to be more than sufficient in the context of the proposed use and existing lawful car parking on the site to accommodate the additional staff.

8.5. Overlay Codes

An assessment of the Performance Outcomes and Acceptable Outcomes of the relevant Overlay Codes, demonstrating compliance, is outlined below for each relevant Code.

8.5.1. Coastal Hazard Overlay

The site is subject to the High and Medium Storm Tide Inundation sub-category of the Coastal Hazard overlay code as shown in the City Plan Mapping Extract below.



A Flood Risk Assessment has been prepared for the site by SLR Consulting which responds this code and a copy of this report is included at **Attachment F**.

8.5.2. Community Purposes Network Overlay Code

The site is not identified as being located in the Community purposes network overlay area. The provisions of this code do not apply to the site.

Performance outcomes	Acceptable outcomes	Proposed Solutions
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category		
PO1-PO3 Not Applicable The site is not identified in any of the above sub-category areas.		
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category		
PO4-PO6 Not Applicable		

Performance outcomes	Acceptable outcomes	Proposed Solutions
The site is not identified in any of the above sub-category areas.		

8.5.3. Critical Infrastructure and Movement Network Overlay:

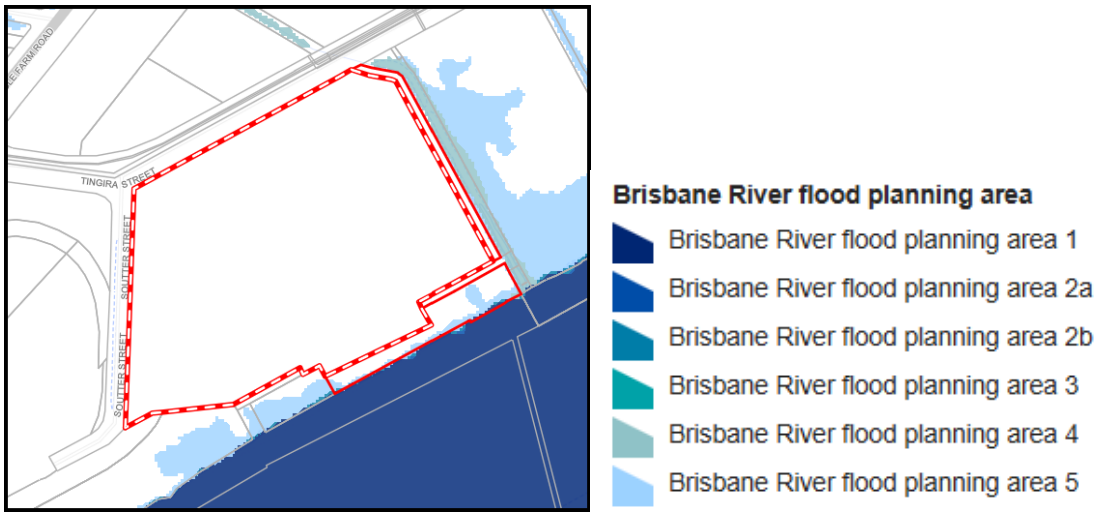
An assessment of the Performance Outcomes and Acceptable Outcomes of the Critical Infrastructure and Movement Network Overlay Code, demonstrating compliance, is outlined below.

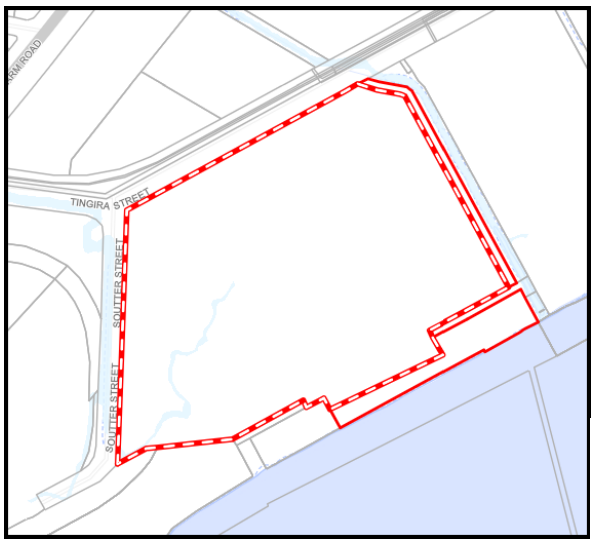
Performance outcomes	Acceptable outcomes	Proposed Solutions
Access to air services, detention facilities, emergency services, hospital, port services or residential care facility		
PO1 Development ensures that air services, detention facilities, emergency services, hospital, port services and residential care facilities maintain essential functions and retain transport connections necessary for their function during a natural disaster event.	**AO1** Development for air services, detention facilities, emergency services, hospital, port services or residential care facilities: (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route (up to and including a 0.05% AEP (2000 year ARI) flood event) to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) where the development cannot access a critical route or an interim critical route during a natural disaster event, the development: (e) demonstrates that it services a local/district catchment and can continue to service and access that catchment during a natural disaster event; (f) includes a business continuity plan for the operation of the use or throughout the natural disaster event.	**AO1 Not Applicable** The proposal does not involve development for air services, detention facilities, emergency services, hospital, port services or residential care facilities.
Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation		
PO2 Development ensures that a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation which support a disaster response activity retains necessary access during a natural disaster event to ensure its continued operation.	**AO2** Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation: (a) has direct vehicular access to 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 (c) includes upgrades to infrastructure to enable access to a critical route	**AO2 Not Applicable** The proposal does not involve development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation.

Performance outcomes	Acceptable outcomes	Proposed Solutions
	or an interim critical route during a natural disaster event; or (d) has been designed to operate in all flood events without human intervention.	
Access by emergency services to medium impact industry, high impact industry or special industry		
PO3 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.	**AO3** 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 (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.	**AO3 Complies** The proposal includes access arrangement which provide for a B-double sized vehicle which is sufficient for access for emergency vehicles. On the basis that one point of access to Tingira Street which is a Primary freight access road is consistent with the previous approved uses on the site, it is considered that the site access meets with the requirements for appropriate access and egress for personnel and emergency services during a natural disaster event. Refer also to the Traffic Engineering Assessment at **Attachment D.**

8.5.4. Flood Overlay Code

The site is affected by the Overland flow flood planning area sub-category as well as the Brisbane River Flood Planning sub-category 4 and 5 as shown on the mapping extracts below.





Overland flow flood planning area

Overland flow flood planning area

A Flood Risk Assessment has been prepared for the site by SLR Consulting and a copy of this report is included at **Attachment F**.

8.5.5. Industrial Amenity overlay code

An assessment of the Performance Outcomes and Acceptable Outcomes of the Industrial Amenity Overlay Code, demonstrating compliance, is outlined below.

Performance outcomes	Acceptable outcomes	Proposed Solutions
Section A—If in the Industrial amenity investigation area sub-category		
PO1 Development of sensitive uses outside of sensitive zones is prevented from encroaching upon land in the Industry zones category.	**AO1** Development for a sensitive use is located no closer than: a. 250m to an Industry zone, General industry B zone precinct boundary; b. 500m to an Industry zone, General industry C zone precinct boundary; c. 1500m to a Special industry zone boundary.	**A01- AO3 Complies** The proposal is not for a sensitive use.
PO2 Development is located, designed and constructed to achieve the air quality (planning) criteria in Table 8.2.13.3.B, odour criteria in Table 8.2.13.3.C and health risk criteria in Table 8.2.13.3.D. 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.	**AO2** Development for a sensitive use is located no closer than the distance stated in Table 8.2.13.3.G.	**A01- AO3 Complies** The proposal is not for a sensitive use.
PO3 Development is located, designed and constructed to achieve the noise (planning) criteria in Table 8.2.13.3.E to	**AO3** Development for a sensitive use is located no closer than: a. 150m to a medium impact industry A or sewage treatment plant;	**A01- AO3 Complies** The proposal is not for a sensitive use.

protect the development from adverse noise impacts. 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.	b. 250m to a medium impact industry B, waste transfer station or landfill; c. 500m to a high impact industry or special industry.	
Section B—If in the Industrial hazard investigation area sub-category		
PO4 Development is located, designed and constructed to achieve the hazard and risk criteria in Table 8.2.13.3.F to protect the development from: a. technological hazards (fire, explosion and toxic release); b. major hazard facilities; c. facilities storing 10% or more than the major hazard facilities quantity threshold. Editor's note—Applicants should contact Council for advice.	**AO4** No acceptable outcome is prescribed.	**AO4 Complies** A Hazard and Risk Assessment has been prepared for the site and is included at **Attachment I.** This report has concluded that: • *The Sims Pinkenba Development is unlikely to pose an unacceptable risk to personnel, the environment, or the* • *surrounding community. This qualitative and partially quantitative hazard and risk assessment has been undertaken to meet the requirements of a Hazard and Risk Analysis Report in accordance with the IHRA Policy. No credible fatality scenarios or other unacceptable risks were identified.* • *The site is located within an industrially zoned area, with the nearest sensitive receptor approximately 200 m from the site; therefore, off-site impacts are considered unlikely. The qualitative assessment of the Hazardous Materials Inventory did not identify any explosive or radioactive materials, or significant quantities of toxic or flammable substances. Flammable and toxic gases and liquids are stored well below relevant threshold quantities. This makes it unlikely for impacts to exceed the site boundary.* • *Accordingly, in combination with appropriate storage, handling, and emergency management controls, the risk of off-site impacts is considered to be low.*

8.5.6. Road Hierarchy Overlay Code:

An assessment of the Performance Outcomes and Acceptable Outcomes of the Road Hierarchy Overlay Code, demonstrating compliance, is outlined below.

Overall Outcome	Compliance
a) Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.	**Complies** The development proposal will not alter the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.
b) Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.	**Complies** The development proposal does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.
c) Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.	**Not Applicable** The proposed development does not change the function of the road.
d) Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.	**Not Applicable** The proposed development does not provide a new road.
e) Development does not compromise the completion of the road hierarchy.	**Complies** The proposed development does not compromise the completion of the road hierarchy.
f) Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.	**Complies** The proposed development supports a safe and efficient road hierarchy facilitating the efficient movement of people and goods.

Performance outcomes	Acceptable outcomes	Proposed Solutions
Section A—If for self-assessable or assessable development for a material change of use		
PO1 Development ensures that: (a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: (vi) the road hierarchy shown on the Road hierarchy overlay map; (vii) public transport operations; (viii) pedestrian and cyclist movement; (ix) 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.	**AO1.1** Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	**AO1.1 Complies** A Traffic Engineering Assessment of the proposed development has been undertaken, and a copy of this report is included at **Attachment D**. This assessment identifies that the proposed development at each of Stage 1A and 1B will not generate traffic at levels that will compromise the existing access arrangements, road network and nearby intersections, which previously served higher traffic generation levels from the previous Fertilizer Manufacture, Storage and Distribution operations that occupied the site. It is therefore not anticipated that any upgrading works of the existing road network will be generated as a consequence of the proposed development. SIDRA Traffic analysis conducted by Colliers Traffic Engineers which included in their report at **Attachment D**. This assessment determined that the

		• *"site access will operate efficiently and safely under Stage 1a and Stage 1b traffic conditions, including background growth and redistributed traffic from the Rocklea and Northgate Sims facilities."* • "*intersection will operate well within Austroads guidelines for priority-controlled intersections under both Stage 1a and 1b conditions".* The access point is existing and sufficient for the efficient manoeuvring of B-Double vehicles since originally established. Tingira Street is identified as a Primary freight access road. This is a suitable road type for the proposed industrial use of the land. Based upon the advice from the Traffic engineers, the proposed development will have negligible effect on the surrounding road network.
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	**AO1.2 Complies** The site enjoys an existing lawfully established access point built pre – 1946, located at the corner of Souter Street and Tingira Street. This access services the previous uses on the site including access for cars and B Double vehicles to the existing Fertiliser Manufacture, Storage and Distribution operations, Wharf access, Third Party storage, as well as its current uses for Sims employee cars and B Doubles transporting the 'furnace ready' metal to and from the proposed stockpiles on site, in addition to ongoing Wharf access and Third Party storage. There is also a second existing access on the northeastern boundary providing a lawful separate Third-Party heavy vehicle access directly to the Wharf. This separate lawful Wharf access will be retained to enable separation of Sims vehicles and Sims Wharf access from Third Party Wharf access. Note: The provision of the current wharf access is a requirement of the terms of the wet lease area.
	AO1.3 Development ensures that a use other than a use with high traffic-generating	**AO1.3 Complies** The site enjoys an existing lawfully established access point built pre –

	potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	1946, located at the corner of Souter Street and Tingira Street. This access services the previous uses on the site including access for cars and B Double vehicles to the existing Fertiliser Manufacture, Storage and Distribution operations, Wharf access, Third Party storage, as well as its current uses for Sims employee cars and B Doubles transporting the 'furnace ready' metal to and from the proposed stockpiles on site, in addition to ongoing Wharf access and Third Party storage. There is also a second existing access on the northeastern boundary providing a lawful separate Third-Party heavy vehicle access directly to the Wharf. This separate lawful Wharf access will be retained to enable separation of Sims vehicles and Sims Wharf access from Third Party Wharf access. Note: The provision of the current wharf access is a requirement of the terms of the wet lease area. SIDRA Traffic analysis conducted by Colliers Traffic Engineers which included in their report at **Attachment D**. This assessment determined that the • *"site access will operate efficiently and safely under Stage 1a and Stage 1b traffic conditions, including background growth and redistributed traffic from the Rocklea and Northgate Sims facilities."* • "*intersection will operate well within Austroads guidelines for priority-controlled intersections under both Stage 1a and 1b conditions".*
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	**AO1.4 Complies** The site enjoys an existing lawfully established access point built pre – 1946, located at the corner of Souter Street and Tingira Street. This access services the previous uses on the site including access for cars and B Double vehicles to the existing Fertiliser Manufacture, Storage and Distribution operations, Wharf access, Third Party storage, as well as its current uses for Sims employee cars and B Doubles transporting the 'furnace ready' metal to and from the proposed stockpiles on site, in addition to ongoing Wharf access and Third Party storage.

		There is also a second existing access on the northeastern boundary providing a lawful separate Third-Party heavy vehicle access directly to the Wharf. This separate lawful Wharf access will be retained to enable separation of Sims vehicles and Sims Wharf access from Third Party Wharf access. Note: The provision of the current wharf access is a requirement of the terms of the wet lease area. SIDRA Traffic analysis conducted by Colliers Traffic Engineers which included in their report at **Attachment D**. This assessment determined that the • *"site access will operate efficiently and safely under Stage 1a and Stage 1b traffic conditions, including background growth and redistributed traffic from the Rocklea and Northgate Sims facilities."* "*intersection will operate well within Austroads guidelines for priority-controlled intersections under both Stage 1a and 1b conditions".*
	AO1.5 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.	**AO1.5 Not Applicable** The proposed development is not on an Arterial Road.
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency, function, convenience of use or capacity of the operation of the existing and future road hierarchy and addresses all the impacts on the road hierarchy.	**AO2.1** Development ensures that the traffic generated by the development is consistent with the adjoining road's hierarchical classification, function and expected traffic flows.	**AO2.1 Complies** The proposed development will be unlikely to have any significant impact on the hierarchical classification, function and expected traffic flows of Tingira Street (District Access) or Soutter Street (Suburban Access) (both a Primary Freight access road), as well as the nearby Eagle Farm Road (Arterial Road). Refer to the discussion in Section 5 of this report and the Traffic Engineering Assessment at **Attachment D**.
	AO2.2 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	**AO2.2 Complies** The proposed development will not burden the road hierarchy. There is no need for any mitigation of impacts on the road hierarchy.

	(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.*	Refer to the discussion in Section 5.o of this report and the Traffic Engineering Assessment at Attachment D.
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for future extension, expansion and widening of the existing and future road hierarchy where required.	**AO3** No acceptable outcome is prescribed.	**PO3 Performance Outcome** The proposed development will have negligible effect on the surrounding road network as it utilises the existing main access to the site which caters for B Doubles. No works are proposed as part of this development application. There are no available records on City Plan mapping or TMR that indicate there are future upgrade plans for Tingira Street. Refer to the discussion in Section 5 of this report and the Traffic Engineering Assessment at **Attachment D**.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.	**AO3A** No acceptable outcome is prescribed.	**PO3A Performance Outcome** The proposed development will have negligible effect on the surrounding road network as it utilises the existing main access to the site which caters for B Doubles. No works are proposed as part of this development application. There are no available records on City Plan mapping or TMR that indicate there are future upgrade plans for Tingira Street. Refer to the discussion in Section 5 of this report and the Traffic Engineering Assessment at Attachment D.

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. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
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		
PO4 Not Applicable The site is identified on a site in or adjacent to the District road sub-category which has a width greater than 20 metres and a Suburban road sub-category but not Arterial road sub-category. The proposed development utilises the existing access to the site from the corner of Tingira Street and Soutter Street. The access point is existing and sufficient for the efficient manoeuvring of B-Double vehicles since originally established. Tingira Street is identified as a Primary freight access road. This is a suitable road type for the proposed industrial use of the land. The proposed development will have negligible effect on the surrounding road network.		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5-PO8 Not Applicable: The proposal does not involve a reconfiguring of a lot or an extension or change to the road hierarchy.		

8.5.7. Streetscape Hierarchy Overlay Code:

An assessment of the Performance Outcomes and Acceptable Outcomes of the Streetscape Hierarchy Overlay Code, demonstrating compliance, is outlined below.

Overall Outcome	Compliance
a) Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.	**Complies** Whilst this development will not alter the existing streetscape, it is noted that the verges are wide enough to support levels of pedestrian movement expected for industrial areas, and have sufficient space to accommodate large subtropical street tree plantings
b) Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration.	**Complies** Existing street trees are retained. It is considered that new tree plantings in the streetscape will not be necessary in this instance.
c) Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.	**Not Applicable** The site is not considered to be a city gateways, threshold or nodes.
d) Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone.	**Complies** It is considered that the existing streetscape provides sufficient treatments appropriate to the anticipated use with footpath and street trees provided in the verge.
e) Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.	**Complies** The proposed development protects and contributes to the existing safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout the neighbourhoods.

f) Development maintains options for the safe movement of wildlife along a corridor.	**Complies** The proposed development maintains existing options for the safe movement of wildlife along a corridor.

Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development

Performance outcomes	Acceptable outcomes	Proposed Solutions
PO1 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.	**AO1** 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.	**AO1 Complies** The existing verge widths are suitable for the proposed development. The proposal does not involve any external works to the streetscape or access in Stage 1A, whilst in Stage 1B the proposal involves a 2nd driveway to the staff parking midway along the Tingira Street frontage. Refer to the Traffic Engineering Report **Attachment D**.
PO2 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.	**AO2.1** Development ensures that existing street trees are retained and protected.	**PO2 Performance Outcome** Existing street trees are retained and protected in Stage 1A, whilst in Stage 1B the proposal involves a 2nd driveway to the staff parking midway along the Tingira Street frontage, which may require the removal of an existing Street Tree. The Tingira Street frontage contains approximately 11 Street Tree's. As such the removal of one street tree will not detrimentally affect the streetscape character of this industrial street verge.
	AO2.2 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.	**AO2.2 Complies** Any external roadworks will be in accordance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.

Section B—If for assessable development

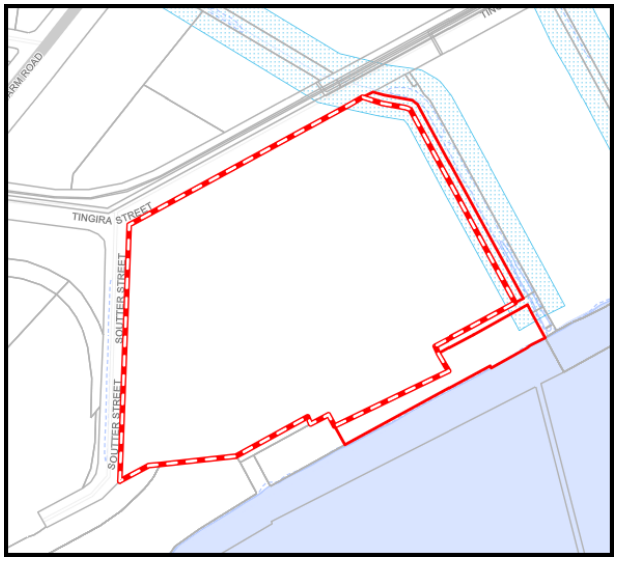
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections;	**AO3.1** Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	**AO3.1 Not Applicable** The subject site is not identified as being subject to any requirements relating to corner land dedication.
(c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and	**AO3.2** Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication	**AO3.2 Not Applicable** The subject site is not identified as being subject to any requirements relating to corner land dedication.

public art that integrates with the public realm.	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.	
	AO3.3 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 locality advice and public art standards in the Infrastructure design planning scheme policy.	**AO3.3 Not Applicable** The subject site is not identified as being subject to any requirements relating to corner land dedication.
PO4 Development supports and contributes to the formation of an integrated and continuous through-block pedestrian and bicycle network that: (a) facilitates convenient, safe, logical, active, legible and direct access to centres of activity, public transport facilities and public open spaces, including small-scale spaces; (b) ensures the continuation of adjoining existing links to create an integrated and continuous through-block pedestrian network.	**AO4** Development ensures that cross block links are provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. Note—Cross block links are shown in the general location in which they are needed.	**AO4 Not Applicable** The subject site is not identified as being subject to any requirements to provide a cross-block link.
PO5 Development ensures that cross block links: (a) are designed and are of a width scale that reflects their function and location; (b) have a strong street presence that signifies that they are publicly accessible; (c) create a 24-hour publicly accessible space with equitable access; (d) are of sufficient width to accommodate desired embellishments, pedestrian movement and activities and enable clear sightlines; (e) are effectively signed, accessible and assist in way-finding.	**AO5.1** Development ensures that cross block links are provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	**AO5.1 Not Applicable** The subject site is not identified as being subject to any requirements to provide a cross-block link.
	AO5.2 Development ensures that a cross-block link: (a) is dedicated to the Council; (b) creates a 24-hour publicly accessible space with equitable access; (c) is provided at-grade with an adjoining public area and connects safely without any lip or step; (d) incorporates crime prevention through environmental design principles; (e) incorporates a minimum corridor width of 6m, including a minimum unobstructed pavement width of 3m; (f) provides lighting and shelter;	**AO5.2 Not Applicable** The subject site is not identified as being subject to any requirements to provide a cross-block link.

	(g) has signage at each end identifying the connection provided; (h) is straight and allows for visual connection to the other end; (i) does not contain and is not adjacent to bin collection and car parking areas; (j) is not used for vehicle access including service vehicle access. Note—Refer to the Crime prevention through environmental design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		
PO6 Not Applicable: The subject site is not adjoining the Wildlife movement solution sub-category.		

8.5.8. Waterway Corridors overlay code

The site is subject to a Local Waterway Corridor of the 8.5.8. Waterway Corridors overlay code as shown in the City Plan Mapping Extract below.



This local water corridor corresponds with an exisitng overland flow path /drainage channel located along the site Eastern Boundary, which appears to be part of a wider drainage channel network. The drainage channel contains a range of waterway vegetation, however land within the subject site included in the Waterway Corridor mapping already contains the existing full hardstand Wharf access dirveway for Third Parties, as illustrated in the image below:

This application does not any works on land contained within the Waterway Corridor overlay as no changes are proposed to the existing Third-Party driveway access to the Wharf. Whilst the project will involve expansion of the wharf and facilities in the Brisbane River, this aspect of the development is being managed separately and is the subject of a separate development Application.

As such in this instance no assessment against the Waterway Corridors overlay code is warranted in this instance.

9. CONCLUSION

The site represents a very large existing committed industrial site that has Brisbane River frontage with direct access to a deep-water Wharf, on the northern side of the Port of Brisbane. The site is located within an Industrial area, with direct access via Industrial roads to Eagle Farm Road (an arterial road) as well as reasonable proximity the Brisbane Airport. These excellent locational characteristics supported the previous large scale Fertiliser manufacture use of the site and are a key reason as to why Sims Group Australia Holdings Limited has decided to purchase the site to locate its proposed Resource Recovery Metals Processing Precinct and Export Facility.

The site's location characteristics have motivated the Brisbane City Council to include the locality in a Major Industrial Area as identified in the 'Strategic Framework' of the Brisbane City Plan 2014 as well as the Bulwer Island Precinct of the Pinkenba Eagle Farm Neighbourhood Plan and the Industry (General Industry C) Zone. Similarly, the Queensland State Government has sought fit to identify the site and the locality within a SEQ Major Enterprise and Industrial area.

The nature of SIMS business within South East Queensland, relies heavily on the ability to export product overseas and interstate via cargo shipping. SIMS purchased the subject site early in 2022 due to these favourable characteristics to facilitate and support SIMS operations. Hence, the site at 69 Tingira Street Pinkenba presents a strategic move for Sims for the proposed Resource Recovery Metals Processing Precinct and Export Facility.

The transition of some of the SIMS operations will occur over Stages 1A and 1B as follows:

The SIMS proposal will maximise the site utilisation as a major industrial site with direct access to a deep-water Wharf through a combination of SIMS Stage 1A and 1B, whilst maintaining existing lawful Wharf access and Third Part storage over the balance of the site, consistent with the Brisbane City Council and Queensland State Government strategic objectives for such a key industrial location adjacent to the Brisbane River and the Port of Brisbane.

Given the proximity of the site to the Pinkenba Village, all proposed new SIMS operations will be managed to avoid and minimise undue air and acoustic pollution impacts on sensitive land uses. The Noise Impact Assessment and Air Quality Impact Assessment prepared for the site demonstrate that the acceptability of the proposed SIMS operations impacts upon nearby Pinkenba Village residents, subject to the implementation of the recommended management strategies.

The proposal includes a stormwater management design involving separate management systems for clean water and process water which will achieve acceptable levels of stormwater run-off quality and quantity using water sensitive urban design principles as a best practice approach to stormwater management on the site to protect public safety, minimises any impacts on the natural hydrological processes and maintain environmental values of the Brisbane River. This SWMP has demonstrated that peak flows will be reduced and the integrity and efficiency of the stormwater network will be enhanced by the proposed development.

Traffic and transport within the site will be managed through a comprehensive vehicle movement layout that establishes a framework designed to safely accommodate heavy vehicles, light vehicles, mobile plant and pedestrians. The layout will provide adequate queuing and staging areas for vehicles and incorporates

clearly defined pedestrian pathways and safe driver waiting areas. Dedicated areas will be provided for SIMS owned transport fleet parking, bin storage and mobile plant parking.

The existing lawful site access at the intersection of Tingira Street and Soutter Street will be retained for both heavy vehicles (including B Doubles) through the upgraded weighbridges to enter the main operational areas, as well as for car access to the existing staff ca park adjacent the administration buildings. This existing lawful site access at the intersection serviced the previous use of the site for the Fertiliser Manufacture, Storage and Distribution operations, Wharf access, Third Party storage, and currently services the current Sims uses for B Doubles transporting the 'furnace ready' metal to and from the proposed stockpiles on site, in addition to ongoing Wharf access and Third Party storage.

There is also a second existing access on the northeastern boundary providing a lawful separate Third-Party heavy vehicle access directly to the Wharf. This separate lawful Wharf access will be retained to enable separation of Sims vehicles and Sims Wharf access from Third Party Wharf access, which is a requirement of the Wharf wet lease.

Traffic analysis conducted by the consultant Traffic Engineers determined that there will be no significant impacts on the external network, concluding that:

- *"site access will operate efficiently and safely under Stage 1a and Stage 1b traffic conditions, including background growth and redistributed traffic from the Rocklea and Northgate Sims facilities."*
- "*intersection will operate well within Austroads guidelines for priority-controlled intersections under both Stage 1a and 1b conditions".*

All urban services are available to the site, however, the proposal has existing approval for on-site sewerage treatment which will be maintained to service the ongoing SIMS operations.

On the basis that the proposal meets the reasonable expectations of the community, the provisions of the relevant Codes and that this proposal represents a major reutilisation of a key industrial site in a major industrial area, Council's approval is recommended.

10. ATTACHMENTS

Attachment A – Proposed Site Plans

Attachment B – DA Mapping Search

Attachment C – Contaminated Land Searches

Attachment D – Traffic Engineering Assessment

Attachment E – Site Based Stormwater Management Plan

Attachment F – Flood Risk Assessment

Attachment G – Noise Impact Assessment

Attachment H – Air Quality Impact Assessment

Attachment I – Hazard & Risk Assessment

Attachment J – Landscape Concept Plans

Attachment K – DA Forms and Owners Consent