

Division 11—Local Business and Industry Zone: Assessment Criteria and Assessment Tables

4.11.1 Local Business and Industry Zone

The provisions in this division relate to the Local Business and Industry Zone as follows—

- overall outcomes (section 4.11.2);
- specific outcomes and probable solutions as follows—
 - effects of development – general (section 4.11.3);
 - effects of development in Sub Areas (section 4.11.4);
 - consistent and inconsistent uses, use classes and other development (section 4.11.5);
- assessment tables (Tables 4.11.1 and 4.11.2).

4.11.2 Overall Outcomes for Local Business and Industry Zone

- (1) The overall outcomes are the purpose of the Local Business and Industry Zone.

NOTE 4.11.2A

Sub-section (1) provides the link between the overall outcomes sought for the zone and the area code and the IPA code assessment rules which refer to the 'purpose' of the code [see IPA s.3.5.13(2)].

- (2) The overall outcomes sought for the Local Business and Industry Zone are the following—

Land Use Mix

- (a) Uses and works within the Local Business and Industry Zone support the Business and Industry Strategy contained in the Strategic Framework including—
- (i) providing local employment opportunities as a means to ensure that there is a high level of employment self containment across the City;
 - (ii) ensuring that there is a high correlation between job opportunities and workforce skills and qualifications;
 - (iii) improving the skills base of the City by ensuring that there are employment opportunities to match or meet skilled or qualified personnel;

- (iv) improving the diversification of the economic base of the City by promoting the City's economic strengths and potential;
- (v) increasing value added production; and
- (vi) improving the City's net trade account.

- (b) A mix of compatible business and industry activities, is established, including commercial, service and trade activities, and appropriate low impact manufacturing activities, that support and are within close proximity to Major or Neighbourhood Centres.
- (c) Uses and works do not compromise or jeopardise the intended retail and service functions of the City Centre and designated Major or Neighbourhood Centres.
- (d) New uses and works are established on fully serviced land.
- (e) Uses and works cater to the needs of the local community.

Transport and Access

- (f) An integrated efficient, safe and attractive transport network is provided for a full range of transport modes including public transport, passenger vehicles, delivery/freight vehicles, pedestrians and cyclists.
- (g) Pedestrian, cycle and vehicle connectivity and ease of mobility are provided within and between local business and industry areas, major centres, surrounding neighbourhoods and public transport interchanges.
- (h) Conflict between local and through traffic and between pedestrians, cyclists and vehicles is minimised.

Environmental Management and Greenspace

- (i) Uses and works are located and designed to minimise environmental risks and environmental nuisance to people and property.
- (j) Degraded or contaminated sites are rehabilitated and used in an appropriate manner.



Infrastructure Efficiency

- (k) Uses and works support the efficient provision or extension of infrastructure, including both physical infrastructure and human services and facilities.

NOTE 4.11.2B

- (1) Some of the land within the Local Business and Industry Zone is affected by development constraints, including flooding, mining activity and cultural features.
- (2) Refer to overlay maps and Part 11 to determine whether a proposal is affected by an overlay.
- (3) The Local Business and Industry Zone may provide land for future (i.e. long term) growth of adjoining Major Centres or Neighbourhood Centres, should the need arise.

4.11.3 Effects of Development – General**NOTE 4.11.3A**

The specific outcomes which are sought to apply generally throughout the Local Business and Industry Zone are set out below.

Density and Character**(1) Specific Outcomes**

Uses and works reflect the established built character, maintain amenity and protect and enhance important townscape and landscape elements having regard to—

- (a) boundary clearances and the provision of space around buildings;
- (b) access to natural light and ventilation;
- (c) privacy;
- (d) noise attenuation and dust control;
- (e) vegetation protection within buffer areas;
- (f) appropriate landscape treatment of buffer areas and street frontages or where adjoining sensitive land uses; and
- (g) the form, scale, bulk, style, siting, orientation, roof lines, materials and detailing of buildings.

Streetscape and Visual/Aesthetic Considerations**(2) Specific Outcomes**

- (a) New uses and works take account of, and where appropriate protect, the important townscape features of the Local Business and Industry Zone and adjacent areas.

(b) New uses and works—

- (i) avoid large expanses of blank walls, particularly where visually prominent;
- (ii) are designed and located in a manner which is sympathetic and respectful of places of cultural significance or streetscape value;
- (iii) provide high quality, attractive street facades, which incorporate appropriate materials, colours and architectural details of a high standard;
- (iv) provide appropriate landscaped treatment, including street trees; and
- (v) conserve existing large/mature vegetation, where possible.

(c) Landscaping is designed, constructed and maintained to—

- (i) soften the view of large areas of hard paving when viewed from adjoining streets; and
- (ii) soften or screen the view into unsightly storage or work areas; and
- (iii) incorporate shade planting to parking areas; and
- (iv) provide buffers to improve amenity or environmental impacts particularly where industrial uses adjoin residential areas or riparian corridors.

(3) Probable Solutions**(a) for sub-section (2)(a)**

Street facades of buildings are constructed of brick or painted masonry, non-reflective glass, or a combination of these materials.

(b) for sub-section (2)(b)

- (i) a minimum ten (10) metre wide densely planted landscaped buffer is provided where the use abuts land included in a zone in which the use is listed as an inconsistent use;
- (ii) a screen fence is provided to a height of two (2) metres along all common property boundaries to an adjoining site which is zoned or used for residential purposes.



Building Setbacks**(4) Specific Outcomes**

Buildings are designed and located to—

- (a) buildings are consistent with the building setbacks listed in a Sub Area; or
- (b) enhance rather than obscure the view of places of cultural significance or streetscape value;
- (c) provide a spacious/transitional character between low impact uses e.g. residential and higher impact uses e.g. industrial; and
- (d) ensure that there is no significant amenity or environmental impact outside of Sub Areas within the Local Business and Industry Zone.

(5) Probable Solutions – for sub-section (4)

- (a) The frontage setback of buildings is—
 - (i) consistent with that of buildings on adjoining sites; or
 - (ii) where there is no obvious building setback reference, the frontage setback is six (6) metres or half the height of the building, whichever is the greater.
- (b) Where new uses and works do not have a detrimental impact on the amenity and character of adjacent sensitive land uses, buildings are either built up to the side and rear boundaries or have a minimum setback of four (4) metres.
- (c) A minimum ten (10) metre wide densely planted landscaped buffer is provided where the use abuts land included in a zone in which the use is listed as an inconsistent use including land within Sub Areas LB1 and LB2 where impacts are to be integrated through building design and site layout.

NOTE 4.11.3B

Building height provisions are specified for each of the Sub Areas within the Local Business and Industry Zone (see section 4.11.4).

Building Orientation**(6) Specific Outcomes**

- (a) Buildings generally address the street frontage or frontages by—
 - (i) being aligned parallel to the street, rather than at an angle to the street; and
 - (ii) providing clear, legible entry points.

- (b) Buildings are designed so that opportunities for overlooking and casual surveillance of public spaces, parking areas and pedestrian paths are provided.

Skyline Elements/Rooftop Design**NOTE 4.11.3C**

- (1) Special attention needs to be given to the design of roof forms and the location and concealing of plant and equipment for sites which—
 - (a) adjoin major thoroughfares or residential areas; or
 - (b) are readily overlooked from nearby areas or vantage points.
- (2) The design of rooftops and projections is to be treated as an integral part of the building envelope design.

(7) Specific Outcomes

The design of roof forms ensure that plant rooms and equipment are—

- (a) appropriately concealed; and
- (b) do not detract from the overall character and amenity of the area.

Parking**(8) Specific Outcomes**

- (a) Where ever possible, there is an integrated design and layout for adjoining parking areas.
- (b) Car parking areas are attractive and contribute to, rather than detract from local character.
- (c) Car parking areas are designed and located to minimise disruption to traffic flow and to minimise pedestrian/vehicle conflicts.

Service and Delivery Areas**(9) Specific Outcomes**

- (a) Service and delivery areas provide safe and efficient access to sites.
- (b) Service and delivery areas are designed and located to suit the scale of existing and future uses of the site and the type of vehicles that may service the site.

Provision of Infrastructure**(10) Specific Outcomes**

- (a) Infrastructure is—
 - (i) provided to meet appropriate standards at the least whole-of-life cost, including avoiding unnecessary duplication; and



- (ii) comprised of components and materials that are readily accessible and available from local sources; and
- (iii) readily integrated with existing systems and facilitates the orderly provision of future systems.
- (b) New uses and works are connected to a sewerage system or an approved on-site effluent treatment and disposal system⁸⁰.

(11) Probable Solutions – for sub-section (10)(a)

Infrastructure is provided to the standards stated in Part 13—Local Government Infrastructure Plan and Planning Scheme Policy 3—General Works.

4.11.4 Effects of Development Within Sub Areas

NOTE 4.11.4A

- (1) The Local Business and Industry Zone includes sixteen (16) Sub Areas, as outlined below.
- (2) The locations of the Sub Areas are—
 - (a) depicted on the zoning maps Z7, Z8, Z14, Z15, Z16, Z23, Z24 and Z25; and
 - (b) described below.

(1) Sub Area LB1 - West Ipswich

Building Height and Setback

(a) Specific Outcomes

- (i) Achieve a low rise human-scale building profile which offers an attractive, comfortable and safe pedestrian environment.
- (ii) New uses and works are limited to two (2) storeys in height.
- (iii) Buildings are setback four (4) metres from the existing, or any proposed street alignment.

Nearby Residential Amenities

(b) Specific Outcomes

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.

- (ii) Appropriate measures may include;
 - (A) enclosure or other suitable acoustic treatments for machinery;
 - (B) minimal to no openings within walls of industrial buildings where adjoining residential premises;
 - (C) placement and screening of outdoor storage and work areas; and
 - (D) provision of appropriate landscaped treatment.

Streetscape and Visual/Aesthetic Considerations

NOTE 4.11.4B

The Sub Area is significant in a townscape context as it is dissected by a number of important view corridors from Challinor Street and Noel Bale Park to Flinders Peak, and towards and away from Denmark Hill to the west.

(c) Specific Outcomes

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form.
- (ii) New uses and works provide a much stronger visual focus on street corners.

Business Mix

NOTE 4.11.4C

- (1) Heavy manufacturing industries are no longer appropriate in this Sub Area and do not reflect either the contemporary or likely future economic opportunities.
- (2) Uses which rely less on passing trade (e.g. service trades/offices) or which provide lower levels of visual amenity are located away from the major roads.
- (3) The Sub Area should not be permitted to develop in a manner that would detract from the intended role and function of the Ipswich CBD.
- (4) Accordingly, shopping centres, and major office developments are not supported in the Sub Area.

⁸⁰ For further information about requirements for on-site effluent treatment and disposal, refer to Plumbing and Drainage Act 2002 and the Queensland Plumbing and Wastewater Code.



(d) Specific Outcomes

The Sub Area supports the intended business functions of the Ipswich CBD by providing for —

- (i) bulky goods retailing;
- (ii) commercial uses which directly serve the surrounding local population, including small scale office uses which strongly benefit from a close relationship with the surrounding local population;
- (iii) service/trades uses;
- (iv) vehicle sales premises and automotive parts sales, fitting, servicing and repairs;
- (v) video outlets; and
- (vi) caretaker residential uses.

(2) Sub Area LB2 – Brisbane Street, Hooper Street, Keogh Street and Pound Street, West Ipswich

Building Height and Setback**(a) Specific Outcomes**

- (i) Achieve a low rise human-scale building profile which offers an attractive, comfortable and safe pedestrian environment.
- (ii) New uses and works are limited to three (3) storeys in height.
- (iii) Buildings are setback four (4) metres from the existing, or any proposed street alignment.

Nearby Residential Amenity**(b) Specific Outcomes**

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.
- (ii) Appropriate measures may include;
 - (A) minimal to no openings in building walls facing residences;
 - (B) enclosure or other suitable acoustic treatments for machinery;
 - (C) placement and screening of outdoor storage and work areas; and
 - (D) provision of appropriate landscaped treatment.

Streetscape and Visual/Aesthetic Considerations**NOTE 4.11.4D**

The Sub Area is significant in a townscape context as it —

- (a) adjoins the main western approach route to the City Centre; and
- (b) adjoins an outer gateway near the intersection of Hooper and Brisbane Street.

(c) Specific Outcomes

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form.
- (ii) New uses and works provide a much stronger visual focus on street corners, particularly at the intersection of Hooper and Brisbane Streets as part of the CBD outer gateway.

Traffic and Transport**(d) Specific Outcomes**

- (i) A road dedication of five metres is provided along all properties fronting Brisbane Street.
- (ii) Direct vehicular access to Hooper Street, West Ipswich is avoided where possible, and alternative side and rear access is used where possible.
- (iii) New uses and works in the vicinity of the western end of Hooper Street, adjoining the Bremer River, protect a possible future transport corridor link across the river.



Business Mix**NOTE 4.11.4E**

- (1) Heavy manufacturing industries are no longer appropriate in this Sub Area and do not reflect either the contemporary or likely future economic opportunities.
- (2) Uses which rely less on passing trade (e.g. service trades/offices) or which provide lower levels of visual amenity are located away from the major roads.
- (3) The Sub Area should not be permitted to develop in a manner that would detract from the intended role and function of the Ipswich CBD.
- (4) Accordingly, shopping centres and major office developments are not supported in the Sub Area.

(e) Specific Outcomes

The Sub Area supports the intended business functions of the Ipswich CBD by providing for —

- (i) business uses which directly serve the surrounding local population, including small scale office uses which strongly benefit from a close relationship with the surrounding local population;
- (ii) fast food premises;
- (iii) service/trades uses;
- (iv) vehicle sales premises and automotive parts sales, fitting, servicing and repairs;
- (v) video outlets; and
- (vi) caretaker residential uses.

(3) Sub Area LB3 – Karalee**NOTE 4.11.4F**

- (1) The development of this Sub Area supports the role of the Karalee Major Neighbourhood Centre in providing services and uses not catered for within the neighbourhood centre.
- (2) An integrated approach to new uses and works is established utilising a service road, shared access and common building materials, design elements and plantings to promote an approach route to Karalee which is cohesive and of high visual quality.
- (3) Development of the Sub Area largely depends on the provision of appropriate sewerage infrastructure.

Building Height**(a) Specific Outcome**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (3)(a)

Buildings are limited to a single storey in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**NOTE 4.11.4G**

The Sub Area is significant in a townscape context as it has the potential to have a significant impact on the visual amenity of the Warrego Highway.

(c) Specific Outcomes

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form to Junction Road.
- (ii) Particular attention is given to the landscaped treatment and overall appearance of new uses and works adjoining Junction Road and the Warrego Highway.
- (iii) Signage to Junction Road is minimised.
- (iv) Signage to the Warrego Highway is avoided.

(d) Probable Solutions – for sub-section (c)(ii)

- (i) New uses and works are setback a minimum of ten (10) metres from the alignment to the Warrego Highway.
- (ii) The setback area is densely landscaped with trees and shrubs and designed to minimise the visual impact of new uses or works from the Warrego Highway.



Traffic and Access**(e) Specific Outcomes**

- (i) Access to Junction Road is controlled via a limited number of defined access points or a service road.
- (ii) Frontage access to the Warrego Highway is avoided, and access is achieved through service roads off Junction Road.

Business Mix**(f) Specific Outcomes**

The Sub Area supports the intended business functions of the Karalee Major Neighbourhood Centre by providing for—

- (i) bulky goods retailing;
- (ii) heavy vehicle parking;
- (iii) general industries;
- (iv) plant nurseries and landscaping supplies;
- (v) service/trades uses;
- (vi) small scale office uses which would strongly benefit from a close relationship with the surrounding local population;
- (vii) sport and recreation uses;
- (viii) vehicle sales premises and automotive parts sales, fitting, servicing and repairs; and
- (ix) warehousing and distribution activities.

(4) Sub Area LB4 – Mt Crosby Road, Tivoli**NOTE 4.11.4H**

- (1) This Sub Area provides an opportunity to develop an integrated, local, service trades area based on proximity to the highway system and Mt Crosby Road.
- (2) The north-eastern portions of the Sub Area have been subject to previous mining activities.
- (3) New uses and works must provide an appropriate response to mining constraints and include a thorough geotechnical assessment.

Building Heights**(a) Specific Outcome**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (4)(a)

Buildings are limited to a single storey in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**NOTE 4.11.4I**

The Sub Area is significant in a townscape context as it has the potential to have a significant impact on the visual amenity of Mt Crosby Road and the Warrego Highway.

(c) Specific Outcomes

- (i) New uses and works present buildings of a high visual quality when viewed from the Warrego Highway and Mt Crosby Road.
- (ii) New uses and works make suitable provision for the protection and enhancement of the Sandy Creek Open Space Corridor.
- (iii) Signage to Mt Crosby Road is minimised.
- (iv) Signage to the Warrego Highway is avoided.
- (v) All building setback areas are appropriately landscaped.

(d) Probable Solutions – for sub-section (c)(i)

- (i) New uses and works are set back a minimum of ten (10) metres from the alignment of the Warrego Highway.
- (ii) Buildings are set back six (6) metres to the alignment with Mt Crosby Road.



Transport and Access**(e) Specific Outcomes**

- (i) Access to Mt Crosby Road is controlled via a limited number of defined access points.
- (ii) Frontage access to the Warrego Highway is avoided.

Business Mix**(f) Specific Outcomes**

The Sub Area provides for local business and employment opportunities, including—

- (i) bulky goods retailing;
- (ii) heavy vehicle parking;
- (iii) general industries;
- (iv) plant nurseries and landscaping supplies;
- (v) service/trades uses;
- (vi) small scale offices and other commercial uses which strongly benefit from a close relationship with the surrounding local population;
- (vii) sport and recreation uses;
- (viii) vehicle sales premises and automotive parts sales, fitting, servicing and repairs; and
- (ix) warehousing and distribution activities.

(5) Sub Area LB5 – Blacksoil**NOTE 4.11.4J**

- (1) This area reflects an existing isolated pocket of general industry/commercial uses.
- (2) Redevelopment of sites will be considered where such uses do not detrimentally impact on the surrounding residential amenity, or the safe operation of Pine Mountain Road and is of a scale and form which is consistent with the low intensity, rural character of the locality.
- (3) Significant expansion of the existing facilities is not envisaged.
- (4) Proposals for the establishment of an integrated highway service centre must meet relevant Department of Transport and Main Roads criteria.
- (5) Any development within the Sub Area should be referred to the Department of Transport and Main Roads for comment.

Building Height**(a) Specific Outcomes**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (5)(a)

Buildings are limited to a single storey in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**NOTE 4.11.4K**

The Sub Area is significant in a townscape context as it has the potential to have a significant visual impact on the Warrego Highway, along one of the main approach routes into the City of Ipswich.

(c) Specific Outcomes

- (i) New uses and works are of a high visual quality when viewed from the Warrego Highway.
- (ii) New uses and works incorporate landscape treatments so as to enhance the semi-rural character of the locality.
- (iii) Signage to the Warrego Highway is minimised or avoided.
- (iv) All building setback areas are appropriately landscaped.

(d) Probable Solution – for sub-section (c)(i)

Buildings are set back ten (10) metres to the alignment with the Warrego Highway.

Transport and Access**(e) Specific Outcome**

New uses and works incorporate an integrated approach that minimises new access points to the Warrego Highway.



Business Mix**(f) Specific Outcomes**

- (i) The Sub Area supports the Local Retail and Commerce area to the west, at the intersection of the Warrego and Brisbane Valley Highways by providing for—
 - (A) service/trades uses; and
 - (B) other business uses which directly service the surrounding local population.
- (ii) Further expansion of these uses onto adjoining sites is discouraged, as intensification of the uses fronting the highway would conflict with the safe operation of the highway.

(6) Sub Area LB6 – Yamanto**NOTE 4.11.4L**

- (1) The development of this Sub Area supports the role of the Yamanto Major Centre in providing for a range of business and industry uses on fully serviced land which caters to the needs of the local community, provides local employment opportunities and capitalises on the resources/markets of the local area.
- (2) An integrated approach to new uses and works fronting Warwick Road is undertaken utilising shared access, common building materials, design elements and plantings to establish a streetscape character which is cohesive and of high visual quality.
- (3) It is intended to encourage lower impact and high quality uses to the Sub Area so as to benefit from, and provide buffering to the major road and nearby residential areas.
- (4) Existing uses and works are intended to be subject to consolidation and infill wherever practical.
- (5) Within the historic subdivision to the south of Saleyards Road and east of Hall Street, the lot layout should be reconfigured to enable the construction of appropriate road reserves and suitable industrial building envelopes.
- (6) The narrow strips of land which link the separate lots are not dedicated road reserves.

Building Height**(a) Specific Outcomes**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (6)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**NOTE 4.11.4M**

The Sub Area is significant in a townscape context as it has the potential to have a significant visual impact on the main southern approach route to the City Centre.

(c) Specific Outcomes

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form to Warwick Road.
- (ii) Appropriate landscaping, including street trees are used to soften the building outlines and to enhance the overall appearance of the Sub Area.
- (iii) Particular attention is given to the landscaped treatment and overall appearance of new uses and works—
 - (A) adjoining Warwick Road;
 - (B) fronting the Bremer River; and
 - (C) nearby to the residential areas fronting the western side of Hall Street.
- (iv) Signage to Warwick Road is minimised.



Nearby Residential Amenity**(d) Specific Outcomes**

- (i) Industrial buildings and uses fronting existing residences in Hall Street, Warwick Road or to the south of Berry Street are to be designed to mitigate noise impacts through measures such as—
 - (A) minimal to no openings in building walls facing residences;
 - (B) enclosure or other suitable acoustic treatments for machinery;
 - (C) placement and screening of outdoor storage and work areas; and
 - (D) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.
- (ii) Existing mature vegetation adjoining the north east section of Warwick Road, to the south of Berry Street is to be retained, with supplementary planting to enhance screening and buffering to the existing dwellings on the opposite side of Warwick Road.

Operation of Road Network and Access**(e) Specific Outcomes**

Direct vehicular access to Warwick Road is avoided, and access is achieved through service roads, new internal roads and integrated access and circulation arrangements, where possible.

Sewerage Infrastructure**(f) Specific Outcomes**

New uses and works make provision for appropriate sewerage infrastructure or an approved on-site effluent disposal system.

Business Mix**(g) Specific Outcomes**

The Sub Area supports the intended business functions of the Yamanto Major Centre by providing for—

- (i) bulky goods retailing and retail warehouses;

- (ii) commercial uses which directly service the surrounding local population;
- (iii) food and beverage industries;
- (iv) general industries;
- (v) outdoor sales and storage yards;
- (vi) plant nurseries, garden centres and landscape supplies;
- (vii) service/trades uses;
- (viii) sport, recreation and entertainment uses (excluding cinemas);
- (ix) transport depots;
- (x) vehicle sales premises and automotive parts sales, fitting, servicing and repairs; and
- (xi) warehousing and distribution activities.

(7) Sub Area LB7 – Lobb Street, Churchill**NOTE 4.11.4N**

- (1) It is intended to encourage lower impact and high quality uses to the Sub Area so as to provide a visually attractive setting for the University.
- (2) Existing uses and works are intended to be subject to consolidation and infill wherever practical.
- (3) Parts of this Sub Area are particularly affected by flooding, refer Part 11.

Building Height**(a) Specific Outcomes**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (7)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.



Streetscape and Visual/Aesthetic Considerations**NOTE 4.11.40**

The Sub Area is significant in a townscape context as it has the potential to have a significant impact on this approach route to the City, and particularly given its proximity and visual prominence in relation to the Ipswich University Campus.

(c) Specific Outcomes

Particular attention is given to the architectural design and landscape treatment of new buildings and other works in recognition of the prominent location adjoining—

- (i) one of the main City Centre approach routes, in Lobb Street;
- (ii) the Bremer River and Deebing Creek open space corridors; and
- (iii) the Ipswich University campus.

Business Mix**(d) Specific Outcomes**

The Sub Area provides local business and employment opportunities, including—

- (i) bulky goods retailing and retail warehouses;
- (ii) commercial uses which directly service the surrounding local population;
- (iii) community uses;
- (iv) garden centres;
- (v) general industries;
- (vi) office uses or research activities that would strongly benefit from a close relationship with the surrounding local population or the university;
- (vii) service/trades uses;
- (viii) sport and recreation uses;
- (ix) transport depots;
- (x) vehicle sales premises and automotive parts sales, fitting, servicing and repairs; and
- (xi) warehousing and distribution activities.

Nearby Residential Amenity**(e) Specific Outcomes**

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.

- (ii) Appropriate measures may include—

- (A) minimal to no openings in building walls facing residences;
- (B) enclosure or other suitable acoustic treatments for machinery;
- (C) placement and screening of outdoor storage and work areas; and
- (D) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.

(8) Sub Area LB8 – Briggs Road, Ipswich, Raceview and Flinders View**NOTE 4.11.4P**

- (1) It is intended to encourage additional lower impact and high quality uses to the Sub Area.
- (2) Existing uses and works are intended to be subject to consolidation and infill wherever practical.

Building Height**(a) Specific Outcomes**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (8)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**(c) Specific Outcomes**

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form to Briggs Road, Warwick Road and all internal streets.



- (ii) Appropriate landscaping including street trees are used to soften the building outlines and to enhance the overall appearance of Briggs Road, Warwick Road and all internal streets.
- (iii) Signage to Briggs Road is minimised.
- (iv) Signage to Warwick Road is avoided.

Nearby Residential Amenity

(d) Specific Outcomes

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.
- (ii) Appropriate measures may include—
 - (A) minimal to no openings in building walls facing residences;
 - (B) enclosure or other suitable acoustic treatments for machinery;
 - (C) placement and screening of outdoor storage and work areas; and
 - (D) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.

Business Mix

(e) Specific Outcomes

The Sub Area provides for local business and employment opportunities, including—

- (i) bulky goods retailing and storage;
- (ii) commercial uses which directly service the surrounding local population;
- (iii) general industries;
- (iv) outdoor sales and storage yards;
- (v) research and associated technology activities;
- (vi) service/trades uses;
- (vii) sport and recreation uses;
- (viii) transport depots;
- (ix) vehicle sales premises and automotive parts sales, fitting, servicing and repairs; and

- (x) warehousing and distribution activities.

(9) Sub Area LB9 – South Station Road, Swanbank Road, Fischer Road, Flinders View

NOTE 4.11.4Q

- (1) An integrated approach to new uses and works is established utilising shared access, common design elements and plantings to promote a Sub Area which is cohesive and of high visual quality.
- (2) It is intended to encourage lower impact and high quality uses to the Sub Area.
- (3) Existing uses and works are intended to be subject to consolidation and infill wherever practical.

Building Height

(a) Specific Outcomes

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (9)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations

(c) Specific Outcomes

- (i) Appropriate landscaping, including street trees are used to soften the building outlines and to enhance the overall appearance of the area.
- (ii) Signage to Swanbank Road and South Station Road is minimised.
- (iii) Signage to the Cunningham Highway is avoided.

(d) Probable Solutions – for sub-section (c)(i)

- (i) New uses and works are setback a minimum of ten (10) metres from the Cunningham Highway.
- (ii) The setback area is densely landscaped with trees and shrubs, and designed to minimise the visual impact of new uses or works from the Cunningham Highway.



Nearby Residential Amenity**(e) Specific Outcomes**

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.
- (ii) Appropriate measures may include—
 - (A) minimal to no openings in building walls facing residences;
 - (B) enclosure or other suitable acoustic treatments for machinery;
 - (C) placement and screening of outdoor storage and work areas; and
 - (D) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.

Transport and Access**(f) Specific Outcome**

Direct vehicular access to Swanbank Road or the Cunningham Highway is avoided and alternative side and rear access is used where possible.

Business Mix**(g) Specific Outcomes**

The Sub Area provides local business and employment opportunities, including—

- (i) general industries;
- (ii) service/trades uses;
- (iii) sport and recreation uses;
- (iv) research and associated technology activities; and
- (v) warehousing and distribution activities.

(10) Sub Area LB10 – Bundamba**NOTE 4.11.4R**

- (1) It is intended to encourage lower impact and high quality uses to the Sub Area.
- (2) Existing uses and works are intended to be subject to consolidation and infill wherever practical.

Building Height**(a) Specific Outcomes**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (10)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**NOTE 4.11.4S**

The Sub Area is significant in a townscape context as it has the potential to have a significant impact on one of the main approach routes to the City, along Brisbane Road and the railway line.

(c) Specific Outcomes

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form to Brisbane Road.
- (ii) Appropriate landscaping, including street trees are used to soften the building outlines and to enhance the overall appearance along Brisbane Road and the railway line.

Transport and Access**(d) Specific Outcome**

New uses and works minimise access to Brisbane Road and use side and rear access where possible.

Business Mix**(e) Specific Outcomes**

The Sub Area provides local business and employment opportunities, including—

- (i) bulky goods retailing and retail warehouses;
- (ii) commercial uses which directly service the surrounding local population and passing trade;
- (iii) general industries;
- (iv) outdoor sales and storage yards;



- (v) service/trades uses;
- (vi) sport and recreation uses;
- (vii) vehicle sales premises and automotive parts sales, fitting, servicing and repairs; and
- (viii) warehousing and distribution activities.

(11) Sub Area LB11 – Brisbane Road, Ebbw Vale

NOTE 4.11.4T

- (1) It is intended to encourage lower impact and high quality uses to the Sub Area.
- (2) Existing uses and works are intended to be subject to consolidation and infill wherever practical.

Building Height

(a) Specific Outcomes

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (11)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations

NOTE 4.11.4U

The Sub Area is significant in a townscape context as it has the potential to have a significant impact on this approach route to the City.

(c) Specific Outcomes

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form to Brisbane Road and the railway line.
- (ii) Appropriate landscaping, including street trees are used to soften the building outlines and to enhance the overall appearance of the Brisbane Road area and the railway line.
- (iii) Signage to Brisbane Road and the railway is minimised.

Business Mix

(d) Specific Outcomes

The Sub Area provides local business and employment opportunities, including—

- (i) bulky goods sales and retail warehouses;
- (ii) commercial uses which directly service the surrounding local population and passing trade;
- (iii) general industries;
- (iv) service/trades uses;
- (v) sport and recreation uses, particularly indoor recreation; and
- (vi) vehicle sales premises and automotive parts sales, fitting, servicing and repairs.

(12) Sub Area LB12 – Monigold Place and ACIRL Street, Dinmore

NOTE 4.11.4V

- (1) It is intended to encourage low to medium impact uses to the Sub Area.
- (2) Existing uses and works are intended to be subject to consolidation and infill wherever practical.

Building Height

(a) Specific Outcomes

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (12)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations

(c) Specific Outcomes

- (i) Appropriate landscaping, including street trees are used to soften the building outlines and to enhance the overall appearance of the Sub Area when viewed from the Cunningham Highway and the Ipswich Motorway.



- (ii) Signage to the Cunningham Highway and the Ipswich Motorway is avoided.

Business Mix

(d) Specific Outcomes

The Sub Area provides local business and employment opportunities, including—

- (i) clay products and ceramics;
- (ii) commercial uses which directly service the local population;
- (iii) general industries;
- (iv) indoor recreation;
- (v) outdoor sales and storage yards;
- (vi) plant nurseries, garden centres and landscape supplies;
- (vii) service/trades uses;
- (viii) vehicle and automotive parts sales, fitting, servicing and repairs; and
- (ix) warehousing, distribution and transport depots.

(13) Sub Area LB13 – Hansells Parade, Riverview

NOTE 4.11.4W

- (1) It is intended to encourage lower impact and high quality uses to the Sub Area.
- (2) Existing uses and works are intended to be subject to consolidation and infill wherever practical.

Building Height

(a) Specific Outcomes

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (13)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations

NOTE 4.11.4X

The Sub Area is significant in a townscape context as it has the potential for significant visual impact on the Warrego Highway, Ipswich Motorway and Ipswich Railway Line approach routes to the City, particularly given its visual prominence as a significant gateway to the eastern entry to the City.

(c) Specific Outcomes

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form to Hansells Parade/Brisbane Road and the railway line.
- (ii) Appropriate landscaping, including street trees are used to soften the building outlines and to enhance the overall appearance of the Hansells Parade/Ipswich Motorway frontages and the railway line.
- (iii) Signage to the Ipswich Motorway and the rail line is minimised.
- (iv) New uses and works are constructed to the alignment with Hansells Parade and the railway line where building facades are attractive and offer visual interest to rail and road commuters.

Business Mix

(d) Specific Outcomes

The Sub Area provides local business and employment opportunities, including—

- (i) bulky goods sales and retail warehouses;
- (ii) commercial uses which directly service the local population and passing trade;
- (iii) general industries;
- (iv) outdoor sales;
- (v) service/trades uses;
- (vi) sport and recreation uses; and
- (vii) vehicle sales premises and automotive parts sales, fitting, servicing and repairs.



(14) Sub Area LB14 – Brisbane Terrace, Goodna**NOTE 4.11.4Y**

It is intended to encourage lower impact and high quality uses to the Sub Area.

Building Height**(a) Specific Outcomes**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (14)(a)

Buildings are limited to two (2) storeys in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**(c) Specific Outcomes**

- (i) New uses and works give due regard and consideration to the siting and design of buildings to promote a continuity of building form to Brisbane Terrace and Lower Cross Street.
- (ii) Appropriate landscaping, including street trees are used to soften the building outlines and to enhance the overall appearance of Brisbane Terrace, Lower Cross Street and the railway line.
- (iii) Signage to Brisbane Terrace is minimised.
- (iv) Signage to the railway line is avoided.

Nearby Residential Amenity**(d) Specific Outcomes**

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.
- (ii) Appropriate measures may include—
 - (A) minimal to no openings in building walls facing residences;

- (B) enclosure or other suitable acoustic treatments for machinery;
- (C) placement and screening of outdoor storage and work areas; and
- (D) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.

Business Mix**(e) Specific Outcomes**

The Sub Area provides local business and employment opportunities including—

- (i) bulky goods retailing and retail warehouses;
- (ii) general industries;
- (iii) outdoor sales and storage yards;
- (iv) service/trades uses;
- (v) sport and recreation uses;
- (vi) vehicle sales premises and automotive parts sales, fitting, servicing and repairs; and
- (vii) warehousing and distribution and transport depots.

(15) Sub Area LB15 – Eagle Street, Redbank Plains**NOTE 4.11.4Z**

- (1) It is intended to encourage lower impact and high quality uses to the Sub Area.
- (2) Existing uses and works are intended to be subject to consolidation and infill wherever practical.

Building Height**(a) Specific Outcomes**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (15)(a)

Buildings are limited to a single storey in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.



Streetscape and Visual/Aesthetic Considerations**(c) Specific Outcomes**

- (i) New uses and works give due regard to the siting and design of buildings to promote a continuity of building form to Eagle Street and Kruger Parade.
- (ii) Particular attention is given to the landscaped treatment, buffer plantings at the rear of premises and overall appearance of new uses and works fronting Eagle Street, Kruger Parade and to nearby residential land.
- (iii) Signage to Eagle Street and Kruger Parade is minimised.

Nearby Residential Amenity**(d) Specific Outcomes**

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.
- (ii) Appropriate measures may include—
 - (A) minimal to no openings in building walls facing residences;
 - (B) enclosure or other suitable acoustic treatments for machinery;
 - (C) placement and screening of outdoor storage and work areas; and
 - (D) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.

Business Mix**(e) Specific Outcomes**

- The Sub Area provides local business and employment opportunities, including—
- (i) indoor recreation;
 - (ii) general industries;
 - (iii) outdoor sales and storage yards;
 - (iv) service/trades uses; and
 - (v) vehicle sales premises and automotive parts sales, fitting, servicing and repairs.

(16)**Sub Area LB16 – Redbank Plains Road, Redbank Plains****NOTE 4.11.4AA**

- (1) An integrated approach to new uses and work is established utilising, shared access, common building materials, design elements and plantings to promote a Sub Area which is cohesive and of high visual quality.
- (2) It is intended to encourage lower impact and high quality uses to the Sub Area.

Building Height**(a) Specific Outcomes**

Achieve a low rise, human-scale, building profile which offers an attractive, comfortable and safe pedestrian environment.

(b) Probable Solution – for sub-section (16)(a)

Buildings are limited to a single storey in height, unless appropriate with—

- (i) the scale of adjoining development; and
- (ii) the extent of fall across the site; and
- (iii) the character and amenity of the area and the overall townscape.

Streetscape and Visual/Aesthetic Considerations**(c) Specific Outcomes**

- (i) Appropriate landscaping, including street trees are used to soften the building outlines and to enhance the overall appearance of the area.
- (ii) Signage to Redbank Plains Road is minimised.

Nearby Residential Amenity**(d) Specific Outcomes**

- (i) Particular attention is given to mitigating potential noise impacts for nearby residents on the periphery of the Sub Area.
- (ii) Appropriate measures may include—
 - (A) minimal to no openings in building walls facing residences;
 - (B) enclosure or other suitable acoustic treatments for machinery;



- (C) placement and screening of outdoor storage and work areas; and
- (D) provision of adequate physical separation and appropriate landscaped treatment including establishing planted buffer areas and acoustic mounds or fencing.

Business Mix**(e) Specific Outcomes**

The Sub Area provides local business and employment opportunities including—

- (i) general industries;
- (ii) outdoor sales and storage yards;
- (iii) plant nurseries, garden centres and landscape supplies;
- (iv) service/trades uses;
- (v) sport and recreation uses;
- (vi) vehicle sales premises and automotive parts sales, fitting, servicing and repairs; and
- (vii) warehousing, distribution and transport depots.

4.11.5 Consistent and Inconsistent Uses, Use Classes and Other Development

Specific Outcomes

- (1) The following are consistent uses, use classes and other development categories in the Local Business and Industry Zone—
 - (a) business use, unless bulky goods sales, hotel, produce/craft market, service station shop, or the predominant use of premises for a skin penetrating activity other than acupuncture, if—
 - (i) located within an existing building approved or lawfully used for a business or industry use; and
 - (ii) operating between the hours of 6.30 a.m. and 6.30 p.m.; and
 - (iii) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9);
 - (b) carrying out building work not associated with a material change of use, if building work on an existing building on site and complying with the Planning Scheme Building Matters Code;

- (c) caretaker residential;
- (d) clearing of vegetation;
- (e) earthworks not associated with a material change of use and which complies with the Earthworks Code;
- (f) general industry, if—
 - (i) located in an existing building approved or lawfully used for a business or industry use; and
 - (ii) operating between the hours of 6.30 a.m. and 6.30 p.m.; and
 - (iii) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9); and
 - (iv) an adopted infrastructure charge has been paid or unused infrastructure credits (including deemed credits) apply at an equivalent rate for the proposed use; and
 - (v) the use has no discernible amenity or environmental impacts outside of the Zone;
- (g) home based activity which complies with the Home Based Activities Code;
- (h) minor building work;
- (i) minor utility;
- (j) park, if not involving illuminated sporting activities;
- (k) placing an advertising device on premises which complies with the Advertising Devices Code;
- (l) service trades use, if—
 - (i) located in an existing building, approved or lawfully used for a business or industry use; and
 - (ii) operating between the hours of 6.30 a.m. and 6.30 p.m.; and
 - (iii) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9); and
 - (iv) an adopted infrastructure charge has been paid or unused infrastructure credits (including deemed credits) apply at an equivalent rate for the proposed use; and



- (v) the use has no discernible amenity or environmental impacts outside of the Zone;
 - (m) wine making, if—
 - (i) located in an existing building approved or lawfully used for a business or industry use; and
 - (ii) operating between the hours of 6.30 a.m. and 6.30 p.m.; and
 - (iii) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9); and
 - (iv) an adopted infrastructure charge has been paid or unused infrastructure credits (including deemed credits) apply at an equivalent rate for the proposed use; and
 - (v) the use has no discernible amenity or environmental impacts outside of the Sub Area.
- (2) The following uses, use classes and other development categories are consistent with the outcomes sought for the Local Business and Industry Zone if of a type and scale appropriate for the prevailing nature of the area and the particular circumstances of the site and its surrounds—
- (a) aviation use, if helipad;
 - (b) business use, unless listed as a consistent use under sub-section (1) above;
 - (c) carpark;
 - (d) carrying out operational work for reconfiguring a lot or in association with a material change of use;
 - (e) community use, unless cemetery, crematorium or hospital;
 - (f) entertainment use, unless cinema;
 - (g) general industry which is outside the parameters listed under sub-section (1) above;
 - (h) general store;
 - (i) major utility;
 - (j) night court;
 - (k) park, if involving illuminated sporting activities;
 - (l) plant nursery (wholesale);
 - (m) reconfiguring a lot;
 - (n) recreation use, unless equestrian and coursing sports or motor sports;
 - (o) service trades use which is outside the parameters listed under sub-section (1) above;
 - (p) special industry;
 - (q) temporary accommodation, if a motel;
 - (r) temporary sales office;
 - (s) temporary use;
 - (t) tourist facility;
 - (u) wine making which is outside the parameters listed under sub-section (1) above.
- (3) The following uses, use classes and other development categories are inconsistent with the outcomes sought and are not located within the Local Business and Industry Zone; and constitute undesirable development which is unlikely to be approved—
- (a) agriculture;
 - (b) animal husbandry;
 - (c) aviation use, unless helipad;
 - (d) community use, if a cemetery, crematorium or hospital;
 - (e) correctional centre;
 - (f) display housing;
 - (g) dual occupancy;
 - (h) entertainment use, if cinema;
 - (i) extractive industry;
 - (j) forestry;
 - (k) institutional residential;
 - (l) intensive animal husbandry;
 - (m) multiple residential;
 - (n) nuclear industry;
 - (o) recreation use, if equestrian and coursing sports or motorsports;
 - (p) shopping centre;
 - (q) single residential;
 - (r) temporary accommodation, unless a motel.



Table 4.11.1: Assessment Categories and Relevant Assessment Criteria for Local Business and Industry Zone—Making a Material Change of Use

Column 1 Defined use or use class ⁸¹	Column 2 Assessment category ⁸²	Column 3 Relevant assessment criteria ⁸³ —applicable code if development is self-assessable or requires code assessment
RESIDENTIAL		
Caretaker Residential	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Residential Code (Part 12, division 6)
Display Housing—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Dual Occupancy—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Home Based Activity	Self Assessable; or Code Assessable if the applicable code for Self Assessable development is not complied with.	If Self Assessable—acceptable solutions in the Home Based Activities Code. If Code Assessable— (a) Home Based Activities Code (Part 12, division 2); (b) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11).
Institutional Residential—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Multiple Residential—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Single Residential—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Residential Code (Part 12, division 6)
Temporary Accommodation—inconsistent use unless a motel [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)

⁸¹ See Schedule 1 (dictionary), division 1 (defined uses and use classes).

⁸² Assessment categories may also be affected by overlays. See overlay maps to determine whether the land is affected.

⁸³ For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with Section 3.5.5 of the IPA.



Column 1 Defined use or use class ⁸¹	Column 2 Assessment category ⁸²	Column 3 Relevant assessment criteria ⁸³ —applicable code if development is self-assessable or requires code assessment
COMMERCIAL / INDUSTRIAL		
Business Use	<p>Exempt if, other than bulky good sales, hotel, produce/craft market, service station or shop, and—</p> <ul style="list-style-type: none"> (a) within an existing building approved or lawfully used for a business use; and (b) operating between the hours of 6.30 a.m. and 6.30 p.m.; and (c) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9). <p>Impact Assessable if bulky goods sales, hotel, produce/craft market, shop, or the predominant use of premises for a skin penetrating activity other than acupuncture.</p> <p>Code Assessable otherwise.</p>	<p>Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)</p> <p>Commercial and Industrial Code (Part 12, division 7)</p> <p>Parking Code (Part 12, division 9)</p>
Extractive Industry—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	<p>Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)</p> <p>Commercial and Industrial Code (Part 12, division 7)</p> <p>Parking Code (Part 12, division 9)</p>
General Industry	<p>Exempt, if—</p> <ul style="list-style-type: none"> (a) located within an existing building approved for or lawfully used for a business or industry use; and (b) operating between the hours of 6.30 a.m. to 6.30 p.m.; and (c) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9); and (d) an adopted infrastructure charge has been paid or unused infrastructure credits (including deemed credits) apply at an equivalent rate for the proposed use; and (e) the use has no discernible amenity or environmental impacts outside of the Zone. <p>Code Assessable otherwise.</p>	<p>Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)</p> <p>Commercial and Industrial Code (Part 12, division 7)</p> <p>Parking Code (Part 12, division 9)</p>



Column 1 Defined use or use class ⁸¹	Column 2 Assessment category ⁸²	Column 3 Relevant assessment criteria ⁸³ —applicable code if development is self-assessable or requires code assessment
General Store	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Nuclear Industry— inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Plant Nursery (Wholesale)	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Vegetation Management Code (Part 12, division 4) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Service Trades Use	Exempt, if— (a) within an existing building approved for or lawfully used for a business or industry use; and (b) operating between the hours of 6.30 a.m. and 6.30 p.m.; and (c) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9); and (d) an adopted infrastructure charge has been paid or unused infrastructure credits (including deemed credits) apply at an equivalent rate for the proposed use; and (e) the use has no discernible amenity or environmental impacts outside of the Zone. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Shopping Centre— inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
Special Industry	Code Assessable, if the use has no discernible amenity or environmental impacts outside the zone. Impact Assessable otherwise, or if involving treatment or disposal of putrescible waste.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)



Column 1 Defined use or use class ⁸¹	Column 2 Assessment category ⁸²	Column 3 Relevant assessment criteria ⁸³ —applicable code if development is self-assessable or requires code assessment
Temporary Sales Office	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)
RECREATION / ENTERTAINMENT		
Entertainment Use— inconsistent use if cinema [refer s 4.11.5(3)]	Impact Assessable, if— (a) operating after 10.00 p.m. or before 6.30 a.m.; or (b) cinema. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Recreation and Entertainment Code (Part 12, division 11) Parking Code (Part 12, division 9)
Night Court	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)
Park	Exempt where not involving illuminated sporting activities. Code Assessable otherwise.	If Code Assessable— (a) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11); (b) Recreation and Entertainment Code (Part 12, division 11); (c) Parking Code (Part 12, division 9).
Recreation Use— inconsistent use class if equestrian and coursing sports or motorsports [refer s 4.11.5(3)]	Code Assessable, if indoor recreation operating between the hours of 6.30 a.m. and 10.00 p.m. Impact Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Recreation and Entertainment Code (Part 12, division 11) Parking Code (Part 12, division 9)
RURAL		
Agriculture—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)
Animal Husbandry—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)
Forestry—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)
Intensive Animal Husbandry—inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Intensive Animal Husbandry Code (Part 12, division 8) Parking Code (Part 12, division 9)



Column 1 Defined use or use class ⁸¹	Column 2 Assessment category ⁸²	Column 3 Relevant assessment criteria ⁸³ —applicable code if development is self-assessable or requires code assessment
Wine Making	Exempt, if— (a) within an existing building approved for or lawfully uses for a business or industry use; and (b) operating between the hours of 6.30 a.m. and 6.30 p.m.; and (c) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9); and (d) an adopted infrastructure charge has been paid or unused infrastructure credits (including deemed credits) apply at an equivalent rate for the proposed use; and (e) the use has no discernible amenity or environmental impacts outside of the Sub Area. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Parking Code (Part 12, division 9)
OTHER		
Aviation Use— inconsistent use unless a helipad [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Parking Code (Part 12, division 9)
Carpark	Code Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Parking Code (Part 12, division 9)
Community Use— inconsistent use if cemetery, crematorium or hospital [refer s 4.11.5(3)]	Impact Assessable, if a cemetery, crematorium or hospital. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Community Use Code (Part 12, division 12) Parking Code (Part 12, division 9)
Correctional Centre— inconsistent use [refer s 4.11.5(3)]	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)
Major Utility	Impact Assessable, if involving treatment or disposal of putrescible waste. Code Assessable otherwise.	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)
Minor Utility	Exempt	
Temporary Use	Code Assessable	Temporary Use Code (Part 12, division 13) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)



Column 1 Defined use or use class ⁸¹	Column 2 Assessment category ⁸²	Column 3 Relevant assessment criteria ⁸³ —applicable code if development is self-assessable or requires code assessment
Tourist Facility	Impact Assessable	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11) Commercial and Industrial Code (Part 12, division 7) Recreation and Entertainment Code (Part 12, division 11) Residential Code (Part 12, division 6) Parking Code (Part 12, division 9)
Other (not defined)	Assessment Category	Relevant assessment criteria ⁸⁴ —applicable code if development is self-assessable or requires code assessment
All except use for a road ⁸⁵	Impact Assessable (refer s 2.2)	Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)

⁸⁴ For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with Section 3.5.5 of the IPA.

⁸⁵ All roads are included in a zone but use for a road is not defined. The table indicates that use for a road remains exempt under a planning scheme.



Table 4.11.2: Assessment Categories and Relevant Assessment Criteria for Local Business and Industry Zone—Other Development

Column 1 Type of development	Column 2 Assessment category ⁸⁶	Column 3 Relevant assessment criteria ⁸⁷ —applicable code if development is self-assessable or requires code assessment
Carrying out building work not associated with a material change of use ⁸⁸	Self Assessable ⁸⁹ if building work on an existing building on site. Code Assessable if— (a) the Planning Scheme Building Matters Code is not complied with; or (b) building work other than on an existing building on the site.	If Self Assessable—Planning Scheme Building Matters Code (Part 12, division 16). If Code Assessable— (a) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11); (b) Planning Scheme Building Matters Code (Part 12, division 16).
Clearing of Vegetation—not associated with a material change of use	Exempt	
Earthworks—not associated with a material change of use	Exempt if earthworks which meet the criteria set out in Schedule 8. Code Assessable if the criteria for exempt do not apply.	Earthworks Code (Part 12, division 15) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)
Minor Building Work	Exempt, if— (a) the Planning Scheme Building Matters Code is complied with; and (b) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9). Code Assessable otherwise.	If Code Assessable— (a) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11); (b) Planning Scheme Building Matters Code (Part 12, division 16); (c) Parking Code (Part 12, division 9).
Placing advertising device on premises	Exempt if an advertising device which meets the criteria set out in Schedule 9, Part 4. Code Assessable otherwise.	Advertising Devices Code (Part 12, division 14) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)
Reconfiguring a lot ⁹⁰	Impact Assessable where involving land within a Residential Zone. Code Assessable otherwise.	Reconfiguring a Lot Code (Part 12, division 5) Urban Area Code (Part 4)—particularly the specific outcomes in section 4.3.3 and the Local Business and Industry Zone (division 11)
Carrying out operational work for reconfiguring a lot or in association with a material change of use ⁹⁰	Code Assessable if the reconfiguring or material change of use is assessable development.	Reconfiguring a Lot Code (Part 12, division 5) Earthworks Code (Part 12, division 15) NOTE The provisions of Planning Scheme Policy 3 – General Works may also apply depending on the nature of the operational work.
Other	Exempt	

⁸⁶ Assessment categories may also be affected by overlays. See overlay maps to determine whether the land is affected.

⁸⁷ For impact assessable development, 'relevant assessment criteria' are provided to assist the preparation of an application and in no way affect the regard given to the planning scheme as a whole in accordance with section 3.5.5 of the IPA.

⁸⁸ See Ipswich Planning Scheme Users Guide 2 for examples that explain the type of development involved in different proposals.

⁸⁹ This does not include building work that under IPA Schedule 8, is exempt and cannot be made self-assessable or assessable by a planning scheme.

⁹⁰ Under IPA, Schedule 9, the reconfiguring of a lot is exempt and cannot be made self-assessable or assessable by a planning scheme if the proposal is for amalgamating 2 or more lots, for a building format plan that does not subdivide the land, in relation to the Acquisition of Land Act 1967, or on Strategic Port Land.

