

# Planning Report

24 Boscawen Street  
Rochedale South QLD 4123

**Development Application for:**  
Material Change of Use to Low Impact Industry

*December 23, 2025*

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# 1 Introduction

This Planning Report has been prepared in support of a Development Application for a Material Change of Use to establish a Low Impact Industry at 24 Boscawen Street, Rochedale South QLD 4123. The proposed use is an Approved Inspection Station (AIS) with ancillary minor vehicle repairs and servicing, operating from an existing shed at the rear of the property.

This report addresses the merits of the development with regard to the assessment benchmarks under the Logan Planning Scheme 2025 and the relevant sections of the Planning Act 2016. The development is subject to impact assessment and must be assessed against the relevant assessment benchmarks in the Planning Scheme and any matters prescribed by the Planning Act 2016 and Planning Regulation 2017.

A summary of the development, submitted for approval is provided in the table below.

Component	Proposed
Local Authority	Logan City Council
Aspects of Development	Development Permit sought for: <ul style="list-style-type: none"> <li>Material Change of Use – Low Impact Industry (vehicle inspection and minor servicing workshop)</li> </ul>
Planning Scheme / Local Government Categorising Instrument	Logan Planning Scheme 2025
Zoning and Precinct	Low Density Residential Zone
Neighbourhood / Local Plan	Not applicable
Level of Assessment	Impact assessment

This report demonstrates that the proposal:

- Has a very low intensity of operation, comparable to a home-based business;
- Is contained within an existing residential allotment and reuses existing buildings and hardstand areas;
- Does not cause unacceptable amenity, traffic, infrastructure or environmental impacts; and
- Is consistent with the Planning Act 2016 and is generally aligned with the strategic and policy objectives of the Planning Scheme.

On this basis, it is submitted that the proposed development warrants approval, subject to reasonable and relevant conditions.

## 2 The Site and Surrounds

### 2.1 Description of Site and Surroundings

The subject site is located at 24 Boscawen Street, Rochedale South QLD 4123, within an established suburban residential area. The site is improved with a detached dwelling house and domestic outbuilding (carport) within the front portion of the lot, with an additional domestic outbuilding (shed) and tennis court located at the rear.

The surrounding locality is characterised by low-density residential development, comprising predominantly single detached dwellings on modest size allotments with landscaped gardens and scattered street trees. The streetscape presents as a typical suburban environment.

At this stage, it is unknown whether additional encumbrances are identified on site but this can be informed through searches with the relevant authority.

Details of the site are provided in the table below, and the location of the subject property is shown on the location and aerial maps at **Figures 1** and **2**. A Google street image of the property is included at **Figure 3**.

Address	Title Details	Site Area	Site Frontage
24 Boscawen Street, Rochedale South QLD 4123	Lot 18 RP108694	799 sqm (approx.)	21.4 metres (approx.)



Figure 1: Site location (Source: Landchecker)



Figure 2: Site Aerial (Source: Landchecker)



Figure 3: View of the Site from the Street – Sep 2024 (Source: Google Maps)

## 2.2 Development history

A search of Council's online database reveals the following:

Application no	Description	Status
BW/1010/2004	Domestic - Carport	Final Issued
BW/111261/2001	DOMESTIC - DECK	Final Issued
BW/116471/2001	DOMESTIC - PART INFILL TO EXISTING LOWER FLOOR	Final Issued
BW/119160/2001	DOMESTIC - GARAGE	Final Issued
BW/2397/2016	Domestic - Front Deck and Rear Deck	Final Issued
BWAP/287/2016	Verandah x2 (Reduced Road Boundary Clearance and Combined Size Relaxation)	Decision Notice Issued
MCUC/118690/2001	BA Only R970131 RELAXATION FOR CEILING HEIGHT	Historicised
PD/345225/2001	DOMESTIC - DWELLING/ADDITION	Compliance Certificate Issued
PD/347484/1990	DOMESTIC - DWELLING/VISUAL COMPLIANCE	Misc codes from conversion
PD/368699/2001	DOMESTIC - DWELLING/VISUAL COMPLIANCE	Compliance Permit Issued
SBR/94/2004	Application for Variation - ZW Approval document no 2524894	Decision Notice Issued

## 3 The Proposal

The proposal is to establish a Low Impact Industry in the form of an Approved Inspection Station (AIS) and ancillary minor vehicle repairs and servicing within the existing shed at the rear of the site. The dwelling house remains the primary use of the premises.

### 3.1 Proposal Details

A summary of the key components of the development proposal are summarised as follows:

Key Development Parameter	Proposed Development
Defined Land Uses	Low impact industry
Gross Floor Area (GFA) (m <sup>2</sup> )	Existing shed GFA will remain unchanged for the proposed use: approximately 22m <sup>2</sup>
Site Area	799m <sup>2</sup>
Building Height	No new building; existing shed is within 8.5m height limit
Access	Use of the existing driveway from Boscawen Street and construction of a new driveway and parking area from the northern side of the property and over the existing tennis court slab.
Car Parking	On-site parking provided within the existing driveway and hardstand areas sufficient to accommodate the operator's vehicle and customer vehicles at any one time (see Section 5.8 – Servicing, Access and Parking Code).

### 3.2 Proposed Nature of Development

The development involves the use of the existing rear shed as an AIS workshop for conducting vehicle safety inspections and issuing roadworthy certificates. The workshop may also be used for minor vehicle servicing, such as oil changes, brake checks and simple mechanical maintenance.

Access to the shed will be provided via the existing driveway from Boscawen Street, supplemented by a new driveway and parking area along the side of the dwelling and across the existing tennis court slab. This provides a clear, functional and contained vehicle movement path to and from the shed without affecting the existing streetscape presentation of the dwelling.

No new buildings are proposed. External changes are limited to resurfacing and minor construction of driveway and parking areas, all contained within the property boundaries.

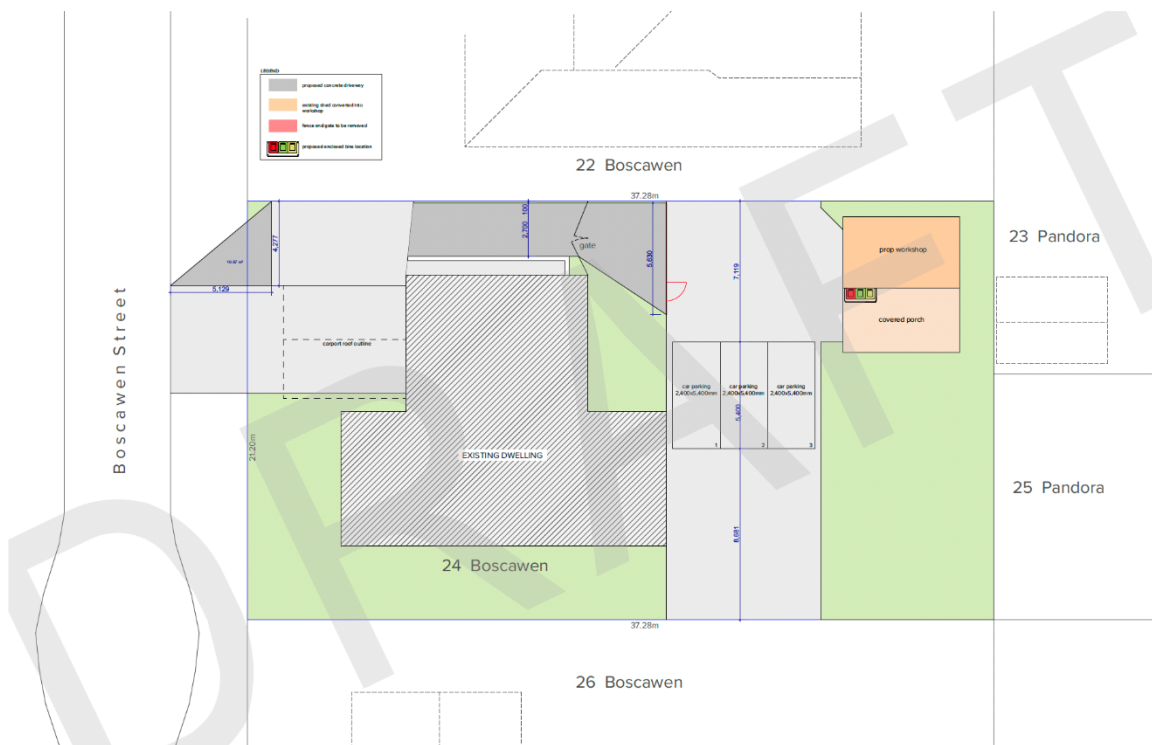


Figure 4: Proposed Site Plan (Source: Council Approval Group Architectural Plans (DA-002 Rev.3))

### 3.3 Rationale for Development

The proposed development responds to a local community need for convenient, small-scale vehicle inspection and roadworthy certification services within Rochedale South and surrounding suburbs. Residents frequently require AIS services for vehicle transfers, registration, and safety checks; however, these are typically clustered in larger industrial estates, requiring longer travel and less personalised service.

The proposal offers a highly localised service with the following characteristics:

- One (1) resident operator only;
- Low daily customer numbers (1–3 vehicles per day, inclusive of mobile servicing);
- All works undertaken within the existing enclosed shed, with no external mechanical activities;
- Daytime weekday operation only (8:30am to 4:30pm), consistent with residential expectations;
- Minor, domestic-scale quantities of oils and consumables, managed in accordance with best practice.

In functional terms, the intensity and impact of the use is much closer to that of a home-based business or domestic workshop than a traditional industrial repair facility. The use is subordinate to the residential occupation of the premises, relies on an existing domestic outbuilding, and is constrained by self-imposed limits on staff, hours and vehicles.

From a land-use efficiency perspective, the development makes prudent use of existing building stock and hardstand areas (including the redundant tennis court slab) within the urban footprint, avoiding the need for new building work in an industrial estate and reducing overall travel demand. This aligns with principles of compact urban form and efficient use of infrastructure.

Given the limited scale, noise and waste controls, and the enclosed nature of the work, the activity maintains residential amenity and does not conflict with the purpose of the LDR zone. The very low intensity of mechanical work, short duration of noise events, and building enclosure, the activity does not materially exceed the acoustic environment expected in a residential setting.

Overall, the development delivers a small-scale service to the local community, with negligible external impacts, within an existing residential setting, and is therefore considered appropriate subject to reasonable conditions.

### 3.4 Business Operations Plan

#### **Summary of Business Operations**

The existing shed at the rear of the property will be used as a workshop to operate as an Approved Inspection Station (AIS). The shed will also be used for minor vehicle servicing and repairs.

#### **Hours of Operation**

- Monday to Friday: 8:30am – 4:30pm
- Saturday, Sunday and Public Holidays: Closed

The above hours include the proponent's ongoing mobile service operations, which at times will be conducted off-site. No evening or night-time work will occur on the subject site.

#### **Number of Staff**

The business is operated solely by the property owner. No additional staff are proposed and no non-resident employees will attend the site.

#### **Expected Number of Clients / Vehicle Turnover**

It is anticipated that there will be between 1 and 3 customers per day, inclusive of the existing mobile servicing. This low turnover ensures that vehicle movements remain comparable to a standard residential dwelling with visitors and do not create any traffic or parking issues.

#### **Noise and Waste Management**

The nature of the activity is inherently low scale and comparable to typical residential maintenance activity.

Measures to protect amenity and the environment include:

- No heavy mechanical repairs, panel beating, spray painting, engine rebuilding or use of high-noise industrial machinery;

- All inspection and servicing work is conducted within the enclosed shed, providing acoustic and visual screening;
- Operations are confined to daytime business hours on weekdays only;
- Used oils and lubricants are collected in sealed containers and removed by a licensed waste contractor;
- Minor parts and packaging waste (e.g. filters, cardboard) are stored appropriately and disposed of via domestic waste and recycling services or suitable collection services;
- All work is undertaken on an impervious floor with spill kits available to contain any incidental spills;
- No discharge of contaminants into the stormwater network.

# 4 Outline of State and Regional Legislative Framework and Assessment

## 4.1 Legislative Framework

### 4.1.1 The Planning Act 2016

The purpose of the Planning Act is to facilitate the achievement of ecological sustainability by establishing an efficient, effective, transparent, coordinated and accountable system of land use planning, development assessment and related matters.

This application includes a material change of use to a low impact industry. A Development Permit for the Material Change of Use and Preliminary Approval for Building Work are therefore required prior to the commencement of the use.

The Logan Planning Scheme 2025 ('Planning Scheme') states that the proposed Material Change of Use development is subject to impact assessment. Impact assessment must be carried out against the assessment benchmarks in the Planning Scheme and have regard to any matters prescribed by regulation for paragraph 45(5)(ii) of the Act. In addition, the assessment may be carried out against, or have regard to, any other relevant matter, other than a person's personal circumstances

## 4.2 Assessment Benchmark - State Planning Policy [and Temporary State Planning Policy]

The State Planning Policy ('SPP') was introduced on 3 July 2017 as part of a new State planning system. The SPP defines the Queensland Government's policies about matters of state interest in land use planning and development, and provides direction for the preparation of local planning instruments and assessment of development applications. The SPP also includes assessment benchmarks for some development applications, if a planning scheme does not appropriately integrate the relevant state interest.

The SPP provides supporting mapping to assist in spatially representing policies and requirements contained within the SPP. A comprehensive overlay map of state planning interests is provided in Figure 5.

The mapping indicates that the following SPP matters apply to the site:

- Strategic Airport and Environs Overlay
- LGIP - Priority Infrastructure Area and Projection Area
- LGIP - Net Developable Area and Planned Density Area
- LGIP - Plan for Trunk Water Supply Infrastructure
- LGIP - Plan for Trunk Sewerage Infrastructure
- LGIP - Plan for Trunk Stormwater Infrastructure
- LGIP - Plan for Trunk Movement Infrastructure
- LGIP - Plan for Trunk Parks Infrastructure
- LGIP - Plan for Land for Community Facilities Infrastructure



Figure 5: SPP Mapping (Source: QLD DAMS)

It is noted that the applicable Planning Scheme, the Logan Planning Scheme, has been prepared to fully reflect the SPP, and assessment of any proposed development against the Planning Scheme will therefore not also require assessment against the SPP.

The SPP contains assessment benchmarks that are expressed as performance outcomes for the purpose of development assessment. Importantly, these assessment benchmarks apply to the extent the SPP has not been identified in the Planning Scheme as appropriately integrated in the Planning Scheme.

The proposal complies with the relevant overlay and code provisions that give effect to SPP matters. The development is small-scale, contained within an existing serviced residential lot, and does not introduce new risks or conflicts with airport or infrastructure interests. The proposal does not require separate assessment against SPP assessment benchmarks.

### 4.3 Assessment Benchmark - Regional Plan

#### 4.3.1 Shaping SEQ

Shaping SEQ 2023 took effect on 15 December 2023. The purpose of the SEQ Regional Plan is:

*...to manage regional growth and change in the most sustainable way to protect and enhance quality of life in the region.*

In order to achieve this purpose, the SEQ Regional Plan sets forth a land use pattern. The site is located within the Urban Footprint, which identifies land predominantly allocated to provide for the region's urban development needs to 2031.

The proposed development, as a small-scale service activity ancillary to an existing dwelling within the established urban area, is consistent with the Urban Footprint designation. It supports:

- Efficient use of existing urban land and infrastructure;
- Local employment and service opportunities close to where people live; and
- Reduced need for residents to travel to industrial or commercial areas for routine vehicle inspections.

The development does not compromise regional environmental or rural values and is therefore consistent with the intent of the Regional Plan.

#### 4.4 State Assessment Referral Agency

The State Assessment and Referral Agency ('SARA'), introduced on 1 July 2013, seeks to deliver a coordinated, whole-of-government approach to the state's assessment of development applications. The State Development Assessment Provisions ('SDAP') is an outcome of the SARA and a statutory instrument made under the Act which sets out matters of interest of the state for development assessment, where the chief executive of administering the Act is the assessment manager or a referral agency.

Importantly, the SDAP provide assessment benchmarks for the assessment by the chief executive or a referral agency and provides applicants with the opportunity to address performance criteria to demonstrate that a development appropriately manages any impacts on a matter of state interest, and/or protects a development from impacts of matters of state interests.

A review of the State Development Assessment Provisions (SDAP) and referral triggers indicates that the proposal:

- Does not involve a State-controlled road or transport corridor;
- Does not involve environmentally relevant activities, hazardous chemical facilities or coastal/tidal works;
- Is not located within a key resource area, state heritage place or other State-triggered constraint; and
- Does not involve any aspect of development identified in Schedule 10 of the Planning Regulation 2017 as requiring referral.

Accordingly, the development does not trigger referral to SARA and no State Codes apply directly to this application.

# 5 Assessment Benchmark - Local Planning Instrument

## 5.1 Logan Planning Scheme 2025

The Logan Planning Scheme 2025 ('Planning Scheme') is the local planning instrument that is used to assess the proposed development. The following sections of this report provide an assessment of the proposed development against the assessment benchmarks under the Planning Scheme.

## 5.2 Definition

**Home-based business** means the use of a dwelling or domestic outbuilding on premises for a business activity that is subordinate to the residential use of the premises.

**Low 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 low 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.

**Examples include:** Repairing motor vehicles, fitting and turning workshop

The proposal involves vehicle inspections and minor servicing undertaken within an existing domestic shed and is properly categorised as Low Impact Industry, noting that the Planning Scheme includes vehicle repair as an example of this use class. However, the operational scale is constrained to levels comparable with a home-based business and is specifically managed to prevent industrial-level impacts.

## 5.3 Strategic Outcomes of Planning Scheme

Given this application is subject to Impact Assessment, the application is required to be assessed against the entire Planning Scheme, including the Strategic Outcomes.

### 5.3.1 Strategic Framework

As this application is subject to Impact Assessment, it is required to be assessed against the Strategic Framework in its entirety, including all five Themes contained in Part 3 of the Logan Planning Scheme. The proposal is considered to be consistent with the Strategic Framework for the reasons outlined below.

- **Theme 1: Thriving Economy**

Theme 1 seeks to support a diverse, resilient and locally accessible economy by encouraging employment opportunities, small business activity and services that meet community needs while maintaining compatibility with surrounding land uses.

The proposal supports this Theme as it:

- Establishes a small-scale, locally operated business;

- Provides a specialist Approved Inspection Station (AIS) service to the surrounding residential community;
- Supports local employment and self-employment without requiring industrial land; and
- Does not generate industrial-scale impacts on surrounding residential uses.

The proposal contributes positively to the **local economy** by enabling a necessary vehicle safety service to operate within the community at a scale that is fully compatible with its residential setting.

- **Theme 2: Enriching Lifestyles and Communities**

Theme 2 focuses on supporting liveable neighbourhoods, community wellbeing, safety, convenience, and access to essential services while protecting residential character and amenity.

The proposal supports this Theme by:

- Providing convenient local access to vehicle inspection services, reducing the need for residents to travel to distant industrial areas;
- Enhancing community safety outcomes through compliant roadworthy inspections;
- Operating at a low intensity with:
  - One (1) operator only
  - 1–3 vehicles per day
  - Weekday daytime hours only
- Ensuring all servicing activities occur within an enclosed shed, protecting neighbouring amenity.

The proposal enhances accessibility to essential services while maintaining the established residential living environment.

- **Theme 3: Living with Nature**

Theme 3 aims to protect environmental values, ecological systems, waterways and air quality, and to ensure development avoids environmental harm.

The proposal aligns with this Theme as:

- No vegetation clearing is proposed;
- All works are contained within existing disturbed and built areas;
- No outdoor servicing or contaminant discharge is proposed;
- Used oils and waste are managed via licensed waste contractors;
- Spill containment measures are provided; and
- There is no impact on waterways, biodiversity, or ecological values.

The proposal ensures full environmental protection and risk mitigation consistent with the outcomes of Theme 3.

- **Theme 4: Managing Our Growth**

Theme 4 seeks to ensure that growth occurs in a manner that:

- Makes efficient use of existing urban land;
- Supports compact urban form; and
- Avoids unnecessary urban expansion.

The proposal:

- Occurs within an established urban residential area;
- Makes productive use of an existing underutilised shed and hardstand areas;
- Does not increase residential density; and
- Avoids the need to locate the use in a distant industrial estate.

The development represents an example of efficient infill development that supports long-term urban growth management objectives.

- **Theme 5: Sustainable and Connected Infrastructure**

Theme 5 promotes development that:

- Utilises existing infrastructure efficiently;
- Minimises demand on trunk networks; and
- Maintains transport safety and functionality.

The proposal aligns with this Theme as:

- The site is already connected to water, sewer, stormwater, electricity and road infrastructure;
- No infrastructure upgrades are required;
- Traffic generation is very low and consistent with residential use;
- No heavy vehicles are proposed; and
- Adequate on-site parking is provided.

The proposal represents an efficient and sustainable use of existing infrastructure without burdening the transport or servicing networks.

Overall, the proposal is considered to be consistent with the Planning Scheme's Strategic Framework and does not undermine the city's desired settlement pattern or residential outcomes.

## 5.4 Zoning

Under the Planning Scheme, the development site is included in the in the Low-Density Residential Zone as shown in **Figure 6**, below. The purpose of the Low Density as follows:

The purpose of the Low density residential zone is to provide for:

- a variety of low density dwelling types, including dwelling houses and
- community uses, and small-scale services, facilities and infrastructure, to support local residents.

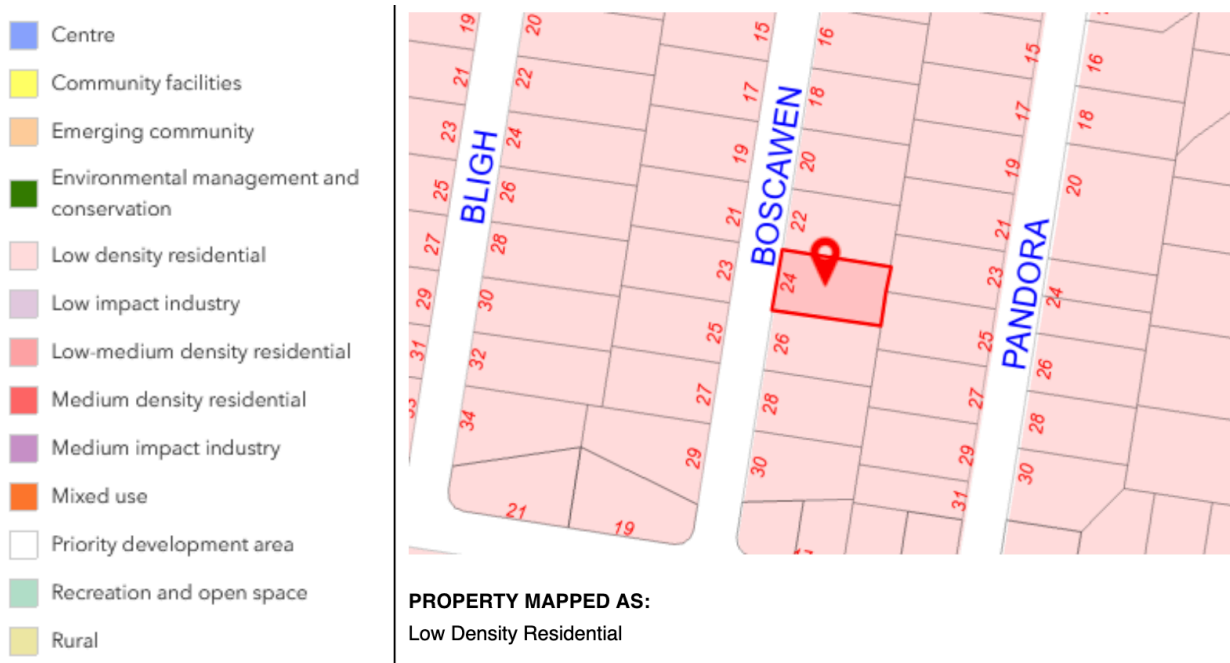


Figure 6: Site Zoning (Source: Logan City Council Mapping)

The proposed development is consistent with the intent of the Low-Density Residential Zone as follows:

- **Maintaining residential character:** The physical form of development on the site (dwelling, shed, landscaping) will remain residential in scale, height and appearance. No new industrial buildings or signage are proposed. The dwelling maintains its domestic presentation to Boscawen Street.
- **Ancillary scale and function:** The operations will be tightly limited by conditions (one staff member, restricted hours, low vehicle numbers) and effectively ancillary to the primary use of the site as a dwelling house.
- **Amenity:** All mechanical activities occur inside the shed; there is no outdoor servicing area or storage yard. The low frequency of vehicle movements, limited hours and noise controls ensure that the residential amenity of neighbouring properties is maintained.
- **Traffic and parking:** On-site parking is provided and vehicle movements are low. The development does not generate queues or require on-street parking to support the use.
- **Infrastructure:** The site is fully serviced, and no additional infrastructure demand beyond domestic levels is generated.

While the use is defined as Low Impact Industry rather than a home-based business, its scale, operational characteristics and building form are more closely aligned with a home-based activity. On balance, the proposal is considered acceptable in the Low-Density Residential Zone, subject to conditions securing its low-impact nature.

## 5.5 Category of Development and Assessment

### 5.5.1 Category of Development

There are three categories of development under the Act. These are Accepted Development, Assessable Development and Prohibited Development.

The Logan Planning Scheme 2025 acting as the Categorising Instrument, determines that the Category of Development for the development is impact assessable.

### 5.5.2 Category of Assessment

The Planning Scheme determines the Category of Assessment for the application. Where a neighbourhood plan specifies the Category of Assessment for development, these categories of assessment prevail over the Zone Category of Assessment if it is a higher Category of Assessment. In this instance, the Neighbourhood Plan does not vary the category of development specified by the Zone. Therefore, the Zone category of development applies.

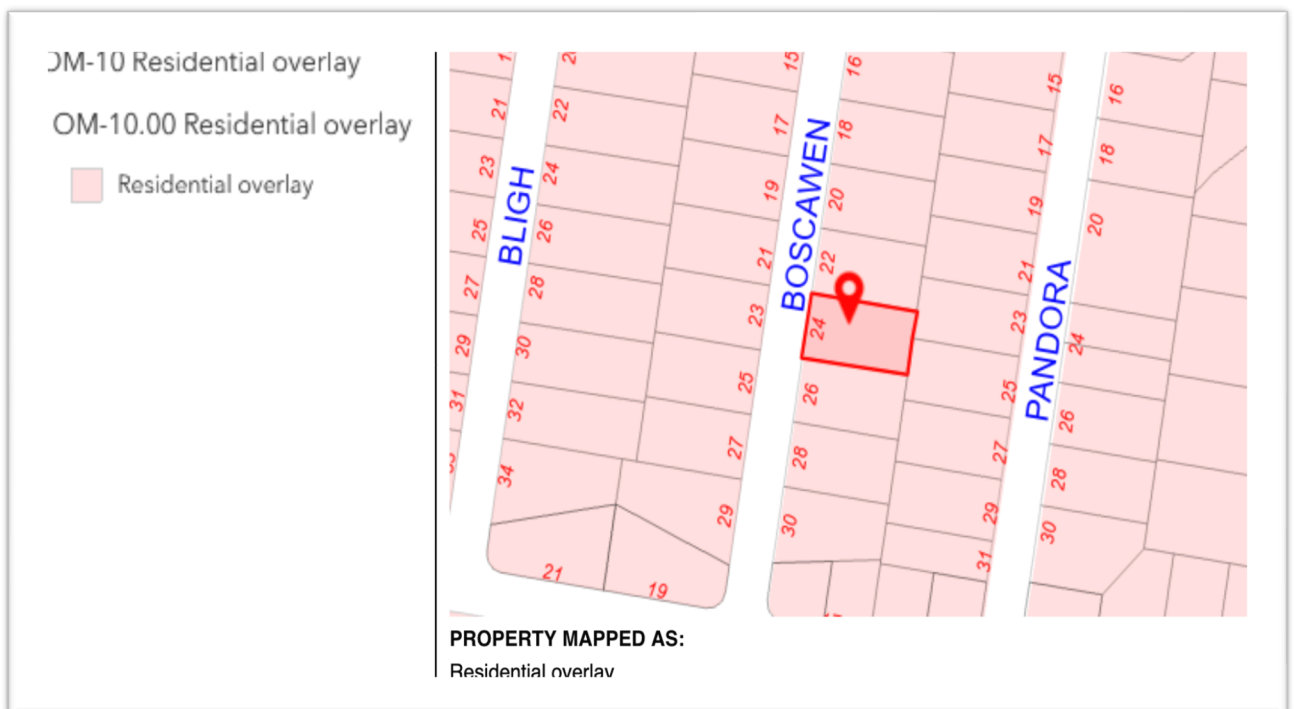
The following category of assessment applies:

**Impact Assessable:** Development which requires a development permit from Council. Impact assessable applications are subject to public notification and may attract submissions and third party submitter appeal rights. A development application is required to be lodged and this will be subject to impact assessment.

## 5.6 Overlays

The following Overlays from the Planning Scheme have been identified as applicable to the application:

- Residential Overlay



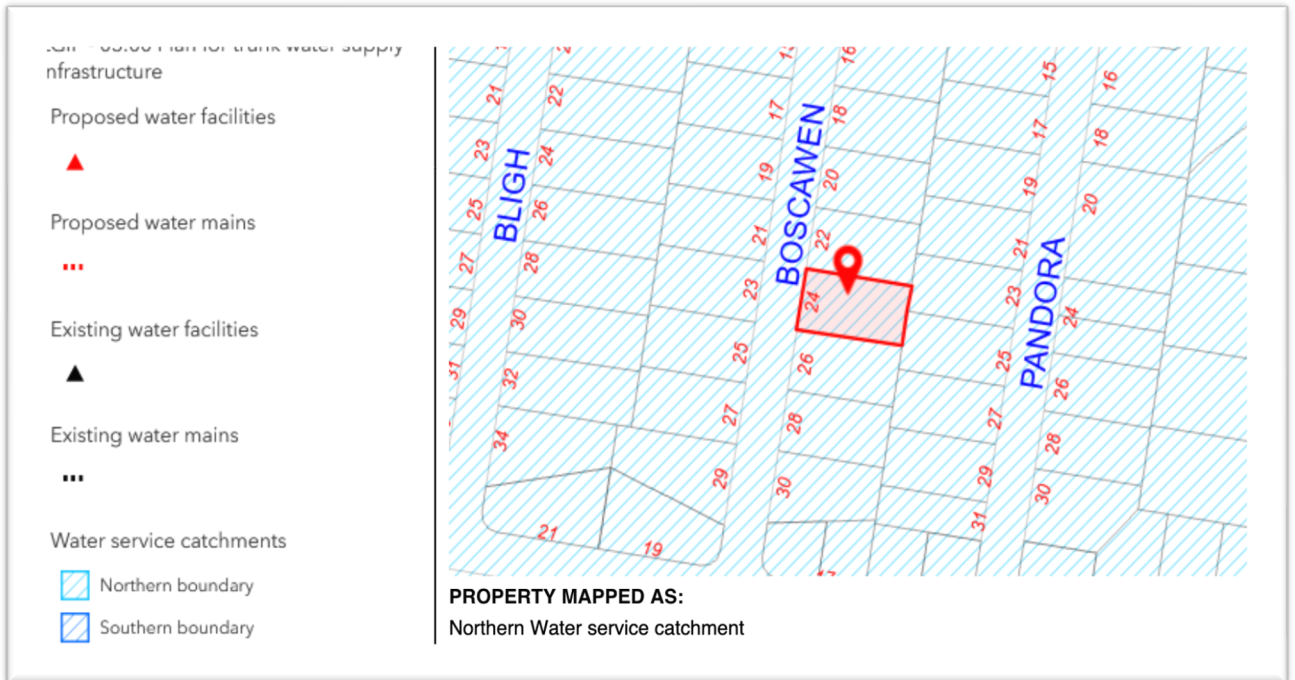
- Strategic airport and environs overlay



- LGIP – Priority Infrastructure Area and Projection Area

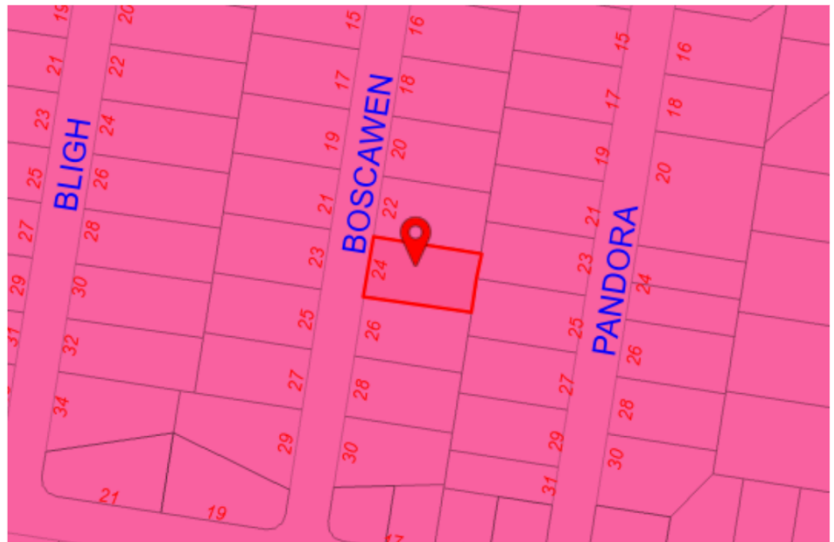


- LGIP – Plan for Trunk Water Supply Infrastructure



- LGIP – Plan for Trunk Parks Infrastructure

- [Pink Box] Rochedale South - Springwood
- [Brown Box] Rural North Balance
- [Dark Blue Box] Rural North East Balance
- [Light Blue Box] Rural South Balance
- [Orange Box] Rural South East Balance
- [Green Box] Rural West Balance
- [Blue Box] Shailer Park
- [Dark Blue Box] Underwood
- [Purple Box] Wolffdene - Bahrs Scrub



The proposal does not increase building height, does not introduce lighting or activities that would affect aviation safety, and maintains the existing residential scale. It therefore complies with the Strategic Airport and Environs Overlay Code. The LGIP mapping does not give rise to any additional infrastructure obligations for a development of this small scale.

## 5.7 Codes

The following Assessment Benchmarks are considered relevant to the proposed development:

- Low Density Residential Zone Code;
- Servicing, Access and Parking Code;
- Infrastructure Code;
- Landscape Code;
- Filling and Excavation Code;
- Management of Emissions and Hazardous Activities Code;
- Strategic Airport and Environs Overlay Code.

Assessment against the relevant codes is attached to this application (see **Appendix A**).

In summary, this assessment coupled with the relevant supporting reports demonstrates that the proposed development is capable of fulfilling the Acceptable Outcomes or associated Performance Outcomes of each Code.

## 6 Key Performance Solutions

The proposal involves a number of Performance Outcomes under the Planning Scheme. The following section outlines compliance with the key Performance Outcomes applicable to the proposal.

A full assessment against relevant codes is incorporated in **Appendix A**.

### 6.1 Home-Based Business Code

The proposal is not technically defined as a Home-based Business but shares similar characteristics.

The proposed use is deliberately capped at typical Home-based Business thresholds to mimic the impact profile of a compliant home-based activity. This provides a strong basis to conclude that residential amenity and character outcomes are upheld.

Component	Acceptable Outcome	Compliance? Y/N
Staff:	Operated by a resident in the dwelling house	Yes. The business will be operated by one (1) resident of the dwelling house.
Operation Hours:	7am to 6pm; Monday to Saturday	Yes. Proposed operating hours are Monday to Friday: 8:30am – 4:30pm.
Floor area:	Does not exceed 50m <sup>2</sup>	Yes. The shed has a floor area of approximately 22sqm.

### 6.2 Servicing, access and parking code

Component	Acceptable Outcome	Compliance? Y/N
Home-based business	1 space plus 1 space per non-resident staff member in addition to the spaces required for the dwelling house or dwelling unit	Yes.  The existing driveway and hardstand areas provide sufficient parking for the operator and 1–2 client vehicles without impacting the street network. This satisfies the relevant Performance Outcomes for safe and functional parking.

### 6.3 Low Density Residential Code

Component	Acceptable Outcome	Compliance? Y/N
Built Form	PO8 A building contributes to the character of the precinct with articulated buildings and detailing by: orientating towards the primary street frontage; providing an attractive and well-articulated façade.	No buildings are added or altered. The low-scale residential character and existing dwelling frontage remain unchanged. The use does not alter visual bulk, articulation, or façade presentation. Streetscape character is therefore preserved.

Building Height	AO2 Building Height Limit on Slopes: Less than 15% slope: 8.5 meters 15% or more: 10 meters.	No new building is proposed. The existing domestic shed is retained and its height remains compliant with the typical residential form in the surrounding area. The proposal maintains the existing low-scale built form and therefore complies.
Streetscape	PO9 Development provides a consistent and cohesive streetscape, which creates visual interest, a sense of place and a safe pedestrian environment that is consistent with the intended character of the precinct through the use of:  footpath paving; street trees; landscaping.	The driveway and presentation of the dwelling remain domestic in appearance. Streetscape continuity will therefore be maintained.
<b>Suburban precinct</b>		
Built Form	PO23 The Suburban precinct has a residential built form, which is characterised predominantly by Dwelling houses in an urban landscape setting.	The proposal does not modify the dwelling or shed. The dominant visual form remains the existing residential house. The industrial activity is low-scale, internalised, and not visible externally. Therefore, the character of the Suburban precinct is preserved.
Site Cover	AO24 Development in the Suburban precinct has a maximum site cover of 50 percent.	Site cover remains unchanged.

## 7 Additional Assessment Benchmarks

### 7.1 Temporary Local Planning Instrument

No Temporary Local Planning Instruments (TLPs) have been identified as applying to the subject site or the proposed development.

### 7.2 Variation Approval

The site is not subject to a Variation Approval. The Planning Scheme applies in full without modification.

### 7.3 Matters Prescribed by Regulation

Relevant prescribed matters (including SPP integration and SDAP referral triggers) have been considered.

- The Planning Scheme appropriately reflects the relevant SPP state interests; and
- No SDAP referral triggers apply.

### 7.4 Local Government Infrastructure Plan

The property is mapped for the following LGIPs:

#### **LGIP - Priority Infrastructure Area and Projection Area**

Priority Infrastructure Area  
Rochedale South – Priestdale Projection Area

#### **LGIP - Net Developable Area and Planned Density Area**

Residential development

#### **LGIP - Plan for Trunk Water Supply Infrastructure**

Northern Water service catchment

#### **LGIP - Plan for Trunk Sewerage Infrastructure**

Loganholme Sewerage service catchment

#### **LGIP - Plan for Trunk Stormwater Infrastructure**

LA6 Stormwater quantity areas

#### **LGIP - Plan for Trunk Movement Infrastructure**

Rochedale South – Priestdale Transport service catchment

#### **LGIP - Plan for Trunk Parks Infrastructure**

Rochedale South – Springwood Park service catchment

#### **LGIP - Plan for Land for Community Facilities Infrastructure**

Rochedale South – Springwood Community facilities service catchment

The proposed AIS and minor servicing use generates negligible additional infrastructure demand beyond the existing residential usage. No additional trunk infrastructure is required to service the development, and no infrastructure charges beyond standard MCU charges are anticipated.

## 8 Other Relevant Matters

Section 45 of the Planning Act provides for the assessment matters for different categories of assessment. For an application subject to Impact Assessment, these matters are

*“An impact assessment is an assessment that—*

*(a) must be carried out—*

*(i) against the assessment benchmarks in a categorising instrument for the development; and*

*(ii) having regard to any matters prescribed by regulation for this subparagraph; and*

*(b) may be carried out against, or having regard to, any other relevant matter, other than a person’s personal circumstances, financial or otherwise.*

*Examples of another relevant matter—*

- *a planning need*
- *the current relevance of the assessment benchmarks in the light of changed circumstances*
- *whether assessment benchmarks or other prescribed matters were based on material errors”*

The development application is subject to Impact Assessment, and therefore the assessment manager may carry out assessment against, or having regard to, relevant matters other than assessment benchmarks and matters prescribed by regulation. We consider that there are other relevant matters, as outlined below.

### 8.1 Planning Need

There is a planning and community need for conveniently located AIS and minor vehicle servicing functions in suburban areas such as Rochedale South. Residents are required to obtain roadworthy certificates for vehicle registration and sale, yet most AIS providers are located in industrial or commercial precincts some distance away. This increases travel time, cost, and inconvenience.

The proposed development addresses this need by:

- Providing a small-scale, locally accessible AIS facility within the urban residential area;
- Offering flexible and personalised service to nearby residents, reducing the need to travel to distant industrial areas;
- Making efficient use of an existing underutilised shed and tennis court hardstand; and
- Supporting local employment in a way that is compatible with residential amenity.

Given the limited intensity and strong management of potential amenity impacts, the localised benefit and convenience provided by the development constitute a relevant planning need in favour of approval.

## 8.2 Relevance of the Assessment Benchmarks

Some Acceptable Outcomes within the Planning Scheme codes are framed with typical commercial or industrial premises in mind, including larger scale car parking and heavy vehicle servicing standards. In this case, the development is of a sub-commercial, semi-domestic scale and is effectively constrained to operate at or below typical home-based business impacts.

It is therefore appropriate to give greater weight to the Performance Outcomes and the overall outcomes of the relevant codes and zone, rather than strictly applying Acceptable Outcomes designed for larger premises. Where Acceptable Outcomes cannot be met, the proposal still delivers the underlying performance intent including safety, efficiency, protection of amenity and network performance.

## 8.3 Efficient Use of Existing Buildings and Infrastructure

The development reuses existing buildings and hardstand areas on a fully serviced residential allotment, avoiding the need for new construction in industrial areas and making better use of existing infrastructure.

# 9 Reasons for Approval

## 9.1 Local Government Reasons for Approval

Under Section 45 (5) of the Act, assessment of Impact Assessable applications:

*“(a) must be carried out:*

*(i) against the assessment benchmarks in a categorising instrument for the development; and*

*(ii) having regard to any matters prescribed by regulation for this subparagraph; and*

*(b) may be carried out against, or having regard to, any other relevant matter, other than a person’s personal circumstances, financial or otherwise.”*

As detailed in the preceding sections of this report, the following reasons support approval of the application:

1. **Consistency with strategic intent:** *The proposal is consistent with the Strategic Framework and Regional Plan outcomes for established urban areas, supporting local services and employment without undermining the residential settlement pattern.*
2. **Low impact and compatibility:** *The use is of a very low intensity, constrained to one operator, limited hours and 1–3 vehicles per day. All activities occur inside an existing shed, ensuring noise, emissions and visual impacts are compatible with the Low Density Residential Zone.*
3. **Protection of residential character:** *The dwelling maintains its residential appearance and the front yard landscaping is retained. No industrial façade, fencing, or outdoor storage is proposed, preserving the existing streetscape character.*
4. **Adequate access and parking:** *Existing and proposed internal driveways and hardstand areas provide safe, functional access and sufficient parking for the operator and clients, without reliance on on-street parking or heavy vehicle movements.*
5. **Infrastructure and environmental protection:** *The site is already serviced and the use does not require upgrades to water, sewer, stormwater or road networks. Waste and stormwater are managed appropriately, and there is no discharge of contaminants.*
6. **No unacceptable impacts:** *The development has been demonstrated to comply with the relevant Performance Outcomes of the Low Density Residential Zone Code and the general codes (Infrastructure, Servicing, Access and Parking, Landscape, Filling and Excavation, Management of Emissions and Hazardous Activities). Any minor technical non-compliances are addressed through robust performance solutions.*
7. **Planning need and community benefit:** *The development responds to a local need for convenient vehicle inspection services, providing a small-scale community benefit that outweighs any minor and manageable planning scheme conflicts.*

8. ***Efficient use of existing assets:*** *The proposal makes efficient use of the existing shed and tennis court slab, reducing the need for additional built form and supporting a more sustainable urban outcome.*

On balance, when assessed against the Planning Scheme, State planning instruments and other relevant matters, there are sound planning reasons to approve the development.

# 10 Summary and Conclusion

Council Approval Group is pleased to submit this Planning report and accompanying information for low impact industry proposed Material Change of Use for a Low Impact Industry (Approved Inspection Station and minor vehicle repairs and servicing) at 24 Boscawen Street, Rochedale South.

This Planning Report for the proposed use and/or development has considered:

- the circumstances of the case;
- an analysis of the subject site and the surrounding locality;
- an analysis of the proposal against the provisions of the Planning Scheme, including all relevant statutory controls that apply to the site;
- Other relevant matters.

This report concludes that the proposal will substantially complement the objectives and vision of the planning scheme.

The assessment has identified that:

- The proposal is small in scale, low in intensity and is effectively ancillary to the primary residential use of the site;
- The use is contained within an existing shed and relies on modest adjustments to driveway and hardstand areas only;
- Amenity, traffic, environmental and safety impacts are negligible and consistent with those anticipated in a low-density residential area;
- The development generally complies with the relevant assessment benchmarks or, where Acceptable Outcomes are not strictly met, provides well-founded performance solutions that achieve the intent of the Planning Scheme; and
- The proposal provides a localised community benefit and addresses a planning need for accessible AIS services within the suburban area.

On this basis, it is submitted that the proposal:

- Is consistent with the purpose and overall outcomes of the relevant codes;
- Does not cause unacceptable impacts on the surrounding area; and
- Should be approved subject to reasonable and relevant conditions.

## 10.1 Recommendation

Under all the circumstances of the case, it is recommended to Council for favourable consideration.

Appendix A. Code Compliance Tables

Appendix B. Proposal Plans

Note: All relevant code compliance tables have been prepared and submitted separately with the Development Application. These documents form part of the overall application package but are not included within this report.