ATTACHMENT F AMENDED PLANNING SCHEME CODE RESPONSE

TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

1. ZONE CODES

Rural Zone Code (s6.6.6)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Table 6.6.6:1 – Rural Zone Code – Requirements for accepted development and assessment benchmarks for assessable development		
General		
PO_1 Setbacks are provided to: (a) avoid potential nuisance to neighbours; (b) protect residential amenity; and (c) maintain the local landscape character.	$AO_{1.1}$ Non-residential buildings, animal enclosures, storage facilities and waste disposal areas are setback the following distances from any: (a) dwelling on adjoining land in the Rural Zone - 50m; (b) land included in the low Density Residential, Low-medium Density Residential, Township, Emerging Community or the Rural Residential Zones - 100m.	**AO1.1 Complies** (a) All non-residential buildings are located at least 50m from existing dwellings (b) N/A
PO_2 Development does not adversely impact on the character of the locality, having regard to the scale and visibility of buildings.	$AO_{2.1}$ Building height (other than for silos, windmills and similar farming infrastructure) does not exceed two (2) storeys or 10.5m in height above natural ground level.	**AO2.1 Complies** Building Height for tallest structure being O&M storage shed will not exceed two (2) stories or 10.5m in height above natural ground level
Roadside Stalls and Shops		
PO_3 The display and sale of goods does not impact negatively upon the amenity, character or safety of rural areas and the safety and efficiency of roads.	$AO_{3.1}$ Any structure used for the sale of goods or produce is limited to 25m² gross floor area. $AO_{3.2}$ Access to the structure is via the primary property access point. $AO_{3.3}$ Produce or goods sold are grown, made or produced on or adjacent to the land on which the road side stall is erected.	**AO3.1 N/A** No sale of good is proposed onsite **AO3.2 N/A** Primary access is via the proposed development land from Turner Road **AO3.3 N/A** No sale of goods is proposed onsite

TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Dwelling House		
PO_4 Dwellings have safe, all weather road access.	$AO_{4.1}$ Formed road access is provided to the dwelling.	**PO4 N/A**
PO_5 An adequate, safe and reliable supply of potable and general use water is provided.	$AO_{5.1}$ The dwelling is connected to a rainwater tank with a capacity of at least 45,000 litres.	**PO5 N/A**
PO_6 Wastewater generated on site is treated and disposed of in a sustainable manner.	$AO_{6.1}$ Wastewater is treated and disposed of in accordance with the *Queensland Plumbing and Wastewater Code (QPW)*.	**PO6 Complies** Waste water is to be disposed offsite by licensed contractor
PO_7 The location of any dwelling does not compromise the continued operation of an existing or approved intensive animal industry, extractive industry or other uses that are incompatible with residential development.	$AO_{7.1}$ The dwelling is located at least 1,000m from an existing or approved intensive animal industry operation. $AO_{7.2}$ The dwelling is separated from an extractive industry by at least: (a) 500m from a hard rock extractive industry; (b) 200m from a sand and gravel extractive industry; and (c) 100m from a haul route. $AO_{7.3}$ The dwelling is setback from site boundaries by 50m.	**PO7 N/A**
Caretaker's Accommodation		
PO_8 Development provides for the accommodation of a caretaker, and their family members, in a manner that:	$AO_{8.1}$ A caretaker's accommodation is: (a) separated from significant levels of emissions (adverse to human health or	**PO8 Complies** The residential dwelling on Lot 11 ML72 will be retained for possible accommodation during construction and potentially also during operation of the proposed development. The house is located more than 150m away from the site boundary and approximately 200m from nearest infrastructure (noting detailed design has not occurred yet). The house is screened with planted trees,

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
(a) does not compromise the productivity of use; (b) is safe and comfortable for the amenity residents; and (c) has regard to the landscape and private recreation needs of the residents.	amenity) generated by the use/s of the site by at least 6m; (b) provided with a private landscape and recreation area which: (i) is directly accessible from a habitable room; and (ii) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and (iii) if a balcony, a veranda or a deck, has a minimum[1] area of 8m² with minimum dimensions of 2.4m. AO8.2 No more than one (1) caretaker's accommodation is established per non-residential use.	however additional vegetation may be planted as needed, based on the final design and if the house will be occupied in operation.
Noise Amenity		
PO9 The use does not adversely impact on the amenity of the surrounding residential land uses and/or residential streetscape character.	AO9.1 New building plant or air-conditioning equipment is located central to the building and screened from view of the street or nearby residential uses.	**PO9 ~~N/A~~ Complies** The Operational Noise Assessment (refer to **Attachment C** in the IR Response) has determined the proposed development will be compliant with the noise levels listed in the Planning Scheme. The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) has proposed five (5) vegetation screening options or areas (refer to Section 5.2 and 6 of the LCVIA & LCP). The recommended plant species have been chosen to align with local ecosystems and soil landscapes, and to integrate into the existing amenity of the surrounding area, including

[1] Amended on 27 April 2018

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		existing roadside vegetation which will remain almost entirely intact (i.e. minimal/no vegetation removal).
Outdoor Lighting		
PO_{10} Outdoor lighting maintains the amenity of the surrounding area and does not adversely impact the safety for vehicles or pedestrians on the adjoining street as a result of light emissions, either directly or by reflection.	$AO_{10.1}$ Outdoor lighting is restricted to low level security lighting only. $AO_{10.2}$ Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of *AS4282 – Control of the Obtrusive Effects of Outdoor Lighting*.	**PO10 Complies** Outdoor lighting is for security purposes and will be in accordance with AS4282.
Building Work (not associated with a Material Change of Use)		
PO_{11} Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	$PO_{11.1}$ Car parking is provided in accordance with the Transport, Access and Parking Code.	**PO11 N/A**
PO_{12} Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	$PO_{12.1}$ No reduction of previously approved landscaping areas is to occur.	**PO12 ~~N/A~~ Complies** The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) has proposed five (5) vegetation screening options or areas (refer to Section 5.2 and 6 of the LCVIA & LCP). The recommended plant species have been chosen to align with local ecosystems and soil landscapes, and to integrate into the existing amenity of the surrounding area, including existing roadside vegetation which will remain almost entirely intact (i.e. minimal/no vegetation removal). Thus, the proposed landscaping is expected to make a positive contribution to the site and the amenity of the surrounding area and

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		existing landscaping is not diminished.
PO13 Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	PO13.1 Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.[2]	**PO13 Complies** The proposal is expected to involve rainwater tanks at the site office to collect and use rainwater for non-potable purposes
PO14 Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	PO14.1 Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No.3 Engineering Standards – Water and Wastewater Infrastructure. OR PO14.2 Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.	**PO14 Complies** Waste water is to be disposed offsite by licensed contractor
Table 6.6.6:2 – Rural Zone Code –assessment benchmarks for assessable development		
Cropping being Forestry		
PO1 Forestry is established, maintained and operated in a manner that protects the amenity of the locality.	AO1.1 Use of equipment and machinery and haulage associated with forestry is restricted to: (a) Monday to Saturday – 7:00 am - 7:00 pm; and (b) Sunday and Public Holidays – 8:00 am – 7:00 pm. AO1.2 Forestry does not occur on land having slopes steeper than 15%.	**PO1 N/A** No cropping or forestry is proposed

[2] Amended on 19 August 2016

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO_2 Adverse consequences of road traffic from harvesting activities on the road network are avoided.	No acceptable outcome is nominated.	**PO2 N/A** No cropping or forestry is proposed
PO_3 Forestry is established, maintained and harvested in a manner that maintains the environmental integrity, catchment values and the ecological values of the site.	$AO_{3.1}$ Land is not left in a disturbed and exposed condition, and is rehabilitated following harvesting.[3]	**PO3 N/A** No cropping or forestry is proposed
Uses		
PO_4 The zone primarily accommodates rural activities and related ancillary uses or compatible uses consistent with the values and features of the zone including its rural production capacity, natural resources and scenic landscape amenity.	$AO_{4.1}$ Uses which are consistent with the intent of the zone include: (a) rural activities; (b) dwelling house where associated with rural activities; (c) caretaker's accommodation; (d) emergency services; (e) home based business; (f) major electricity infrastructure; (g) nature-based tourism; (h) outstation; (i) rural works' accommodation; (j) substation; (k) transport depot (where in the Heinemann Road Transport Precinct); and[4] (l) warehouse (where in the Heinemann Road Transport Precinct and for the overnight storage of trucks and other road transport vehicles and the	**PO4 Complies** The proposed development is for a 'major electricity infrastructure', being a solar PV farm and BESS, and includes a 'substation', to service the energy needs of the local and wider community. One caretaker's accommodation is proposed.

[3] A program of progressive rehabilitation including re-establishing and stabilising drainage flow paths, mulching and spreading forest wastes not used for commercial purposes may be required.

[4] Amended on 27 April 2018

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	temporary storage of goods awaiting reshipment). $AO_{4.2}$ Uses which are inconsistent with the intent of the zone include: (a) business activities; (b) accommodation activities (other than dwelling houses and short-term accommodation); (c) entertainment activities; (d) industry activities other than rural industry and extractive industry activities and industries requiring isolation from urban areas; and (e) recreation activities.	
PO_5 Rural industries are established only where associated with rural production in the immediate vicinity.	No acceptable outcome is nominated.	**PO5 N/A**
PO_6 Tourism and recreation related uses are established only where they are small in scale and are directly associated with rural production, natural resources and landscape amenity in the immediate vicinity.	No acceptable outcome is nominated.	**PO6 N/A**
Rural Character		
PO_7 Buildings are have a low rise, rural character.	$AO_{7.1}$ Building height (other than for silos, windmills and similar farming infrastructure) does not exceed two (2) storeys or 10.5m in height above natural ground level.	**PO7 Complies** Building Height for tallest structure being O&M storage shed will not exceed two (2) storeys or 10.5m in height above natural ground level
PO_8 Development does not unduly impact on the rural amenity and character of the locality, having regard to:	No acceptable outcome is nominated.	**PO8 Complies** a) The proposed internal substation and ancillary buildings are setback at least 10m from the boundaries and are of a built form that it considered with the rural area. Farming properties in the

(a) the scale, siting and design of buildings and structures; (b) visibility from roads and other public view points, screening vegetation and landscaping; and (c) the natural landform and avoidance of visual scarring; (d) noise, odour and other emissions.		immediate vicinity of the site have largescale sheds and heavy machinery and other infrastructure in plain sight. Furthermore, the solar panel arrays are of a height that is less than a 1-storey building and bend to the contours of the land creating a undulating visual appearance in line with the current landscape topography. Visual impact has been assessed as minimal however, the Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) has proposed five (5) vegetation screening options or areas (refer to Section 5.2 and 6 of the LCVIA & LCP). One of the proposed vegetation screening areas (SV2) is specifically to minimise visibility towards the proposed Powerlink substation for road users travelling north on Punchs Creek Road. ~~in **Appendix H**.~~ b) ~~The visual impacts of the proposed development are such that they do not require mitigation. Visual impact has been assessed as minimal in **Appendix H**.~~ The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) has proposed five (5) vegetation screening options or areas (refer to Section 5.2 and 6 of the LCVIA & LCP). One of the proposed vegetation screening areas (SV2) is specifically to minimise visibility towards the proposed Powerlink substation for road users travelling north on Punchs Creek Road. The recommended plant species have

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		been chosen to align with local ecosystems and soil landscapes, and to integrate into the existing amenity of the surrounding area, including existing roadside vegetation which will remain almost entirely intact (i.e. minimal/no vegetation removal). Thus, the proposed landscaping is expected to make a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished. c) The solar panels are aligned in rows following the contours of the land to give a smooth visual appearance over the landscape, which is reminiscent of the row features found elsewhere in the rural locality such as cropping and wineries landscapes. The rows of solar panels are broken into distances of 5-7 meters from each other, and are further separated into block of arrays by tracks which added articulation to the waving formation of the solar panel rows. Visual impact has been assessed as minimal however, the Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) has proposed five (5) vegetation screening options or areas (refer to Section 5.2 and 6 of the LCVIA & LCP). One of the proposed vegetation screening areas (SV2) is specifically to minimise visibility towards the proposed Powerlink substation for road users travelling north on Punchs Creek Road. ~~in **Appendix H.**~~

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		d) The proposed development does not have any air emissions and does not cause significant noise above that which is expected in the rural environment. The Operational Noise Assessment (refer to **Attachment C** in the IR Response), has determined the proposed development will be compliant with the noise levels listed in the Planning Scheme.
PO_9 Roads and other infrastructure are of a sufficient capacity to accommodate the demands generated by the development.	No acceptable outcome is nominated.	**PO9 Complies** As demonstrated in the Traffic Impact Assessment report (Refer to **Appendix G**), the impact on the road network is insignificant. Connection to other services such as telecommunications is standard for a rural use, with use of electricity from the network not needed.
Rural Visibility and Managing Conflicts		
PO_{10} Development does not restrict the ongoing operation or viability of nearby rural uses.	No acceptable outcome is nominated.	**PO10 Complies** The proposed solar farm does not create any known issue that would affect the ability of neighbouring agricultural lands to continue their regular practice. Weed management is outlined in **Appendix L**.
PO_{11} Development that may be sensitive to the spray drift, odour, noise, dust, smoke and ash potentially associated with agricultural activities is adequately separated or buffered to avoid significant conflict.[5]	No acceptable outcome is nominated.	**PO11 Complies** The proposed development does not create spray drift, odour, ~~noise,~~ smoke or ash. Any dust created by vehicles accessing the site will be managed appropriately as the efficiency of the solar farm relies on dust free solar panels. The Operational Noise Assessment (refer to

[5] To demonstrate compliance with this performance outcome, applicants should have regard to the SPP 1/92 Planning Guidelines: Separating Agricultural and Residential Land Uses.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		Attachment C in the IR Response), has determined the proposed development will be compliant with the noise levels listed in the Planning Scheme.
Site Layout		
PO_{12} The site layout responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use, such that: (a) any hazards to people or property are avoided; (b) any earthworks are minimised; (c) the retention of natural drainage lines is maximised; (d) the retention of existing vegetation and biodiversity values is maximised; (e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening or separation to adjoining development.	No acceptable outcome is nominated.	**PO12 Complies** a) No hazards to property or people are created by the proposed development b) All earthworks onsite are minimal due to the extensive use of the existing topography c) The existing drainage lines are to be maintained and avoided by the proposed solar farm. d) Regulated vegetation and regional ecosystem areas will be avoided, and the proposed footprint buffers off Punch Creek e) No connection to formal water, sewer or stormwater infrastructure exists near or on the site. f) The proposed footprint is setback at least 10m from the land boundaries.
Precincts		
PO_{13} Development in the 100ha Precinct: (a) does not involve the creation of additional lots smaller than 100ha; (b) maintains the productive capacity of the land; and (c) maintains the natural and scenic landscape values of the land.	No acceptable outcome is nominated.	**PO13 N/A**
PO_{14} Development in the 200ha Precinct:	No acceptable outcome is nominated.	**PO14 N/A**

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
(a) does not involve the creation of additional lots smaller than 200ha; (b) maintains the productive capacity of the land; and (c) maintains the natural and landscape values of the land.		

2. OVERLAY CODES

Environmental Significance Overlay Code (s8.5.1.3)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Table 8.5.1:3 – Environmental Significance Overlay Code – assessment benchmarks for assessable development		
Areas of Ecological Significance		
PO_1 Vegetation disturbance or other impacts on areas of ecological significance shown on the Environmental Significance Overlay maps, is avoided or where disturbance cannot be avoided the loss or reduction of ecological values is minimised.	$AO_{1.1}$ Impacts are avoided by locating development wholly outside mapped areas of ecological significance and areas of ecological significance buffer identified on the Environmental Significance Overlay maps. OR Where impacts on areas of ecological significance shown on the Environmental Significance Overlay Maps cannot be avoided, they are minimised by: (a) minimising the total footprint within which activities, buildings, structures,	**PO1 Complies** The Investigation area contains small areas of ecological significance and buffer identified on the Environmental Significance Overlay maps. These areas are also mapped as Matters of State Environmental Significance (MSES) and include: • Regulated vegetation (category B) • Regulated vegetation (intersecting a watercourse) The development area has been designed to ensure the development footprint avoids and is set back from the mapped Environmental Significance and Buffer Overlay maps and the MSES overlays. The site is accessed via Turner Road which contains roadside vegetation that is identified on the Environmental Significance Overlay maps. These areas are also mapped as Matters of State

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	driveways and other works or activities are contained; (b) avoiding further fragmentation of areas of ecological significance and strengthening linkages where possible; (c) utilising areas of lesser importance in terms of biodiversity values so that areas of higher value are conserved to the greatest extent practicable; and (d) maintaining areas of ecological significance in patches of greatest possible size and with the smallest possible edge to area ratio.	Environmental Significance (MSES) and potentially Threatened Ecological Community which is a Matter of National Environmental Significance (MNES). The proposed design of the road widening and upgrade of Turner Road avoids the mapped Environmental Significance and Buffer Overlay maps, the MSES and MNES overlays. Refer to IR Response, **Attachment A** and **Attachment E**, for further details. Thus (a) the impacts of the proposed development have been considered and minimised in all possible ways. The (b) regulated vegetation areas are already fragmented, however will remain completely untouched by the proposed development. The (c and d) mapped *Water Act 2000* watercourse, Punch Creek, is to be avoided, other than the utilisation of an existing bed level farm track crossing over the creek. The natural watercourse path will remain as it currently is, with a 100m buffer either side of the watercourse centreline.
PO_2 Development optimises biodiversity outcomes by prioritising the location of environmental offsets within identified biodiversity corridors.	$AO_{2.1}$ Biodiversity offsets designed to counterbalance development impacts on areas of ecological significance are delivered consistent with the Queensland Government Environmental Offsets Policy 2008 and other applicable biodiversity/environmental offset policies.	**PO2 N/A** The development does not require environmental offsets, due to the avoidance of remnant vegetation and regional ecosystems.
PO_3 Landscaping complements biodiversity values by incorporating the following elements into the landscaping design:	No acceptable outcome is nominated.	**PO3 N/A** The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) ~~**Appendix H**~~)) has proposed five (5) vegetation screening

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
(a) native plants of local origin; or (b) known food and habitat trees and shrubs for endemic native fauna species in the local area; or (c) replication of adjacent healthy remnant habitats, including understorey vegetation; and (d) no declared noxious plants, weeds or invasive plants likely to displace native flora species or degrade fauna habitat.		options or areas (refer to Section 5.2 of the LCVIA & LCP). The recommended plant species have been chosen to align with local ecosystems and soil landscapes, and include understorey vegetation. ~~determined no landscaping for visual buffers is required for the development~~.
PO_4 Movement of fauna is facilitated within and through the site, particularly along identified biodiversity corridors by: (a) ensuring that development and associated activities do not create barriers to the movement of fauna along and within biodiversity corridors; (b) directing fauna to locations where wildlife infrastructure has been created, to enable wildlife to safely negotiate a development area; and (c) separating fauna from potential hazards.	No acceptable outcome is nominated.	**PO4 N/A** No biodiversity corridors are identified on the site. However, the design of the proposed development ensures the development footprint avoids and is set back from the mapped regulated vegetation.
PO_5 Identified biodiversity corridors on the Environmental Significance Overlay maps and their role to potentially connect areas of ecological significance (through rehabilitation or enhancement) are not compromised by development.	No acceptable outcome is nominated.	**PO5 N/A** No biodiversity corridors are identified on the site. However, the design of the proposed development ensures the development footprint avoids and is set back from the mapped regulated vegetation.
Waterways and Wetlands		
PO_6 Development is not carried out within a mapped waterway or wetland identified on the Environmental Significance Overlay maps.	$AO_{6.1}$ Development is located outside the mapped boundary of a waterway or wetland identified on the Environmental Significance Overlay maps.	**PO6 N/A** No mapped waterway or wetland has been identified on the Environmental Significance Overlay maps.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		Although not identified on the Environmental Significance Overlay maps, the development buffers 100m either side of the centreline of the mapped *Water Act 2000* watercourse, Punch Creek (also mapped as a Regulated vegetation (defined watercourse), a Vegetation management watercourse (Stream order 4) and partly a Qld Waterway for waterway barrier works watercourse (Moderate)), to ensure the development footprint avoids the watercourse. The exception will be the utilisation of an existing bed level farm track crossing over the creek. The natural watercourse path will remain as it currently is, with no additional crossing infrastructure over the watercourse proposed.
PO_7 Development provides a buffer which protects the ecological, hydrological and water quality values of the wetland or the waterway.	$AO_{7.1}$ Development provides a buffer area which is vegetated with native plants endemic to the area. $AO_{7.2}$ Buildings, structures and works are not carried out within the buffer area identified on the Environmental Significance Overlay maps.	**PO7 N/A** No mapped waterway or wetland has been identified on the Environmental Significance Overlay maps. Although not identified on the Environmental Significance Overlay maps, the development buffers 100m either side of the centreline of the mapped *Water Act 2000* watercourse, Punch Creek (also mapped as a Regulated vegetation (defined watercourse), a Vegetation management watercourse (Stream order 4) and partly a Qld Waterway for waterway barrier works watercourse (Moderate)), to ensure the development footprint avoids the watercourse. The exception will be the utilisation of an existing bed level farm track crossing over the creek. The natural watercourse path will remain as it currently is, with no additional crossing infrastructure over the watercourse proposed.

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PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO_8 Development retains the existing hydrological regime or re-establishes the previous naturally occurring regime.	$AO_{8.1}$ Existing flows of surface and ground water are not altered through construction of channelled flows or the redirection or interruption of flows.	**PO8 N/A** No mapped waterway or wetland has been identified on the Environmental Significance Overlay maps. However, Punch Creek is a mapped *Water Act 2000* watercourse, a Regulated vegetation (defined watercourse), a Vegetation management watercourse (Stream order 4) and partly a Qld Waterway for waterway barrier works watercourse (Moderate). As demonstrated in the Concept Surface Water Impact Assessment report (refer **Attachment B** of the IR Response) ~~Surface Water Impact Assessment (refer to **Appendix H**)~~ the proposed development does not impact on the surface and ground water flows in any significant capacity.

Agricultural Land Overlay Code (s8.6.2.3)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Table 8.6.2:1 – Agricultural Land Overlay Code – assessment benchmarks for assessable development		
PO_1 Development does not reduce the productive capacity of the land or result in conflict with nearby rural uses.	No acceptable outcome is nominated.	**PO1 Complies** The proposed renewable energy project will operate concurrently with rural activities onsite for the life of the use, at which point the project infrastructure will be removed from the land to enable continuation of the agricultural use. This is possible due to the retention of pasture grasses over the entire site including underneath the rotational solar panels which allows sunlight and water to reach this vegetation. Use of

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		animals for maintenance of grassland is a possibility being considered. In addition, the staging of the proposal over many years ensures that the balance areas continue to be used for agricultural activities. Thus, the productivity of the land is retained. The proposed development does not recreate any significant dust, noise, shading or waste that would be detrimental to adjoining rural activities, as detailed in section 5 of the Planning Report. Other issues such as stormwater runoff from the site have been shown to be compliant (refer to **Appendix J**). Weed management and other land management risks and mitigation measures have been identified in the Site Based Environmental Management Plan (refer **Appendix L**) which has been prepared for the proposed development.

PO_2 Non-rural uses, and rural uses which are not dependent on the agricultural quality of the land, do not compromise the long term productive capacity of agricultural land.	AO2.1 Non-rural uses, and rural uses which are not dependent on the agricultural quality of the land, are not located on agricultural land. OR AO2.2 Development is compatible with agricultural production and is designed and located in a way that does not inhibit or prevent normal farming practices in the future *Note: examples of development that achieve this outcome may include a golf course, plant nursery or sports field*	**PO2 Complies** It is argued that the proposed use is compatible in a rural setting given the presence of renewable energy projects in rural Australia over recent years. It is also argued that harvesting energy from the sun is not unlike agricultural activities that harvest crops and animals; all being naturally derived products. Based on the assessment of this development (Refer to **Appendix J**), the impacts from harvesting renewable energy on the environment is even lower than the impacts created by normal agricultural activities, i.e. release of pollutants, changes to waterway paths, dust. It is also noted that one of the key services that drives regional growth in Toowoomba is the energy sector (reference to strategic outcomes of planning scheme). The emergence of renewable energy infrastructure within the rural setting is an occurrence that has naturally evolved from the precedent set. Most (if not all) solar farms in Queensland, are located within rural areas, with the majority being on agricultural land (of varying classifications, e.g. A-D, and sometimes involving Strategic Cropping Land), including the solar farms approved by Toowoomba Regional Council. To argue that this infrastructure should be placed in any other location other than a rural area, regardless of agricultural land mapping, is to go against the prevailing acceptance of this use within this locality.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		It is noted that the Strategic Intent of Council's planning scheme reflects this aspect, as does the Planning Policy of the *Darling Downs Regional Plan* which sets the tone for Council's planning parameters. Both have been assessed against this proposal, and found to be complaint (Refer to Section 7 of the Planning Report). These overarching planning positions acknowledge that solar farms within agricultural land are an acceptable outcome given the low impact and long term benefits that the use provides, as well as the emerging co-location of sheep grazing and other low impact agricultural pursuits. Thus, it is considered that the proposed renewable energy development is compatible with, and can be located in, a rural locality as proposed.
PO$_3$ Reconfiguring lots on agricultural land does not result in allotment sizes that result in: (a) fragmentation of rural lands and loss of land to viable rural production; (b) conflict between farming and residential uses; or (c) loss of farming flexibility.	AO$_{3.1}$ The minimum lot size in the Rural Zone is in accordance with Table 9.3.3:2 of Part 9.3.3, Reconfiguring a Lot Code. OR AO$_{3.2}$ The proposed lot is smaller than that nominated in Table 9.3.3:2 of Part 9.3.3, Reconfiguring a Lot Code and the reconfiguration is a boundary realignment that would not create any additional lots and would provide for the implementation of improved land management practices or productive utilisation of the land.	**PO3 N/A** The proposal does not involve reconfiguring lots.

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PO_4 Residential development in close proximity to agricultural land is located and designed in a manner that avoids its alienation[6].	No acceptable outcome is nominated.	**PO4 N/A** The proposal does not involve residential development.

[6] Refer to State Planning Policy 1/92: Development and the Conservation of Agricultural Land in particular referring to separating agricultural and residential land uses.

4. DEVELOPMENT CODES

Rural Uses Code (s9.3.8)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Table 9.3.8:1 – Rural Uses Code – assessment benchmarks for assessable development		
General		
PO_1 Ecological values, habitat corridors and soil and water quality are protected, having regard to: (a) maximisation of vegetation retention and protection of vegetation from the impacts of development; (b) avoidance of potential for erosion and minimisation of earthworks; (c) retention and protection of natural drainage lines and hydrological regimes; and (d) avoidance of leeching by nutrients, pesticides or other contaminants, or potential for salinity.	No acceptable outcome is nominated.	**PO1 Complies** The Investigation area contains small areas of ecological significance and buffer identified on the Environmental Significance Overlay maps. These areas are also mapped as Matters of State Environmental Significance (MSES) and include: • Regulated vegetation (category B) • Regulated vegetation (intersecting a watercourse) The development area has been designed to ensure the development footprint avoids and is set back from the mapped Environmental Significance and Buffer Overlay maps and the MSES overlays. The site is accessed via Turner Road which contains roadside vegetation that is identified on the Environmental Significance Overlay maps. These areas are also mapped as Matters of State Environmental Significance (MSES) and potentially Threatened Ecological Community which is a Matter of National Environmental Significance (MNES). The proposed design of the road widening and upgrade of Turner Road avoids the mapped Environmental Significance and Buffer Overlay

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		maps, the MSES and MNES overlays. Refer to IR Response, **Attachment A** and **Attachment E**, for further details. The impacts of the proposed development have been considered and minimised in all possible ways. The regulated vegetation areas are already fragmented, however will remain completely untouched by the proposed development. All earthworks onsite are minimal due to the extensive use of the existing topography. The mapped *Water Act 2000* watercourse, Punch Creek (also mapped as a Regulated vegetation (defined watercourse), a Vegetation management watercourse (Stream order 4) and partly a Qld Waterway for waterway barrier works watercourse (Moderate)), is to be avoided, other than the utilisation of an existing bed level farm track crossing over the creek. The natural watercourse path will remain as it currently is, with a 100m buffer either side of the watercourse centreline.
PO_2 Development is designed and managed so that it provides appropriate protection for community safety and health, and avoids unacceptable risk to life and property.	No acceptable outcome is nominated.	**PO2 Complies** Security fencing is provided to the full surround of the proposed facility to keep public/community out to avoid risk to life and property. EMF levels for this development are insignificant to the levels required to produce harm to humans.
PO_3 Effective separation distances are provided to minimise potential conflicts with or impacts on other uses having regard to	No acceptable outcome is nominated.	**PO3 Complies** None of the listed impacts are significant (or even exist) for the proposed development, and are comparable or less than rural activities. The Operational Noise Assessment (refer to

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
vibration, odour, dust, spray drift and noise emissions.[7]		**Attachment C** in the IR Response), has determined the proposed development will be compliant with the noise levels listed in the Planning Scheme.
PO_4 Provision is made for effluent treatment and disposal which ensures impacts on the natural environment are avoided and odour is minimised.	No acceptable outcome is nominated.	**PO4 Complies** Effluent waste water is to be disposed offsite by licensed contractor during construction and ongoing during operation.
PO_5 An adequate water supply is available to the proposed use.	No acceptable outcome is nominated.	**PO5 Complies** Water is to be brought into the site during the construction phase and stored in the proposed tank/s near the site office or control room building to service the needs of the operations staff, which is adequate.
Intensive Animal Industries and Aquaculture		
PO_6 Natural topography and vegetation effectively screen the development from nearby residences, community uses and any road or other public view point.	No acceptable outcome is nominated.	**PO6 N/A** The proposal does not involve intensive animal industries and aquaculture.
PO7 Intensive animal industries or aquaculture are not located within a declared catchment area or a declared groundwater area.	No acceptable outcome is nominated.	**PO7 N/A** The proposal does not involve intensive animal industries and aquaculture.
PO_8 Sites used for intensive animal industries or aquaculture are large enough to contain all odour emissions within the boundaries of the site.	$AO_{8.1}$ Potential odour sources are located the distances specified in Table 9.4.2:2 from the boundary of the site.	**PO8 N/A** The proposal does not involve intensive animal industries and aquaculture.

[7] Council recommends that applicants seeking approval for intensive animal industries refer to the 'Reference Manual for the Establishment and Operation or Beef Cattle Feedlots in Queensland', 'Queensland Dairy Farming Environmental Code of Practice' and 'Environmental Code of Practice for Queensland Piggeries' and that applicants consult with Primary Industries and Fisheries prior to the lodgement of a development application.

For intensive horticulture, applicants should have regard to the Section 3 of the SPP1/92 – Planning Guidelines – Separating agricultural and residential land uses.

For other uses Council may require a study that, amongst other matters, identifies how the development is in accordance with Environmental Protection (Air) Policy 1997 or Environmental Protection (Noise) Policy 1997.

TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Animal Keeping being Kennels and Catteries		
PO_9 Animal keeping (being kennels or catteries) is sited, constructed and managed such that: (a) animals are securely housed; and (b) the use does not cause a nuisance beyond the site boundaries.	$AO_{9.1}$ The site is fenced to a minimum height of 1.8m designed to prevent escape of animals by climbing, jumping or digging. $AO_{9.2}$ Buildings are constructed with impervious reinforced concrete floors, gravity drained to the effluent collection/treatment point. $AO_{9.3}$ Exterior walls of buildings are constructed of sound absorbent material being brick, concrete, masonry or other similar material. $AO_{9.4}$ Animals are kept in enclosures, inside buildings at all times between the hours of 6:00 pm and 7:00 am. $AO_{9.5}$ A person who is responsible for the supervision of the operation of the development is accommodated on the premises at all times.	**PO9 N/A** The proposal does not involve animal keeping being kennels and catteries.

Environmental Standards Code (s9.4.2)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Table 9.4.2:1 – Environmental Standards Code – assessment benchmarks for assessable development		
Outdoor Lighting		
PO_1 Development does not unacceptably reduce the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces as a result of light spill.	$AO_{1.1}$ No outdoor lighting is proposed as part of the development. OR $AO_{1.2}$ Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian Standard *'AS4282-1997 control of the obtrusive effects of outdoor lighting'*.	**AO1.1 N/A** **AO1.2 Complies** Lighting for the proposed development will comply with the Australian Standards. A lighting impact assessment (including model of lighting from substation on adjacent receptors (Figure

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	$AO_{1.3}$ For sporting fields and sporting courts the technical parameters, design, installation, operation and maintenance comply with the requirements of Australian Standard *AS4282-1997 – Control of the obtrusive Effects of Outdoor Lighting* and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4). $AO_{1.4}$ Where light spillage outside of the property boundary is likely to result in levels above those mentioned in $AO_{1.3}$ the applicant has provided a lighting proposal and impact assessment (environmental and amenity) as part of the application which has demonstrated that the lighting will not create nuisance issues for surrounding sensitive receptors. $AO_{1.5}$ For private sporting courts the lighting system: (a) is baffled or shielded to ensure that a light source is not directly visible from a Habitable Room window of an adjoining Dwelling; and (b) the luminaire does not exceed a height of 8m above the court surface. $AO_{1.6}$ The alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent residential dwellings.	4.5)) incorporated in the amended LCVIA & LCP (refer to **Attachment D** of the IR Response), which determined the proposed development will be compliant with *AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting*. **AO1.3 N/A** The proposal does not involve a sporting field or sporting courts. **AO1.4 N/A** **AO1.5 N/A** **AO1.6 Complies** The proposal is not located near or adjoining residential dwellings. A lighting impact assessment (including model of lighting from substation on adjacent receptors (Figure 4.5)) incorporated in the amended LCVIA & LCP (refer to **Attachment D** of the IR Response), which determined the proposed development will be compliant with *AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting*.

TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO_2 Outdoor lighting (excluding street lighting, normal residential lighting and low level security lighting) situated in excess of 4m above ground level does not jeopardise the safety or well-being of any pedestrian, cyclist or motorist. Light emissions do not reduce the ability of transport system users to see essential details of the route ahead, including signalling systems and signage.	$AO_{2.1}$ Outdoor lighting situated in excess of 4m above ground level is provided in accordance with Australian Standard *AS1158.1.1:2005 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements*.	**PO2 Complies** Lighting for the proposed development will comply with the Australian Standards. A lighting impact assessment (including model of lighting from substation on adjacent receptors (Figure 4.5)) incorporated in the amended LCVIA & LCP (refer to **Attachment D** of the IR Response), which determined the proposed development will be compliant with *AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting*.
PO3 Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.	$AO_{3.1}$ The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay.	**PO3 N/A**
PO4 Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed to proactively address possible obtrusive light nuisance.	$AO_{4.1}$ Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed in a manner to mitigate any light nuisance impacts from the existing lawful use by establishing: (a) shielding or louvers on windows facing the light source; (b) orientating buildings and bedrooms so that external lighting does not impact on residents during night time hours; and (c) utilising earth embankments, landscaping or other physical measures to shield existing light sources.	**PO4 Complies** Lighting will be consistent with the lighting expectations for a rural area. A lighting impact assessment (including model of lighting from substation on adjacent receptors (Figure 4.5)) incorporated in the amended LCVIA & LCP (refer to **Attachment D** of the IR Response), which determined the proposed development will be compliant with *AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting*.
Odour		

TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO_5 Development does not unreasonably affect the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces due to odour impacts.	$AO_{5.1}$ The development does not involve activities that create odorous air emissions. OR $AO_{5.2}$ The development does not result in air emissions that exceed any of the acceptable levels specified within the *Environmental Protection (Air) Policy 2008.* $AO_{5.3}$ The development will not result in the release of noxious or offensive odours beyond the boundary of the site that cause environmental nuisance at any odour sensitive place, i.e. sufficient buffering is available within the development site itself to dissipate odour issues. *Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3.*	**AO5.1 N/A** **AO5.2 Complies** The air emissions for the proposed development will be compliant with the *Environmental Protection (Air) Policy 2019*. **AO5.3 N/A** The land is not located near to, or adjoining sensitive land uses such as residential premises. **AO5.4 Complies** No Odour Assessment Report is necessary, as no air emissions are expelled by the proposed development.

<table>
<tr><th>PERFORMANCE OUTCOMES</th><th>ACCEPTABLE OUTCOMES</th><th>COMMENT</th></tr>
<tr><td>PO6 Lot reconfigurations for residential or other environmentally sensitive land uses do not encroach upon existing or approved uses that may detrimentally impact upon the amenity of those proposed uses in terms of odour nuisance.</td><td>AO6.1 Lots for residential or other environmentally sensitive land uses are not located within the distances from specific uses outlined in Table 9.4.2:2 at the end of this code.
AO6.2 Where lots for residential or other environmentally sensitive land uses are located within the distances from specific existing uses outlined in Table 9.4.2:2, an Odour Assessment Report has been provided to demonstrate that the development will achieve the following thresholds therefore minimising odour nuisance.
<table>
<tr><th>Existing Use/Activity</th><th>Odour Level at Sensitive Receiving Environment.</th></tr>
<tr><td rowspan="2">All Activities</td><td>2OU/m³ 3 minute average, 99.5th percentile.</td></tr>
<tr><td>4OU/m³ 3 minute average, 99.9th percentile.</td></tr>
</table></td><td>PO6 N/A</td></tr>
<tr><td>PO7 Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.</td><td>AO7.1 The development ensures that all putrescibles waste will be stored in a manner that prevents odour nuisance and fly breeding and will be disposed of at intervals not exceeding seven (7) days.</td><td>PO7 Complies
The proposed development will have any generated putrescibles waste removed weekly. All waste collection areas will be free draining, and waste receptacles will be covered and cleaned regularly to mitigate against vermin access to bin contents or odour nuisance issues.</td></tr>
<tr><td colspan="3">Noise</td></tr>
</table>

TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO_8 The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive land uses. (a) Development: (i) is located in an appropriate zone; (ii) proposes best practice design and construction materials (in relation to noise attenuation); and (iii) proposes operational practices that will minimise noise nuisance for adjoining sensitive land uses.	$AO_{8.1}$ The development will achieve the following noise levels (when measured at the nearest sensitive receiver): (a) Background (L_{90}) + 5dB(A) for variable noise between the hours of 7:00 am to 10:00 pm (measured at the facade of the sensitive land use); (b) Background (L_{90}) + 3dB(A) for variable noise between the hours of 10:00 pm and 7:00 am (measured within bedrooms assuming open windows); (c) Background (L_{90}) for continuous noise sources (measured at the facade of the sensitive land use between 7:00 am and 10:00 pm and within bedrooms assuming open windows from 10:00 pm – 7:00 am); and (d) maximum limit LAmax 45dB(A) inside dwellings; and The development will achieve the Acoustic Quality Objectives listed within the *Environmental Protection (Noise) Policy 2008*. HOWEVER $AO_{8.2}$ Where a development is unable to meet noise levels specified in $AO_{8.1}$ an acoustic assessment has been undertaken by a suitably qualified and skilled person which demonstrates that the development will not result in environmental nuisance at any existing or likely future residential premises (within a 10 year planning horizon).	**AO8.1 Complies** The proposed development is compliant with the noise levels listed. This has been confirmed after completion of an Operational Noise Assessment, which determined the proposed development will be compliant with the noise levels listed in the Planning Scheme (refer to **Attachment C** in the IR Response). **AO8.2 N/A**

<table>
<tr><th>PERFORMANCE OUTCOMES</th><th>ACCEPTABLE OUTCOMES</th><th>COMMENT</th></tr>
<tr>
<td>PO9 Development (other than licensed premises operating under a Liquor Licensing Approval) proposing the use of amplified sound equipment is designed, constructed and operated in a manner that is sensitive to the impacts of high and low frequency noise on adjoining sensitive land uses.</td>
<td>AO9.1 Where development (other than licensed premises operating under a Liquor Licensing Approval) proposes the use of amplified sound equipment, existing background octave band centre frequencies have been assessed and the development proposes the following maximum sound pressure criterion:
<table>
<tr><th></th><th colspan="8">Frequency - Hz - "A" Weighted</th></tr>
<tr><th></th><th>31</th><th>63</th><th>125</th><th>250</th><th>500</th><th>1K</th><th>2K</th><th>4K</th></tr>
<tr><td>Background Level SPL</td><td>L_{90} + 5dB(A)</td><td>L_{90} + 5dB(A)</td><td>L_{90} + 5dB(A)</td><td>L_{90} + 5dB(A)</td><td>L_{90} + 5dB(A)</td><td>L_{90} + 5dB(A)</td><td>L_{90} + 5dB(A)</td><td>L_{90} + 5dB(A)</td></tr>
</table>
</td>
<td>PO9 N/A
The proposed development is not adjacent to any residential use, nor is likely to be in the future. Thus, the activities and noise generated from the proposed use are consistent with the communities' expectations for a use in this locality and will not cause any issue.
The Operational Noise Assessment (refer to Attachment C in the IR Response), has determined the proposed development will be compliant with the noise levels listed in the Planning Scheme.</td>
</tr>
<tr>
<td>PO10 Proposed sensitive land uses in close proximity to existing lawful land uses involving significant noise emissions such as entertainment venues, child care centres, industrial zones or other commercial premises are designed and constructed in a manner that achieves acoustic amenity for the users of the development.</td>
<td>AO10.1 The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within the Environmental Protection (Noise) Policy 2008.
AO10.2 Where the proposed sensitive land use is not listed in the Environmental Protection (Noise) Policy 2008, the development is designed and constructed to meet the internal sound level design criterion contained in Australian Standard AS2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors.</td>
<td>PO10 N/A
The proposed development is not adjacent to any residential use, nor is likely to be in the future. Thus, the activities and noise generated from the proposed use are consistent with the communities' expectations for a use in this locality and will not cause any issue.
The Operational Noise Assessment (refer to Attachment C in the IR Response), has determined the proposed development will be compliant with the noise levels listed in the Planning Scheme.</td>
</tr>
</table>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	AO10.3 Where the sensitive land use is within or adjoining entertainment venues utilising amplified music the applicant has undertaken an acoustic assessment of existing background octave levels and designed the sensitive land use component to mitigate the impacts of low frequency noise (particularly between 31.5Hz and 125Hz).	
PO11 Proposed sensitive land uses adjoining Council controlled arterial roads (other than designated 'Transport Noise Corridors') are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	Where development involves a sensitive land use adjoining a Council controlled arterial road (other than designated 'Transport Noise Corridors': AO11.1 The development is designed and constructed in a manner that achieves the internal noise Acoustic Quality Objectives listed within the *Environmental Protection (Noise) Policy 2008*. AO11.2 The siting of buildings and selection of construction materials complies with the specifications of Australian Standard *AS3671-1989 Acoustics – Road traffic noise intrusion – Building siting and construction.*	**PO11 N/A** The proposed development is not adjacent to any residential use, nor is likely to be in the future. Thus, the activities and noise generated from the proposed use are consistent with the communities' expectations for a use in this locality and will not cause any issue. The Operational Noise Assessment (refer to **Attachment C** in the IR Response), has determined the proposed development will be compliant with the noise levels listed in the Planning Scheme.
PO12 Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	AO12.1 Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government comply with the *Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'* for all habitable rooms adjoining the corridor.	**PO12 N/A** The proposed development is not adjacent to any residential use, nor is likely to be in the future. Thus, the activities and noise generated from the proposed use are consistent with the communities' expectations for a use in this locality and will not cause any issue. The Operational Noise Assessment (refer to **Attachment C** in the IR Response), has determined the proposed development will be

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		compliant with the noise levels listed in the Planning Scheme.
PO_{13} Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive land uses.	$AO_{13.1}$ Plant of this nature is not elevated, is acoustically shielded (if necessary) and will not be audible at adjoining sensitive receivers. $AO_{13.2}$ Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to achieve a nil increase in background noise levels (L_{90}) at the nearest sensitive receiver.	**PO13 N/A** The proposed development is not adjacent to any residential use, nor is likely to be in the future. Thus, the activities and noise generated from the proposed use are consistent with the communities' expectations for a use in this locality and will not cause any issue. The Operational Noise Assessment (refer to **Attachment C** in the IR Response), has determined the proposed development will be compliant with the noise levels listed in the Planning Scheme.
PO_{14} The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers.	$AO_{14.1}$ Building work (including excavation and filling) is only conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays). $AO_{14.2}$ Where building work is proposed outside of the acceptable timeframe of 6:30 am to 6:30 pm (Monday – Saturday) the applicant has supplied a 'construction management plan' which adequately addresses noise mitigation measures.	**PO14 N/A** The proposed development is not adjacent to any residential use, nor is likely to be in the future. Thus, the activities and noise generated from the proposed use are consistent with the communities' expectations for a use in this locality and will not cause any issue. Project construction will comply with the acceptable timeframe of 6.30am to 6.30pm (Monday to Saturday). Construction Management Plan/s will be provided to Council for approval prior to commencement of construction.
PO_{15} Private sporting courts do not create acoustic amenity issues for surrounding sensitive receivers.	$AO_{15.1}$ Private sporting courts are not used between 10:00 pm and 7:00 am. $AO_{15.2}$ Mechanical equipment such as ball throwing machines which create audible noise at the nearest sensitive receiver is not used between 7:00 pm and 7:00 am.	**PO15 N/A** The proposed development does not involve private sporting courts, is not adjacent to any residential use, nor is likely to be in the future. Thus, the activities and noise generated from the proposed use are consistent with the communities' expectations for a use in this locality

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		and will not cause any issue.
PO16 Vibration from the development does not affect the amenity of surrounding sensitive land uses [8]or cause environmental harm or nuisance.	AO16.1 The development does not result in vibration impacts outside of the development site. AO16.2 Where vibration may impact on surrounding sensitive land uses, the proponent has provided a vibration impact assessment or alternatively included vibration within an environmental impact report for the site which demonstrates that the level of vibration will not cause adverse amenity impacts or cause environmental harm or nuisance at any sensitive land use surrounding the development.	**PO16 N/A** The proposed development is not adjacent to any residential use, nor is likely to be in the future. Thus, the activities and noise/vibration generated from the proposed use are consistent with the communities' expectations for a use in this locality and will not cause any issue.
Dust		
PO17 The construction phase of the development prevents or mitigates (to an acceptable level) the release of dust particles which have potential to cause environmental nuisance to adjoining sensitive receivers (including sensitive receivers along haulage routes during excavation and filling operations).	AO17.1 Off-site release of dust particles will be strictly managed to ensure that dust emissions do not travel beyond the property boundary and environmental nuisance does not occur. AO17.2 Areas of exposed fill, excavation and unsealed accesses on the site are watered regularly (particularly during periods of high or constant wind) to reduce dust generation. AO17.3 Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete.	**AO17.1 Complies** The proposed development is not adjacent to any residential use, with the nearest residence located approximately 274m from the site and the majority of nearest receivers being located more than 900m from the site. A construction management plan/s to monitor and address dust emissions, and address any community complaints can be conditioned for approval by Council and implemented during construction. The proposed use involves retention of almost all the existing roadside and fence line vegetation and will plant additional vegetation screening areas. The site is sufficiently separated from receivers and the proposed activities are consistent with

[8] 'Sensitive land uses' are defined in the Planning Regulation 2017.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	AO17.4 Stockpiles of aggregate, sand or other materials brought onto the site are sprayed with water (or treated with an alternative method) to minimise dust nuisance. The frequency of water spraying is increased during hot, dry periods or where wind conditions are such that a dust nuisance is likely to occur. Stockpiles are located away from adjoining sensitive land uses. Note: Where excavation and filling exceeds 1,000 cubic metres the development has submitted a 'construction management plan' which adequately addresses dust mitigation measures. Measures must include strategies such as progressive rehabilitation and complaints processes.	the communities' expectations for a use in this locality given this land is currently used for cropping activities. These factors will serve to minimise dust generation and thus dust nuisance for the nearest receiver/s. ~~All regular vehicle manoeuvring areas of the site are to be hardstand areas in line with the appropriate staging of the development.~~ ~~The access tracks are to be used infrequently for servicing the infrastructure, and dust levels from these will be monitored as dust on the solar panels would reduce their efficiency.~~ **AO17.2 Complies** Refer to above response in AO17.1 **AO17.3 N/A** Minimal works are to be carried out on site. **AO17.4 N/A** Minimal works are to be carried out on site.
PO18 Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	AO18.1 Haulage routes are selected on the basis of using the most suitable road surface to prevent dust generation and minimising the number of dwellings or other sensitive land uses affected by potential dust nuisance.	**PO18 Complies** No haulage routes are necessary for the proposed development
PO19 Water used for dust suppression activities does not itself create environmental harm.	AO19.1 Water approved as a method for controlling dust emissions must not be used in a manner that enables contaminated water to enter any stormwater system or natural drainage corridor outside of the site boundaries.	**PO19 Complies** Work can be conditioned appropriately during construction phase of development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO_{20} The ongoing operation of the development site does not create dust nuisance for adjoining landholders.	$AO_{20.1}$ Areas within the site that are frequently used for vehicular purposes are imperviously sealed. $AO_{20.2}$ Industry-specific activities undertaken on site that create dust are performed in an enclosed shed or other structure with suitable dust extraction and filtration systems. $AO_{20.3}$ Grain facilities are equipped with semi enclosed grain receival hoppers fitted with dust extraction and filtration systems. All conveyor belts and bulk grain processing equipment are enclosed to prevent dust emission. Bunker storage without dust extraction is only permitted whereby the release of dust will not impact on surrounding sensitive receivers. $AO_{20.4}$ All development likely to generate any significant amount of dust must have an adequate water supply available at all times in order to undertake proactive dust reduction measures e.g. watering of access roads. $AO_{20.5}$ Development that is likely to create ongoing significant dust issues has submitted a 'site based management plan' which adequately addresses dust mitigation measures.	**AO20.1 Complies** All frequently used areas for vehicle manoeuvring are to be hardstand areas in line with the appropriate staging of the development. The proposed development is not adjacent to any residential use, with the nearest residence located approximately 274m from the site and the majority of nearest receivers being located more than 900m from the site. In operation, most vehicle movements will be LVs within the facility and would typically remain on the developed internal access tracks/roads, which will have a road base surface. All frequently used areas for vehicle manoeuvring (e.g. carpark and storage areas) will be hardstand areas to minimise dust. The Powerlink Substation will have blue-metal rock cover over most of the surface and internal roads will be spray sealed, resulting in minimal (if any) dust generation. The areas under the solar pv panels will remain pervious and ground cover will regrow, with the ground receiving sunlight and shade as the panels track the sun's movement throughout the day. An operations management plan/s to monitor and address ground vegetation coverage and address any community complaints, can be conditioned for approval by Council and implemented during operation. The proposed use involves retention of almost all the existing roadside and fence line vegetation and will plant additional vegetation screening areas. This vegetation within the development land and on roadsides will improve impact

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		mitigation and help maintain the character and ambience of the local area. The site is sufficiently separated from receivers and the proposed activities are consistent with the communities' expectations for a use in this locality given this land is currently used for cropping activities. These factors will serve to minimise dust generation and thus dust nuisance for the nearest receiver/s. **AO20.2 N/A** **AO20.3 N/A** **AO20.4 N/A** The ongoing operation of the development will not generate any significant amount of dust. **O20.5 N/A** The ongoing operation of the development will not generate any significant amount of dust. Refer to **Appendix L** for Site based EMP
PO_{21} Proposed sensitive land uses are adequately separated from existing lawful land uses likely to generate dust emissions such as landfill sites, quarries, cropping land, motor sport facilities and other similar dust generating activities.	$AO_{21.1}$ Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	**PO21 Complies** The proposed development is not adjacent to any residential use, with the nearest residence located approximately 274m from the site and the majority of nearest receivers being located more than 900m from the site. It is noted Table 9.4.2:2 does not nominate a minimum separation distance from a Renewable Energy Facility use. However, the proposed development exceeds the minimum separation

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		distance (from nearest receiver) nominated for Forestry use, and Cattle dips and yards. Regardless, the proposed use is sufficiently separated from receivers and the proposed activities are consistent with the communities' expectations for a use in this locality given this land is currently used for cropping activities. ~~Thus, the activities and noise generated from the proposed use are consistent with the communities' expectations for a use in this locality and will not cause any issue.~~
PO_{22} Development does not result in dustfall quantities that are likely to impact on the health of surrounding sensitive receivers.	$AO_{22.1}$ Dustfall averaged over an annual period of time does not exceed 133mg/m²/day when measured at the nearest sensitive receiver.	**PO22 Complies** The proposed development is not adjacent to any residential use, with the nearest residence located approximately 274m from the site and the majority of nearest receivers being located more than 900m from the site. In operation, most vehicle movements will be LVs within the facility and would typically remain on the developed internal access tracks/roads, which will have a road base surface. All frequently used areas for vehicle manoeuvring (e.g. carpark and storage areas) will be hardstand areas to minimise dust. The Powerlink Substation will have blue-metal rock cover over most of the surface and internal roads will be spray sealed, resulting in minimal (if any) dust generation. The areas under the solar pv panels will remain pervious and ground cover will regrow, with the ground receiving sunlight and shade as the panels track the sun's movement throughout the day. An operations management plan/s to monitor

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		and address ground vegetation coverage and address any community complaints, can be conditioned for approval by Council and implemented during operation. The proposed use involves retention of almost all the existing roadside and fence line vegetation and will plant additional vegetation screening areas. This vegetation within the development land and on roadsides will improve impact mitigation and help maintain the character and ambience of the local area. The site is sufficiently separated from receivers and the proposed activities are consistent with the communities' expectations for a use in this locality given this land is currently used for cropping activities. These factors will serve to minimise dust generation and thus dustfall that may be experienced at the nearest sensitive receiver. ~~Thus, the activities and noise generated from the proposed use are consistent with the communities' expectations for a use in this locality and will not cause any issue.~~
General Emissions		
PO_{23} Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	$AO_{23.1}$ The development does not result in air emissions that exceed any of the acceptable levels specified within the *Environmental Protection (Air) Policy 2008.* $AO_{23.2}$ Where a type of air emission is not listed within the *Environmental Protection (Air) Policy 2008* the proponent can demonstrate that the level of emission is in	**AO23.1 ~~N/A~~ Complies** The proposed development is not adjacent to any residential use, with the nearest residence located approximately 274m from the site and the majority of nearest receivers being located more than 900m from the site. In operation, most vehicle movements will be LVs within the facility and would typically remain on the developed internal access tracks/roads, which

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	compliance with Australian ambient air quality standards; or If Australian standards do not exist, an ambient air quality standard from another country or organisation may be used with appropriate justification. $AO_{23.3}$ Where a development is proposing to generate and release air emissions in excess of current air quality emission standards the proponent will provide an 'air quality impact assessment' which adequately addresses the impact of the release and provides justification as to why the industry cannot mitigate the levels further.	will have a road base surface. All frequently used areas for vehicle manoeuvring (e.g. carpark and storage areas) will be hardstand areas to minimise dust. The Powerlink Substation will have blue-metal rock cover over most of the surface and internal roads will be spray sealed, resulting in minimal (if any) dust generation. The areas under the solar pv panels will remain pervious and ground cover will regrow, with the ground receiving sunlight and shade as the panels track the sun's movement throughout the day. An operations management plan/s to monitor and address ground vegetation coverage and address any community complaints, can be conditioned for approval by Council and implemented during operation. The proposed use involves retention of almost all the existing roadside and fence line vegetation and will plant additional vegetation screening areas. This vegetation within the development land and on roadsides will improve impact mitigation and help maintain the character and ambience of the local area. The site is sufficiently separated from receivers and the proposed activities are consistent with the communities' expectations for a use in this locality given this land is currently used for cropping activities. These factors will serve to minimise dust generation and thus dust nuisance for the nearest receiver/s. ~~The proposed development will not create any air emissions.~~

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		AO23.2 N/A The proposed development will not create any air emissions not listed within the *Environmental Protection (Air) Policy 2008*. **AO23.3 N/A** The proposed development is not proposing to generate and release air emissions in excess of current air quality emission standards ~~will not create any air emissions~~.
PO_{24} Child Care Centres are well located to avoid any harmful impacts from air pollution.	$AO_{24.1}$ Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.	**PO24 ~~Complies~~ N/A** The proposed development does not involve and is not located near Child Care Centres. ~~will not create any air emissions~~
PO_{25} Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions.	$AO_{25.1}$ Sensitive land uses in relation to air emissions are not located within the separation distances specified in Table 9.4.2:2.	**PO25 Complies** The proposed development is not adjacent to any residential use, with the nearest residence located approximately 274m from the site and the majority of nearest receivers being located more than 900m from the site. It is noted Table 9.4.2:2 does not nominate a minimum separation distance from a Renewable Energy Facility use. However, the proposed development exceeds the minimum separation distance (from nearest receiver) nominated for Forestry use, and Cattle dips and yards. Regardless, the proposed use is sufficiently separated from receivers and the proposed activities are consistent with the communities' expectations for a use in this locality given this land is currently used for cropping activities. ~~The proposed development will not create any air~~

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		~~emissions~~
PO_{26} Electromagnetic radiation levels from telecommunications and other facilities do not pose health risks to the community.	$AO_{26.1}$ Emission levels from equipment and infrastructure comply with the relevant industry standards as demonstrated through an approved written statement or certification provided by the carrier to council i.e. Electromagnetic Energy report.	**PO26 Complies** The proposed development does not generate any harmful electromagnetic radiation levels.
PO_{27} Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	$AO_{27.1}$ Car park exhaust stacks are located away from adjoining sensitive receivers. $AO_{27.2}$ Emissions are discharged vertically and have an exit velocity of at least 10m/second. $AO_{27.3}$ Spray booth exhaust stacks are at least 8m in height or 4m higher than the adjoining ridgeline of a neighbouring building (if the building is within 40m of the emission point), whichever is the greater. $AO_{27.4}$ Tank venting for hydrocarbon fuel storage and LP Gas is located in accordance with *AS1940-2004 The Storage and handling of flammable and combustible liquids (for hydrocarbons) and AS1596:2008 The Storage and Handling of LP Gas.*	**PO27 N/A**
Waste Management		
PO_{28} The development (excluding high rise buildings in excess of three (3) stories) is designed to ensure that waste storage and collection can be undertaken in a manner that complies with Council's *Technical Guidelines for New Developments Waste Storage and Collection Requirements.*[9]	$AO_{28.1}$ For commercial premises and industry activities (other than those premises utilising Council's wheelie bin waste collection program): (a) general waste and recycling containers are located within the curtilage of the property in an area that enables the waste collection truck to pick up the	**AO28.1 N/A** No commercial or industrial activities are proposed. Wheelie bins are only required for waste disposal of a small amount of office waste generated by up to 10 operations employees from this facility

[9] Amended 27 April 2018

	containers while entering and leaving the premises in a forward gear; (b) a container storage area is dedicated that is large enough to cater for the expected volume of general waste and recycling; (c) storage areas are screened either behind a building or using screening materials or landscaping to a minimum height of 1.5m; (d) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is roofed and bunded, contains an impervious surface, is in close proximity to a hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewered areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention; (e) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is designed to enable bins to be washed out within the storage area and drained to a sewer system (requiring trade waste approval) within sewered areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewered areas; and	**AO28.2 N/A**

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	(f) bin storage areas do not pose amenity issues for surrounding sensitive receivers, including odour during storage periods or noise issues resulting from collection programs.	
	$AO_{28.2}$ For a Multiple Dwelling of three (3) – six (6) units the development satisfies one of the following criteria: (a) a minimum road frontage is available within the immediate road reserve adjoining the development in order to place the required number of waste and recycling containers out for collection (2 x 240L wheelie bins per tenement) when calculated at 1m/bin e.g. a development requiring eight (8) bins must have at least 8m of useable road reserve (in terms of bin collection, excluding a 1m clearance around power poles and any area below a street trees canopy where bins cannot be collected); OR (b) the complex includes a communal bin storage area, whereby the body corporate will implement internal procedures requiring residents to progressively fill bins and only place full bins out for collection; and (c) each tenement has an approved bin storage area that will not create	**AO28.2 N/A**

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	amenity issues for surrounding sensitive land uses; and (d) bin storage areas are screened behind buildings for amenity purposes; and (e) storage areas are not within dwellings (including garages) and it is not necessary to take the bins through dwellings (including garages) for collection purposes; and (f) a hose cock is located in close proximity to the storage location to enable bins to be cleaned; and (g) where a rear storage area is not possible bins are stored in a minimum 1.5m high screened area in the front of the dwelling(s); OR (h) screened communal storage areas (to a minimum height of 1.5m) are proposed which contain an impervious floor, hose cock and grading/drainage towards a grassed area or other porous surface.	
	$AO_{28.3}$ For a Multiple Dwelling above six (6) units the development satisfies one of the following criteria: (a) The development incorporates 'internal collection' of either bulk bins or wheelie bins (in accordance with the waste management guideline that accompanies the environmental standard); OR	**AO28.3 N/A** **AO28.4 N/A**

	(b) Communal bin storage areas contain a roof, bunding and bin 'washing' provisions in the form of either a sewer connection (requiring trade waste approval) or where no sewer is available a connection to a waste water treatment device, drain to an area of significant landscaping or drain to a water quality improvement device e.g. Bioretention system is acceptable; OR (c) Where 'internal collection' is proposed the internal design complies with the waste management guideline that accompanies this environmental standard and a certification from a registered RPEQ has been provided to demonstrate that manoeuvrability is acceptable for an appropriately sized refuse vehicle. $AO_{28.4}$ Commercial premises utilising Council's wheelie bin waste collection service to dispose of commercial waste: (a) utilise a maximum of four (4) wheelie bins i.e. less than 1 cubic metre; (b) store bins within the curtilage of the property in a designated area in close proximity to a hose cock, whereby any adjoining sensitive land uses will not experience amenity issues i.e. odour; (c) store bins on an impervious surface; (d) place bins on the road reserve for a maximum period of 24 hours during collection programs; and (e) store bins in an area that is screened from public view either in a building, behind a building or within a purpose	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	built screened storage area within a 1.5m minimum height.	
PO29 Development for a Community Residence, Residential Care Facility or Retirement Facility utilising communal bin storage areas ensure that residents have reasonable access to waste containers, where the development is for aged care purposes.	AO29.1 For development involving a Community Residence, Residential Care Facility or Retirement Facility, bin storage areas are located within reasonable proximity to all units, in accordance with Council's Environmental Guideline.	**PO29 N/A**
PO30 High rise (in excess of three (3) storeys) residential developments and joint commercial and residential developments are designed to enable best practice waste management principles to be applied.	AO30.1 The applicant has provided a waste management plan that as a minimum has addressed the following issues: (a) likely waste quantity and waste type to be generated on site on a weekly basis; (b) likely recycling quantities to be generated on a weekly basis; (c) waste container and recycling container (type and volume) requirements for the residential component (based on 240L of general waste and 240L of recycling per unit) and the commercial component (if applicable); (d) waste storage area locations; (e) dual waste chutes for general waste and recycling; (f) bin room specifications and hygiene practices for waste handling areas,	**PO30 N/A** The proposed development does not involve a commercial and/or residential development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	chutes, waste containers and other applicable equipment; (g) collection arrangements and manoeuvring diagrams (including overhead clearances); (h) waste minimisation practices; (i) use of compactors; (j) an impact assessment of waste management practices on any surrounding sensitive land uses; (k) air extraction fans, refrigeration or associated devices for refuse storage areas to prevent odour, particularly where putrescibles are stored; and (l) clinical and related waste storage and collection issues (if applicable).	
PO31 Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	AO31.1 The development will be carried out in accordance with the waste management hierarchy outlined in the *Technical Guideline for New Developments Waste Storage and Collection Requirements*[10] and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	**PO31 Complies** The proposed development will comply with the *Environmental Protection (Waste Management) Regulation 2000*, with all waste material to be collected for appropriate disposal
PO32 Development that involves the generation of 'clinical and related waste' as per the definition of the *Technical Guideline for New Developments Waste Storage and Collection Requirements*[11] is designed to adequately cater for legislative storage and collection requirements.	Where involving development that involves the generation of 'clinical and related waste' as per the definition of the *Technical Guideline for New Developments Waste Storage and Collection Requirements*[12]*:*	**PO32 N/A** The proposed development does not generate any 'clinical and related waste'

[10] Amended on 27 April 2018

[11] Amended on 27 April 2018

[12] Amended on 27 April 2018

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	$AO_{32.1}$ The storage of 'clinical and related waste' is in accordance with the *Technical Guideline for New Developments Waste Storage and Collection Requirements*[13] with storage locations being demonstrated on submitted site/floor plans. $AO_{32.2}$ The development has proposed a method of disposing of 'clinical and related waste' and has demonstrated that an applicable waste collection vehicle is able to manoeuvre on site, while entering and leaving the premises in a forward gear.	
PO_{33} Residential development involving 'internal collection' of either bulk bins or wheelie bins is designed to a standard that enables heavy vehicle access and manoeuvring whilst providing safety to residents and the protection of infrastructure.	$AO_{33.1}$ The development is designed and certified by a RPEQ and complies with the requirements outlined in Council's *Technical Guidelines for Waste Storage and Collection Requirements for New Developments*, including: (a) appropriate manoeuvring is adequate with vehicles being able to enter and exit the property in a forward gear; (b) overhead clearance is adequate for the applicable refuse vehicle; (c) road surface is appropriate for a HRV; (d) side clearance is appropriate for wheelie bin collection; (e) collection areas are appropriate for either bulk bins or wheelie bins; (f) minimum road width of 5.5m; and (g) internal road networks enable the refuse vehicle to traverse the site	**PO33 N/A** The proposed development does not involve residential development

[13] Amended on 27 April 2018

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	without resident safety being jeopardised.	
PO34 Development involving refuse storage and collection external to Council's waste contract utilise waste containers and hygiene practices that prevent odour issues and remove harbourage opportunities for vermin and mosquitoes.	AO34.1 The applicant will utilise the following control measures: (a) putrescibles waste will be removed from the property at intervals not exceeding seven (7) days (putrescibles will be refrigerated where possible and appropriate); (b) tight fitting lid assemblies will be utilised on all waste containers to prevent the pooling of rainwater, thus minimising mosquito breeding opportunities; and (c) bins will be secured to ensure that vermin and pest animals do not have access to a potential food source; and (d) bins will be cleaned on an 'as needed' basis if odour is identified as an issue.	**PO34 Complies** The proposed development will have any generated putrescibles waste removed weekly. All waste collection areas will be free draining, and waste receptacles will be covered and cleaned regularly to mitigate against vermin access to bin contents

Table 9.4.2.:2 – Separation Distances to Residential and Environmentally Sensitive Land Uses

Existing Use/Activity	Separation Distance
Cropping Land	Minimum 40m vegetated buffer requirement taken from cropping land property boundary.
Landfill	Minimum 1.5km taken from the property boundary of the landfill site.
Transfer Station	Minimum 300m taken from the property boundary of the transfer station site.
Sewerage Works	Minimum 1km taken from the property boundary of the sewerage works.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	Poultry Farms: Minimum 1km taken from the closest outside boundary of the shed/conglomeration of sheds (at a 10 year planning horizon). Extractive Industry: Minimum 1km taken from the outside extremity of the resource boundary (at a 20 year planning horizon). Piggery: Minimum 1.5km taken from the closest outside boundary of the shed/conglomeration of sheds (at a 10 year planning horizon). Feedlots: Minimum 1.5km taken from the outside extremity of the closest animal holding yard (at a 10 year planning horizon). Cattle Dips and Yards: Minimum 200m from the outside extremity of the closest part of the yard or dip (at a 10 year planning horizon). Kennels: Minimum 1.5km from the nearest outside boundary of the animal holding facility (at a 10 year planning horizon). Abattoirs: Minimum 500m from the nearest part of the built facility or effluent disposal area. Dairy Bails and Yards: Minimum 300m from nearest part of the facility (at a 10 year planning horizon). Motor Sport Facilities: Minimum 1km taken from the nearest part of the facility where vehicles will be utilised for sporting purposes. Stock Saleyards: Minimum 500m from the nearest part of the facility used for holding animals. Forestry: Minimum 200m from the nearest part of the plantation designated for commercial harvesting purposes (at a 10 year planning horizon). *NOTE: Buffer may extend beyond Toowoomba Regional Council Local Government boundaries.*	

TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

Integrated Water Cycle Management Code (s9.4.3)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Table 9.4.3:1 – Integrated Water Cycle Management Code – assessment benchmarks for assessable development		
Stormwater Management		
PO_1 Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.	$AO_{1.1}$ Stormwater quality treatment measures are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*. $AO_{1.2}$ Pollutant load reductions are achieved in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.[14]	**PO1 Complies** The development of the solar arrays has no impact to water quality as discussed in Section 5.2.2 ~~3.2.2~~ of the Concept Surface Water Impact Assessment report (refer to **Attachment B** of the IR Response ~~**Appendix J**~~). The development of the critical site infrastructure footprint area proposes leading practice WSUD tertiary treatment as discussed in Section 5.3.2 ~~3.2.2~~ of the Concept Surface Water Impact Assessment report (refer to **Attachment B** of the IR Response ~~**Appendix J**~~), and meets the intent of *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.
PO_2 Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control.	$AO_{2.1}$ Sediment and erosion control measures are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**PO2 Complies** ~~The development~~ Section 5.2.3 ~~3.2.3~~ and Section 5.3.3 ~~3.3.3~~ of the Concept Surface Water Impact Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~) provide Erosion and Sediment Control measures for construction activities for preparation of a detailed Erosion and Sediment Control Plan for future development stages.
PO_3 Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and	$AO_{3.1}$ Stormwater flow control measures are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**PO3 Complies** The development of the solar arrays has no impact to water quality as discussed in Section 5.2.2 ~~3.2.2~~ of the Concept Surface Water Impact

[14] State Planning Policy (July 2017) Appendix 2 – Stormwater management design objectives (Amended on 29 November 2019 as part of Amendment No.16) – amended on 29 November 2019

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
frequency in receiving waters, having regard to: (a) channel, bed and bank stability; (b) aquatic and riparian ecosystems; and (c) hydrological functions.		Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~). The development of the critical site infrastructure footprint area proposes leading practice WSUD tertiary treatment as discussed in Section 5.3.2 ~~3.2.2~~ of the Concept Surface Water Impact Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~), and meets the intent of *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.
Waste Water Management		
PO_4 Development does not discharge waste water to a waterway or external to the site unless demonstrated to be best practice environmental management for that site and has appropriate regard for: (a) cumulative effects; (b) the applicable water quality objectives for the receiving waters; (c) adverse impact on ecosystem health of receiving waters; and (d) in waters mapped as being of high ecological value, the adverse impacts of such releases and their offset.	$AO_{4.1}$ Waste water management measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**PO4 Complies** Waste water is to be disposed offsite by licensed contractor
Artificial Waterways and Water Bodies		
PO_5 The waterway or water body is designed to integrate multiple functions, including: (a) aesthetics, landscaping, and recreation; (b) flood management; (c) stormwater management; (d) water conservation and reuse; (e) community health; and (f) pest management.	$AO_{5.1}$ Artificial waterways or water bodies are designed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**PO5 Complies** Developed case scenario works discussed in Section 4.4, Section 5.2 and Section 5.3 (refer **Attachment B** of the IR Response) does not divert any waterways. Rather the ~~The~~ diversion channel proposed as discussed in Section 5.3.1 and shown in Figure 5-1 ~~3.3.1~~ of the Concept Surface Water Impact Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~) ~~does not divert any waterways, however,~~ diverts

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		catchment flows around the infrastructure areas for the site~~. The diversion channel is~~ to meet the intent of *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.
PO_6 The waterway is located and designed to be responsive to natural drainage features.	$AO_{6.1}$ Artificial waterways or water bodies are designed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**PO6 Complies** Developed case scenario works discussed in Section 4.4, Section 5.2 and Section 5.3 (refer **Attachment B** of the IR Response) does not divert any waterways. Rather the ~~The~~ diversion channel proposed as discussed in Section 5.3.1 and shown in Figure 5-1 ~~3.3.1~~ of the Concept Surface Water Impact Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~) ~~does not divert any waterways, however,~~ diverts catchment flows around the infrastructure areas for the site~~. The diversion channel is~~ to meet the intent of *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.
PO_7 The waterway or body is designed to minimise whole of life cycle costs.	$AO_{7.1}$ Artificial waterways or water bodies are designed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**PO7 Complies** Developed case scenario works discussed in Section 4.4, Section 5.2 and Section 5.3 (refer **Attachment B** of the IR Response) does not divert any waterways. Rather the ~~The~~ diversion channel proposed as discussed in Section 5.3.1 and shown in Figure 5-1 ~~3.3.1~~ of the Concept Surface Water Impact Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~) ~~does not divert any waterways, however,~~ diverts catchment flows around the infrastructure areas for the site~~. The diversion channel is~~ to meet the intent of *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.
Flooding and Drainage		
PO_8 Flooding and drainage characteristics upstream or downstream of the site are not worsened.	$AO_{8.1}$ Development is undertaken in accordance with *SC6.2 PSP No. 2 – Engineering*	**PO8 Complies** Section 4.4, 5.2.1 and 5.3.1 ~~2.2, 3.2.1 and 3.3.1~~ of the Concept Surface Water Impact

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	Standards – Roads and Drainage Infrastructure.[15]	Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~) discuss the implications of the project relative to the non worsening of flooding and drainage characteristics. The solar arrays result in no impact to the hydrological flow regime. The critical site infrastructure area does not cause afflux beyond the boundary ~~results in a 0.8% increase in imperviousness in the significantly larger site catchment, and external catchment context and therefore does not impact peak flows. Drainage from the critical site infrastructure is to discharge to the diversion channel for outlet to Punch Creek.~~ The proposed development will be undertaken to meet the intent of *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.
PO_9 The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	$AO_{9.1}$ Development is undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**PO9 Complies** ~~The drainage network would be associated with the critical site infrastructure area upon development of the layout of this area. Drainage from the critical site infrastructure is to discharge to the diversion channel for outlet to Punch Creek~~ The drainage works associated with the developed case scenario does not result in any afflux external to the site, and connects to existing waterways as discussed in Section 5.4 ~~3.3.1~~ of the Concept Surface Water Impact Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~). The proposed development will be undertaken to meet the intent of *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.

[15] Amended on 18 March 2016

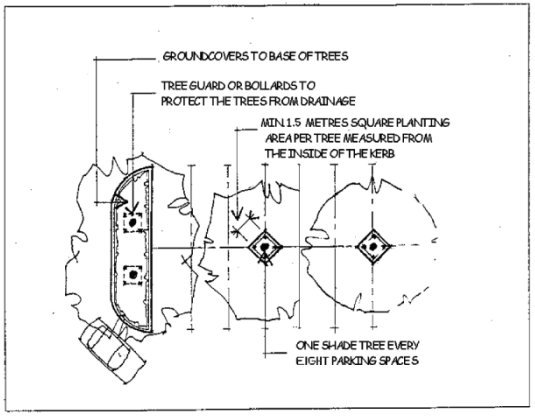
PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO_{10} Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	$AO_{10.1}$ Roof water is collected and discharged in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**PO10 Complies** Drainage from the critical site infrastructure is to discharge to the diversion channel for outlet to Punch Creek as discussed in Section 5.3.1 ~~3.3.1~~ of the Concept Surface Water Impact Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~). This meets the intent of *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.
Water Cycle Management		
PO_{11} The design and management of the development integrates water cycle elements so that: (a) water is used efficiently and potable water demand is reduced; (b) wastewater production is minimised; (c) stormwater peak discharges and runoff volumes are not worsened; (d) natural drainage lines and hydrological regimes are maintained as far as possible; (e) large, uninterrupted impervious surfaces are minimised; (f) reuse of stormwater and grey-water is encouraged where public health and safety will not be compromised; and (g) water is used efficiently.	$AO_{11.1}$ Integrated water management practices and infrastructure are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.*	**PO11 Complies** In context of the surface water aspects of this clause, Section 5.2, 5.2.1 and 5.3.1 ~~2.2, 3.2.1 and 3.3.1~~ of the Concept Surface Water Impact Assessment report (refer **Attachment B** of the IR Response ~~**Appendix J**~~) discuss the implications of the project relative to the non worsening of flooding and drainage characteristics. The solar arrays result in no impact to the hydrological flow regime. The critical site infrastructure area results in a 0.8% increase in imperviousness in the significantly larger site catchment, and external catchment context and therefore does not impact peak flows. Drainage from the critical site infrastructure is to discharge to the diversion channel for outlet to Punch Creek. The proposed development will be undertaken to meet the intent of *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*. The proposed development intends to reuse all rainwater onsite where possible.

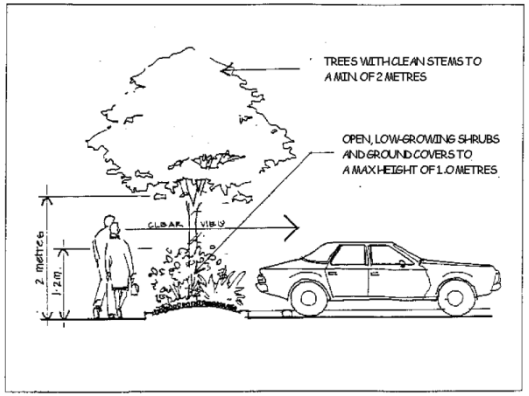
TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

Landscape Code (s9.4.4)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Table 9.4.4:1 – Landscaping Code – assessment benchmarks for assessable development		
PO_1 Landscape design is developed by a suitably qualified landscape professional and demonstrates an integrated approach to planning/development issues and documents both hard and soft works proposed for the development.	$AO_{1.1}$ Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2.	**PO1 N/A** The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) ~~**Appendix H)**~~ has proposed five (5) vegetation screening options or areas (refer to Section 5.2 of the LCVIA & LCP). The LCVIA & LCP has been prepared by a landscape professional in accordance with Table 9.4.4:2, being a landscape architect. ~~determined no landscaping for visual buffers is required for the development~~.
PO_2 Landscape construction is undertaken by a suitably qualified landscape professional.	$AO_{2.1}$ Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.	**PO2 N/A** The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) ~~**Appendix H)**~~ has proposed that landscape construction is carried out by a member of the Queensland Association of Landscape Industries ~~determined no landscaping for visual buffers is required for the development.~~ ~~However, this work can be conditioned~~.
PO_3 Landscape design reflects the local context and incorporates cohesive and desirable aspects of the prevailing landscape character. (Desirable aspects are those considered necessary to maintain and enhance the character, setting and/or ambience, and ecological values of the location.)	$AO_{3.1}$ Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used. $AO_{3.2}$ Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area. $AO_{3.3}$ Existing site trees are integrated into the development.	**PO3 N/A** The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) ~~**Appendix H)**~~) has proposed five (5) vegetation screening options or areas (refer to Section 5.2 of the LCVIA & LCP). The recommended plant species have been chosen to align with local ecosystems and soil landscapes. ~~determined no landscaping~~

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	AO3.4 Species selection is reflective of cool temperate species.	~~for visual buffers is required for the development~~.
PO4 Where the development involves the creation of a new road street tree planting is undertaken having consideration of: (a) the hierarchy and function of the street; (b) selection of appropriate species; (c) avoidance of conflict between the street tree and utilities and services within the road reserve; (d) soil conditions; (e) existing street trees; (f) solar access; and (g) driveway access.	Where the development involves the creation of a new road: AO4.1 Street planting is carried out in accordance with the requirements of *SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage.* AO4.2 Species and materials are used that minimise the use of potable water. AO4.3 Street tree planting is in accordance with PSP No.8 – Street Trees.	**PO4 N/A** No new public road will be created. ~~The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Appendix H**) has determined no landscaping for visual buffers is required for the development. No street planting is proposed~~.
PO5 Fencing design and acoustic barriers: (a) are compatible with the existing streetscape and proposed development type; and (b) provide visual interest and address the street.	AO5.1 Front fences longer than 15m and greater than 1,400mm in height are visually fragmented with recesses at least 1.2m deep and 1.2m wide at 15m intervals, planted with at least one tree and groundcovers. AO5.2 All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site. AO5.3 Where acoustic fencing is required by the planning scheme it is designed by an acoustic engineer and incorporates a minimum 3m vegetated buffer on either side of the fence with vegetation having a mature height equal to or above the height of the acoustic fencing.	**PO5 Complies** Fencing as illustrated in **Appendix C** is required for security purposes which is typical for this type of development. All planting will occur within property boundaries. Fences will be comprised of chain wire and will not be readily discernible from the surroundings. No acoustic fencing is planned for the development.
PO6 Location, design and provision of planting in carparks and internal roadways achieve	AO6.1 Landscaping visually fragments and shades carparking areas with regular tree planting in	**PO6 Complies** Landscaping within the carparking area/s is not

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
a high degree of shade, amenity and safety.	individual planting bays evenly distributed throughout the car parking area at the rate of one planting bay per eight (8) carparking spaces. $AO_{6.2}$ Individual planting bays have a minimum dimension of 1,500 x 1,500mm with permeable surface treatments and are flush with the finished surface levels of the car park. $AO_{6.3}$ No raised kerbing is provided around planting bays. Wheelstops or bollards are used to delineate planting bays where necessary and finished carpark surface levels fall toward planting areas. $AO_{6.4}$ Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.	required given the existing mature vegetation along Turner Road in the vicinity of the small carparking area required for the development. Due to the nature of a solar farm requiring direct sunlight on the solar arrays shading of interior roads interferes with the purpose of the solar farm and will not be undertaken.
		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		
PO_7 Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services.	$AO_{7.1}$ Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits. $AO_{7.2}$ Tree planting must be a minimum of 2m from any mains water easements and offset 4m from any sewer main or inspection chamber.	**PO7 N/A** The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Attachment D** of the IR Response) ~~**Appendix H)**~~ has proposed five (5) vegetation screening options or areas (refer to Section 5.2 of the LCVIA & LCP). All of the proposed vegetation planting areas are within property boundaries and have avoided the 11kV overhead distribution power line and easement (of 25m). ~~determined no landscaping for visual buffers is required for the development~~. The eastern verge of Punchs Creek Road contains an 11kV overhead distribution power line, and this existing infrastructure will not be compromised by any tree planting.
PO_8 Maintenance access points must be considered and accommodated for in the site planning and design process.	$AO_{8.1}$ Access by appropriate maintenance or utility vehicles must be demonstrated with ground	**PO8 N/A** Maintenance access points are identified within the ~~The Landscape Character and Visual Impact~~

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	surface treatments that are stable and usable in all weather. AO8.2 Functional maintenance vehicle circulation and access gates to be provided.	~~Assessment &~~ Landscape Concept Plan (refer to **Attachment D** of the IR Response) ~~**Appendix H**) has determined no landscaping for visual buffers is required for the development~~.
PO9 On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and amelioration of stormwater impacts provided.	AO9.1 Landscape design takes advantage of the flow of water along overland flow paths. AO9.2 Landscaping is used to help maximise opportunities for on-site stormwater infiltration by: (a) minimising impervious surfaces and incorporating semi-permeable paving products; (b) falling hard surfaces towards pervious surfaces such as turf or mulched areas; (c) maximise opportunities for turf and planting areas; (d) align planting areas parallel to contours to slow the flow of surface water; and (e) ensure planting palette comprises canopy tree species. AO9.3 Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells. AO9.4 Sediment and erosion control measures are provided. AO9.5 Planter boxes on podiums and building forecourts are plumbed to stormwater.	**PO9 N/A** The site will remain permeable underneath the panels and the tracking axis will ensure rainfall is not consistently deposited in the same location beneath the panels. Where vegetation buffers are planned, they include canopy species. No planter boxes or podiums are planned for the site. ~~The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Appendix H**) has determined no landscaping for visual buffers is required for the development. Thus, stormwater harvesting is not required for irrigation purposes.~~
PO10 Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme	No acceptable outcome is nominated.	**PO10 N/A** The proposed development is not in an urban setting. ~~The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to~~

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
and assist in the creation of a sense of place.		~~**Appendix H**) has determined no landscaping for visual buffers is required for the development.~~
PO11 Design of pedestrian paths and places reinforces the desired character of the area and/or place and includes features to enhance their use that are of universal design to ensure non-discriminatory access and use.	AO11.1 Design complies with AS1428 parts *1, 2, 3, and 4 – Design for Access and Mobility*	**PO11 N/A** Pedestrian paths and places are not relevant to the proposed development. The site will not be accessible to the public, as the site will be privately owned and operated, and unauthorised access would lead to safety concerns. ~~The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Appendix H**) has determined no landscaping for visual buffers is required for the development.~~
PO12 Risks to personal safety and the potential for crime, vandalism and fear are reduced through landscape design that has been informed by *Crime Prevention Through Environmental Design (*CPTED) principles in relation to: (a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management.	Landscape design incorporates the following design measures: AO12.1 The attractiveness of crime targets is minimised by providing opportunities for effective surveillance through: clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate. AO12.2 Barriers are used to attract, channel or restrict the movement of people by: clear spatial definition and legibility, optimising opportunity for public interaction, visually permeable screens and fencing, appropriate use of mechanical measures that correspond to actual risk. AO12.3 Reinforcing definition of territory and ownership of private, semi-public and public spaces through: clear design cues for use and activities, transitions and boundaries	**PO12 N/A** The site will be surrounded by a security fence with intermittently place security cameras and additional fencing surrounding high voltage areas such as the substation. Adequate signage of the dangers will be clearly posted as well as site information posted at access points for emergency services. ~~The Landscape Character and Visual Impact Assessment & Landscape Concept Plan (refer to **Appendix H**) has determined no landscaping for visual buffers is required for the development~~.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	between public and private, design that encourages public interaction and ownership, legible universal signage. $AO_{12.4}$ Space Management: ensuring that public spaces are appropriately utilised and maintained by the use of vandal- and graffiti-resistant materials, easily accessed and maintained fixtures.	

Table 9.4.4.:2 – Landscape Design Professionals

Development Type	Category of Landscape Professional Required to Submit Landscape Documentation	
Reconfiguring a lot (RAL) (Subdivision code)	<5 lots	5 lots and >5 lots
	Landscape designer	Landscape architect
Material Change of Use (MCU) Landscape documentation must accompany any built form/architectural and/or civil engineering documentation.	<$500K construction value	>$500K construction value
	Landscape designer	Landscape architect
Operational Works Applications	<$50K construction value	>$50K construction value
	Landscape designer	Landscape architect

Transport, Access and Parking Code (s9.4.6)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Table 9.4.6:1 – Transport, Access and Parking Code – requirements for accepted development and assessment benchmarks for assessable development[93]		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Driveway Crossovers[94]		
PO$_1$ Vehicular access arrangements, including driveway crossovers: (a) are appropriate for: (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle useage; and (iii) the function and configuration of the access road; (b) minimise any potentially adverse impact on: (i) the safety and efficiency of the road and pedestrian/cycle paths; (ii) the safety and efficiency of the road and footpath users; (iii) the integrity of any infrastructure within the road reserve; and (iv) the safety of access to adjacent properties. (c) protect the amenity of premises in the vicinity by: (i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location; (ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering: (A) use of materials which integrate with the streetscape	AO$_{1.1}$ Vehicular access and driveway crossovers are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by *Australian Standard 4970-2009*; (h) for a lot with a frontage of 10m or less; (i) greater than 4m in width when for a lot with a frontage / width of more than 10m but less than 20m; and (j) greater than 6m in width when for a lot with a frontage / width of greater than 20m. *Note: An additional site access is considered to be more than one site access.* AO$_{1.2}$ Except where in a Rural Zone, vehicular access and driveway crossovers:	**AO1.1 Complies** Access to the proposed development from Turner Road will be in accordance with AS2890.1. **AO1.2 N/A** **AO1.3 Complies** Access to the proposed development from Turner Road will be in accordance with AS2890.1, and in accordance with the relevant standard drawing in *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.*

(e.g. existing crossovers and driveways, etc); (B) minimising the width and grade of the access; (C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and (D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.	(a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and (i) are provided in accordance with the *Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant) and the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.* $AO_{1.3}$ Where in a Rural Zone, vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.*	
Car Parking Provision		
PO_2 Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	$AO_{2.1}$ Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of: (a) Non-Residential Use one (1) parking space per 50m² of GFA; and (b) Residential Use - one (1) parking space per dwelling. $AO_{2.2}$ Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at	**AO2.1 N/A** **AO2.2 Complies** Appropriate car parking will be provided for the proposed development. A renewable energy use has an unspecified car parking ratio.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Note: Where the development does not meet the acceptable outcomes, or where no acceptable outcome is specified, a parking demand analysis report prepared by a suitably qualified person may assist in demonstrating compliance with the performance outcome.	the rates set out in Table 9.4.6:3 to this Code. *Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.* *Note: If the number of car parking spaces calculated in accordance with $AO_{2.1}$ and $AO_{2.2}$ is not a whole number, the number of parking spaces to be provided is rounded-up to next highest whole number.* *Note: Where application is made for establishment of two or more uses on the same premises, the parking demand is calculated by totalling the requirements for each use.*	Ample car parking will be provided to service the proposed development and will include 1 disabled space. The provision of these spaces is sufficient for the intended operation of the site with up to 10 operations jobs.
Table 9.4.6:2 – Transport, Access and Parking Code – assessment benchmarks for assessable development[95, 96]		
Transport Network[97]		
PO_1 The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified in the transport network hierarchy contained in *SC 6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.*	No acceptable outcome is nominated.	**PO1 Complies** As demonstrated in the updated Traffic Impact Assessment report (**Attachment A** of the IR Response) ~~(**Appendix G**)~~.
PO_2 Development does not compromise the orderly provision or upgrading of the transport network. [16]	No acceptable outcome is nominated.	**PO2 Complies** The proposed development does require road

[16] Applicants should note that the Department of Transport and Main Roads may have additional requirements.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
		work that would be unreasonably anticipated for this transport network
PO_3 Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land.[17]	No acceptable outcome is nominated.	**PO3 Complies** The updated Traffic Impact Assessment report (**Attachment A** of the IR Response) ~~(**Appendix G**)~~ provides details on compliance with this matter.
PO_4 Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.	No acceptable outcome is nominated.	**PO4 N/A** It is not reasonable for the proposed development to provide such infrastructure given that it is in a rural area outside the built-up urban area, where linkage to these services are not within reach
PO_5 Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to:[18]	$AO_{5.1}$ Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with *Crime Prevention Through Environmental Design (CPTED) Guidelines*.	**PO5 Complies** Refer to **Appendix C** of this report for illustration of the proposed development details

[17] Amended on 27 April 2018

[18] Crime Prevention Through Environmental Design Guidelines for Queensland prepared by the State Government may provide applicants with guidance on these matters.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
(a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines; (d) minimising potential concealment points and assault locations; (e) minimising opportunities for graffiti and other vandalism; and (f) restricting unlawful access to buildings and between buildings.		
PO6 Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists.	No acceptable outcome is nominated.	**PO6 Complies** No signage is required for vehicles or pedestrians accessing the site as the open plan layout of the structures and placement of doors and entrances ensure user legibility.
Access		
PO7 Vehicle access arrangements and queuing areas are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; and (c) the function and characteristics of the access road and adjoining road network.	AO7.1 Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard *AS 2890.1 Part 1: Off Street Carparking*.	**PO7 Complies** All proposed access driveways and queuing areas will meet Australian Standards.
PO8 Access arrangements minimise any adverse impact on:	No acceptable outcome is nominated.	**PO8 Complies** All proposed access points ensure that the integrity of the road infrastructure is maintained, that the safety of existing point of access to adjoining properties is maintained, and that amenity is retained along the street frontage as illustrated in the attached development plans and traffic report in **Appendix C**.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
(a) the integrity of any infrastructure within the road reserve; (b) the safety and convenience of pedestrians and cyclists; (c) the safety and convenience of access to adjacent properties; (d) the amenity of premises in the vicinity; and (e) street trees in the road reserve.		
PO9 Where the nature of the proposed development creates a demand due to the frequency and volume of vehicle movements for the set-down and pick–up of passengers, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle.	No acceptable outcome is nominated.	**PO9 N/A** All proposed development does not require passenger set-down/pick up infrastructure
PO10 Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are: (a) safe for pedestrians, cyclists and vehicles; (b) conveniently connected to the main component of the development by pedestrian pathway; and (c) designed to provide for pedestrian priority and clear sightlines.	AO10.1 Bus pick-up/set-down areas: (a) allow a bus, based on the Long Rigid Bus (12m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting buses; (c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and (d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road	**PO10 N/A** All proposed development does not require passenger set-down/pick up infrastructure

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	network. One clear traffic lane in each direction should be maintained. AO10.2 Car and taxi pick-up/set-down areas: (a) allow a car to maneouver in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting cars; (c) avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the site; and (d) avoid on-street queuing or boarding/alighting of cars that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.	
Pedestrian and Cycle Facilities		
PO11 Provision is made for the safe and convenient movement of pedestrians on site and external to the site, having regard to desire lines, legibility, weather protection and the needs of people with disabilities.	AO11.1 Pedestrian pathways and crossings are provided in accordance with *SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure.* AO11.2 Access for cyclists and pedestrians is clearly distinguished from vehicle access. AO11.3 Pedestrian paths of a minimum width of 1.5m are provided through each car parking row and connect to the main entrance(s) to the building(s).	**AO11.1 N/A** No footpath is required given the rural locality of the subject site. **AO11.2 & A11.3 Complies** No pedestrian paths are required, given the rural locality of the subject site.
PO12 Provision is made for safe and convenient cycle movement to the site and within the site having regard to desire lines, users' needs and legibility.	AO12.1 Shared paths and on-road cycle lane facilities are provided in accordance with *SC6.2 PSP No.2 – Engineering Standards Roads and Drainage Infrastructure.*	**PO12 N/A** No shared on-road cycle lane is identified by any Council planning scheme map along any road frontage.
Access		

TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO13 Car parking areas are designed to be: (a) clearly defined, marked and signed; (b) convenient, safe and accessible; and (c) safe for vehicles, pedestrians and cyclists and minimise vehicle/pedestrian conflicts by providing clear access lines for pedestrians movement within car park areas.	AO13.1 The entry to the car park is clearly signposted. AO13.2 Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use. AO13.3 Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such. AO13.4 Unless otherwise specified in another code relevant to the development, 60% of the parking spaces for non-residential development are clearly visible from the street. AO13.5 Public Safety: (a) The car park is located where it can be monitored by passers-by or the occupiers of the development. (b) Where the car park is open to the public at night, lighting is provided throughout the car park and along pedestrian access paths in compliance with Australian Standard *AS 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements.* (c) Except in the case of residential development: (i) where the car park is not required at night, entry to the car park is physically restricted; and (ii) where the car park is enclosed, the walls are finished in a light	**AO13.1 Complies** Car parking area will be clearly visible on entry to the site **AO13.2 N/A** Requirement can be conditioned appropriately **AO13.3 N/A** No visitor carparking spaces are required for a development of this nature. **AO13.4 & AO13.5 Complies** All carparking spaces will be visible from Turner Road entrance and will be lit in accordance with the Australian Standards.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	coloured material that reflects light. (d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance and minimises the risk of crime.	
PO14 Car parking areas are designed to provide spaces which meet the needs of people with disabilities.	AO14.1 Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard *AS2890.1 Part 1: Off Street Carparking*. AO14.2 Car parking spaces for people with disabilities are located as near as possible to the entrance or entrances of the facility or use they serve. AO14.3 Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard *AS2890.1 Part 1: Off Street Carparking.* AO14.4 Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard *AS1428.1: Design for Access and Mobility.* AO14.5 Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard *AS1428.1: Design for Access and Mobility*. AO14.6 The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces.	**AO14.1 Complies** One disable carparking space will be provided in accordance with rates as specified in the Australian Standards. **AO14.2 Complies** The disable carparking space will be located near the proposed site office/main control building. **AO14.3 Complies** The disable carparking space will be designed in accordance with the Australian Standards **AO14.4 Complies** All pathways from carparking areas to entry landing as in accordance with Australian Standards for access and mobility. **AO14.5 & AO14.6 Complies** The disable carparking space will have appropriate signage with the International Symbol, which will be clearly visible to motorists.

TOOWOOMBA REGIONAL PLANNING SCHEME (v28) – CODE RESPONSES

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO15 Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.	For non-residential development on a site in, or adjoining, a residential zone: AO15.1 Car parking and driveway areas are setback a minimum distance of 3m from a side boundary that is common with a residential use in a residential zone. AO15.2 Landscape planting is used between the car park and driveway areas and the side boundary to soften the visual impacts of car park areas and to provide shade. AO15.3 An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.	**PO15 N/A**
PO16 Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO16.1 Car parking is provided either at the rear of the development or beneath buildings.	**PO16 Complies** Carparking is located at the front of the site in order to comply with a number of the above criteria, particularly AO13.4 & AO13.5.
PO17 Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO17.1 Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	**PO17 N/A**
PO18 Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO18.1 Aesthetics, glare, heat absorption and re-radiation. (a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and (b) Unless otherwise specified in a zone, precinct or use code, where the car park adjoins a street frontage, or a boundary with a Residential or other	**PO18 N/A** Landscaping is not proposed for carparking given the small amount of carparking spaces and the considerable visual buffering provided by the existing vegetation around the proposed development, especially along Turner Road in the vicinity of the site office and car parking area.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	sensitive land use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary.	
PO_{19} Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.	$AO_{19.1}$ Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	**PO19 Complies** All regular vehicle manoeuvring areas of the site are to be hardstand areas in line with the appropriate staging of the development. The access tracks are to be used infrequently for servicing the infrastructure, and dust levels from these will be monitored as dust on the solar panels would reduce their efficiency
PO_{20} Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated.	$AO_{20.1}$ A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between any vehicle movement areas and a boundary to an adjoining residential or other sensitive land use.	**PO20 N/A** The proposed development does not adjoin residential or other sensitive land use. The Operational Noise Assessment (refer to **Attachment C** in the IR Response), has determined the proposed development will be compliant with the noise levels listed in the Planning Scheme.
PO_{21} Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to avoid adverse impact on water quality or Council's wastewater or stormwater infrastructure.	$AO_{21.1}$ The development is capable of meeting the requirements of Council's *Trade Waste Policy* and the Trade Waste Environmental Management Plan.	**PO21 N/A** No vehicle cleaning is proposed onsite
Servicing		
PO_{22} Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that:	$AO_{22.1}$ The service bays provided and access to them, can accommodate, at any one time, the types and numbers of service vehicles detailed in Table 9.4.6:3. $AO_{22.2}$ Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in	**PO22 N/A** No service bay is provided given that these vehicles do not frequent the area and would 'park' in front of the infrastructure requiring its service in the internal substation area

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
(a) is adequate to meet the demands generated by the development; (b) is able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	manner that makes it impractical to use them as storage or work areas. AO22.3 The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard *AS 2890.2 – 1989 – Off Street Parking – Commercial Vehicle Facilities*. AO22.4 Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so. AO22.5 Service vehicles can enter and leave the site in a forward gear.	
PO23 Refuse collection vehicles are able to access on-site refuse collection facilities.	AO23.1 Where an on-site refuse area is provided, access and manoeuvring areas are designed and provided to enable access by refuse collection vehicle based on the Design Service Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates.	**PO23 Complies** Refuse collection, and access onsite, is proposed from Turner Road as per standard practice in rural areas
PO24 Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated.	**PO24 N/A** No residential premises are immediately near the subject site and no servicing arrangements are proposed or required
PO25 Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO25.1 Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	**PO25 N/A** No servicing area is proposed or required

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT

Table 9.4.6:3 – Vehicle Provision Rates

For the purpose of interpreting Columns 2 and 3 – Service Vehicle Provision Rate the following definitions apply:

(1) 'No specific rate' – means the required number of parking spaces (or facilities for service vehicles) will be based on the circumstances of the specific proposal and assessed against the Performance Criteria and information provided with the application.
(2) Where the calculated number of vehicle parking spaces is not a whole number, the required number of vehicle parking spaces to be provided is rounded-up to the next highest whole number;
(3) Where development involves two or more uses on the same premises, vehicle parking demand is calculated by totalling the requirements for each use;
(4) When calculating car parking provision rates, 'Practitioner' and 'Staff' should be considered separate to each other – with 'Practitioner' not being included within the parking provision calculation for 'Staff';
(5) SRV - means Small Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard *AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).
(6) HRV - means Heavy Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard *AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).
(7) AV - means Articulated Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard *AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).

Development	Parking Rates	Service Vehicle Provision Rate
Adult Store	One (1) space per 25m² GFA.	(1) Less than 500m² GFA – 1 HRV. (2) 500m² – 1,999m² GFA – 1 AV. (3) 2,000m² GFA plus – No specific rate.
Agricultural Supplies Store	One (1) space per 25m² GFA.	1 AV.
Air Services	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Animal Husbandry	No Parking Rate Nominated.	No specific rate.
Animal Keeping	One (1) space per FTE staff plus five (5) spaces.	Nil.
Aquaculture	One (1) space per FTE staff.	No specific rate.
Bar	One (1) space per 25m² GFA.	No specific rate.
Bulk Landscape Supplies	One (1) space per 200m² of total use area with a minimum of four (4) spaces.	1 AV.
Car Wash	One (1) space per 25m² GFA.	Nil.
Caretaker's Accommodation	Two (2) parking spaces.	Nil.
Cemetery	30 spaces plus one (1) space per two (2) FTE staff on the premises at any one time.	Nil.
Child Care Centre	One (1) space per seven (7) children enrolled, plus one (1) space per FTE staff.	Nil.
Club	0.3 space per patron.	1 SRV.
Community Care Centre	Applicant to provide parking report justifying proposed provision of parking.	Nil.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Community Residence	Two (2) parking spaces.	Nil.
Community Use	0.4 space per patron.	No specific rate.
Crematorium	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Cropping	No Parking Rate Required.	Nil.
Detention Facility	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Dual Occupancy	Two (2) parking spaces per dwelling.	Nil.
Dwelling House[19]	One (1) parking space where the dwelling has one (1) or two (2) bedrooms. Two (2) parking spaces where the dwelling has three (3) or more bedrooms.	Nil.
Dwelling Unit	One (1), per one (1) and two (2) bedroom unit plus two (2) for each unit of three (3) or more bedrooms.	Nil.
Educational Establishment	Preparatory - One (1) space per seven (7) children enrolled, plus one (1) space per FTE staff. Primary – One (1) space per ten (10) students plus 1 space per FTE staff. The visitor parking can be provided as a set-down per pick-up area (20% of short term parking); Secondary – One (1) space per ten (10) year 12 students; plus, a set-down per pick-up area for visitors and one (1) space per FTE staff; Tertiary – One (1) space per FTE staff; plus, one (1) space per ten (10) students.	1 SRV.
Emergency Services	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Extractive Industry	Applicant to provide parking report justifying proposed provision of parking.	Nil.
Food and Drink Outlet	One (1) space / 20m² GFA; plus queueing area for ten (10) vehicles for any drive-through facility from the collection point.	1 SRV.
Function Facility	0.4 space per patron.	No specific rate.
Funeral Parlour	0.3 space per seat or to each square metre of GFA whichever is greater.	1 SRV.
Garden Centre	10% of site area.	1 HRV.

[19] Amended on 29 November 2019

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Hardware And Trade Supplies	One (1) space per 40m² GFA.	(1) Less than 1,000m² GFA – One (1) HRV. (2) 1,000m² – 1,999m² GFA – One (1) AV. (3) 2,000m² GFA plus – No specific rate.
Health Care Services	One (1) space per FTE staff, plus three (3) visitors spaces per FTE practitioner.	One (1) ambulance vehicle pick-up and set-down space if more than two (2) practitioners work from the site at any one time.
High Impact Industry	Two (2) spaces per tenancy plus one (1) space per 100m² GFA.	(1) 0 – 999m² GFA: One (1) HRV. (2) 1,000m² – 2000m² GFA: One (1) AV. (3) 2,000m² GFA: No specific rate.
Home Based Business	One (1) space per non-resident FTE staff.	Nil.
Hospital	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Hotel	0.4 space per patron.	1 AV.
Indoor Sport And Recreation	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Intensive Animal Industries	No Parking Rate Required.	No specific rate.
Intensive Horticulture	One (1) space per staff.	No specific rate.
Landing	No Parking Rate Required.	Nil.
Low Impact Industry	Two (2) spaces per tenancy plus one (1) space per 100m² GFA.	(1) 0 – 999m² GFA: One (1) HRV. (2) 1,000m² – 2,000m² GFA: One (1) AV. (3) 2,000m² GFA: No specific rate.
Major Electricity Infrastructure	No Parking Rate Required.	No specific rate.
Major Sport, Recreation And Entertainment Facility	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Market	Eight (8) spaces per 100m² of stall area (excluding access paths).	No specific rate.
Medium Impact Industry	Two (2) spaces per tenancy plus one (1) space per 100m² GFA.	(1) 0 – 999m² GFA: One (1) HRV. (2) 1,000m² – 2,000m² GFA: One (1) AV. (3) 2,000m² GFA: No specific rate.
Motor Sport Facility	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Multiple Dwelling[20]	One (1) space per one (1) bedroom dwelling. Two (2) spaces for each dwelling with two (2) or more bedrooms One (1) visitor space for every four (4) dwellings.	1 SRV where more than 10 units.
Nature-based Tourism	No Parking Rate Required.	No specific rate.
Nightclub Entertainment Facility	One (1) space per 5m² GFA; plus 0.5 space per staff FTE.	No specific rate.
Non-resident Workforce Accommodation	No Parking Rate Required.	Nil.
Office	3.5 spaces per 100m² GFA.	(1) Less than 200m² GFA – Nil. (2) 200m² – 999m² GFA – One (1) AV. (3) 1,000m² GFA plus – No specific rate.
Outdoor Sales	One (1) space per 150m² of total use area.	1 AV.
Outdoor Sport And Recreation	Applicant to provide parking report justifying proposed provision of parking.	Nil.
Outstation	No Parking Rate Required.	Not Applicable.
Park	No Parking Rate Required.	Nil.
Parking Station	No Parking Rate Required	Not Applicable.
Permanent Plantations	No Parking Rate Required.	Nil.
Place Of Worship	One (1) space per 10m² GFA, OR one (1) space per ten (10) seats (or part thereof), whichever is the greater.	1 SRV.
Relocatable Home Park	One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where developments contain five (5) or more dwellings.	No specific rate.
Renewable Energy Facility	No Parking Rate Required.	No specific rate.
Residential Care Facility	0.3 space per lodging room.	No specific rate.
Resort Complex	One (1) space per unit plus 50% of the requirement for each ancillary use.	1 SRV.
Retirement Facility	One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where development contains five (5) or more dwellings.	No specific rate.

[20] Amended on 29 November 2019

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Roadside Stalls	No Parking Rate Required.	Nil.
Rooming Accommodation	0.5 space per Rooming Unit, plus 0.25 visitor space per Rooming Unit, plus one (1) space for an on-site manager (if applicable).	Nil.
Rural Industry	One (1) space per 100m² GFA.	(1) 0 – 999m² GFA: One (1) HRV. (2) 1,000m² – 2,000m² GFA: One (1) AV. (3) 2,000m² GFA: No specific rate.
Rural Worker's Accommodation	No Parking Rate Required.	Nil.
Sales Office	Two (2) spaces per dwelling.	Nil.
Service Industry	One (1) space per 100m² GFA.	(1) Less than 500m² GFA – One (1) HRV. (2) 500m² – 1,999m² GFA – One (1) AV. (3) 2,000m² GFA plus – No specific rate.
Service Station	One (1) space per 25m² GFA.	1 AV.
Shop	One (1) space per 20m² GFA.	(1) Less than 500m² GFA – One (1) HRV. (2) 500m² – 1,999m² GFA – One (1) AV. (3) 2,000m² GFA plus – No specific rate.
Shopping Centre	3.5 spaces per 100m² GFA.	No specific rate.
Short-Term Accommodation	One (1) space per unit plus 50% of the requirement for each ancillary use.	1 SRV.
Showroom	One (1) spaces per 40m² GFA.	(1) Less than 1,000m² GFA – One (1) HRV. (2) 1,000m² – 1,999m² GFA – One (1) AV. (3) 2,000m² GFA plus – No specific rate.
Substation	No Parking Rate Required.	No specific rate.
Telecommunications Facility	No Parking Rate Required.	No specific rate.
Theatre	0.4 spaces per patron.	No specific rate.
Tourist Attraction	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Tourist Park	One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where developments contains five (5) or more dwellings.	1 SRV.
Transport Depot	One (1) car space for every truck space; plus one (1) space per every two (2) non-driver staff.	No specific rate.
Utility Installation	No Parking Rate Required.	No specific rate.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Veterinary Services	One (1) space per FTE staff, plus 3 visitors spaces per FTE practitioner.	1 SRV.
Warehouse	1.5 spaces per 100m² GFA.	(1) 0 – 999m² GFA: One (1) HRV. (2) 1,000m² – 2,000m² GFA: One (1) AV. (3) 2,000m² GFA: No specific rate.
Wholesale Nursery	One (1) space per 100m² of total use area.	I HRV.
Winery	One (1) space per 25m² of retail GFA plus three (3) spaces per 100m² of manufacturing GFA.	No specific rate.

Works and Services Code (s9.4.7)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
Table 9.4.7:1 – Works and Services Code – requirements for accepted development and assessment benchmarks for assessable development		
Utliities		
PO_1 A water supply is provided that is adequate for the current and future needs of the intended use.	$AO_{1.1}$ Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure*. OR $AO_{1.2}$ Where not in a water supply area, the development is provided with an on site water supply in accordance with *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.* $AO_{1.3}$ Water supply systems and connections are designed and constructed in accordance with *SC6.3 PSP No. 3 Engineering*	**AO1.1 & AO1.3 N/A** No reticulated water supply exists near the subject site **AO1.2 Complies** The proposed development will be provided with water brought from off site to and in accordance with *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure*

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	Standards – Water and Wastewater Infrastructure.	
PO_2 Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	$AO_{2.1}$ Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure*. OR $AO_{2.2}$ Where not within a wastewater area, on-site waster water treatment and disposal is provided which complies with *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure*. $AO_{2.3}$ Waste water systems and connections are designed and constructed in accordance with *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure*.	**AO2.1 & AO2.3 N/A** No reticulated sewer system exists near the subject site **AO2.2 Complies** The proposed development will have a wastewater treatment and disposal system in accordance with *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure*
PO_3 The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	$AO_{3.1}$ Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	**PO3 Complies** The proposed development will be connected to the electricity supply from Turner Road.
PO_4 Premises are connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	$AO_{4.1}$ The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	**PO4 Complies** The proposed development will be connected to the telecommunications infrastructure from Turner Road
PO_5 Provision is made for future telecommunications services (e.g. fibre optic cable).	$AO_{5.1}$ Conduits are provided in accordance with *SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure.*[21]	**PO5 N/A** No such need has been determined for the proposed development.

[21] Amended on 27 April 2018

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
PO6 Development near utility services does not: (a) adversely affect the function of the service; or (b) place an additional load on the service; and (c) protects the infrastructure form physical damage; and (d) allows ongoing necessary access for maintenance purposes.	AO6.1 Setbacks and loadings comply with *the Queensland Development Code QDC MP1.4.*[22].	**PO6 Complies** None of the infrastructure for the proposed development interferes with the function of the utility services, by way of compliance with *the Queensland Development Code QDC MP1.4.*
PO7 Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	**PO7 Complies** The required infrastructure for the proposed development integrates with the existing infrastructure as illustrated in **Appendix C**
PO8 Water meter/s are installed and located for easy access by the relevant authority.	AO8.1 Water meter/s are installed in accordance with *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure*.[23]	**PO8 N/A** No water meter is required
Movement Networks		
PO9 Premises are provided with the following works along the full extent of the road frontage and to a standard that is appropriate to the function of the road and the character of the locality:	AO9.1 Design and construction of external road works are undertaken in accordance with *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure*. AO9.2 Footpaths and bikeways are provided in accordance with the *Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m).*	**AO9.1 Complies** No external roadworks are proposed or required. **AO9.2 Complies** No footpath is proposed or required.

[22] Amended on 27 April 2018

[23] Applicants should also have regard to the metering requirements of other relevant authorities.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
(a) appropriate roadway treatment; (b) appropriate pavement edging (including kerb and channel); (c) safe vehicular access; (d) safe footpaths and bikeways; (e) street scaping or street tree planting; (f) stormwater drainage; and (g) street lighting systems.		
PO10 Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with: (a) the current and projected level of usage; (b) the desired streetscape character; and (c) activities which are anticipated to occur within the verge.	AO10.1 Street scaping works, footpaths and cycle paths are provided in accordance with *PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure*. AO10.2 Footpaths and bikeways are provided in accordance with the *Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m).*	**AO10.1 & AO10.2 Complies** No streetscaping works and footpaths are proposed or required.
PO11 Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all-weather access and ensures the safe passage of vehicles, pedestrians and cyclists.	AO11.1 Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.	**AO11.1 Complies** All parking areas are in accordance with Transport, Access and Parking Code, also attached in this section of the report.
PO12 Movement networks can be easily and efficiently maintained.	AO12.1 Infrastructure is provided in accordance with *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure*.	**AO12.1 Complies** All movements from the existing networks can be easily and efficiently maintained as demonstrated by compliance with the Transport, Access and Parking Code, also attached in this section of the report.
Vehicular Access – Non-residential		
PO13 Non-residential vehicular access arrangements to a public roadway, including driveway crossovers:	AO13.1 Non-residential vehicular access and driveway crossovers to a public road are not:	**AO13.1 Complies** Access to Turner Road is as per **Attachment G** of IR Response ~~**Appendix C and G**~~.

(a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network; (b) are located and designed to: (i) avoid damage to utility services, pathways, krebs, road pavement and seal and other council/public infrastructure; (ii) prevent conflict between vehicles and cyclists and pedestrians; and (iii) avoid damage to existing street trees and retain space for the future planting of street trees within the verge. (c) minimise the number of vehicular access per site to avoid the loss of on-street carparking spaces, and are appropriately separated from other vehicular accesses and side property boundaries to prevent interference with: (i) the safety, capacity and operations of the existing or planned road network; (ii) any existing vehicular accesses; (iii) adjoining properties; and (iv) cycleways or pedestrian footpaths and their users. (d) protect the amenity of premises in the vicinity and surrounding streetscape by: (i) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (ii) minimising the width and grade of the access; and	(a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) for a lot with a frontage of 10m or less; (g) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; and (h) within the Tree Protection Zone, as defined by *Australian Standard 4970-2009*. *Note: An additional site access is considered to be more than one site access.* AO13.2 Non-residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay,	**AO13.2 Complies**

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
(iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping.	loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; (i) retain space for the planting of street trees at a minimum rate of one (1) per lot frontage; and (j) are provided in accordance with the *Australian Standard AS 2890.1 – Off Street Car Parking* and *Australian Standard AS 2890.2* (where relevant),the relevant standard drawing in *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure* and *Australian Standard AS 4970-2009 – Protection of Trees on Development Sites*.	
Vehicular Access – Residential		
PO_{14} Residential vehicular access arrangements, including driveway crossovers:	$AO_{14.1}$ Residential vehicular access and driveway crossovers are not:	**PO14 N/A** The proposed development does not involve residential vehicular access

(a) are appropriate for: (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle useage; and (iii) the function and configuration of the access road. (b) minimise any potentially adverse impact on: (i) the safety and efficiency of the road and pedestrian/cycle paths; (ii) the safety and efficiency of the road and footpath users; (iii) the integrity of any infrastructure within the road reserve; and (iv) the safety of access to adjacent properties. (c) protect the amenity of premises in the vicinity by: (i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location; (ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering: (A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (B) minimising the width and grade of the access; (C) minimising impacts on the appearance of the streetscape by retaining	(a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by *Australian Standard 4970-2009*; (h) for a lot with a frontage of 10m or less; (i) greater than 4m in width when for a lot with a frontage/width of more than 10m but less than 20m; and (j) greater than 6m in width when for a lot with a frontage/width of greater than 20m. *Note: An additional site access is considered to be more than one site access.* $AO_{14.2}$ Except where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car	

existing vegetation, including approved landscaping; and (D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.	parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, includiing table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; or (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and (i) are provided in accordance with the *Australian Standard AS 2890.1 – Off Street Car Parking* and *Australian Standard AS 2890.2* (where relevant), the relevant standard drawing in *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure* and *Australian Standard AS 4970-2009 – Protection of Trees on Development Sites.* AO14.3 Where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.*	
Earthworks and Retaining Walls		
PO_{15} Earthworks result in stable landforms and structures.	$AO_{15.1}$ Earthworks and the construction of retaining walls and batters are undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.*	**PO15 Complies** All earthworks will be completed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*
PO_{16} Earthworks do not result in the contamination of land or water and avoid risk to people and property.	$AO_{16.1}$ Earthworks are undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**PO16 Complies** All earthworks will be completed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*
PO_{17} Earthworks are undertaken in a manner that:	$AO_{17.1}$ Earthworks and the construction of retaining walls and batters are undertaken in accordance with *SC6.2*	**PO17 Complies** All earthworks will be completed in accordance with *SC6.2 PSP No. 2 – Engineering Standards –*

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
(a) maintains natural landforms; (b) minimises height of retaining walls and batter faces; (c) does not unduly impact on the amenity or privacy for occupants of the site or on adjoining land; and (d) does not unduly impact on the amenity of the streetscape.	*PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.*	*Roads and Drainage Infrastructure*
PO_{18} Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	$AO_{18.1}$ Earthworks and the construction of retaining walls and batters are undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.*	**PO18 Complies** All earthworks will be completed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*
PO_{19} Earthworks do not prevent access or create difficult access to the property.	$AO_{19.1}$ Earthworks and the construction of retaining walls and batters ensure driveways can provided in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.*	**PO19 Complies** All earthworks will be completed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*
PO_{20} Earthworks do not cause a significant impact on the amenity of the locality or along routes taken to transport material as a result of truck volumes, dust or noise.	$AO_{20.1}$ Earthworks are undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**PO20 Complies** All earthworks will be completed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*
PO_{21} The transportation of material minimises adverse impact on the road system.	$AO_{21.1}$ Material is transported in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.*	**PO21 Complies** All earthworks will be completed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*
Waste Management		
PO_{22} Where relevant, the development is capable of providing for the storage,	No acceptable outcome is nominated.	**PO22 Complies** All waste is to be removed from site in a way that ensures health and safety of people and the environment are protected.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
collection, treatment and disposal of trade waste[24] such that: (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; and (c) the performance of the wastewater system is not put at risk.		
PO_{23} Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times.	$AO_{23.1}$ Refuse container storage areas are provided which: (a) are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use; and (e) are situated not closer than 6m to a road or 2m to any site boundary. $AO_{23.2}$ On sites greater than 2,000m^2 in area, provision is made for refuse collection vehicles to access the collection area and	**PO23 Complies** All waste storage areas will be appropriately established and managed to meet these requirements

[24] For the purposes of this code trade waste is defined as water-borne waste from business, trade or manufacturing premises, other than human waste or stormwater.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
	to enter and leave the site in a forward direction without having to make more than a 3-point turn.[25] $AO_{23.3}$ For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.	
PO_{24} Where the use is non-residential and generates recyclable waste, provision is made for conveniently located recycling bins on the premises, including in the refuse container storage area.	No acceptable outcome is nominated.	**PO24 Complies** All wastes will be separated into relevant streams, including recyclable waste, and will be located in a practical area to facilitate convenient and efficient collection. The proposed development will seek to maximise recycling and reuse opportunities to minimise waste to landfill
Construction Management		
PO_{25} Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	$AO_{25.1}$ Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; and (d) removal from the site of all declared noxious weeds and environmental weeds.	**PO25 N/A** The proposed development avoids regulated vegetation, and will be fenced such that vegetation to be protected will not be located within the fenced facility
PO_{26} Work is undertaken in a manner which does not cause unacceptable impacts on	$AO_{26.1}$ Construction is undertaken in accordance with the Environmental Standards Code.	**PO26 Complies** Construction will be undertaken in accordance with the Environmental Standards Code

[25] Refer to the Parking, Transport and Servicing Code for refuse vehicle turning requirements.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
surrounding areas as a result of dust, odour, noise or lighting.		
PO27 While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.	AO27.1 Construction is undertaken in accordance with the Environmental Standards Code.	**PO27 Complies** Construction will be undertaken in accordance with the Environmental Standards Code
PO28 Traffic, parking and delivery of construction materials generated during construction are managed to minimise impact on the amenity of the surrounding area and to manage the safety of pedestrians, cyclists and motorists.	AO28.1 Construction is undertaken in accordance with the Environmental Standards Code.	**PO28 Complies** Construction will be undertaken in accordance with the Environmental Standards Code
PO29 Council and state infrastructure is not damaged by construction activities.	AO29.1 Construction, alterations and any repairs to infrastructure is undertaken in accordance with the *SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure, Queensland Development Code QDC MP1.4, and, where applicable, in consultation with the relevant service authority.*[26] AO29.2 Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the *Transport Infrastructure Act 1994*.	**AO28.1 Complies** Construction and any infrastructure repairs will be undertaken in accordance with *SC6.4 PSP No. 4 – Development Near Utility Services* **AO28.2 N/A**

[26] Amended on 27 April 2018