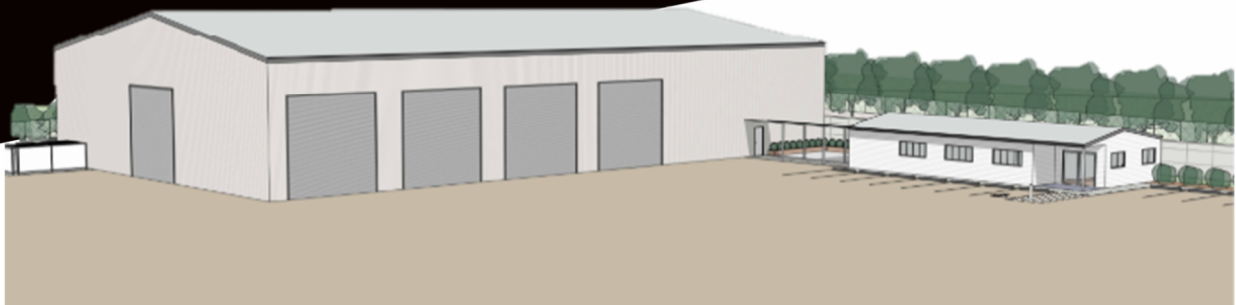




DEVELOPMENT APPLICATION

Development Permit – Material Change of Use

Transport Depot and Warehouse

253 O'Mara Road, Wellcamp

PLANNING REPORT

SEPTEMBER 2026

TOOWOOMBA | IPSWICH

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Prepared For: A1 Earthworks (Qld) Pty Ltd

Project Name: Transport Depot and
Warehouse

Project Reference: 2025-638

Date: 8 September 2026

Prepared By:

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A handwritten signature in black ink, appearing to read "S Fuller".

Approved By:

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A handwritten signature in black ink, appearing to read "J Williams".

Document History

Version	Date	Description of Revision	Prepared By	Reviewed By
Draft	20/08/2026	Draft for Client Review	SF	JW
Final	8/09/2026	Lodgement with Council	SF	JW

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	5
Site Details	5
Planning Instruments	5
Application Overview	6
Proposed Development	6
Applicant Details	7
1.0 INTRODUCTION	8
2.0 SITE AND LOCALITY	9
2.1 Site	9
2.2 Site Characteristics	10
2.3 Surrounding Land Use	12
2.3.1 Surrounding Locality	12
2.3.2 Adjoining Properties	12
2.4 Current Development Approvals	13
3.0 PROPOSAL	14
3.1 Site Composition and Layout	14
3.2 Built Form and Character	16
3.3 Access & Carparking	18
3.4 Infrastructure and Servicing	19
3.5 Operational Parameters	19
4.0 PLANNING FRAMEWORK	20
4.1 The Planning Act 2016	20
4.2 State Planning Policy	20
4.2.1 State Interest Policies and Assessment Benchmarks	21
4.3 State Referral Agencies	23
4.4 State Development Assessment Provisions	26
4.5 Regional Plans	26
4.5.1 South-East Queensland Regional Plan	26

4.5.2	Darling Downs Regional Plan	28
4.6	Toowoomba Regional Planning Scheme 2012	29
4.6.1	Introduction	29
4.6.2	Definitions	29
4.6.3	Zoning	29
4.6.4	Overlay Mapping	30
4.7	Assessment Benchmarks	31
4.7.1	Strategic Framework	31
4.7.2	Overall Outcomes – Rural Zone	32
4.7.3	Applicable Codes	34
5.0	ASSESSMENT OF PLANNING MERITS	35
5.1	Legislative Context	35
5.2	Planning Merits	35
6.0	TECHNICAL ASSESSMENTS	38
7.0	CONSULTATION	39
7.1	Statutory Notification	39
7.2	Pre-Lodgement Meetings	39
8.0	CONCLUSION	41
APPENDICES		42
Appendix A -	Strategic Framework	42
Appendix B -	Assessment Benchmarks	43
Appendix C -	State Planning Policy Code	44
Appendix D -	Proposed Plans	45
Appendix E -	Stormwater Management Report	46
Appendix F -	Traffic Impact Assessment	47

EXECUTIVE SUMMARY

SITE DETAILS

Address of Site	251 & 253 O'Mara Road, Wellcamp
Real Property Description	Lots 9 & 10 SP281276
Area of Site	Lot 9 – 13.45ha Lot 10 – 9,502m ²
Road Frontage	O'Mara Road
Easements	Lot 9: - Proposed Access Easement (subject to RAL/2026/2219) - Easement A SP302940 - Easement C SP346515
Registered Owners	Robyn Denise Leerentveld

PLANNING INSTRUMENTS

Regional Plan	South-East Queensland Regional Plan and Darling Downs Regional Plan
Regional Plan Designation	Regional Landscape & Rural Production Area
Planning Scheme	Toowoomba Regional Planning Scheme 2012
Zone	Rural Zone
Zone Precinct	100 ha minimum Precinct
Overlays	- Agricultural Land Overlay - Airport Environs Overlay
Regulated Vegetation	N/A
Existing Use	Lot 9 – Transport, Warehousing and Caretakers Residence Lot 10 – Vacant Land
Current Approvals	Lot 9 – - MCUI/2007/12327 – Transport Depot and Caretakers Residence – approved 14 April 2007 - MCUI/2007/12327/A – Transport Depot and Caretakers Residence – approved 21 November 2016

- MCUI/2007/12327/B – Transport Depot and Caretakers Residence – approved 29 September 2023
- Lot 10 - Nil (as available on Council's Development.i)

APPLICATION OVERVIEW

Application	Development Application
Approval Sought	Development Permit
Development Type	Material Change of Use
Land Use Definition	Transport Depot and Warehouse
Level of Assessment	Impact Assessable
Relevant Referral/Technical Agencies	Ergon Energy (Advice Only)

PROPOSED DEVELOPMENT

Development Summary	Transport Depot and Warehouse	
Gross Floor Area	Office - 165m ² Indoor storage area – 510m ²	
Total Use Areas	Transport Depot <u>Indoor</u> - Office – 165m² - Indoor truck parking and unloading – 945m² <u>Outdoor</u> - Outdoor parking and manoeuvring – 3,970m²	Warehouse <u>Indoor</u> - Storage – 510m² <u>Outdoor</u> - Outdoor storage area including road train loading/unloading area – 1,496m²
Building Footprint	1,620m ²	
Building Site Cover	16.2%	
Building Setbacks	North (side): 33.085m East (rear): 6.3m South (side): 9m West (frontage): ~40m	
Building Height	Metres: 11m (shed) Storeys: Single	
Impervious Area	7,088m ² (74.59%)	

Landscaping Area	2,105m ² (22.15%)
Vehicular Access	Access easement within Lot 9 & O'Mara Road
Carparking	• 27 spaces for passenger vehicles including 1 PWD space • 6 spaces for heavy vehicle (B-double) truck parking • 1 space for heavy vehicle (road train) loading/unloading
Operational Parameters	Staff Numbers: Maximum of thirteen (13) non-driver staff Operating Hours: 6:00am – 6:00pm daily

APPLICANT DETAILS

Applicant	A1 Earthworks (QLD) Pty Ltd c/- Precinct Urban Planning PO Box 3038 TOOWOOMBA QLD 4350
Contact Person	James Williams Phone: 07 4632 2535 Mobile: 0481 127 412 Email: james@precinctplan.com.au
Our Reference	2025-638

1.0 INTRODUCTION

This report has been prepared in support of a Development Application for a Development Permit for Material Change of Use for a Transport Depot & Warehouse on land at 253 O'Mara Road, Wellcamp, described as Lot 10 SP281276 and associated new access easement (proposed under Development Application RAL/2026/2219) on 251 O'Mara Road (**the site**). The proposed development involves the start of a new use of the premises and accordingly comprises a Material Change of Use under Schedule 2 of the *Planning Act 2016* (**the Act**).

This town planning report addresses the merits of the development having regard to the provisions of the *Planning Act 2016* and the *Toowoomba Regional Planning Scheme 2012*. This planning report has been prepared on behalf of the applicant, A1 Earthworks (QLD) Pty Ltd.

This Development Application for a Development Permit for Material Change of Use is Impact Assessable development under the *Toowoomba Regional Planning Scheme 2012*. The following report demonstrates the suitability of the proposal within the locality and its compliance with the relevant provisions of the *Toowoomba Regional Planning Scheme 2012*.

2.0 SITE AND LOCALITY

2.1 SITE

The development site is located at 253 O'Mara Road, Wellcamp, described as Lot 10 SP281276 (**the development site**). The site also includes a proposed Access Easement currently under assessment by Council (Ref: RAL/2026/2219) on 251 O'Mara Road, described as Lot 9 SP281276 (**the site**). The site is located within the suburb of Wellcamp and is approximately 10.5km west of the Toowoomba CBD. The location of the site in respect of the surrounding locality is illustrated in **Figure 1**.

The site is predominately of regular configuration comprising two (2) separate but contiguous titles with a total site area of 15.14ha. The site has primary frontage to O'Mara Road. The configuration of the site is illustrated in **Figure 2**.

FIGURE 1 - LOCALITY PLAN

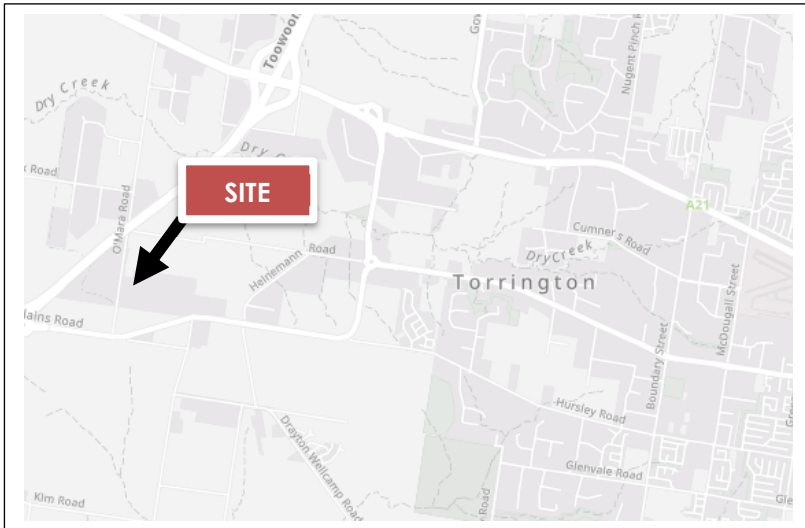
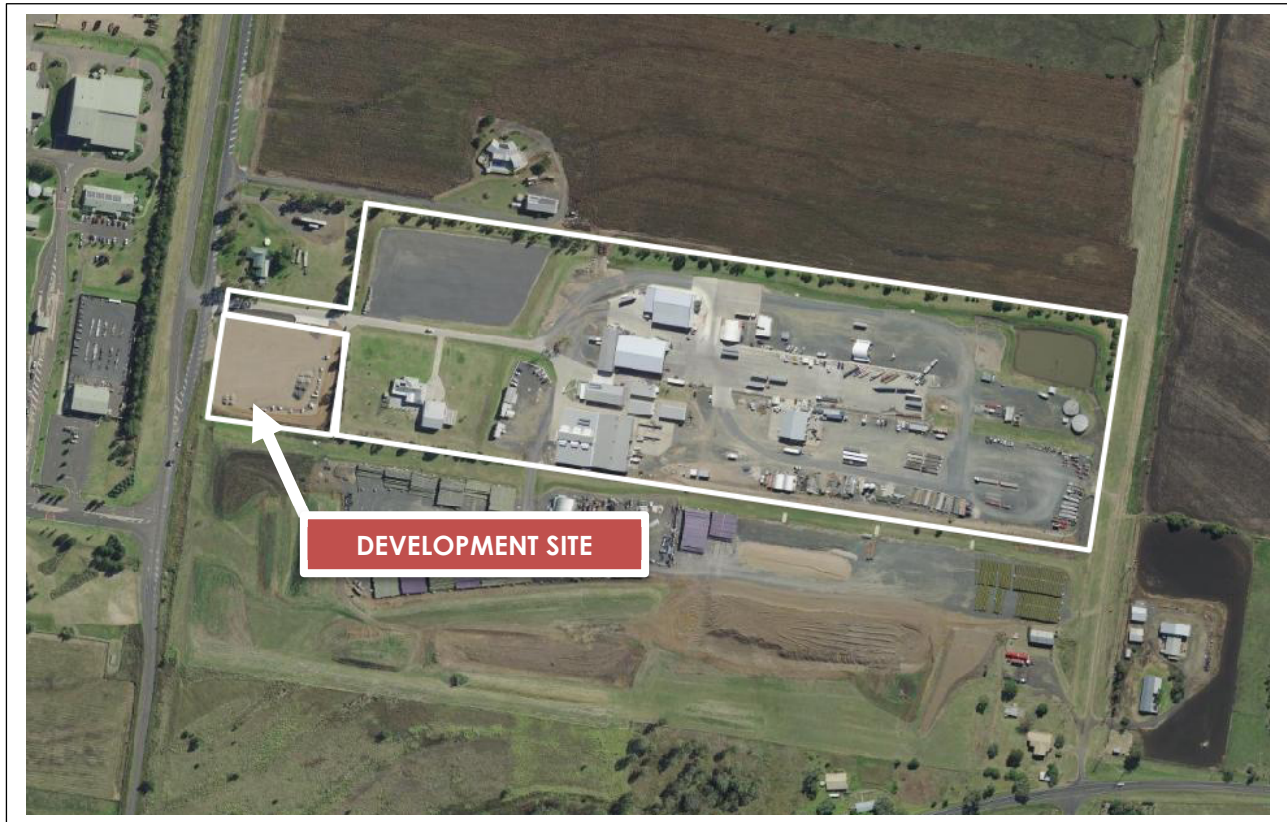


FIGURE 2 - CADASTRAL PLAN



The development site is currently vacant, with improvements on the adjoining site comprising transport and warehousing businesses, a caretaker's residence and ancillary structures. The features of the site and surrounding land uses are illustrated in **Figure 3**.

FIGURE 3 - AERIAL IMAGERY



2.2 SITE CHARACTERISTICS

The site is characterised by the following features:

- The development site has sole frontage to O'Mara Road, a four-lane sealed carriageway with concrete box kerb and grass drainage swales on either side of the roadway. O'Mara Road is identified in Council's Road Hierarchy as a Sub-Arterial Road.
- Lands in the locality drain in a northerly direction towards Dry Creek. Dry Creek is located approximately 1.2km north of the site and comprises the area's primary drainage feature.
- The development site experiences a gradual decline in land elevation between the south-eastern and north-western corners of the site; refer to **Figure 4**. The highest point of the site is located in the south-eastern corner at approximately 529.78m AHD, with the lowest point of the site located in the north-western corner at approximately 525.90m AHD. This translates to a fall in natural ground level of approximately 3.88m across the site.
- The site is clear of mature vegetation and does not contain mapped areas of remnant vegetation or ecological significance.
- The development site is not burdened by, nor does it benefit from any existing easements. Lot 9 is burdened by Easement A SP302940 and Easement C SP346515. The easements are for the purpose of electricity infrastructure.

- The site is serviced by Council's reticulated water supply and stormwater drainage infrastructure; refer to **Figure 4**. The site is also serviced by on-site effluent disposal infrastructure and reticulated electricity and telecommunications supply networks.

FIGURE 4 - CONTOUR AND INFRASTRUCTURE MAPPING

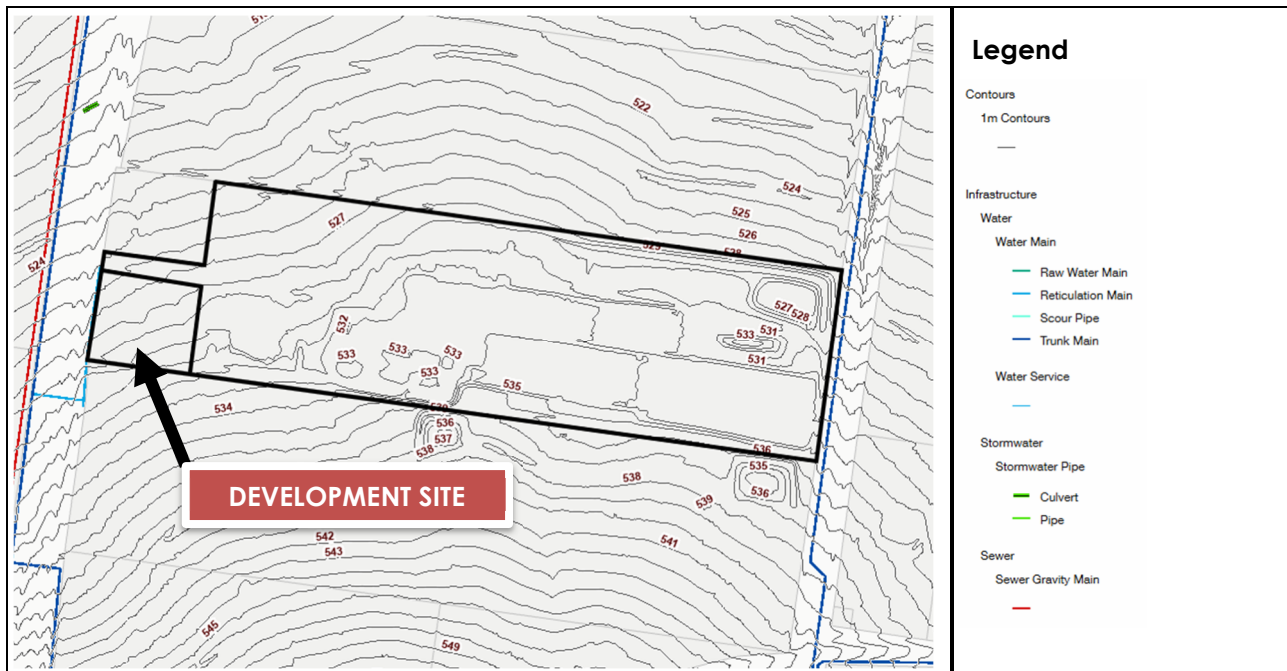


Figure 4 confirms that the site experiences a decline in land elevation between the south-eastern and north-western corners of the development site. The figure also illustrates the locations of Council's reticulated water, sewerage and stormwater networks in relation to the site.

The features of the site are illustrated in **Photograph 1**.



PHOTOGRAPH 1 - View of the development site and driveway from O'Mara Road.

2.3 SURROUNDING LAND USE

2.3.1 SURROUNDING LOCALITY

The site is situated in a locality that is characterised by a mix of industrial and rural land uses. The scale and character of the built form in the locality is predominately of an industrial character.

2.3.2 ADJOINING PROPERTIES

The nature and character of land use on surrounding properties may be summarised as follows:

- Land to the **north** and **east** of the development site, located at 251 O'Mara Road, comprises an industrial premises containing transport and warehousing businesses.



PHOTOGRAPH 2 - View of the entrance to the premises to the north and east of the site from O'Mara Road.

- Land to the **south** of the site, located at 840 Toowoomba Cecil Plains Road, comprises an industrial premises containing a caretaker's residence and storage.



PHOTOGRAPH 3 - View of the premises to the south of the site from O'Mara Road.

- Land to the **west** of the site, located on the opposite side of O'Mara Road, comprises the Greater Toowoomba Waste Management Facility.



PHOTOGRAPH 4 - View of the premises to the west of the site from O'Mara Road.

2.4 CURRENT DEVELOPMENT APPROVALS

The development site does not currently benefit for any existing Development Permits as publicly available on Council's website.

3.0 PROPOSAL

This Development Application seeks approval for a Development Permit for Material Change of Use – Transport Depot and Warehouse on the development site. The development site is currently vacant. Details regarding the proposed design and operation of the development are provided below.

3.1 SITE COMPOSITION AND LAYOUT

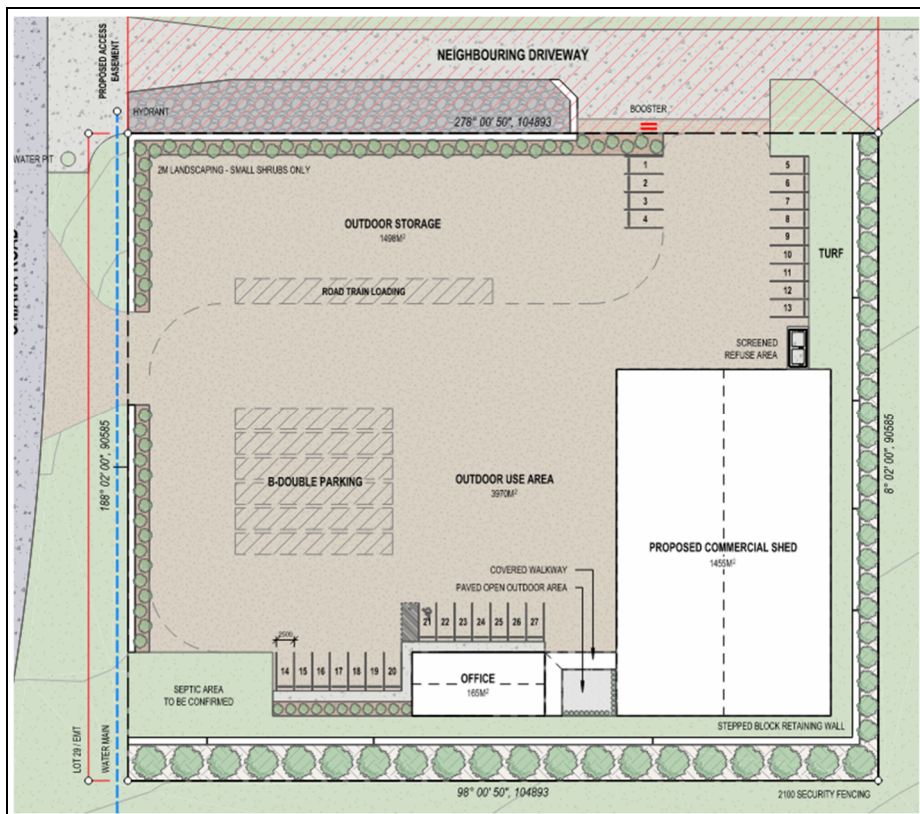
The proposed development seeks to establish a new shed, outdoor storage and parking and office for the purpose of a Transport Depot and Warehouse for a future tenant on the site. The proposed development will have a total Gross Floor Area (GFA) of 675m² with the office comprising 165m² and the indoor storage space within the shed comprising 510m². The total building area will be 1,620m², translating to a site coverage of 28%.

Building setbacks to site boundaries will correspond with the following:

- North (side): 33.085m.
- East (rear): 6.3m.
- South (side): 9m.
- West (frontage): ~40m.

The proposed site layout will be generally in accordance with the Proposed Site Plan, Drawing No. SD-050, Revision G, prepared by WD Building Design and dated 19/08/2026. The Site Plan is attached in **Appendix C**, and an excerpt of the plan is reproduced in **Figure 5**.

FIGURE 5 - EXTRACT OF PROPOSED SITE PLAN

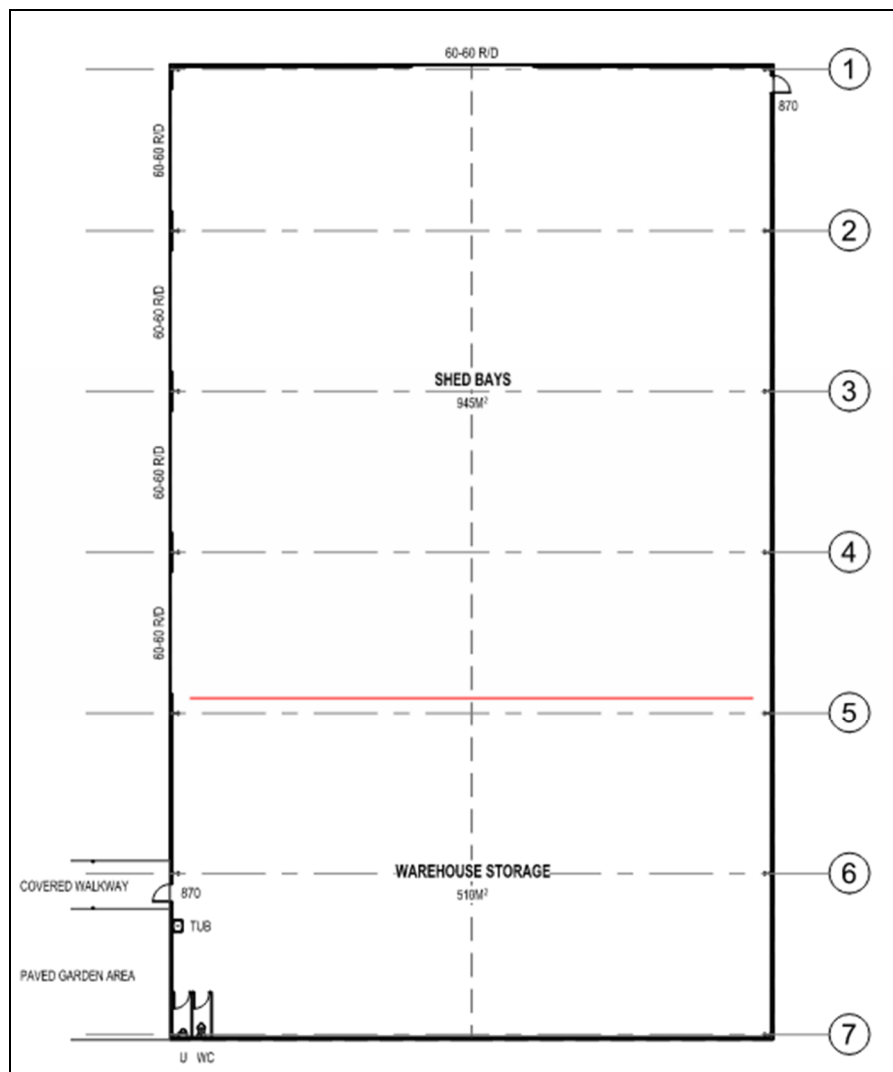


The proposed development will have impervious surfaces over 7,088m² or 74.59% of the development area comprising vehicle parking, heavy vehicle loading/unloading, manoeuvring and outdoor storage space. Landscaping is proposed around the perimeter of the site to complement and soften the built-form, and to enhance aesthetic amenity. Landscaping areas will comprise 2,105m², or 22.15% of the development site area. Planting will be used to partially screen parking areas, provide shade and improve micro-climate, with planting around the northern and western boundaries kept to small shrubs or ground cover to ensure vehicle sight lines are not impeded.

The internal layout of the shed will comprise four (4) truck bays for parking, storage and loading/unloading associated with the transport depot. The internal layout also includes 510m² of indoor storage space associated with the warehouse. The shed will include a small amenities area and sink.

The internal layout of the shed will be generally in accordance with the Proposed Shed Plan, Drawing No. SD-110, Revision G, prepared by WD Building Design and dated 19/08/2026, attached in **Appendix C** and an extract of the plan reproduced in **Figure 6**.

FIGURE 6 - EXTRACT OF PROPOSED SHED FLOOR PLAN



The shed will be connected to the office via a covered walkway. The office will comprise of a reception area, three (3) offices, a staff kitchen, amenities, and a drivers lounge to accommodate rest facilities. The office also comprises a covered outdoor space and uncovered paved area for use by staff.

The internal layout of the office will be generally in accordance with the Proposed Office Plan, Drawing No. SD-100, Revision G, prepared by WD Building Design and dated 19/08/2026, attached in **Appendix C** and an extract of the plan reproduced in **Figure 7**.

FIGURE 7 - EXTRACT OF PROPOSED OFFICE FLOOR PLAN



3.2 BUILT FORM AND CHARACTER

The built-form and character of the development will be characterised by a consistent architectural theme to ensure visual compatibility and continuity is achieved. The development has been purposefully designed to be of contemporary commercial scale and bulk compatible with typical industrial activities.

Building materials will include feature timber cladding, aluminium windows and doors and sheet metal roofing for the office and sheet metal for the shed. Feature signage will be installed for internal wayfinding. Service enclosures will be screened.

The proposed development will be of single storey construction with a maximum building height of 11m for the shed and 3.6m for the office, from natural ground level.

The scale and appearance of development is to be generally in accordance with Elevations, Drawing Nos. SD-200, SD-210 and SD-210, Revision G, dated 19/08/2026 and prepared by WD Building Designs. The Elevations are attached in **Appendix C**, and an excerpt of the elevations are reproduced in **Figures 8 and 9**.

FIGURE 8 - EXTRACT OF OFFICE ELEVATIONS

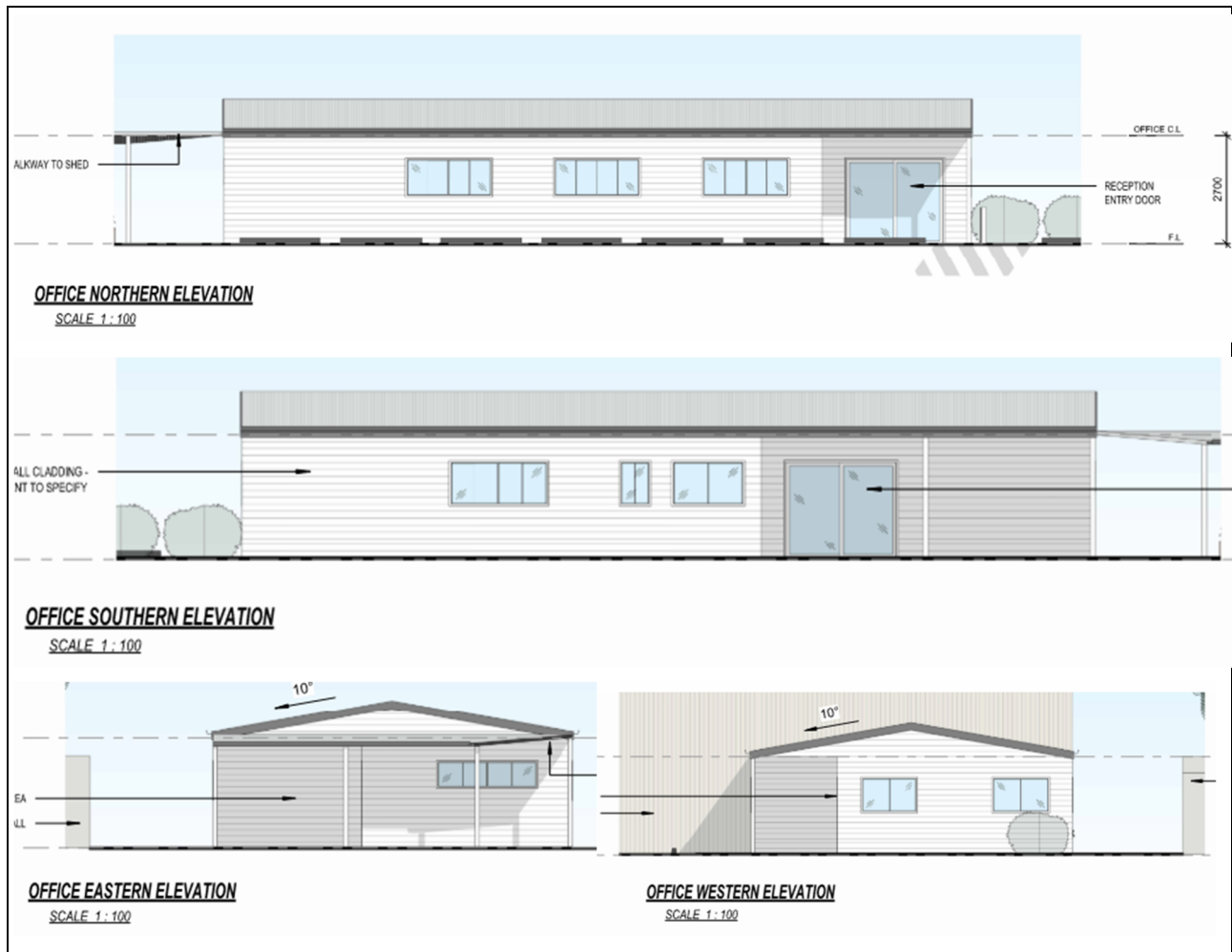
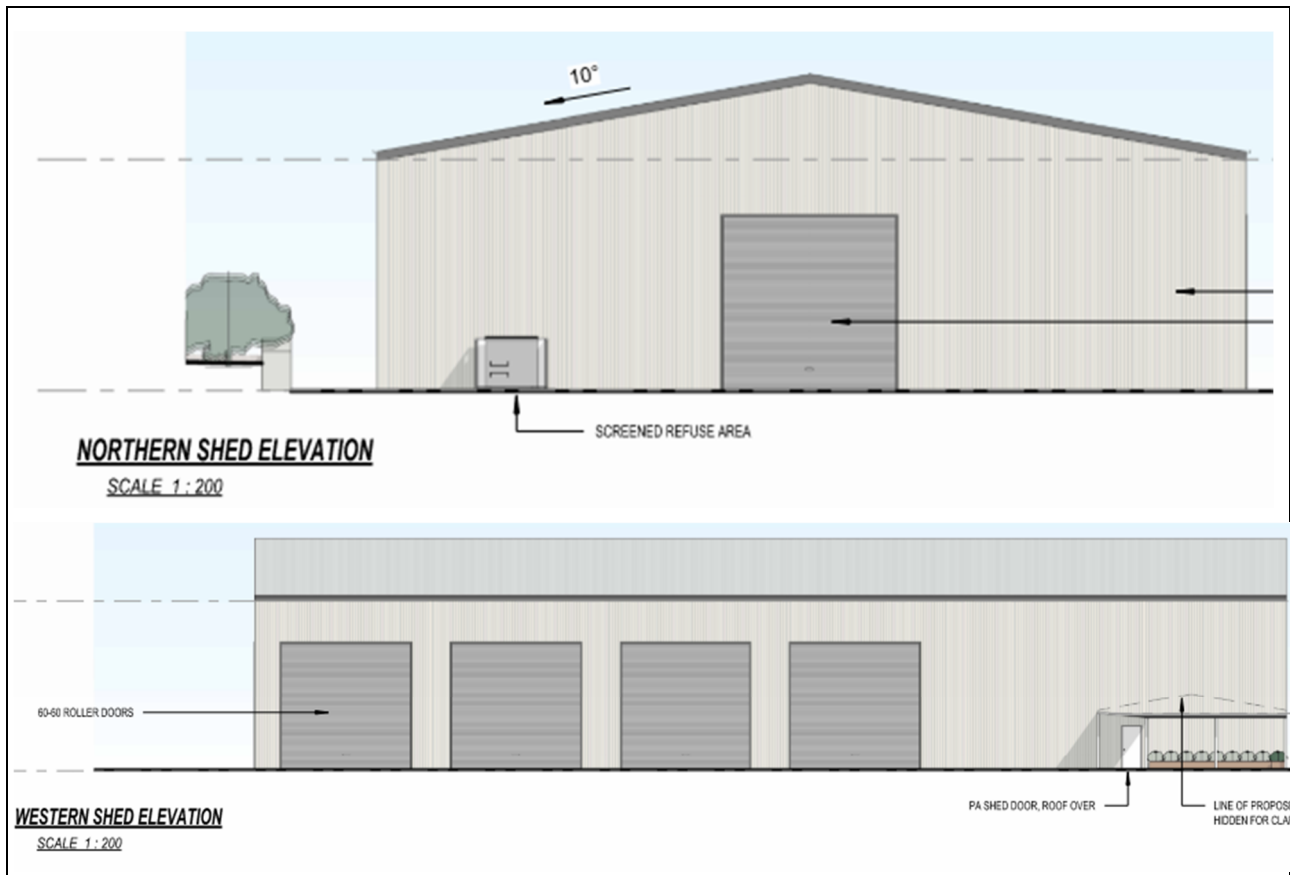


FIGURE 9 - EXTRACT OF SHED ELEVATIONS



3.3 ACCESS & CARPARKING

The proposed development will utilise one (1) existing sealed crossover within the access easement on the adjoining property and one (1) vehicle crossover directly to O'Mara Road. It is noted that the "new" crossover to O'Mara Road is the reinstatement of a vehicle crossover that was in place prior to Council's 2015/2016 upgrade of O'Mara Road. Council removed the crossover for the installation of a stormwater drain in the road reserve and did not replace the crossover. The location of the proposed reinstated crossover has changed slightly from the original location to accommodate the infrastructure installed within the road reserve.

The vehicle crossover arrangements have been designed to separate passenger and heavy vehicle traffic where possible, for safety. The existing vehicle crossover within the access easement will be utilised as ingress and egress for all incoming passenger vehicles, as well as ingress for heavy vehicles where required. The reinstated vehicle crossover to O'Mara Road will be utilised for ingress and egress for heavy vehicles only.

Twenty-seven (27) parking spaces are available for passenger vehicle traffic, including one (1) PWD space. This is based on one (1) passenger space for every truck space, for a total of (7) spaces, and twenty (20) spaces for non-driver staff; refer to Section 7.2 of the Traffic Impact Assessment in **Appendix F**. Signage and directional line-marking will be provided throughout the site to guide internal passenger traffic movements.

Heavy vehicles entering the site will either park in the internal bays in the shed or the external bays. The development site has been designed to accommodate road trains up to 36.5 metres long, with the site predominately accommodating B-doubles up to 26 metres long. The Traffic Impact Assessment includes all manoeuvring diagrams and confirms that adequate space has been provided on-site for all anticipated vehicle movements; refer to **Appendix F**.

Internal refuse collection will be undertaken to the north of the shed where the enclosed container storage area will be established.

3.4 INFRASTRUCTURE AND SERVICING

Urban infrastructure networks available to the land include Council's reticulated water supply, stormwater drainage, electricity and telecommunications services infrastructure. Connections to the relevant infrastructure will be provided in accordance with the relevant requirements. The site will accommodate on-site effluent tank holding, where effluent will be held in a septic tank/holding tank in the south-west corner of the site. This will be serviced by an effluent cleaning service which will pump-out and dispose of the waste off-site.

The site will utilise stormwater management measures including disposal to stormwater infrastructure in the site frontage and a stormwater quality treatment train including a cascade separator to capture hydrocarbons; refer to the Stormwater Management Report at **Appendix E**.

3.5 OPERATIONAL PARAMETERS

The proposed development has been designed to accommodate up to thirteen (13) employees, notwithstanding that parking is provided for twenty (20). Staff will include driver and non-driver, administrative and management staff.

Operating hours will generally be 6.00am to 6.00pm daily with some limited operation outside of these times. The rest area will only be available for drivers associated with the proposed Transport Depot and will not be open to the public.

4.0 PLANNING FRAMEWORK

4.1 THE PLANNING ACT 2016

The purpose of the *Planning Act 2016* is to establish an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning (planning), development assessment and related matters that facilitates the achievement of ecological sustainability.

The proposed development involves the start of a new use of the premises and accordingly comprises a Material Change of Use under Schedule 2 of the *Planning Act 2016 (the Act)*. A Development Permit for Material Change of Use must be obtained prior to the commencement of the use of premises. Assessment against the *Toowoomba Regional Planning Scheme 2012* indicates that this development application is Impact Assessable in accordance with Section 45(5) of the Act.

4.2 STATE PLANNING POLICY

Pursuant to the provisions of section 45(5) of the *Planning Act 2016*, the Assessment Manager, in considering an Impact Assessable Development Application, must assess the application in respect of the State Planning Policy.

The *State Planning Policy July 2017 (SPP)* commenced on 3 July 2017 and replaces *State Planning Policy April 2016*. The SPP expresses the state's interests in land use planning and development and promotes these interests through plan making and development decisions of state and local government. The SPP applies, to the extent relevant, when:

- making or amending a local planning instrument;
- designating premises for infrastructure;
- making or amending a regional plan;
- development assessment by local government, if its planning scheme has not yet appropriately integrated the relevant SPP state interests policies; and
- an assessment manager or referral agency other than local government is assessing a development application.

The SPP addresses seventeen (17) state interests categorised under the following themes:

- (i) Liveable communities and housing.
- (ii) Economic growth.
- (iii) Environment and heritage.
- (iv) Safety and Resilience to Hazards.
- (v) Infrastructure.

A state interest is defined under Schedule 2 of the *Planning Act 2016 (the Act)*:

- (a) *an interest that the Minister considers affects an economic or environmental interest of the State or a part of the State; or*
- (b) *an interest that the Minister considers affects the interest of ensuring this Act's purpose is achieved.*

The proposed development has been assessed against the state interests included under *Part E: State Interest Policies and Assessment Benchmarks* of the SPP as follows:

4.2.1 STATE INTEREST POLICIES AND ASSESSMENT BENCHMARKS

Part E of the SPP contains state interest policies and where relevant, the assessment benchmarks for each state interest. The assessment benchmarks for each relevant state interest are listed below. For each of these state interests, Part E of the SPP advises when the assessment benchmarks apply and if so, what matters the application must be assessed against, to the extent the SPP has not been identified in a local planning instrument as being appropriately integrated.

Part 2 of the *Toowoomba Regional Planning Scheme 2012* identifies the State interests under the State Planning Policy that have been integrated into the Planning Scheme. In this instance, the *Toowoomba Regional Planning Scheme 2012* confirms that some of the State interests relevant to the Toowoomba Regional Council region have been appropriately incorporated into the Planning Scheme.

The Planning Scheme incorporates the following State interests:

- Safety and Resilience to Hazards (as it relates to flood hazards).

Accordingly, where the proposed development achieves compliance with the assessment benchmarks of the Planning Scheme, the development is considered to comply with the provisions of the State Planning Policy as it relates to the above State interests. The development is therefore also required to be assessed against the assessment benchmarks under the State Planning Policy for the relevant State interests not integrated into the Planning Scheme. An assessment of each of the relevant State interests is provided below.

1. Liveable Communities

These provisions apply to a development application in an urban area involving premises that is, or will be, accessed by common private title, for a material change of use or reconfiguring a lot where the application involves buildings (attached or detached) that are not covered by other legislation or planning provisions mandating fire hydrants.

Where these circumstances apply, the development:

- (i) ensures fire hydrants are installed and located to enable fire services to access water safely, effectively and efficiently;
- (ii) road widths, and construction within the development, are adequate for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied; and
- (iii) fire hydrants are suitably identified so that fire services can locate them at all hours.

In this instance, the proposed development does not involve any of the above circumstances, and accordingly, these provisions are not relevant to the assessment of this application.

2. Mining and Extractive Resources

These provisions relate to the following developments:

- (1) Reconfiguring a Lot within a Key Resource Area (**KRA**);
- (2) A Material Change of Use within the resource/processing area of a KRA or the separation area for the resource/processing area of a KRA; or
- (3) A Material Change of Use within the transport route separation area of a KRA that will result in an increase in the number of people working or residing in the transport route separation area.

In this instance, the proposed development does not involve any of the above circumstances, and accordingly, these provisions are not relevant to the assessment of this application.

3. Water Quality

These provisions relate to the following matters of state interest:

- (1) Receiving waters - including development applications for:
 - (a) a material change of use for urban purposes that involves a land area of 2,500m² or greater that will result in:
 - (i) an impervious area greater than 25% of the net developable area; or
 - (ii) six or more dwellings; or
 - (b) reconfiguring a lot for urban purposes that involves a land area 2,500m² or greater and will result in six or more lots; or
 - (c) operational works for urban purposes that disturb 2,500m² or greater of land area.
- (2) For water supply buffer areas – a development application located wholly outside an urban area and relating to premises that is within, or partly within, a water supply buffer area, that involves: (i) material change of use activities listed in Part E of the SPP, or (ii) reconfiguring a lot to create five or more additional lots where one or more lots are less than 16ha and any of the created lots rely on on-site wastewater treatment.

In this instance the proposed development involves a Material Change of Use on land with an area greater than 2,500m² and does involve an impervious area greater than 25% of the net developable area. Accordingly, an assessment of the applicable assessment benchmarks for this State interest is provided at **Appendix C**. This assessment confirms that the proposed development will not adversely affect matters associated with this State interest. Reference is also made to the Stormwater Management Plan, prepared by RMA Engineers and attached at **Appendix E** which confirms that the development will not result in adverse stormwater quality impacts.

4. Natural Hazards, Risk and Resilience

These provisions relate to development applications for a material change of use, reconfiguring a lot or operational work on land within:

- (i) a flood hazard area;
- (ii) a bushfire hazard area;
- (iii) a landslide hazard area,
- (iv) storm tide inundation areas; and
- (v) erosion prone area.

In this instance, the site is identified as being impacted by natural hazards. In particular, the site is impacted by the Flood Hazard Area – Local Government Flood Mapping Area under the State Planning Policy mapping.

Section 2 of the *Toowoomba Regional Planning Scheme 2012* confirms that this State Interest, as it relates to Flood Hazard, is appropriately integrated into the Planning Scheme. Under the provisions of the Planning Scheme, the subject site is not impacted by the Flood Hazard Overlay. Accordingly, the assessment provisions for this State interest are not relevant to the assessment of this application.

5. Strategic Airports and Aviation Facilities

These provisions relate to development applications that involve land located within a local government area that contains/impacted by a strategic airport identified in the SPP Part E, Table 2, or an aviation facility identified in Appendix 2 of the *strategic airports and aviation facilities guidance material* and involve:

- (i) a material change of use of premises that will result in work encroaching into the operational airspace of a strategic airport, or on land within the light restriction zone, lighting area buffer or the wildlife hazard buffer zone of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility; or
- (ii) a material change of use or reconfiguring a lot where any part of the land is within the 20ANEF contour or greater, or the public safety area of a strategic airport; or
- (iii) building work not associated with a material change of use that will result in work intruding into the operational airspace of a strategic airport, or where any part of the premises is within the light restriction zone of lighting area buffer of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility; or
- (iv) operational work not associated with a material change of use where any work or associated activity will intrude into the operational airspace of a strategic airport, or where any part of the premises is within the light restriction zone of lighting area buffer of a strategic airport, or results in work encroaching into the building restricted area of an aviation facility.

Where these circumstances apply, the development application is assessed against the strategic airports and aviation facilities assessment benchmarks listed under the SPP.

In this instance, the site is impacted by a Strategic Airport. In particular, the site is located within the 8km Wildlife Hazard Buffer Zone, 6km Lighting Area Buffer and Obstacle Limitation Surface of the Airport. Accordingly, an assessment of the applicable assessment benchmarks for this State interest is provided at **Appendix C**. This assessment confirms that the proposed development will not adversely affect matters associated with this State interest.

The proposal has been assessed to comply with all applicable matters of state interest included in the State Planning Policy.

4.3 STATE REFERRAL AGENCIES

Section 54 of the *Planning Act 2016* and Section 22 and Schedule 10 of the *Planning Regulation 2017* (**the Regulation**) are of relevance for the purposes of determining applicable referral agencies and their jurisdiction in terms of being advice or concurrence agencies as well as the relevant assessment benchmarks that are to be addressed.

The State Assessment and Referral Agency (**SARA**), established under the auspices of the Department of State Development, Infrastructure and Planning (**DSDIP**) is the assessment manager or referral agency for development applications where the State has a jurisdiction pursuant to Schedule 8 or 10 of the Regulation. Schedule 10 regulates when applications are referable. In accordance with Schedule 8, DSDIP will not be the assessment manager for this development application.

TABLE 1 - REFERRAL TRIGGER ASSESSMENT

Part	Application Involving	Applicable	Comment
Part 1	Airport land	No	The proposed development is not located on airport land.
Part 2A	Caboolture West Interim Structure Plan	No	The site is not located within the Caboolture West investigation or growth areas.
Part 3	Clearing native vegetation	No	The proposed development does not involve clearing native vegetation or give rise to accepted clearing.
Part 4	Contaminated land	No	The site is not identified as contaminated land.

Part	Application Involving	Applicable	Comment
Part 5	Environmentally relevant activities	No	An approval for an ERA is not sought.
Part 6	Fisheries	No	The proposed development is not associated with: • aquaculture; or • the removal, destruction or damage of marine plants; or • the constructing or raising of waterway barrier works; and • is not within a declared fish habitat area.
Part 7	Hazardous chemical facilities	No	The proposed development is not for a hazardous chemical facility.
Part 8	Heritage places	No	The proposed development is not associated with a locally listed place. In addition, the site is not associated with, nor does it adjoin a property on the Queensland heritage register.
Part 9	Infrastructure-related	Yes	The following relates to infrastructure-related referrals: • The proposed development does not exceed the thresholds identified at Schedule 20. • The site is not associated with a designated premises. • The site is not located within 25m of a State transport corridor and does not involve new or changed access to the State transport corridor. • The site is located adjacent to a local road that intersects with a State controlled road (i.e. Toowoomba Cecil Plains Road) but is not within 100m of a State-controlled intersection. • The site is not identified as a future State-controlled road. • The site is not located within 100m of an electricity substation. • The site is subject to an easement for the benefit of an electricity distribution entity, or transmission entity and for a transmission grid or supply network. • The site is not associated with an easement for oil, gas or electricity infrastructure. • The site is not in proximity to a State controlled transport tunnel (both existing and/or future).
Part 10	Koala habitat area	No	The site is not mapped as containing koala habitat areas.
Part 11	Noise attenuation land	No	The site is not identified as being noise attenuation land and the site is not within proximity of an off-road motorcycle facility. The proposed development is not associated with prohibited development.
Part 12	Operational works for reconfiguring a lot	No	The proposed development does not involve Operational Works.
Part 13	Ports	No	The site is not associated with port land.
Part 14	Reconfiguring a lot under Land Title Act	No	The proposed development does not involve Reconfiguring a Lot under the Land Title Act.

Part	Application Involving	Applicable	Comment
Part 15	SEQ Development area	No	The site is not located within an SEQ development area.
Part 16	SEQ regional landscape and rural production area and SEQ rural living area	No	The site is located within the SEQ regional landscape and rural production area or the SEQ rural living area, but does not exceed the thresholds stated in Schedule 10.
Part 16AA	Solar Farms	No	The proposed development does not involve a solar farm.
Part 16A	Southport Spit	No	The site is not located in the Southport Spit.
Part 16B	SEQ Northern Inter-Urban Break	No	The site is not located within the identified SEQ Northern Inter-Urban Break area.
Part 17	Tidal works or work in a coastal management district	No	The proposed development does not involve tidal works or works within a coastal management district.
Part 18	Urban design	No	The proposed development does not involve an increase in GFA that is greater than 25,000m ² .
Part 19	Water-related development	No	The proposed development does not involve: - the taking or interfering of water; or - removing quarry material from a watercourse or lake; or - relates to a dam; or - the construction of a levee.
Part 20	Wetland protection area	No	The site is not identified as being within a wetland protection area.
Part 21	Wind farms	No	The proposed development does not involve a wind farm

The above assessment of the referral triggers under the *Planning Regulation 2017* confirms that the proposed development will trigger referral in this instance. Accordingly, the following referral triggers apply to this application, noting that the electricity easements burden Lot 9, which is only included as part of the application due to the inclusion of the access easement.

Referral Trigger	Planning Regulation 2017	Agency Type	Technical Agency
Development application for material change of use where the premises is subject to an electricity easement.	<i>Schedule 10, Part 9, Division 2, Table 2, Item 1</i>	Referral (Advice) Agency	Ergon Energy

It is noted that the application does not trigger referral to SARA against the provisions of the Regional Landscape and Rural Production Area in the South-East Queensland Regional Plan as it does not exceed the thresholds in Schedule 10 of the Regulation; refer to section 4.5.

4.4 STATE DEVELOPMENT ASSESSMENT PROVISIONS

The State Development Assessment Provisions (**SDAP**) provide assessment benchmarks for the assessment of development applications where the chief executive administering the *Planning Act 2016* (**the Act**) is the assessment manager or a referral agency. The chief executive through the State Assessment and Referral Agency (**SARA**) uses the SDAP to deliver a coordinated, whole-of-government approach to the state's assessment of development applications. The SDAP applies throughout the State and contains the matters of State interest the chief executive may have regard to when assessing/deciding a development application as either the assessment manager or referral agency.

The SDAP contains criteria for assessment within State Codes to clarify when the State is to be involved in the assessment of an application and the specific matters of State interest that apply. The SDAP is a specific assessment benchmark that a development must be assessed against as prescribed under the Regulation. In this instance, the proposed development does not trigger assessment against State Codes.

4.5 REGIONAL PLANS

The site is located within the Toowoomba Urban Extent and therefore the provisions of the South-East Queensland Regional Plan and Darling Downs Regional Plan apply in accordance with the provisions of the *Planning Regulation 2017*. An assessment of the development against the regional plan provisions is provided below.

4.5.1 SOUTH-EAST QUEENSLAND REGIONAL PLAN

The *South East Queensland Regional Plan 2023* (**ShapingSEQ 2023**) provides a regional framework for growth management, which sets the long-term planning direction for sustainable growth, a globally competitive economy, and high-quality living. *ShapingSEQ 2023* informs local planning across the region's twelve (12) local government areas and guides future infrastructure planning and investment to ensure regional growth is well-supported and contributes to a prosperous and liveable region.

ShapingSEQ 2023 seeks to set a clear direction for the region through a series of Regional Priorities. These priorities are implemented through identified outcomes and strategies and sub-regional directions. These Regional Priorities are:

- A sustainable growth pattern;
- More homes, faster – supply, diversity and affordability;
- More social and affordable homes;
- Well-designed communities;
- Integrating land use and infrastructure;
- New economic opportunities and jobs;
- A sufficient pipeline of industrial land;
- Incorporating Aboriginal and Torres Strait Islander knowledge, culture, traditions and aspirations;
- Regional approach to natural hazards; and
- Better biodiversity outcomes for growth areas.

ShapingSEQ defines the desired future settlement pattern that aims to use land more efficiently, while protecting the values important to the community. The regional growth pattern designates land in SEQ in one of three regional land use classifications:

- Urban Footprint;
- Rural Living Area; or
- Regional Landscape and Rural Production Area.

The SEQ regulatory provisions ensure that land use planning and development throughout the region support *ShapingSEQ 2023*'s desired regional growth pattern, goals, elements and strategies.

Under the settlement pattern identified in *ShapingSEQ 2023*, the site has been included within the **Regional Landscape and Rural Production Area**. The Regional Landscape and Rural Production Area (RLRPA) is intended to protect rural land from urban and rural residential development in order to preserve the agricultural, natural and cultural features of the area and support the development and economic growth of rural communities and industries.

It is noted that the subject site is not used or suitable for rural or agricultural activities and does not contain important environmental, natural, scenic amenity, cultural or landscape values. The subject site does not directly adjoin properties with high-value rural or agricultural activities or other important values, and as such, the proposed development will not compromise environmental, natural, scenic amenity, cultural or landscape values, or other values sought to be protected under the RLRPA.

With respect to referral triggers in the Regulation, the proposal involves an Urban Activity within the RLRPA. Notwithstanding this, the proposed development does not exceed the thresholds as identified under Schedule 10, Part 16, Division 6 and 7 of the *Planning Regulation 2016 (the Regulation)*. The relevant assessment triggers and associated size thresholds are reproduced in **Table 2** below.

TABLE 2 - REFERRAL TRIGGERS

Section	Development Type	Gross Floor Area (GFA) Threshold	Outdoor Use Threshold
Schedule 10, Part 16, Division 6, Subdivision 2, Section 27EA	Transport Depot	800m ²	4,000m ²
Schedule 10, Part 16, Division 6, Subdivision 2, Section 27F	Another Urban Activity	800m ²	1,500m ²
Schedule 10, Part 16, Division 7, Subdivision 1, Section 27G	Combined Uses (for 2 or more urban activities)	800m ² (for two or more urban activities)	N/A

For clarity, the definition of Gross Floor Area (GFA) per Schedule 24 of the Regulation has been reproduced as follows:

gross floor area, for a building, means the total floor area of all storeys of the building, measured from the outside of the external walls and the centre of any common walls of the building, other than areas used for—

- building services, plant or equipment; or
- access between levels; or
- a ground floor public lobby; or
- a mall; or
- parking, loading or manoeuvring vehicles; or
- unenclosed private balconies, whether roofed or not.

Gross Floor Area Calculation

As Section 27G (Combined Uses) is applicable to the calculation of GFA, the proposed development is not subject to the GFA threshold in either Section 27EA or Section 27F. The proposed development can include up to 800m² combined total GFA prior to requiring a referral.

The proposed development includes an office building (165m²) and a commercial shed (1,455m²). As illustrated on the site plan in **Appendix D**, the shed will be clearly delineated into two main use areas, being warehouse storage (associated with the warehouse) and parking, storage, loading and manoeuvring vehicles (associated with the transport depot). Per the definition of GFA, this use area associated with the transport depot is not included in the GFA calculation. The warehouse storage component is 510m² and, combined with the office, results in a total GFA of 675m² on the site. Accordingly, the proposed development does not exceed the trigger for GFA.

Outdoor Use Area Calculation

Section 27G does not include a relevant threshold for outdoor use area for combined uses. Accordingly, the outdoor use area thresholds from Section 27EA and Section 27F have been applied. This is calculated as 4,000m² for the Transport Depot and 1,500m² for the Warehouse respectively.

The proposed development includes 1,498m² of outdoor storage space, associated with the warehouse use. The proposed development also includes 3,970m² which is predominately made up of ingress/egress, parking, loading, storage and manoeuvring for both passenger and heavy vehicles associated with the transport depot. The proposed development therefore does not exceed the thresholds for outdoor use areas.

Accordingly, the proposed development does not exceed the thresholds in the Regulation, will not trigger a referral to the State, and will not compromise the outcomes sought under the South East Queensland Regional Plan.

4.5.2 DARLING DOWNS REGIONAL PLAN

The Darling Downs Regional Plan was adopted on 14 October 2013 and covers the local authority areas of Balonne Shire Council and the Regional Councils of Goondiwindi, Maranoa, Southern Downs, Toowoomba and Western Downs.

The policies contained in the regional plan contribute towards the protection of strategic areas of priority agricultural land use from potentially incompatible resource activities and seek to maximise opportunities for co-existence of resources and agricultural land use.

The regional plan also safeguards areas required for the growth of towns in the regions through the establishment of Priority Living Areas while providing for resource activities to locate within these areas where it meets communities' expectations as determined by the relevant local government.

The site is located within the City of Toowoomba which is identified as Restricted Area (RA) 384 under Appendix 2 of the Regional Plan. This designation reflects the boundaries of the SEQ Regional Plan referred to under section 4.5.1 above. The development satisfies the requirements of the SEQ Regional Plan and accordingly will not compromise the outcomes sought under the Darling Downs Regional Plan.

4.6 TOOWOOMBA REGIONAL PLANNING SCHEME 2012

4.6.1 INTRODUCTION

Pursuant to the provisions of section 45(5) of the *Planning Act 2016*, an Impact Assessable Development Application must be assessed against the applicable assessment benchmarks of the applicable categorising instrument. The applicable categorising instrument in this instance is the *Toowoomba Regional Planning Scheme 2012*. A summary of the assessment of the proposal against the provisions of this instrument is outlined below.

4.6.2 DEFINITIONS

Under the provisions of the *Toowoomba Regional Planning Scheme 2012*, the proposed use is defined as "Transport Depot" and "Warehouse". The relevant use definitions are as follows:

Transport depot means the use of premises for –

- (a) storing vehicles, or machinery, that are used for a commercial or public purpose; or
- (b) cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).

Warehouse means the use of premises for–

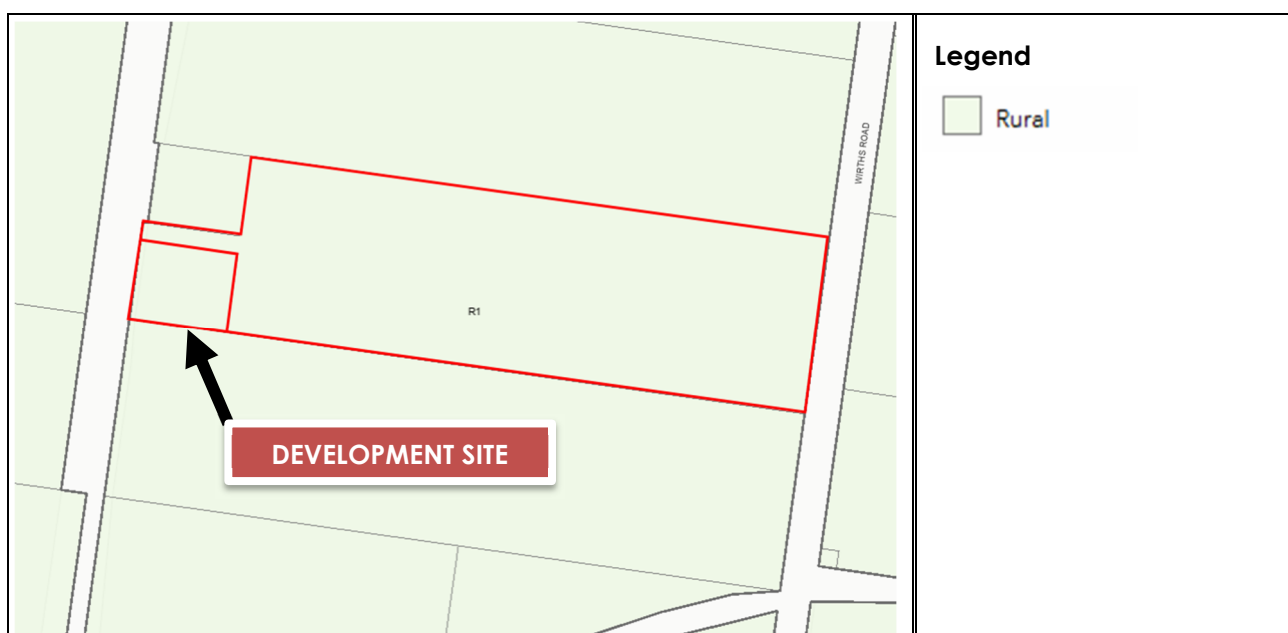
- (a) storing or distributing goods, whether or not carried out in a building; or
- (b) the wholesale of goods, if the use is ancillary to the use in paragraph (a).

4.6.3 ZONING

Under the *Toowoomba Regional Planning Scheme 2012*, the region is divided into twenty (20) land use zones. Certain zones are further divided into precincts for the purposes of conveying preferred land use intent or in order to assign assessment status to individual uses.

The site is predominately located within the **Rural Zone**. The zoning of the site and surrounding locality is illustrated in **Figure 10**.

FIGURE 10 - ZONING MAPPING



Under the assessment tables applicable to the Rural Zone at section 5.5:19 of the Planning Scheme, a Material Change of Use for a Transport Depot and Warehouse is identified as **Impact Assessable** development.

4.6.4 OVERLAY MAPPING

The Planning Scheme includes overlay maps that identify land characterised by particular features or subject to physical constraints that are likely to influence the use and development potential of affected areas. Overlay maps also identify those lands subject to assessment against specific area codes. In this instance, the subject land is impacted by the following two (2) overlays:

- Agricultural Land Overlay; and
- Airport Environs Overlay;

The applicability of these overlays is illustrated in **Figures 11 and 12**.

FIGURE 11 - AGRICULTURAL LAND OVERLAY MAPPING

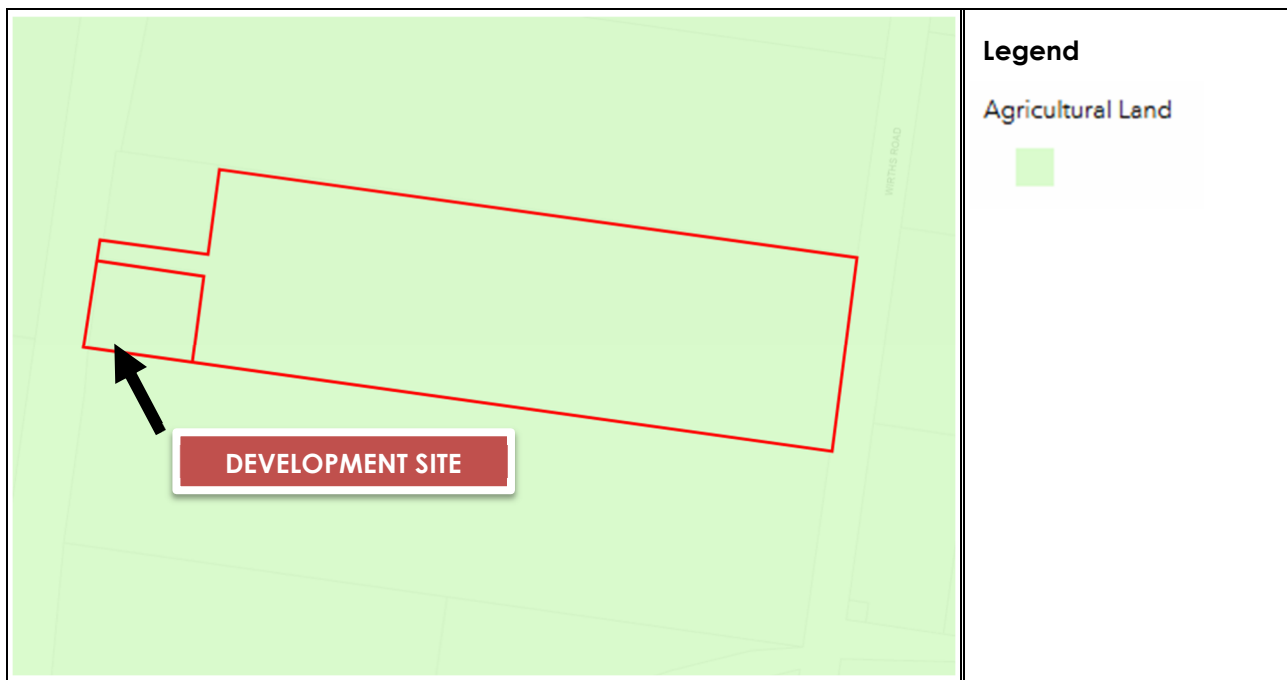


Figure 11 confirms that the site is impacted by the Agricultural Land Overlay. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a Transport Depot and Warehouse does not change, however, triggers assessment against the Agricultural Land Overlay Code. The proposed development has been considered against this code at section 4.7.3.

FIGURE 12 - AIRPORT ENVIRONS OVERLAY MAPPING

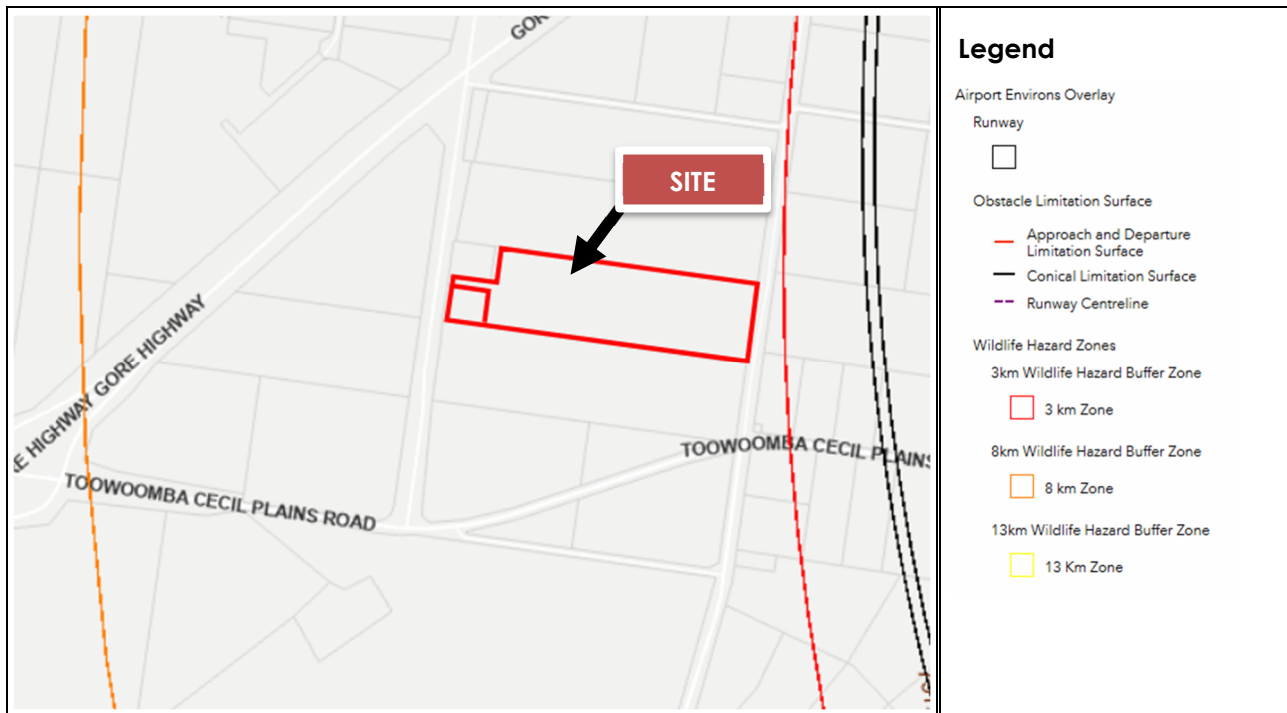


Figure 12 confirms that the site is impacted by the Airport Environs Overlay. In particular, the site is located within the 8km Wildlife Hazard Buffer Area of the Toowoomba Airport. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a Transport Depot and Warehouse does not change, however, triggers assessment against the Airport Environs Overlay Code. The proposed development has been considered against this code at section 4.7.3.

4.7 ASSESSMENT BENCHMARKS

As identified in section 4.6, this Development Application is subject to Impact Assessment, and therefore requires assessment against the following provisions of the *Toowoomba Regional Planning Scheme 2012*.

- Strategic Framework; refer to section 4.7.1.
- Overall Outcomes – Rural Zone; refer to section 4.7.2.
- Applicable Codes; refer to section 4.7.3.

4.7.1 STRATEGIC FRAMEWORK

Part 3 of the *Toowoomba Regional Planning Scheme 2012* provides the Strategic Framework that sets the policy direction for the planning scheme and forms the basis for ensuring development occurs at appropriate locations within the planning scheme area. The structure of the Strategic Framework comprises:

- seven (7) themes supported by strategic outcomes;
- elements that further refine the strategic outcomes sought; and
- specific outcomes and land use strategies for each of the elements.

The development has been assessed against the applicable provisions of the Strategic Framework and a summary of this assessment is provided in the table attached at **Appendix A**. An assessment of the proposal against the provisions of the Strategic Framework indicates the proposal complies with the integrated policy direction sought for the planning scheme area and will not compromise the relevant strategic outcomes/elements sought for the individual themes.

4.7.2 OVERALL OUTCOMES – RURAL ZONE

Section 6.6.6.2 of the *Toowoomba Regional Planning Scheme 2012* outlines the general intent for development within the Rural Zone through the collective identification of a series of overall outcomes for the zone. The proposed development generally complies with the intent of the Rural Zone as detailed in **Table 3**.

TABLE 3 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
(a) areas used or suitable for primary production are conserved and are not further fragmented;	Not Applicable. The subject site is not used or suitable for primary production and accordingly, will not result in fragmentation of primary production land.
(b) the establishment of a wide range of rural pursuits is facilitated, including cropping, intensive horticulture, intensive animal industries, animal husbandry and animal keeping and other compatible primary production uses;	Not Applicable. The proposed development does not involve a rural use. The site is located in an established industrial area and is not of a size suitable to facilitate rural development. The proposed development has also been designed with landscaping and appropriate separation to surrounding properties, so as to not compromise any land that is utilised for rural purposes.
(c) uses that require isolation from urban areas as a consequence of their impacts, such as noise or odour, may be appropriate where land use conflicts are minimised;	Not Applicable. The proposed development does not involve activities that require isolation from urban areas.
(d) development incorporates sustainable land management and other sustainable practices that maximise energy efficiency, water conservation and encourages sustainable transport use;	Complies. The proposed development has been designed for sustainable transport use. The site is in close proximity to major freight routes including the Warrego Highway, Toowoomba-Cecil Plains Road and Toowoomba Bypass, as well as the Wellcamp Airport. The site is capable of being serviced by urban infrastructure through existing infrastructure and the efficient and logical extensions/connections to urban infrastructure networks.
(e) development contributes to the amenity and landscape character of the area;	Complies. The proposed development will be built to a high standard, compatible with the surrounding area. The proposed development will involve extensive landscaping for buffering and softening of hardstand areas on the site. The proposed development will be managed to minimise impacts on surrounding properties.

Overall Outcome	Response
(f) the establishment of non rural activities that are directly associated with and subordinate to rural production, natural resources and landscape amenity is facilitated in a manner that minimises land use conflicts and is compatible with the character and environmental values of the locality. Suitable activities may include small-scale outdoor recreation, tourism facilities, short-term accommodation, home based businesses, and produce sales;	Complies. The proposed development does not involve a non-rural activity directly associated with or subordinate to rural production, natural resources or landscape amenity. Notwithstanding, the proposed development involves a non-rural activity that will not compromise the ability for sites in the surrounding area to be used for rural purposes.
(g) rural industries are facilitated where: (i) associated with rural production in the immediate vicinity; (ii) avoiding or minimising adverse impacts on the amenity of the locality; and (iii) compatible with the infrastructure in the locality.	Not Applicable. The proposed development does not involve a rural industry.
(h) natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed, enhanced and provided with appropriate buffers from development;	Not Applicable. The proposed development is not identified as having mapped creeks, gullies, waterways, wetlands or bushland.
(i) adverse impacts of land use, both on-site and on adjoining areas, are avoided and any unavoidable impacts are minimised through location, design, operation and management;	Complies. The proposed development has been designed to manage any potential impacts from the use. Internally, the proposed development has been designed to consider safety and separation of passenger and heavy vehicles where possible. Externally, no high risk or adverse safety issues were identified as a result of traffic from the site; refer to the Traffic Impact Assessment at Appendix F .
(j) existing intensive animal industries are protected from the intrusion of non rural activities such as small-scale outdoor recreation and tourism facilities;	Not Applicable. The proposed development does not involve or will be located in proximity to an existing intensive animal industry.
(k) the viability of both existing and future rural uses and activities are protected from the intrusion of incompatible uses; and	Complies. The proposed development will not compromise existing or future rural uses. The proposed development will be located within an established industrial area.
(l) development has access to development infrastructure including utility installations and essential services.	Complies. The proposed development will be connected to all relevant urban infrastructure including reticulated water and on-site effluent disposal.

The above assessment demonstrates that the proposed development generally satisfies the intent and outcomes sought for land included in the Rural Zone.

4.7.3 APPLICABLE CODES

The codes applicable to the assessment of the proposed development are identified in **Table 4** with a detailed summary of assessment outcomes included in **Appendix B**.

TABLE 4 - APPLICABLE CODES

Zone Code

- **Rural Zone Code**

An assessment of the proposed development against the Overall Outcomes of the Rural Zone Code is provided at section 4.7.2. Additionally, an assessment of the proposed development against the assessment benchmarks of the Zone Code is provided at **Appendix B**. These assessments confirm that the development complies with the intent and outcomes sought for development within this code.

Overlay Codes

- **Agricultural Land Overlay Code**
 - **Airport Environs Overlay Code**
-

Development Codes

- **Industry Uses Code**
 - **Environmental Standards Code**
 - **Integrated Water Cycle Management Code**
 - **Landscaping Code**
 - **Transport, Access and Parking Code**
 - **Works and Services Code**
-

5.0 ASSESSMENT OF PLANNING MERITS

5.1 LEGISLATIVE CONTEXT

Section 45 of the *Planning Act 2016* states as follows:

- (5) *An impact assessment is an assessment that—*
- (a) must be carried out—*
 - (i) against the assessment benchmarks in a categorising instrument for the development; and*
 - (ii) having regard to any matters prescribed by regulation for this subparagraph; and*
 - (b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.*

Examples of another relevant matter—

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

In addition to the preceding assessment of the proposed Material Change of Use for a Transport Depot and Warehouse relative to applicable assessment benchmarks, we contend that, to the extent the proposal may be considered to be inconsistent with the Planning Scheme, there are "other relevant matters" that justify the planning merits of the proposed development and accordingly warrant its approval subject to the imposition of reasonable and relevant conditions. These matters are detailed in section 5.2.

5.2 PLANNING MERITS

The applicant contends there are a number of "other relevant matters" which confirm and/or reaffirm the planning merits of the proposal. These are as follows:

1. There is a shortage of serviceable industrial land in the area. Development of the subject site is an obvious and rational location for expansion of industrial development within the area.

Due to the shortage of serviceable industrial land, development of the site is an obvious and rational location for expansion of industrial development within the area.

The subject site is currently serviced by reticulated water, stormwater, electricity and telecommunications networks. Reticulated sewer is available on the opposite side of O'Mara Road which will allow the site to be fully serviced in the future through a logical extension of existing urban infrastructure networks. The extension of these services would enable the inclusion of land along O'Mara Road to be developed in a logical and orderly manner. Where areas are already serviced or capable of being serviced by urban infrastructure networks, the land should be developed for urban purposes to allow efficient use of such infrastructure and reduce the cost burden on both local government and developers.

It is uncontroversial that an absolute shortage of suitably located unconstrained industrial land capable of cost-effective connection to the trunk infrastructure exists in the region. A suitable and sustainable supply of industrial developments are undertaken to provide to secure projected employment growth and prosperity in the region.

A significant portion of the undeveloped, industrial-zoned land in Charlton/Wellcamp is not serviced by reticulated infrastructure or roads that are approved as heavy vehicle routes, and connection to this infrastructure will be costly and out-of-sequence. Expansions to industrial activities in

Charlton/Wellcamp are best undertaken over land contiguous to existing industrial uses and trunk infrastructure, to ensure growth is orderly, planned, and proportionate. This is particularly beneficial where the nominally rural areas over which the expansion occurs have no utility for productive rural activities by virtue of being fragmented, physically unsuitable or because of their proximity to existing industry.

The subject site is an obvious and rational location for an expansion of industrial development in this area for the preceding reasons.

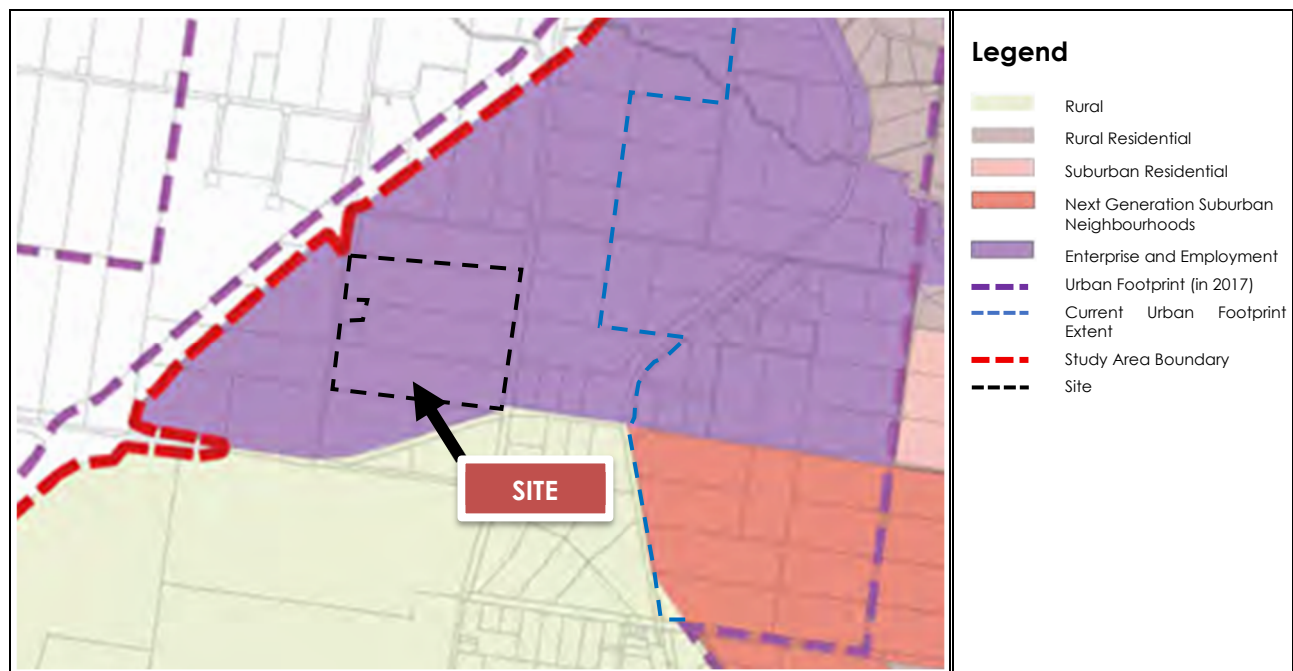
2. The proposed development aligns with the future intended use for the area, per Council's West Toowoomba Land Use Investigation.

Toowoomba Regional Council (**Council**) is drafting a new Planning Scheme, which will be informed by preliminary investigations and local planning studies. One such report includes the West Toowoomba Land Use Investigation, formally adopted by Council on 21 March 2017.

The West Toowoomba Land Use Investigation is intended to inform the long-term plan for growth within the West Toowoomba area and includes the locality of Wellcamp as part of a future Enterprise and Employment Precinct. This precinct is intended to transition to industry uses including mixed industry, transport and logistics to capitalise on the key connections with major transport infrastructure. This will facilitate continued development of the subject site and surrounding locality for industry purposes.

In a pre-lodgement meeting held with Council in October 2025 to discuss the future development of the site (Council Ref: PREL/2025/5999), Council officers confirmed that the strategic intent for this precinct remains as per the investigation report. An excerpt from the proposed Structure Plan, which designates the subject site within the future industry area, is illustrated in **Figure 12** below.

FIGURE 13 - EXCERPT FROM WEST TOOWOOMBA LAND USE INVESTIGATION PLAN



This demonstrates that the proposed development of the site aligns with Council's future intent for the locality.

3. The proposed development will support Charlton-Wellcamp as a key economic base for the region and freight gateway.

Charlton/Wellcamp is a key "Freight Gateway" and logistics hub for the SEQ region by virtue of the strategic colocation and convergence of major transport infrastructure networks including Wellcamp Airport and the Toowoomba Bypass. Notwithstanding the recent announcement of the halted progression of the Inland Rail project that would have resulted in another key freight route in close proximity to the site, the Australian and Queensland Governments have committed to continuous monitoring of the freight and regional economic environment to identify changes that may warrant re-evaluation of the economic case for the Toowoomba to Gladstone Inland Rail Extension in the future.

Charlton/Wellcamp is the only major industrial and enterprise hub in SEQ that is identified as a strategic industrial location, a Major Enterprise and Industrial Area (MEIA), Intermodal Terminal (proposed/future), potential recycling enterprise precinct, and that is serviced by a major airport.

Areas of Charlton/Wellcamp are also identified as a key Regional Economic Cluster (REC). Regional Economic Clusters (RECs) were identified in the 2017 South-East Queensland Regional Plan as areas that are likely to involve higher-value industries and jobs, therefore present enormous opportunity to the South-East Queensland economy. They also support the connection of South-East Queensland to other regions, states and countries through supply chain relationships and a range of infrastructure networks. RECs are areas or locations that contain a concentration of significant economic activity covering investment, innovative planning and infrastructure.

It is for the reasons outlined above that further expansion of industrial development is required within the greater Charlton/Wellcamp area. Expansions to industrial activities in Charlton/Wellcamp are best undertaken over land contiguous to existing industrial areas, to ensure they are orderly, planned, and proportionate.

For these reasons, it is clear that the proposed development will contribute to the regional economic base of the Charlton/Wellcamp area as a key freight gateway, which also supports Council's Strategic Framework.

4. Notwithstanding that the site is not suitable for rural purposes, development of the site for rural or residential purposes will entrench and exacerbate reverse amenity conflicts with current and future land uses.

The site is currently in the Rural Zone, which aims to protect viable and productive rural land and provide opportunities for other compatible development, including dwelling houses. New development of rural and residential land uses in this area will entrench reverse amenity conflicts with current and future land uses.

In the last fifteen (15) years, Charlton/Wellcamp has seen enormous growth with the construction of the Toowoomba Wellcamp Airport to the west and Greater Toowoomba Waste Management Facility directly opposite the site, as well as the on-going development of the Charlton industrial precinct to the north. This growth continues to support land uses that existed prior to this, including the Heinemann Road industrial precinct to the east and the Wellcamp Downs Key Resource Area (KRA) to the west. Development approvals have been given for significant projects in the area, including the GM Steel recycling facility (Council Ref: MCUI/2025/5156).

Given the significance of the ongoing growth of the Wellcamp/Charlton area identified in Point 3, and the intended strategic transition of the site and immediate surrounds identified in Point 4, any development of the site for rural or residential purposes will be setting up future reverse amenity conflicts with existing and future land uses and that is contrary to the intent for the area.

6.0 TECHNICAL ASSESSMENTS

The following technical assessments and documentation have been completed to respond to and/or demonstrate the compliance of the proposal with the applicable standards:

- Stormwater Management Report by RMA Engineers. Refer to **Appendix E**.
- Traffic Impact Assessment by RMA Engineers. Refer to **Appendix F**.

The above assessments confirm that the proposed development can achieve compliance with the applicable standards and benchmarks.

7.0 CONSULTATION

7.1 STATUTORY NOTIFICATION

This Development Application is Impact Assessable and accordingly is required to be publicly notified under the provisions of the *Planning Act 2016* and its associated regulations. Public notification will be undertaken at the appropriate stage of the assessment process, as set out in the Development Assessment Rules prescribed under the *Planning Regulation 2017*.

7.2 PRE-LODGEEMENT MEETINGS

The proposed development was the subject of formal pre-lodgement discussions with the following assessing authorities.

Toowoomba Regional Council

The proposed development was the subject of a pre-lodgement meeting with Council (Council Ref: PREL/2025/5999). The outcomes of this meeting have been taken into consideration in the design of the development and preparation of this development application.

A summary of the discussions is provided below:

- Due to future plans for upgrades of O'Mara Road, the number of future access points to O'Mara Road will be restricted.
- A Traffic Impact Assessment will be required to accompany a development application including swept paths and carparking rates.
- A Conceptual Stormwater Management Plan will be required to accompany a development application.
- A connection to reticulated water supply and internal fire-fighting system will be required within the development.
- Details of on-site effluent disposal will be required on-site.
- An Acoustic Impact Assessment may be required with a development application.
- Details of waste storage and collection services will be required with a development application.
- Details of vehicle washdowns or fuel storage areas will need to be included within a development application.

State Assessment and Referral Agency

The proposed development was the subject of a pre-lodgement meeting with the State Assessment and Referral Agency (SARA Ref: 2508-47846 SPL). The outcomes of this meeting have been taken into consideration in the design of the development and preparation of this development application.

A summary of the discussions is provided below:

- A development application should ensure appropriately scaled and dimensioned plans are provided to confirm whether the GFA or outdoor use areas will exceed thresholds for referral in the *Planning Regulation 2017* (the Regulation).
- If a threshold for referral is exceeded, the development will be assessable against the matters in Schedule 10, Part 16, Division 6, Subdivision 4, Table 2 of the Regulation. This will consider whether there are locational requirements that require the development to be outside of the SEQ urban footprint, or that there is an overriding public need for the development to be carried out.

- A Traffic Impact Assessment will be required to accompany a development application.
- Should haulage of materials exceed 10,000 tonnes per annum, a pavement impact assessment will be required to identify whether the development traffic will adversely affect the structural integrity of the state-controlled road network.

8.0 CONCLUSION

This Development Application seeks approval for a Material Change of Use for a Transport Depot and Warehouse on land at 253 O'Mara Road, Wellcamp. The assessment that has been undertaken has demonstrated the following:

- The site located in an established industrial area and is not of a size suitable to facilitate rural development. The proposed development has been designed to minimise impacts to surrounding rural properties and will not compromise any existing rural land uses. Accordingly, the proposed development will not compromise the outcomes sought under the Rural Zone.
- The site is capable of being serviced by urban infrastructure through efficient and logical extensions/connections to urban infrastructure networks.
- Due to the shortage of serviceable industrial land, development of the site is an obvious and rational location for expansion of industrial development within the area.
- The proposed development aligns with the future intended use for the area, per Council's West Toowoomba Land Use Investigation.
- The proposed development will support Charlton-Wellcamp as a key economic base for the region and freight gateway.
- The proposed development has been designed to ensure it does not adversely impact on the surrounding environment or the safety of people and/or property as a result of natural hazards.
- The proposed development achieves compliance with the benchmarks within the relevant zone, overlay and development codes (as outlined in section 4.7).
- The technical assessments supporting the application (as detailed in section 6.0) demonstrate that the proposed development will not have an adverse impact on the surrounding locality.

Having regard to the matters and issues raised in this report it is recommended that Council support this Development Application for a Development Permit for Material Change of Use.

The proposal warrants approval subject to the imposition of reasonable and relevant conditions.

APPENDIX A - STRATEGIC FRAMEWORK

Toowoomba Regional Planning Scheme 2012

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.3 SETTLEMENT PATTERN		
3.3.1 Strategic Outcomes	Yes	The proposed development will contribute to Toowoomba's important role as a key logistics centre that is a gateway to communities and resources within Queensland and New South Wales, and will generate local employment opportunities. The proposed development capitalises on the close proximity to major transport routes and can be serviced with connections to all urban infrastructure, which maximises infrastructure efficiencies and results in the most efficient use of public resources. The proposed development represents integrated and compact industrial growth in a well-served area, noting that the intent of Charlton-Wellcamp is to facilitate regionally significant logistic industries. The proposed development will not compromise scenic landscape, bushland or regional greenspace values, and will not compromise any existing primary production in the surrounding locality.
3.3.2 Element – network of towns	Yes	The proposed development contributes to a logical and orderly pattern and sequencing of land uses in a well-connected and accessible locality.
3.3.3 Element – compact urban form	Yes	The proposed development will contribute to the range of local employment opportunities through the contribution to economic diversity and industrial and enterprise activities. The proposed development can be connected to all urban infrastructure and accordingly, represents logical sequencing of development through effective use of infrastructure. The proposed development will contribute to the regionally significant industrial and logistical activities located in Charlton-Wellcamp.
3.3.4 Element – suburban neighbourhoods	No	
3.3.5 Element – urban neighbourhoods	No	
3.3.6 Element – centres of activity	No	
3.3.7 Element – central business district (CBD)	No	
3.3.8 Element – sustainable urban development	Yes	The proposed development has been designed with built form, landscaping and generous setbacks to complement the character of the surrounding locality.
3.3.9 Element – rural landscape	Yes	The subject site is not used or suitable for future use for agricultural or rural purposes. The surrounding locality has an established industrial character and, as demonstrated by Council's endorsed West Toowoomba Land Use Investigation, has a strategic intent for a complete transition to industrial land use in the future. The proposed development will not compromise any remaining rural land uses in the vicinity. Accordingly, the proposed development will not impact on viable and productive rural landscapes or values.

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.3.10 Element – natural places	No	
3.3.11 Element – development constraints	No	
3.3.12 Element – incompatible land uses	Yes	The site is accessible to priority freight corridors and accordingly, identified as a high priority area suitable for industry and logistics land uses. The site is located within an established industrial area and in close proximity to multiple transport noise corridors. Future rural or residential development on this site is likely to entrench and exacerbate reverse amenity conflicts with existing and future industrial uses in the area.
3.4 NATURAL ENVIRONMENT		
3.4.1 Strategic Outcomes	No	
3.4.2 Element - protect ecosystems with biodiversity values	Yes	The site is not mapped as having any ecological significance values. The proposed development is unlikely to impact on areas of ecological significance.
3.4.3 Element – waterways, wetlands and aquifers	Yes	The proposed development will be managed to minimise any impacts to environmental values from runoff or waste disposal. The proposed development will involve water quality mitigation measures to ensure stormwater is treated prior to disposal; refer to the Stormwater Management Report at Appendix E . The proposed development will also involve on-site effluent holding, which will be pumped out and disposed off-site.
3.4.4 Element - air quality	No	
3.4.5 Element – climate change	Yes	The proposed development involves logical and orderly growth adjacent to and within existing established industrial areas. The proposed development can be serviced by all urban infrastructure through logical extensions to existing infrastructure networks. The proposed development represents efficient use of existing infrastructure and resources.
3.4.6 Element – environmental offsets	No	
3.5 COMMUNITY IDENTITY AND DIVERSITY		
3.5.1 Strategic Outcomes	No	
3.5.2 Element – rural community identity	Yes	The proposed development will not compromise any existing rural production in the locality or the amenity of adjoining property owners.
3.5.3 Element – Toowoomba City identity	No	
3.5.4 Element – urban design	Yes	The proposed development will contribute to the mix of land uses and employment activities for the area. The proposed development has been designed to respond to the characteristics of the site.

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.5.5 Element – community facilities and services	No	
3.5.6 Element – sport and recreation	No	
3.5.7 Element – urban parks and public places	No	
3.5.8 Element – housing diversity and affordability	No	
3.5.9 Element – cultural diversity and heritage	No	
3.6 NATURAL RESOURCES AND LANDSCAPE		
3.6.1 Strategic Outcomes	Yes	The proposed development will not compromise or impact scenic landscape values. The proposed development minimises impacts to water resources with water quality mitigation measures to ensure stormwater is treated prior to disposal; refer to the Stormwater Management Report at Appendix E . The proposed development represents an appropriate development for the site, as new development for rural or residential purposes in this area has the possibility to impact on existing areas of natural resource areas such as the Wellcamp Downs Quarry.
3.6.2 Element – scenic amenity	Yes	The proposed development will not compromise or impact scenic landscape values. The proposed development minimises impacts to water resources with water quality mitigation measures to ensure stormwater is treated prior to disposal; refer to the Stormwater Management Report at Appendix E .
3.6.3 Element – water resources	Yes	The proposed development minimises impacts to water resources with water quality mitigation measures to ensure stormwater is treated prior to disposal; refer to the Stormwater Management Report at Appendix E .
3.6.4 Element – sustainable production	Yes	The subject site is not used or suitable for use for agricultural purposes. The proposed development will not impact on the integrity, viability or productivity of nearby agricultural land or rural landscapes.
3.6.5 Element – natural economic resources	Yes	The proposed development represents an appropriate development for the site, as new development for rural or residential purposes in this area has the possibility to impact on existing areas of natural resource areas such as the Wellcamp Downs Quarry.
3.6.6 Element – stock routes	No	
3.7 ACCESS AND MOBILITY		
3.7.1 Strategic Outcomes	Yes	The proposed development involves efficient use of existing resources through the advantageous location within the transport network. The proposed development

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
		represents an appropriate development for the site, as new development for rural or residential purposes in this area has the possibility to impact on future use of the transport infrastructure corridors.
3.7.2 Element – integrated transport system	Yes	The proposed development represents an appropriate development for the site, as new development for rural or residential purposes in this area has the possibility to impact on future use of the transport infrastructure corridors.
3.7.3 Element – active transport	No	
3.7.4 Element – public transport	No	
3.7.5 Element – road network	No	
3.8 INFRASTRUCTURE AND SERVICES		
3.8.1 Strategic Outcomes	Yes	The proposed development represents integrated and efficient use of existing infrastructure services, as the proposed development can be fully serviced by all urban infrastructure through logical extension to infrastructure networks. The proposed development represents an appropriate development for the site, as new development for rural or residential purposes in this area has the possibility to impact on the ongoing use of the Greater Toowoomba Waste Management Facility.
3.8.2 Element – coordinated infrastructure planning and delivery	Yes	The proposed development represents sustainable, equitable, efficient and cost-effective use of existing infrastructure services, as the proposed development can be fully serviced by all urban infrastructure through logical and sequenced extension to infrastructure networks. The proposed development has an advantageous location to key transport network infrastructure.
3.8.3 Element – integrating water management and infrastructure	Yes	The proposed development minimises impacts to water resources with water quality mitigation measures to ensure stormwater is treated prior to disposal; refer to the Stormwater Management Report at Appendix E .
3.8.4 Element – waste water management infrastructure and services	Yes	The proposed development will be serviced by on-site effluent treatment and holding, which will be pumped out and disposed appropriately off-site. At the appropriate time, the site can be serviced through a logical extension to Council's existing wastewater infrastructure.
3.8.5 Element – utility infrastructure and services	No	
3.8.6 Element – waste management and recycling	No	

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK

Theme/Element	Relevance Yes/No	Assessment
3.9 ECONOMIC DEVELOPMENT		
3.9.1 Strategic Outcomes	Yes	The proposed development will contribute to the diverse range of industry activities that generates a mix of employment opportunities. The proposed development will be located in the greater Charlton/Wellcamp area, identified as a key catalyst for business growth and at the key intersection of the Warrego, New England and Gore Highways. The proposed development will contribute to the efficient, sustainable and responsive freight system that supports the local economy.
3.9.2 Element - economic growth	Yes	The proposed development will contribute to economic diversity, employment opportunities and regional economy. The site is located within the greater Charlton/Wellcamp area, identified as a key development area with the potential of greater employment, increase to gross regional product and increased need for industrial infrastructure. The proposed development will contribute to the ongoing success of the Charlton/Wellcamp area through the compatible land use and effective use of infrastructure resources.
3.9.3 Element – activity centres and employment	No	
3.9.4 Element – creative and knowledge-based industries	No	
3.9.5 Element – tourism	No	

APPENDIX B - ASSESSMENT BENCHMARKS

Toowoomba Regional Planning Scheme 2012

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
General		
PO₁ 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.	Complies. The proposed development does not involve buildings, storage facilities or waste disposal within 50m of dwellings on adjoining land.
PO₂ 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.	Performance Solution. The proposed shed is approximately 11 metres in height to the apex of the building. Only a small portion of the building, at the apex, will be over 10.5m in height above natural ground level. The proposed shed has been designed with the maximum possible separation to the road boundary. The proposed development will also involve landscaping around the perimeter of the site for buffering and screening. Additionally, the surrounding locality has an established character of industrial buildings greater than 10.5m in height to the building apex, including the Greater Toowoomba Waste Management Facility opposite the site (Council Ref: MCUC/2014/6307). Accordingly, the proposed development will not adversely impact on the character of the locality with regard to the scale and visibility of buildings.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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 25m ² 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.	Not Applicable. The proposed development does not involve roadside stalls and shops.
Dwelling House		
PO ₄ Dwellings have safe, all weather road access.	AO _{4.1} Formed road access is provided to the dwelling.	Not Applicable. The proposed development does not involve a dwelling house.
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.	Not Applicable. The proposed development does not involve a dwelling house.
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 <i>Queensland Plumbing and Wastewater Code (QPW)</i> .	Not Applicable. The proposed development does not involve a dwelling house.
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.	Not Applicable. The proposed development does not involve a dwelling house.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Caretaker's Accommodation		
PO₈ Development provides for the accommodation of a caretaker, and their family members, in a manner that: (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.	AO_{8.1} A caretaker's accommodation is: (a) separated from significant levels of emissions (adverse to human health or 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 area of 8m² with minimum dimensions of 2.4m. AO_{8.2} No more than one (1) caretaker's accommodation is established per non-residential use.	Not Applicable. The proposed development does not involve a new caretaker's residence.
Noise Amenity		
PO₉ The use does not adversely impact on the amenity of the surrounding residential land uses and/or residential streetscape character.	AO_{9.1} New building plant or air-conditioning equipment is located central to the building and screened from view of the street or nearby residential uses.	Complies. Any new building plant or air-conditioning equipment will be screened from view of the street or nearby residential uses.
Outdoor Lighting		
PO₁₀ Outdoor lighting maintains the amenity of the surrounding area and does not adversely impact the safety for vehicles or pedestrians on	AO_{10.1} Outdoor lighting is restricted to low level security lighting only.	Complies. The proposed development will involve low-level security lighting only.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
the adjoining street as a result of light emissions, either directly or by reflection.	AO _{10.2} Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of AS4282 – <i>Control of the Obtrusive Effects of Outdoor Lighting</i> .	Complies. Any outdoor lighting will be designed, installed and maintained in accordance with the relevant requirements.
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.	Not Applicable. The proposed development involves a Material Change of Use.
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.	Not Applicable. The proposed development involves a Material Change of Use.
PO ₁₃ 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.	PO _{13.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Not Applicable. The proposed development involves a Material Change of Use.
PO ₁₄ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	PO _{14.1} 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 PO _{14.2} Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.	Not Applicable. The proposed development involves a Material Change of Use.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Cropping being Forestry		
PO ₁ Forestry is established, maintained and operated in a manner that protects the amenity of the locality.	AO _{1.1} 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. AO _{1.2} Forestry does not occur on land having slopes steeper than 15%.	Not Applicable. The proposed development does not involve cropping being forestry.
PO ₂ Adverse consequences of road traffic from harvesting activities on the road network are avoided.	No acceptable outcome is nominated.	Not Applicable. The proposed development does not involve cropping being forestry.
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.	Not Applicable. The proposed development does not involve cropping being forestry.
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;	Performance Solution. The proposed development involves a Transport Depot and Warehouse. The subject site is not used for or viable for rural purposes. The locality does not have an intact rural character as it is generally characterised by established industrial uses and major transport corridors. The proposed development has been designed at a consistent and compatible scale with the established character of the locality. The proposed development has also been designed with generous setbacks and landscaping to minimise impacts to surrounding properties. Notwithstanding, the proposed development will not compromise scenic landscape

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(k) transport depot (where in the Heinemann Road Transport Precinct); and (l) warehouse (where in the Heinemann Road Transport Precinct and for the overnight storage of trucks and other road transport vehicles and the temporary storage of goods awaiting reshipment). AO4.2 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.	amenity or the rural production capacity of any surrounding rural land uses. Performance Solution. Refer to response to AO 4.1.
PO ₅ Rural industries are established only where associated with rural production in the immediate vicinity.	No acceptable outcome is nominated.	Not Applicable. The proposed development does not involve rural industries.
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.	Not Applicable. The proposed development is for Reconfiguring a Lot and does not involve tourism and recreation related uses.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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.	Performance Solution. The proposed shed is approximately 11 metres in height to the apex of the building. Only a small portion of the building, at the apex, will be over 10.5m in height above natural ground level. The proposed shed has been designed with the maximum possible separation to the road boundary. The proposed development will also involve landscaping around the perimeter of the site for buffering and screening. Additionally, the surrounding locality has an established character of industrial buildings greater than 10.5m in height to the building apex, including the Greater Toowoomba Waste Management Facility opposite the site (Council Ref: MCUC/2014/6307). Accordingly, the proposed development will not adversely impact on the character of the locality with regard to the scale and visibility of buildings.
PO ₈ Development does not unduly impact on the rural amenity and character of the locality, having regard to: (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.	No acceptable outcome is nominated.	Complies. The proposed development will be located in an area with an established industrial character, with a built form consistent and compatible with existing buildings. The proposed development has also been designed with generous setbacks and landscaping to minimise impacts visibility to the street. The proposed development will be managed to minimise impacts from the land use on adjoining properties.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₉ Roads and other infrastructure are of a sufficient capacity to accommodate the demands generated by the development.	No acceptable outcome is nominated.	Complies. The proposed development is located within proximity to key transport corridors including the Gore and Warrego Highways and Toowoomba-Cecil Plains Road. The proposed development is also located on O'Mara Road which is an approved route for B-Doubles and Road Trains type 1, and accordingly, has sufficient capacity to accommodate the development. The proposed development will be serviced by reticulated water, stormwater, electricity and telecommunications, and on-site effluent holding, and will be sufficiently serviced.
Rural Viability and Managing Conflicts		
PO ₁₀ Development does not restrict the ongoing operation or viability of nearby rural uses.	No acceptable outcome is nominated.	Complies. The proposed development has been designed with landscaping and appropriate separation to surrounding properties, to ensure that any existing rural land uses are not compromised.
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.	No acceptable outcome is nominated.	Not Applicable The proposed development does not involve agricultural activities or sensitive land uses.
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:	No acceptable outcome is nominated.	Complies. The proposed development has been designed to respond to the characteristics of the site. The subject site is not mapped within any hazard areas and will not impact on areas of ecological value. The

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(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.		proposed development will be appropriately serviced by required infrastructure and will not damage or disrupt sewer, stormwater or water infrastructure. The proposed development has been designed with generous setbacks and landscaping to ensure separation and buffering to adjoining properties.
Precincts		
PO₁₃ 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.	Complies. The proposed development does not involve subdivision or fragmentation of land. The subject site is not used for or suitable for rural or agricultural purposes and has no productive capacity. Notwithstanding, the proposed development will not impact on productive capacity of other properties within the vicinity. The proposed development is within a locality with an established industrial character and accordingly, does not impact on natural or scenic landscape values. The proposed development has been designed with generous setbacks and landscaping to maintain impacts to amenity.
PO₁₄ Development in the 200ha Precinct:	No acceptable outcome is nominated.	Not Applicable. The subject site is not located in the 200ha Precinct.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Rural Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(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.		

Toowoomba Regional Planning Scheme 2012 (v29.0)

Agricultural Land Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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.	Complies. The proposed development involves a Transport Depot and Warehouse. The subject site is not used for or viable for rural purposes. The locality does not have an intact rural character as it is generally characterised by established industrial uses and major transport corridors. The proposed development has been designed at a consistent and compatible scale with the established character of the locality. The proposed development has also been designed with generous setbacks and landscaping to minimise impacts to surrounding properties. Notwithstanding, the proposed development will not compromise the rural production capacity of any surrounding rural land uses.
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.	AO _{2.1} Non-rural uses, and rural uses which are not dependent on the agricultural quality of the land, are not located on agricultural land. OR AO _{2.2} 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 <i>Note: examples of development that achieve this outcome may include a golf course, plant nursery or sports field</i>	Complies. The subject site is not used for or viable for rural purposes. The locality does not have an intact rural character as it is generally characterised by established industrial uses and major transport corridors. The proposed development has been designed at a consistent and compatible scale with the established character of the locality. The proposed development has also been designed with generous setbacks and landscaping to minimise impacts to surrounding properties. Notwithstanding, the proposed development will not compromise the rural production capacity of any surrounding rural land uses.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Agricultural Land Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO₃ 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.	Not Applicable. The proposed development does not involve Reconfiguring a Lot.
PO₄ Residential development in close proximity to agricultural land is located and designed in a manner that avoids its alienation.	No acceptable outcome is nominated.	Not Applicable. The proposed development does not involve residential development.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Height of Buildings and Other Structures		
PO ₁ The height of buildings or other structures does not affect the operational efficiency of the Toowoomba Airport or Oakey Army Aviation Centre or create a hazard to the safe navigation of aircraft using the airport.	AO_{1.1} Buildings and other structures in areas adjacent to the Toowoomba Airport do not penetrate the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps. AO_{1.2} Buildings or other structures (including private forestry plantations) in areas adjacent to the Oakey Army Aviation Centre shown on the Airport Environs Overlay maps do not exceed the following heights: (a) Area A – 0m; (b) Area B – 7.5m; (c) Area C – 15m; (d) Area D – 45m; and (e) Area F – 90m. AO_{1.3} Any cranes or other equipment used during the construction do not exceed the heights set out in AO_{1.1} or AO_{1.2}.	Not Applicable. The proposed development will not be located in the Obstacle Limitation Surface for the Toowoomba Airport. Not Applicable. The proposed development will not be located in the Obstacle Limitation Surface for the Oakey Army Aviation Centre. Not Applicable. The proposed development will not be located in the Obstacle Limitation Surface for the Toowoomba Airport or Oakey Army Aviation Centre.
Acoustic Amenity		
PO ₂ Development is appropriately located and designed to prevent adverse impacts from aircraft noise in accordance with Australian Standards AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.	AO _{2.1} Premises are not developed for:	Not Applicable. The proposed development will not be located in the ANEF contour.
	(a) dwelling house, multiple dwelling, dual occupancy, retirement facility, tourist park, hospital, health care services, relocatable home park, community residence, child care centre, educational establishment, residential care facility, resort complex, rooming accommodation or rural worker's	

Toowoomba Regional Planning Scheme 2012 (v29.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	accommodation on land within the 25 or higher ANEF contour; (b) short term accommodation, community use, hotel, place of worship, rooming accommodation or theatre, on land within the 30 or higher ANEF contour; (c) business activities or commercial uses on land within the 35 or higher ANEF contour.	
PO₃ Development for: (a) caretaker's accommodation, community residence, dwelling house, dwelling unit, multiple dwelling, dual occupancy, child care centre, retirement facility, tourist park, educational establishment, hospital, health care services, rooming accommodation, relocatable home park, residential care facility, resort complex or rural worker's accommodation on land situated between the 20 and 25 ANEF contours; (b) short term accommodation, club, community uses, hotel, place of worship or theatre, on land situated between the 20 and 30 ANEF contours; or (c) business activities or commercial uses on land situated between the 20 and 35 ANEF contours; incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction and Australian Standard AS2107 – Acoustics – Recommended design sound levels and reverberation times for building interiors.	No acceptable outcome is nominated.	Not Applicable. The proposed development will not be located in the ANEF contour.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Lighting and Emission Hazards		
PO₄ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of: (a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots; (b) interfering with navigation or communication facilities; or (c) emissions that may effect pilot visibility or aircraft operations.	AO_{4.1} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve: (a) lighting that shines light above the horizontal; (b) coloured or flashing lights; (c) sodium lights; or (d) flare plumes. AO_{4.2} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve configurations of lights in straight parallel lines 500m to 1,000m long. AO_{4.3} Roofs of buildings within the airport dangerous light area shown on Airport Environs Overlay maps are of a non-reflective colour or material.	Not Applicable. The proposed development will not be located in the Airport Dangerous Light Area. Not Applicable. The proposed development will not be located in the Airport Dangerous Light Area. Not Applicable. The proposed development will not be located in the Airport Dangerous Light Area.
PO₅ Development and operational activities do not generate emissions within the airport obstacle limitation surface shown on the Airport Environs Overlay maps that may affect pilot visibility or aircraft operation by way of: (a) gas plumes; (b) particulate emissions (e.g. dust or smoke); or (c) electromagnetic field radiations.	In partial fulfilment of the performance outcome: AO_{5.1} Any cleared vegetation is mulched or removed from the site and not burnt on-site. AO_{5.2} Any gas plumes do not have peak vertical velocities of more than 4.3m/sec and/or oxygen content of less than 50% of ambient levels.	Complies. The proposed development does not involve vegetation removal or activities that will generate gas plumes.
Development within the Public Safety Area		
PO₆ Development does not introduce or intensify uses within the public safety area shown on the Airport Environs Overlay maps which are likely to increase risks to public safety.	AO_{6.1} Premises within the Public Safety Area are not developed for:	Not Applicable. The proposed development will not be located within the Public Safety Area.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(a) accommodation activities; (b) uses that attract large numbers of people (e.g. business, community or industrial activities involving large numbers of workers or customers such as shopping centres, child care centres, health care services, major sport, recreation and entertainment facility, place of worship or club); (c) institutional uses (e.g. educational establishment, hospital or detention facility); (d) uses involving the manufacture or depot storage of hazardous materials (e.g. fuel, lubricants and other flammable materials, chemical, explosives, and poisonous or noxious gases); and (e) utility installations being transport terminals.	
Potential Wildlife Hazards		
PO ₇ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of attracting wildlife to the area which could cause or contribute to bird-strike hazard.	AO _{7.1} The following uses are not located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps: (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing.	Not Applicable. The proposed development will not be located in the 3km Wildlife Hazard Buffer Zone.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO7.2 The following uses are located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered: (a) animal keeping (being a riding school, the keeping, handling and racing of horses or stables); (b) community use (being show grounds); (c) outdoor sport and recreation (being a drive in theatre); and (d) food and drink outlet (being a drive-through facility). AO7.3 The following uses are located between the 3km and 8km Wildlife Hazard Buffer Zones shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered: (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. AO7.4 Utility installations (being waste facilities that involve the disposal of putrescible waste) only establish within the 13km Wildlife Hazard Buffer zone shown on the Airport Environs Overlay Maps.	Not Applicable. The proposed development will not be located in the 3km Wildlife Hazard Buffer Zone. Not Applicable. The proposed development does not involve animal keeping, aquaculture, cropping, intensive animal industries, special industries or commercial fish processing. Not Applicable. The proposed development does not involve a utility installation.

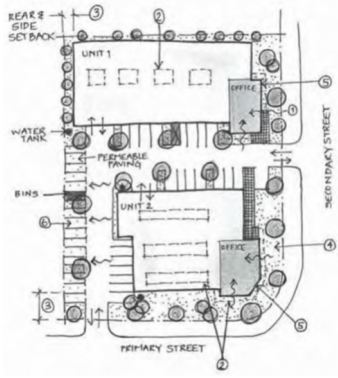
Toowoomba Regional Planning Scheme 2012 (v29.0)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO7.5 Landscaping does not include species that at maturity would intersect the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.	Complies. The proposed development does not involve provision of landscaping that will intersect the Airport Obstacle Limitation Surfaces.
Transient Aviation Activities		
PO ₈ Development does not adversely impact on the operational airspace of the Toowoomba Airport or Oakey Army Aviation Centre.	AO _{8.1} Development that includes activities involving transient intrusions such as parachuting, hot-air ballooning or hang gliding are not located within the operational airspace shown on the Airport Environs Overlay maps.	Not Applicable. The proposed development does not involve activities with transient intrusions.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Location		
PO ₁ Industry activities are located where they are compatible with the local character and where the impacts from industries on sensitive land uses and other public places, community or recreational facilities can be appropriately managed.	No acceptable outcome is nominated.	Complies. The proposed development has been designed to be compatible and consistent with the existing industrial character. The locality does not have an intact rural character as it is generally characterised by established industrial uses and major transport corridors. The proposed development has also been designed with generous setbacks and landscaping to minimise impacts to surrounding properties.
Building Design and Site Layout		
PO ₂ Development has a high quality appearance having regard to orientation of buildings to the street and incorporation of way-finding elements.	AO_{2.1} The unarticulated length of external walls along a road frontage does not exceed 15m. AO_{2.2} Where applicable, ancillary office space and sales area of each building is sited on and oriented towards the primary street frontage. 	Complies. The proposed development does not involve unarticulated walls along a road frontage. Complies. The proposed development involves ancillary office space oriented toward the primary street frontage.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO_{2.3} Pedestrian entries: (a) are visible from the street and visitor car parking areas and are separate to vehicle access points; (b) incorporate sun and rain shelter, such as overhangs or awnings, that are a minimum of 900mm wide from the external building face to the outermost projection; and (c) are defined by human scale design elements (such as, doors, windows, awnings, a portico, landscaping, etc).	Complies. The proposed development involves pedestrian entry to the office, visible from the street and visitor car parking and separate to vehicle access areas. Sun and rain shelter will be established to the entrance and staff exit to the office, and along the pedestrian path to the office. The pedestrian entries to the office and shed include human scale elements including doors, a portico and landscaping.
PO ₃ Landscaping is provided to enhance the appearance of the development and unsightly components are screened.	AO_{3.1} Unless a lesser setback is supported by a zone code or local plan, landscaping is provided along all road frontages of the site, for a minimum width of: (a) 5m along any other regional arterial or sub-arterial roads; or (b) 3m along any other road frontage. AO_{3.2} Outdoor work, storage (including bin storage) and servicing areas are: (a) not located adjacent to any road frontage; and (b) screened from public view by either: (i) a 1.8m high solid wall or fence, constructed in materials and colours compatible with the main building on site; or (ii) mature landscaping that has the same effect as a 1.8m high wall.	Performance Solution. The proposed development involves provision of landscaping at varying widths around the perimeter of the site. The proposed development generally involves landscaping at 2m in width along the road frontage and easement frontage, to enhance the appearance of the development. Performance Solution. The proposed development involves outdoor storage in proximity to the road frontage. The proposed development will involve landscaping for screening and buffering, noting that the landscaping will utilise appropriate species as to not impact driver sight lines.

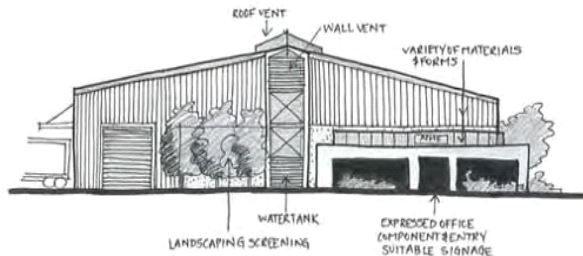
Toowoomba Regional Planning Scheme 2012 (v29.0)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO _{3.3} A minimum of 5% of the site is used to provide landscaping.	Complies. The proposed development involves approximately 25% of the site area for landscaping.
PO ₄ A variety of building materials, textures and colours, building elements, articulation and landscaping are used to provide visual interest. Examples shown below.	No acceptable outcome is nominated.	Complies. The proposed development has been designed with a variety of building materials, textures, colours, articulation and landscaping to provide visual interest.

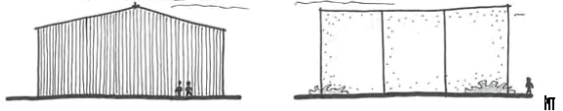
Examples for PO₄

Building Form Legibility



Toowoomba Regional Planning Scheme 2012 (v29.0)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Appropriate Building Forms  Inappropriate Building Forms 		
PO₅ Site layout facilitates the security of people and property having regard to: (a) opportunities for casual surveillance and sightlines; (b) exterior building designs which promote safety; (c) adequate definition of uses and ownership; (d) adequate lighting; (e) appropriate way-finding mechanisms (e.g. signage); (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours.	No acceptable outcome is nominated.	Complies. The proposed development has been designed with safety and security principles where possible. The proposed development has been designed to allow opportunities for casual surveillance of the site from office windows. Way-finding mechanisms will be utilised through pedestrian paths between the office and shed, signage and lighting.
PO₆ Development is designed to incorporate graffiti-prevention measures.	AO_{6.1} Building design and layout discourages graffiti and incorporates the following elements where practical:	Complies. The proposed development will incorporate graffiti-prevention measures where possible.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments.	
Amenity		
PO ₇ Development minimises potential conflicts with, or impacts on, other uses having regard to vibration, odour, dust or other emissions to air.	AO _{7.1} Development achieves the air quality design objectives set out in the <i>Environmental Protection (Air) Policy 2008</i> . AO _{7.2} Any industry that involves the storage of materials on site that are capable of generating air contaminants either by wind or when disturbed are managed by: (a) being wholly enclosed in storage bins; or (b) a watering program so material cannot become airborne.	Complies. The proposed development is not expected to involve activities that will impact on air quality, and will be operated in accordance with the relevant air quality requirements. Not Applicable. The proposed development is not likely to involve storage of materials that will generate air contaminants.
PO ₈ Development prevents or minimises the generation of any noise so that: (a) nuisance is not caused to adjoining premises or other nearby sensitive land uses; and (b) desired ambient noise levels in residential areas are not exceeded.	AO _{8.1} Development achieves the noise generation levels set out in the <i>Environmental Protection (Noise) Policy 2008</i> .	Complies. The proposed development will be operated in accordance with the relevant acoustic requirements.
PO ₉ Outdoor lighting does not adversely affect the amenity of adjoining properties or create a traffic hazard on adjacent roads.	AO _{9.1} Light emanating from any source complies with <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i> .	Complies. The proposed development will involve outdoor lighting limited to low-level security lighting that will be

Toowoomba Regional Planning Scheme 2012 (v29.0)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO_{9.2} Outdoor lighting is provided in accordance with <i>Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i>.	designed, installed and maintained in accordance with the relevant requirements. Complies. The proposed development will involve outdoor lighting limited to low-level security lighting that will be designed, installed and maintained in accordance with the relevant requirements.
PO₁₀ Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur.	AO_{10.1} Areas where potentially contaminating substances are stored or used, are: (a) roofed and sealed with concrete, asphalt or similar impervious substance and bunded; and (b) located in a flood free area of a 1 in 100 year flood event. AO_{10.2} Provision is made for spills to be bunded and retained on site for removal and disposal by an approved means. AO_{10.3} Roof water is piped away from areas of potential contamination.	Complies. The proposed development involves stormwater management measures in accordance with water quality objectives; refer to the Stormwater Management Plan at Appendix E. The proposed development is not located in an area identified with a mapped flood hazard.
PO₁₁ 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.	Complies. The proposed development will be managed to provide appropriate protection for community safety and health and avoid unacceptable risk to life and property.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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'. 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	Complies. The proposed development will involve outdoor lighting limited to low-level security lighting that will be designed, installed and maintained in accordance with the relevant requirements. Not Applicable. The proposed development does not involve sporting fields and sporting courts. Not Applicable. The proposed development does not involve sporting fields and sporting courts. Not Applicable. The proposed development does not involve sporting fields and sporting courts.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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.	Complies. The proposed development has been designed with landscaping and buffering to minimise impacts of vehicle headlights on residential dwellings in proximity to the site. The ingress, egress and alignment of vehicle manoeuvring areas have also been designed to minimise impacts to adjoining properties.
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.	Complies. If the proposed development involves any outdoor lighting in excess of 4m above ground level, it will be installed and operated in accordance with the relevant standards.
PO ₃ 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.	Not Applicable. The proposed development will not be located in areas of the mapped Environmental Significance Overlay.
PO ₄ 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:	Not Applicable. The proposed development will not involve a proposed sensitive land use.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(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.	
Odour		
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 <i>Environmental Protection (Air) Policy 2008</i>. 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. <i>Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3.</i>	Not Applicable. The proposed development does not involve activities that will create odorous air emissions.
PO ₆ 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.	AO _{6.1} 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.	Not Applicable. The proposed development does not involve reconfiguration of a lot.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary					
	AO_{6.2} 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>	Existing Use/Activity	Odour Level at Sensitive Receiving Environment.	All Activities	2OU/m³ 3 minute average, 99.5th percentile.	4OU/m³ 3 minute average, 99.9th percentile.	Not Applicable. The proposed development does not involve reconfiguration of a lot.
Existing Use/Activity	Odour Level at Sensitive Receiving Environment.						
All Activities	2OU/m³ 3 minute average, 99.5th percentile.						
	4OU/m³ 3 minute average, 99.9th percentile.						
PO ₇ Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.	AO _{7.1} 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.	Complies. The proposed development will manage waste to ensure that all putrescible waste does not cause odour nuisance issues.					
Noise							
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	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	Complies. The proposed development will be operated and managed to ensure it does not exceed the noise levels identified at AO_{8.1}.					

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(iii) proposes operational practices that will minimise noise nuisance for adjoining sensitive land uses.	(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 L_{Amax} 45dB(A) inside dwellings; and The development will achieve the Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>. 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).	
PO ₉ 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.	AO _{9.1} 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:	Not Applicable. The proposed development does not involve use of amplified sound equipment.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary																											
	<table><tr><td></td><td colspan="8">Frequency - Hz - "A" Weighted</td></tr><tr><td></td><td>31</td><td>63</td><td>125</td><td>250</td><td>500</td><td>1K</td><td>2K</td><td>4K</td></tr><tr><td>Background Level SPL dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td></tr></table>		Frequency - Hz - "A" Weighted									31	63	125	250	500	1K	2K	4K	Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	
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Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)																					
PO ₁₀ 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.	AO_{10.1} The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within the <i>Environmental Protection (Noise) Policy 2008</i>. AO_{10.2} 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 <i>Acoustics – Recommended design sound levels and reverberation times for building interiors</i>. AO_{10.3} 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).	Not Applicable. The proposed development does not involve a sensitive land use. Not Applicable. The proposed development does not involve a sensitive land use. Not Applicable. The proposed development does not involve a sensitive land use.																											

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₁ 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': AO _{11.1} The development is designed and constructed in a manner that achieves the internal noise Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i> . AO _{11.2} The siting of buildings and selection of construction materials complies with the specifications of Australian Standard AS3671-1989 <i>Acoustics – Road traffic noise intrusion – Building siting and construction</i> .	Not Applicable. The proposed development does not involve a sensitive land use.
PO ₁₂ 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.	AO _{12.1} Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government comply with the <i>Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'</i> for all habitable rooms adjoining the corridor.	Not Applicable. The proposed development does not involve a sensitive land use.
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.	Complies. Should the proposed development involve any plant and equipment, it will be located away from sensitive land uses and screened or shielded.
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).	Complies. The proposed development will not involve building work conducted outside of the specified days and times.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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.	Not Applicable. The proposed development will not involve building work conducted outside of the specified days and times.
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.	Not Applicable. The proposed development does not involve private sporting courts. Not Applicable. The proposed development does not involve private sporting courts.
PO ₁₆ Vibration from the development does not affect the amenity of surrounding sensitive land uses or cause environmental harm or nuisance.	AO _{16.1} The development does not result in vibration impacts outside of the development site. AO _{16.2} 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.	Not Applicable. The proposed development does not involve activities likely to cause vibration nuisances. Not Applicable. The proposed development does not involve activities likely to cause vibration nuisances.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Dust		
PO ₁₇ 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).	AO_{17.1} 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. AO_{17.2} 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. AO_{17.3} Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete. AO_{17.4} 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. <i>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.</i>	Complies. The proposed development will manage on-site operations to minimise or avoid dust nuisances. Complies. Any areas of exposed fill, excavation or unsealed access will be watered regularly to reduce dust generation. Complies. Any areas of fill and excavation will be graded, compacted and planted and/or mulched after dumping. Complies. Any stockpiles of material will be managed to avoid dust nuisances and located away from sensitive land uses.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₈ Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	AO _{18.1} 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.	Complies. The proposed development will ensure that haulage routes used are appropriate to avoid environmental nuisance issues.
PO ₁₉ Water used for dust suppression activities does not itself create environmental harm.	AO _{19.1} 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.	Complies. The proposed development involves on-site stormwater management which will treat and manage stormwater run-off on site; refer to the Stormwater Management Plan at Appendix E .
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.	Performance Solution. The proposed development will involve use of the concreted driveway within the access easement. The proposed development will be managed to ensure that an-going dust nuisances are minimised. Not Applicable. The proposed development will not involve industry-specific activities likely to create dust. Not Applicable. The proposed development does not involve grain facilities. Not Applicable. The proposed development is not likely to create ongoing significant dust issues.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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.	Not Applicable. The proposed development is not likely to create ongoing significant dust issues.
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.	Not Applicable. The proposed development does not involve sensitive land uses.
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/m ² /day when measured at the nearest sensitive receiver.	Not Applicable. The proposed development is not likely to create ongoing significant dust issues.
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 <i>Environmental Protection (Air) Policy 2008</i>. AO_{23.2} Where a type of air emission is not listed within the <i>Environmental Protection (Air) Policy 2008</i> the proponent can demonstrate that the level of emission is in 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	Complies. The proposed development will be managed and operated to ensure air emissions do not exceed the relevant emission standards.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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.	
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.	Not Applicable. The proposed development does not involve a child care centre.
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.	Not Applicable. The proposed development does not involve a sensitive land use.
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.	Not Applicable. The proposed development does not involve a telecommunications facility.
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 <i>The Storage and handling of flammable and combustible liquids (for hydrocarbons) and</i>	Not Applicable. The proposed development does not involve car park exhaust stacks. Not Applicable. The proposed development does not involve car park exhaust stacks. Not Applicable. The proposed development does not involve spray booth exhaust stacks. Not Applicable. The proposed development does not involve air emission vents or stacks.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AS1596:2008 The Storage and Handling of LP Gas.	
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 <i>Technical Guidelines for New Developments Waste Storage and Collection Requirements</i> .	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 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 sewerred areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention;	Complies. The proposed development will involve waste and recycling storage containers within a dedicated area, screened from view of the street and with an impervious surface.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(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 sewerage areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewered areas; and (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	Not Applicable. The proposed development does not involve multiple dwellings.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(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 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:	Not Applicable. The proposed development does not involve multiple dwellings.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(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 (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	Not Applicable. The proposed development will not involve utilisation of Council's wheelie bin waste collection service.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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 built screened storage area within a 1.5m minimum height.	
PO ₂₉ 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.	AO _{29.1} 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.	Not Applicable. The proposed development does not involve a community residence, residential care facility or retirement facility.
PO ₃₀ 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.	AO _{30.1} 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	Not Applicable. The proposed development does not involve a high-rise residential development or joint commercial and residential development.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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, 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).	
PO ₃₁ Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	AO _{31.1} The development will be carried out in accordance with the waste management hierarchy outlined in the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	Complies. All building activities will consider waste minimisation and waste avoidance principles.
PO ₃₂ Development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New</i>	Where involving development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New</i>	Not Applicable. The proposed development will not involve the generation of clinical and related waste.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<i>Developments Waste Storage and Collection Requirements</i> is designed to adequately cater for legislative storage and collection requirements.	<i>Developments Waste Storage and Collection Requirements:</i> AO_{32.1} The storage of 'clinical and related waste' is in accordance with the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> 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.	Not Applicable. The proposed development will not involve the generation of clinical and related waste.
PO₃₃ 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 <i>Technical Guidelines for Waste Storage and Collection Requirements for New Developments</i>, 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	Not Applicable. The proposed development does not involve residential development.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(g) internal road networks enable the refuse vehicle to traverse the site without resident safety being jeopardised.	
PO ₃₄ 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.	AO _{34.1} 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.	Complies. The proposed development will be operated and managed to prevent odour issues or harbourage opportunities.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance summary
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{1.2} Pollutant load reductions are achieved in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>.	Complies. The proposed development involves stormwater quality treatment measures in accordance with the relevant standards; refer to the Stormwater Management Plan at Appendix E. Complies. The proposed development involves pollutant load reductions in accordance with the relevant standards; refer to the Stormwater Management Plan at Appendix E.
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. The proposed development involves sediment and erosion control measures in accordance with the relevant standards; refer to the Stormwater Management Plan at Appendix E.
PO ₃ Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and frequency in receiving waters, having regard to: (a) channel, bed and bank stability; (b) aquatic and riparian ecosystems; and (c) hydrological functions.	AO _{3.1} Stormwater flow control measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. The proposed development involves stormwater flow control measures in accordance with the relevant standards; refer to the Stormwater Management Plan at Appendix E.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance summary
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. The proposed development will involve holding, collection and off-site disposal of wastewater in accordance with the relevant standards.
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Not Applicable. The proposed development does not involve artificial waterways or water bodies.
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Not Applicable. The proposed development does not involve artificial waterways or water bodies.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance summary
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Not Applicable. The proposed development does not involve artificial waterways or water bodies.
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The proposed development will be undertaken in accordance with the relevant standards; refer to the Stormwater Management Plan at Appendix E .
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The proposed development will be undertaken in accordance with the relevant standards; refer to the Stormwater Management Plan at Appendix E .
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The proposed development will be undertaken in accordance with the relevant standards; refer to the Stormwater Management Plan at Appendix E .
Water Cycle Management		
PO ₁₁ The design and management of the development integrates water cycle elements so that:	AO _{11.1} Integrated water management practices and infrastructure are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies: The proposed development will be undertaken in accordance with the relevant standards; refer to the Stormwater Management Plan at Appendix E .

Toowoomba Regional Planning Scheme 2012 (v29.0)

Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance summary
(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.		

Toowoomba Regional Planning Scheme 2012 (v29.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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.	Complies. Landscaping will be designed and undertaken by suitably qualified professionals in accordance with the relevant requirements.
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.	Complies. Landscaping will be designed and undertaken by suitably qualified professionals in accordance with the relevant requirements.
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. AO _{3.4} Species selection is reflective of cool temperate species.	Complies. Landscaping will be designed and undertaken by suitably qualified professionals in accordance with the relevant requirements.
PO ₄ 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	Where the development involves the creation of a new road: AO _{4.1} Street planting is carried out in accordance with the requirements of SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage. AO _{4.2} Species and materials are used that minimise the use of potable water. AO _{4.3} Street tree planting is in accordance with PSP No.8 – Street Trees.	Not Applicable. The proposed development does not involve the creation of a new road.

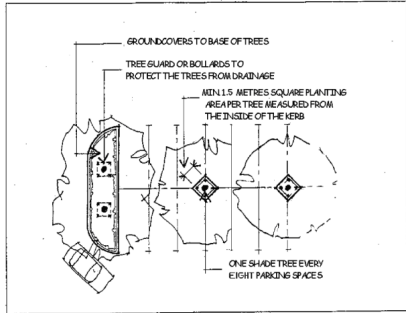
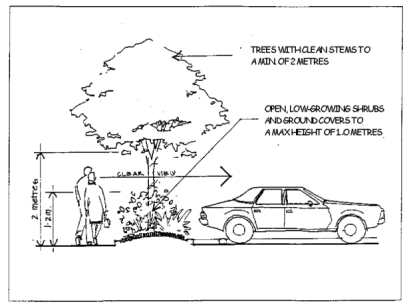
Toowoomba Regional Planning Scheme 2012 (v29.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(g) driveway access.		
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.	AO_{5.1} 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. AO_{5.2} All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site. AO_{5.3} 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.	Not Applicable. The proposed development does not involve provision of significant fencing, planting bays, recesses or acoustic fencing.
PO₆ Location, design and provision of planting in carpark and internal roadways achieve a high degree of shade, amenity and safety.	AO_{6.1} Landscaping visually fragments and shades carparking areas with regular tree planting in 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.	Performance Solution. The proposed development does not involve provision of individual planting bays due to the nature of the use. The proposed development will involve provision of landscaping that will contribute to shade, amenity and safety across the site.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO_{6.4} Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.  	
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.	Complies. Landscaping will be designed and undertaken in accordance with the relevant requirements. Complies. Landscaping will be designed and undertaken in accordance with the relevant requirements.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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 surface treatments that are stable and usable in all weather. AO _{8.2} Functional maintenance vehicle circulation and access gates to be provided.	Not Applicable. The proposed development does not require maintenance or utility access.
PO ₉ On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and amelioration of stormwater impacts provided.	AO _{9.1} Landscape design takes advantage of the flow of water along overland flow paths. AO _{9.2} 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. AO _{9.3} Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells. AO _{9.4} Sediment and erosion control measures are provided. AO _{9.5} Planter boxes on podiums and building forecourts are plumbed to stormwater.	Complies. Landscaping will be designed and undertaken in accordance with the relevant requirements.
PO ₁₀ Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street	No acceptable outcome is nominated.	Complies. Landscaping will be designed and undertaken in accordance with the relevant requirements.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.		
PO ₁₁ 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.	AO _{11.1} Design complies with AS1428 parts 1, 2, 3, and 4 – <i>Design for Access and Mobility</i>	Complies. Landscaping will be designed and undertaken in accordance with the relevant requirements.
PO ₁₂ Risks to personal safety and the potential for crime, vandalism and fear are reduced through landscape design that has been informed by <i>Crime Prevention Through Environmental Design</i> (CPTED) principles in relation to: (a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management.	Landscape design incorporates the following design measures: AO _{12.1} 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. AO _{12.2} 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. AO _{12.3} Reinforcing definition of territory and ownership of private, semi-public and public spaces through: clear design cues for use and activities, transitions and boundaries between public and private, design that encourages public	Complies. Landscaping will be designed and undertaken in accordance with the relevant requirements.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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.	

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Driveway Crossovers		
PO₁ 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 (e.g.	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: (a) do not require the modification, relocation, or removal of any existing infrastructure	Performance Solution. The proposed development involves reinstating the original vehicle crossover to O'Mara Road, which was removed by Council in the 2015/2016 upgrade of O'Mara Road to accommodate installation of a stormwater drain in the road reserve. Council did not replace the crossover. The location of the proposed reinstated crossover has changed slightly from the original location to accommodate the infrastructure installed within the road reserve. This access point will be reinstated and used in addition to the access easement to separate passenger and heavy vehicle traffic where possible for safety. Not Applicable. The subject site is in the Rural Zone.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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.	(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 <i>Australian Standard AS 2890.1 – Off Street Car Parking</i> and <i>Australian Standard AS 2890.2 (where relevant)</i> and the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure. AO1.3 Where in a Rural Zone, vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire	Complies. The reinstated vehicle access and driveway crossover will be constructed in accordance with the relevant requirements.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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, 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		
PO₂ 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.	Not Applicable. The proposed development is not located in the Principal Centre or Mixed Use Zone.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
<i>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.</i>	AO_{2.2} Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rates set out in Table 9.4.6:3 to this Code. <i>Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.</i> <i>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.</i> <i>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.</i>	Performance Solution. Table 9.4.6:3 prescribes a parking rate of one (1) car space for every truck space plus one (1) space per every two (2) non-driver staff for the Transport Depot, and 1.5 spaces per 100m² of GFA for the Warehouse. The proposed development involves provision of twenty-seven (27) parking spaces for passenger vehicle traffic, which is based on a parking rate of seven (7) spaces for every truck space and twenty (20) spaces for non-driver staff; refer to section 7.2 of the Traffic Impact Assessment in Appendix F. Accordingly, the proposed development will provide the demand likely to be generated by the development.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Transport Network		
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.	Complies. The proposed development is located within proximity to key transport corridors including the Gore and Warrego Highways and Toowoomba-Cecil Plains Road. The proposed development is also located on O'Mara Road which is an approved route for B-Doubles and Road Trains type 1, and accordingly, has sufficient capacity to accommodate the development. The surrounding transport network is appropriate for the nature of traffic generated; refer to the Traffic Impact Assessment at Appendix F .
PO ₂ Development does not compromise the orderly provision or upgrading of the transport network.	No acceptable outcome is nominated.	Complies. It is understood from the pre-lodgement meeting held with Council (Ref: PREL/2025/5999) that there are future plans for upgrades of O'Mara Road to four lanes. Without further detail given, the proposed development has been designed not to compromise the transport network; refer to the Traffic Impact Assessment at Appendix F .
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.	No acceptable outcome is nominated.	Complies. The proposed development has been designed with on-site transport network infrastructure that appropriately integrates with the surrounding network, including the access easement; refer to the Traffic Impact Assessment at Appendix F .
PO ₄ Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between	No acceptable outcome is nominated.	Not Applicable. The nature of the proposed development and characteristics of the surrounding locality are such that

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.		travel by public transport, walking and cycling is not anticipated or required.
PO₅ 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: (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.	AO_{5.1} Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with <i>Crime Prevention Through Environmental Design (CPTED) Guidelines</i>.	Complies. The proposed development has been designed to comply with the relevant requirements; refer to the Traffic Impact Assessment at Appendix F.
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.	Complies. The proposed development will utilise directional signage within the development site to assist legibility and way-finding.
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	AO_{7.1} Access driveways and queuing areas are located and designed in accordance with the provisions of <i>Australian Standard AS 2890.1 Part 1: Off Street Carparking</i>.	Complies. The proposed development has been designed to comply with the relevant requirements; refer to the Traffic Impact Assessment at Appendix F.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(c) the function and characteristics of the access road and adjoining road network.		
PO ₈ Access arrangements minimise any adverse impact on: (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.	No acceptable outcome is nominated.	Complies. The proposed development has been designed to comply with the relevant requirements; refer to the Traffic Impact Assessment at Appendix F .
PO ₉ 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.	Not Applicable. The proposed development does not involve set-down and pick-up facilities.
PO ₁₀ 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.	AO _{10.1} 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	Not Applicable. The proposed development does not involve set-down and pick-up facilities.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained. AO_{10.2} Car and taxi pick-up/set-down areas: (a) allow a car to manoeuvre 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.	Not Applicable. The proposed development does not involve set-down and pick-up facilities.
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.	AO_{11.1} Pedestrian pathways and crossings are provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{11.2} Access for cyclists and pedestrians is clearly distinguished from vehicle access. AO_{11.3} 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).	Complies. The proposed development has been designed to comply with the relevant requirements; refer to the Traffic Impact Assessment at Appendix F.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₂ 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.	AO _{12.1} Shared paths and on-road cycle lane facilities are provided in accordance with SC6.2 PSP No.2 – Engineering Standards Roads and Drainage Infrastructure.	Not Applicable. The proposed development does not involve provision of shared paths or on-road cycle lane facilities.
Parking and Circulation		
PO ₁₃ 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.	AO_{13.1} The entry to the car park is clearly signposted. AO_{13.2} Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use. AO_{13.3} Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such. AO_{13.4} 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. AO_{13.5} 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 –	Complies. The proposed development will involve signage for the entrance to the carpark. Complies. The proposed development will involve carparking spaces freely available for use by occupants and visitors during the business hours of the use. Complies. The proposed development has been designed with parking spaces accessible to the office and the shed. Complies. The proposed development involves carparking spaces that will be visible from the street and the access easement. Complies. The proposed development has been designed to consider public safety principles.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	<i>Performance and Installation Design Requirements.</i> (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 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.	
PO ₁₄ Car parking areas are designed to provide spaces which meet the needs of people with disabilities.	AO_{14.1} 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. AO_{14.2} 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. AO_{14.3} Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking. AO_{14.4} Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian	Complies. The proposed development involves a carparking space for people with disabilities in accordance with the relevant requirements. Complies. The proposed development involves a carparking space for people with disabilities in accordance with the relevant requirements. Complies. The proposed development involves a carparking space for people with disabilities in accordance with the relevant requirements. Complies. The proposed development involves a carparking space for people with disabilities in accordance with the relevant requirements.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	Standard AS1428.1: <i>Design for Access and Mobility</i>. AO_{14.5} Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard AS1428.1: <i>Design for Access and Mobility</i>. AO_{14.6} 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.	Complies. The proposed development involves a carparking space for people with disabilities in accordance with the relevant requirements. Complies. The proposed development involves a carparking space for people with disabilities in accordance with the relevant requirements.
PO ₁₅ 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: AO_{15.1} 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. AO_{15.2} 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. AO_{15.3} An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.	Not Applicable. The proposed development is not in or adjacent to a residential zone.
PO ₁₆ 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.	AO _{16.1} Car parking is provided either at the rear of the development or beneath buildings.	Complies. The proposed development involves carparking towards the rear of the site and not located near the road frontage.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO ₁₇ Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO _{17.1} Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	Not Applicable. The proposed development does not involve above ground or multi-level parking areas.
PO ₁₈ Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO _{18.1} 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 sensitive land use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary.	Performance Solution. The proposed development involves provision of landscaping at varying widths around the perimeter of the site. The proposed development generally involves landscaping at 2m in width along the road frontage and easement frontage, to enhance the appearance of the development.
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.	Performance Solution. The proposed development will involve use of the concreted driveway within the access easement. The proposed development will be managed to ensure that an-going dust nuisances are minimised.
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.	Not Applicable. The proposed development is not directly adjoining a residential or other sensitive land use.
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 <i>Trade Waste Policy</i> and the Trade Waste Environmental Management Plan.	Complies. The proposed development involves stormwater quality measures in accordance with the relevant standards; refer to the Stormwater Management Plan at Appendix E .

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Servicing		
PO₂₂ Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (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.	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 manner that makes it impractical to use them as storage or work areas. AO_{22.3} 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 – <i>Off Street Parking – Commercial Vehicle Facilities</i>. AO_{22.4} 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. AO_{22.5} Service vehicles can enter and leave the site in a forward gear.	Complies. The proposed development involves provision of loading, unloading, manoeuvring and access by heavy vehicles in excess of the requirements in Table 9.4.6:3. Complies. Parking, manoeuvring, loading/unloading and storage areas for commercial vehicles will be separated from storage space. Complies. The proposed development involves access driveways, manoeuvring areas and loading/unloading areas for heavy vehicles in accordance with the relevant standards; refer to the Traffic Impact Assessment at Appendix E. Not Applicable. The proposed development does not involve service vehicle spaces that will impede passenger vehicle spaces. Complies. The proposed development involves provision for service vehicles to enter and leave the site in a forward gear; refer to the Traffic Impact Assessment at Appendix E.
PO₂₃ Refuse collection vehicles are able to access on-site refuse collection facilities.	AO_{23.1} 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	Complies. The proposed development involves on-site refuse collection with appropriate access and manoeuvring;

Toowoomba Regional Planning Scheme 2012 (v29.0)

Transport, Access and Parking Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates.	refer to the Traffic Impact Assessment at Appendix F .
PO ₂₄ Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated.	Complies. The proposed development has been designed to comply with all relevant requirements for servicing arrangements; refer to the Traffic Impact Assessment at Appendix F .
PO ₂₅ Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{25.1} Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	Complies. The proposed development has been designed to comply with all relevant requirements for servicing arrangements; refer to the Traffic Impact Assessment at Appendix F .

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Utilities		
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 Standards – Water and Wastewater Infrastructure.	Complies. The proposed development will involve connection to Council's reticulated water supply system in accordance with the relevant standards.
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 wastewater 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.	Complies. The proposed development will involve on-site wastewater holding, with collection and off-site disposal, in accordance with the relevant standards.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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.	Complies. The proposed development will involve an electricity connection in accordance with the relevant standards.
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.	Complies. The proposed development will involve a connection to telecommunications infrastructure in accordance with the relevant standards.
PO ₅ Provision is made for future telecommunications services (e.g. fibre optic cable).	AO _{5.1} Conduits are provided in accordance with <i>SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure</i> .	Not Applicable. The proposed development does not involve provision of conduits for future telecommunications services.
PO ₆ 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.	AO _{6.1} Setbacks and loadings comply with <i>the Queensland Development Code QDC MP1.4</i> .	Complies. The proposed development will be designed and constructed in accordance with QDC MP1.4.
PO ₇ Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	Not Applicable. The proposed development does not involve extension to infrastructure networks.
PO ₈ Water meter/s are installed and located for easy access by the relevant authority.	AO _{8.1} Water meter/s are installed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies. The proposed development will involve connection to reticulated water supply in accordance with the relevant requirements.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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: (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.	AO_{9.1} Design and construction of external road works are undertaken in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{9.2} Footpaths and bikeways are provided in accordance with the <i>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i>.	Not Applicable. The proposed development does not involve provision of external road works. Not Applicable. The proposed development does not involve provision of external road works.
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.	AO_{10.1} Street scaping works, footpaths and cycle paths are provided in accordance with <i>PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{10.2} Footpaths and bikeways are provided in accordance with the <i>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i>.	Not Applicable. The proposed development does not involve provision of street scaping works, footpaths or cycle paths. Not Applicable. The proposed development does not involve provision of external footpaths and bikeways.
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.	AO_{11.1} Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.	Complies. The proposed development will involve parking area design and construction in accordance with the relevant requirements.
PO₁₂ Movement networks can be easily and efficiently maintained.	AO_{12.1} Infrastructure is provided in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>.	Not Applicable. The proposed development does not involve extension to movement networks.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Vehicular Access – Non-residential		
PO₁₃ Non-residential vehicular access arrangements to a public roadway, including driveway crossovers: (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);	AO_{13.1} Non-residential vehicular access and driveway crossovers to a public road are not: (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 <i>Australian Standard 4970-2009</i>. <i>Note: An additional site access is considered to be more than one site access.</i> AO_{13.2} 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);	Performance Solution. The proposed development involves reinstating the original vehicle crossover to O'Mara Road, which was removed by Council in the 2015/2016 upgrade of O'Mara Road to accommodate installation of a stormwater drain in the road reserve. Council did not replace the crossover. The location of the proposed reinstated crossover has changed slightly from the original location to accommodate the infrastructure installed within the road reserve. This access point will be reinstated and used in addition to the access easement to separate passenger and heavy vehicle traffic where possible for safety. Complies. The reinstated vehicle access and driveway crossover will be constructed in accordance with the relevant requirements.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(ii) minimising the width and grade of the access; and (iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping.	(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, 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.	

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(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; 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 <i>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.</i>	

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO_{14.3} 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 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.	Not Applicable. The proposed development does not involve residential vehicular access or driveway crossovers.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Any earthworks, retaining walls or batters involved in construction will be undertaken or constructed in accordance with the relevant requirements.
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Any earthworks involved in construction will be undertaken in accordance with the relevant requirements.
PO ₁₇ Earthworks are undertaken in a manner that: (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.	AO _{17.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Any earthworks, retaining walls or batters involved in construction will be undertaken or constructed in accordance with the relevant requirements.
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 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Any earthworks, retaining walls or batters involved in construction will be undertaken or constructed in accordance with the relevant requirements.
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 be provided in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Any earthworks, retaining walls or batters involved in construction will be undertaken or constructed in accordance with the relevant requirements.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
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.	Complies. Any earthworks involved in construction will be undertaken in accordance with the relevant requirements.
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.	Complies. Any earthworks involved in construction will be undertaken in accordance with the relevant requirements.
Waste Management		
PO ₂₂ Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste 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.	No acceptable outcome is nominated.	Complies. The proposed development makes provision for trade waste in accordance with stormwater quality objectives; refer to the Stormwater Management Plan at Appendix E .
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	Complies. The proposed development involves provision of refuse container storage areas that are screened from public view, on an imperviously sealed pad, not in proximity to the road frontage and of an appropriate size for the nature of the use.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	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 2,000m² in area, provision is made for refuse collection vehicles to access the collection area and to enter and leave the site in a forward direction without having to make more than a 3-point turn. AO_{23.3} For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.	Complies. The proposed development involves provision for refuse collection vehicles to enter and exit the site in forward gear; refer to the Traffic Impact Assessment at Appendix F. Not Applicable. The proposed development does not involve multiple dwelling and retirement facility.
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.	Complies. The proposed development will make provision for recyclable waste within the refuse container storage.
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:	Not Applicable. The subject site is clear of vegetation.

Toowoomba Regional Planning Scheme 2012 (v29.0)

Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(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.	
PO ₂₆ Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.	AO _{26.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies. The proposed development will be constructed in accordance with the relevant requirements.
PO ₂₇ While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.	AO _{27.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies. The proposed development will be constructed in accordance with the relevant requirements.
PO ₂₈ 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.	AO _{28.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies. The proposed development will be constructed in accordance with the relevant requirements.
PO ₂₉ Council and state infrastructure is not damaged by construction activities.	AO_{29.1} 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. AO_{29.2} Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the Transport Infrastructure Act 1994.	Complies. The proposed development will be constructed in accordance with the relevant requirements. Not Applicable. The proposed development does not involve construction, alterations or repairs to State-controlled roads or rail corridors.



APPENDIX C - STATE PLANNING POLICY CODE

State Planning Policy July 2017 Assessment Benchmarks – Water Quality

Assessment Benchmark	Compliance Summary
(1) Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values arising from: (a) altered stormwater quality and hydrology (b) waste water (c) the creation or expansion of non-tidal artificial waterways (d) the release and mobilisation of nutrients and sediments.	Complies. The proposed development has been designed to achieve the relevant stormwater management outcomes; refer to the Stormwater Management Plan prepared by RMA Engineers at Appendix E.
(2) Development achieves the applicable stormwater management design objectives outlined in tables A and B (appendix 2)	Complies. The proposed development has been designed to achieve the relevant stormwater management outcomes; refer to the Stormwater Management Plan prepared by RMA Engineers at Appendix E.
(3)) Development in a water supply buffer area avoids adverse impacts on drinking water supply environmental values.	Not Applicable. The proposed development is not located within a water supply buffer area.

State Planning Policy July 2017 Assessment Benchmarks – Strategic Airports and Aviation Facilities

Assessment Benchmark	Compliance Summary
(4) Development and associated activities do not create a permanent or temporary physical or transient intrusion into a strategic airport's operational airspace, unless the intrusion is approved in accordance with the relevant federal legislation.	Complies. The proposed development will not result in an intrusion into the operational airspace for the Toowoomba Wellcamp Airport.
(5) Development and associated activities do not include light sources or reflective surfaces that could distract or confuse pilots within a light restriction zone or lighting area buffer.	Complies. The proposed development will not result in light sources or reflective surfaces that will distract or confuse pilots.
(6) Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in a strategic airport's operational airspace.	Complies. The proposed development will not involve activities that are likely to generate emissions that could compromise operation of aircraft engines within strategic airspace.
(7) Development and associated activities do not attract wildlife or increase wildlife hazards within a wildlife hazard buffer zone.	Complies. The proposed development will not involve activities that are likely to attract wildlife or increase wildlife hazards.
(8) Development and associated activities within a building restricted area do not interfere with the function of aviation facilities.	Not Applicable. The proposed development is not located within a mapped building restricted area.
(9) Development does not increase the risk to public safety within a public safety area.	Not Applicable. The proposed development is not located within a mapped public safety area.
(10) Development within the 20 ANEF contour or greater is appropriately located and designed to prevent adverse impacts from aircraft noise.	Not Applicable. The proposed development is not located within a mapped ANEF contour.