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DEVELOPMENT APPLICATION

Development Permit – Material Change of Use

Australia Post Mail Depot

1511 Toowoomba Cecil Plains Road, Wellcamp

PLANNING REPORT

October 2026

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Date: 1 October 2026

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EXECUTIVE SUMMARY

SITE DETAILS

Address of Site	1511 Toowoomba Cecil Plains Road, Wellcamp
Real Property Description	Part of Lot 6 on SP296105 and Lot 800 on SP296105
Area of Site	Lot 6 on SP296105: 35.47 ha (Development Site Area: 23,499m²)
Road Frontage(s)	Primary: Airport Drive Secondary: International Drive & Toowoomba Cecil Plains Road
Easements	Lot 6 on SP296105: Easement A on SP140293 and Easements B, D, E, F & G on SP272154; and Lot 800 on SP296105: Easements AA & H on SP272154, Easements N & P on SP296105 and Easement V on SP329718
Registered Owners	Wellcamp Business Park Pty Ltd

PLANNING INSTRUMENTS

Regional Plans	South East Queensland (SEQ) Regional Plan Darling Downs Regional Plans
Regional Plan Designation	SEQ Regional Plan: Urban Footprint
Planning Scheme	*Toowoomba Regional Planning Scheme 2012*
Variation Scheme/Preliminary Approval Document	• Council Ref: MCUI/2018/5290; and • Council Ref: MCUI/2021/5978 including MCUI/2021/5978/A
Local Area Plan	Charlton Wellcamp Enterprise Area Local Plan Area
Zone (Precinct)	• High Impact Industry Zone (Heavy Industry Precinct) • Medium Impact Industry Zone (General Industry Precinct) • Low Impact Industry Zone (Wellcamp Light Industry Precinct)
Overlays	• Airport Environs Overlay • Environmental Significance Overlay • Flood Hazard Overlay
Vegetation	• Native Vegetation (Category B – a least concern)
Existing Use	Vacant Industrial Land (development site area)

Current Approvals	• MCUI/2013/1584: Material Change of Use for Utility Installation (Sewerage Treatment Plant) and ERA No 63 including subsequent Change Approval. • MCUI/2014/716: Material Change of Use for Air Services (Hangar Complex) including subsequent Change Approvals and Extensions to Currency Period. • MCUI/2018/5290: Preliminary Approval for a Variation Request to vary assessment levels for Air Services uses and Reconfiguring a Lot. • MCUC/2019/1477: Material Change of Use for Air Services (Qantas Group Pilot Training Academy) including subsequent Change Approvals. • RAL/2019/1480: Reconfiguring a Lot for Subdivision by Lease and Access Easements (Qantas Group Pilot Training Academy) including subsequent Change Approval. • MCUI/2021/5978: Preliminary Approval for a Variation Request to vary assessment levels for land within International Drive including subsequent Change Approval.

APPLICATION OVERVIEW

Application	Development Application
Approval Sought	Development Permit
Development Type	Material Change of Use
Land Use Definition/Development Description	• Utility Installation • Warehouse
Level of Assessment	Impact Assessable
Relevant Referral/Technical Agencies	• State Assessment and Referral Agency • Ergon Energy

PROPOSED DEVELOPMENT

Development Summary	Australia Post Mail Depot
Gross Floor Area	7,793m² (*NB. excludes internal and canopy vehicle parking areas and fire pump room*)
Total Use Area (if relevant)	23,499m²
Building Footprint	10,004m²
Building Site Cover	43% of the development site area

Building Setbacks	North-East: 30.998m North-West: 38.862m South-West: 9.343m South-East: 19.023m
Building Height	Metres: 11.745m Storeys: one (1) storey
Impervious Area	12,691m² (54%)
Vehicular Access	Airport Drive via International Drive and Toowoomba Cecil Plains Road
Carparking	105 carparking spaces including 1 PWD space
Service Vehicle	B-Double
Operational Parameters	Operating Hours: 24 hours, 7 days

APPLICANT DETAILS

Applicant	Wagner Corporation Pty Ltd c/- Precinct Urban Planning PO Box 3038 **TOOWOOMBA QLD 4350**
Contact Person	**Paul Kelly** **Phone:** 07 4632 2535 **Mobile:** 0488 772 991 **Email:** paul@precinctplan.com.au
Our Reference	2026-492

1.0 INTRODUCTION

This report has been prepared in support of a Development Application for a Development Permit for a Material Change of Use for a Utility Installation (mail depot) and Warehouse as interchangeable uses. The application has been lodged over Part of Lot 6 on SP296105 (including Easement A on SP140293 and Easements B, D, E, F & G on SP272154) i.e. **the site** and relies on Lot 800 on SP296105 (including Easements AA & H on SP272154, Easements N & P on SP296105 and Easement V on SP329718) i.e. International Drive for access purposes. The proposed development involves the start of a new use of 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, Wagner Corporation 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 site is located at 1511 Toowoomba Cecil Plains Road, Wellcamp, described as Lot 6 on SP296105 including Easement A on SP140293, Easements B, D, E, F & G on SP272154 (**the site**). The site relies on International Drive for access which is located within Lot 800 on SP296105 (including Easements AA & H on SP272154, Easements P & N on SP296105 and Easement V on SP329718). The easements are generally in favour of Toowoomba Regional Council, adjoining lots or Ergon Energy (i.e. Easement P on SP296105). The subject site is located within the Wellcamp Business Park, north of the Toowoomba Wellcamp Airport and is situated approximately fifteen (15) kilometres west of the Toowoomba CBD. The location of the subject site in respect of the surrounding locality is illustrated in **Figure 1**.

The subject land described as Lot 6 on SP296105 has a total site area of 35.47ha. The subject land has primary frontage to Airport Drive and secondary frontage to Toowoomba Cecil Plains Road with access via International Drive. The configuration of the site is illustrated in **Figure 2**.

FIGURE 1 - LOCALITY PLAN

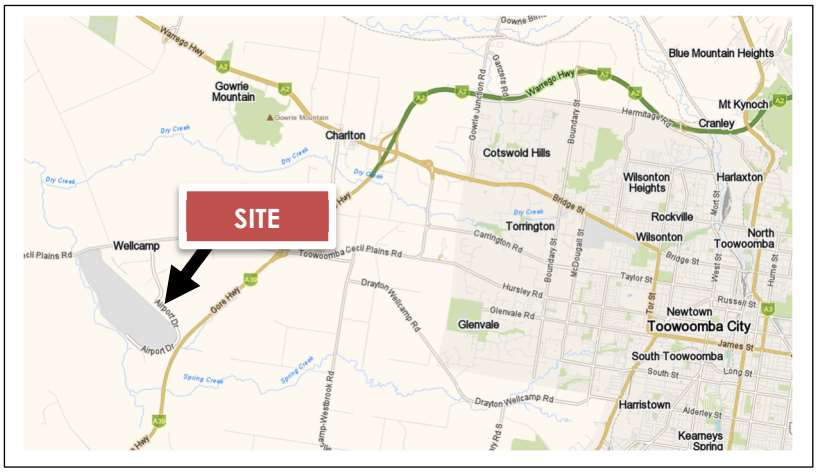
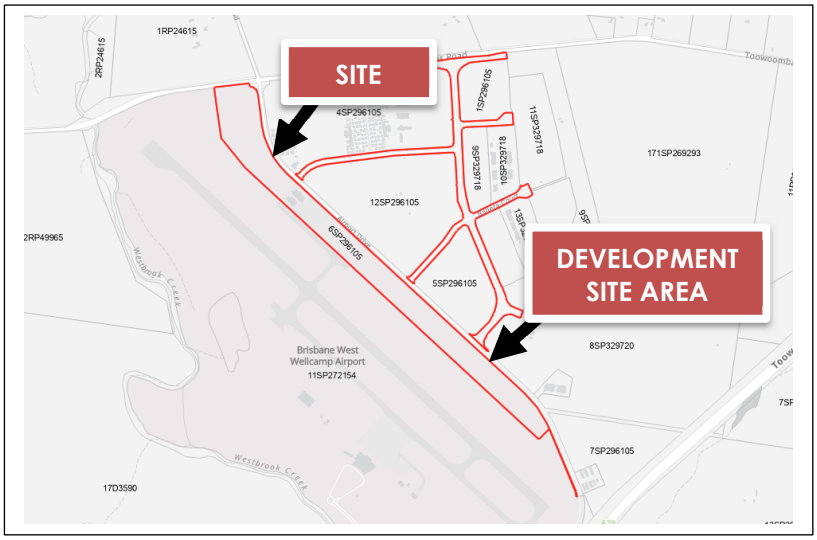


FIGURE 2 - CADASTRAL PLAN



The subject land described as Lot 6 on SP296105 includes the Qantas Group Pilot Academy Training Facility and Hangar, the Wellcamp Business Park Wastewater Treatment Plant and has development approval for an Aircraft Hangar Complex. The development site area for this application is vacant industrial land south of the intersection of Airport Drive and International Drive. 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 site has primary frontage to Airport Drive and secondary frontage to Toowoomba Cecil Plains Road with access via International Drive.
    - Airport Drive consists of a four-lane, bitumen sealed carriageway with landscaped median, concrete kerb and channel and turning lanes across the site frontage.
    - Toowoomba Cecil Plains Road consists of a two-lane, bitumen sealed carriageway with grass drainage swales. Toowoomba Cecil Plains Road is a State-controlled Road.

- International Drive is a private road within Lot 800 on SP296105 and consists of a four-lane, bitumen sealed carriageway with landscaped median and concrete kerb and channel.

- Lands in the locality drain in a westerly direction towards Westbrook Creek which is located approximately 1.1 kilometres west of the development site area and comprises the area's primary drainage feature.
- The development site area within Lot 6 on SP296105 is vacant industrial land that has been previously benched and levelled; refer to **Photograph 1**.
- The development site area experiences a gradual decline in land elevation between the south-eastern and north-western boundaries of the site; refer to **Figure 4**. Queensland Globe mapping shows the development site area for the building pad is at the 461m AHD contour in the south-eastern corner and falls to the 457m AHD contour in the north-western corner. This translates to a fall in natural ground level of approximately 4 metres across the development site area.
- The development site is clear of mature vegetation and does not contain mapped areas of remnant vegetation or ecological significance. It is noted that Lot 800 on SP296105 (International Drive) contains both Koala Habitat Areas and Native Vegetation in the northern eastern corner that are not affected by this development.
- The site is burdened by/benefits from Easement A on SP140293, Easements B, D, E, F, G & H on SP272154, Easement P & N on SP296105 and Easement V on SP329718. The easements are for the purpose of providing access for adjoining lots, benefitting Toowoomba Regional Council or for protecting Ergon Energy infrastructure (i.e. Easement P on SP296105).
- The subject site is connected to the Wellcamp Business Park's reticulated water and waste water systems as well as electricity and telecommunication services in the immediate area. Stormwater will be managed through connections to the integrated drainage system servicing the Wellcamp Business Park.

FIGURE 4 - CONTOUR MAPPING

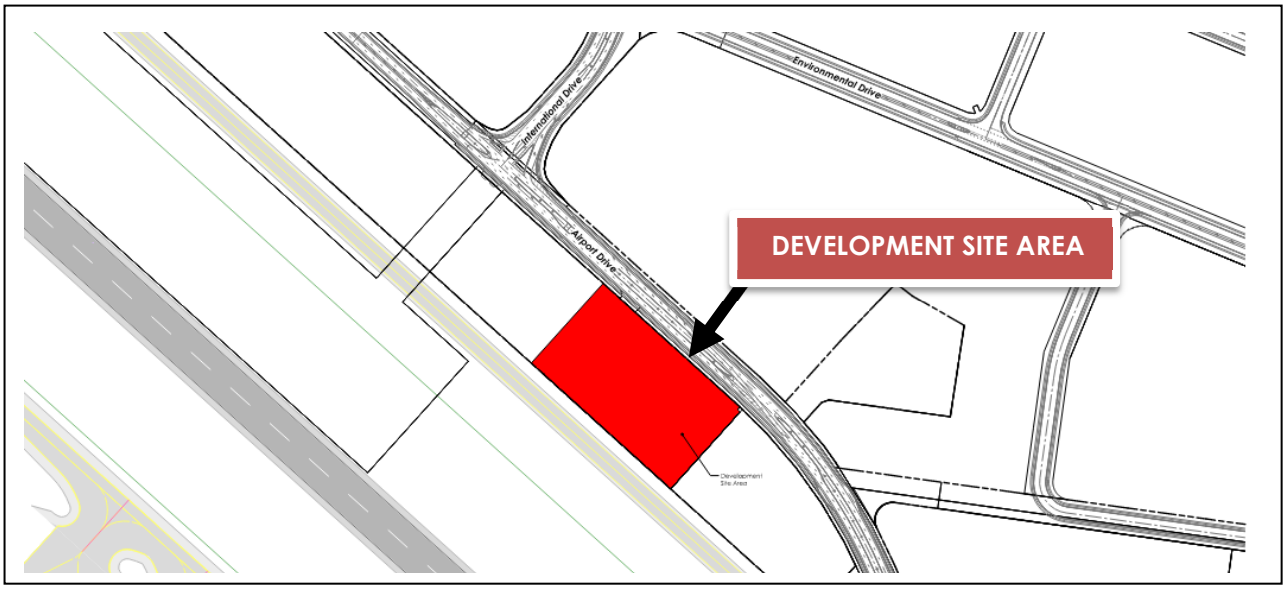


Figure 4 confirms the site experiences a decline in land elevation between the south-eastern and north-western corners of the site. Queensland Globe mapping shows the development site area for the building pad is at the 461m AHD contour in the south-eastern corner and falls to the 457m AHD contour in the north-western corner. This translates to a fall in natural ground level of approximately 4 metres across the development site area.

The development site area is available for connection to the Wellcamp Business Park's private water supply, wastewater and stormwater networks. Refer to the Engineering Infrastructure Report prepared by Kehoe Myers Consulting Engineers attached at **Appendix E** and the Third Party Advice provided by the Wellcamp Business Park at **Appendix H**.

The development site area is located over Part of Lot 6 on SP296105 and is referred to in the Wellcamp Business Park Master Plan as Proposed Lot 77. Reference is made to the Part Locality Plan at **Appendix D** including the extract provided in **Figure 5**. The development site area i.e. Proposed Lot 77 has a site area of 23,499m² and has frontage to Airport Drive.

FIGURE 5 - DEVELOPMENT SITE AREA



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



PHOTOGRAPH 1 - View of the vacant development site area from the north-eastern corner adjacent Airport Drive looking south-west.

2.3 SURROUNDING LAND USE

2.3.1 SURROUNDING LOCALITY

The site is situated within the Wellcamp Business Park that is characterised by developed and emerging industrial activities. The development site area is surrounded by undeveloped industrial land and the Toowoomba Wellcamp Airport.

2.3.2 ADJOINING PROPERTIES

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

- Lands to the **north-east, south-east, south-west** and **north-west** of the development site area include vacant industrial land within the Wellcamp Business Park and the Toowoomba Wellcamp Aiport.



PHOTOGRAPH 2 - View of the vacant portion of Lot 8 on SP329720 to the **north-east** of the development site area across Airport Drive.



PHOTOGRAPH 3 - View of the vacant industrial land adjoining the **south-eastern** boundary of the development site area taken from the site's Airport Drive frontage.



PHOTOGRAPH 4 - View of the Toowoomba Wellcamp Airport adjoining the rear **south-western** boundary of the development site area.



PHOTOGRAPH 5 - View of the vacant industrial land adjoining the **north-eastern** boundary of the development site area taken from the site's Airport Drive frontage.

2.4 CURRENT DEVELOPMENT APPROVALS

The subject land described as Lots 6 and 800 on SP296105 currently benefits from the following Development Approvals:

- **MCUI/2013/1584**: On 30 October 2014, Toowoomba Regional Council issued a Negotiated Decision Notice for a Development Permit for a Utility Installation (Sewage Treatment Plant), including Environmental Authority No EPPR01236413 for ERA No 63 (Sewage Treatment 1), issued by the Department of Environment and Science (DES) on 17 January 2020. A subsequent Change Approval MCUI/2013/1584/B was issued by Council on 7 June 2023.

  MCUI/2014/716: On 11 September 2014 Toowoomba Regional Council issued a Decision Notice for a Development Permit for Air Services (Hangar Complex). The approval has been the subject of various change approvals and extensions with the most recent Extension Approval MCUI/2014/716/E issued on 10 April 2026.
- **MCUI/2018/5290:** Preliminary Approval for a Variation Approval pursuant to the *Planning Act 2016*, dated 19 December 2018. The approval varies the effect of the *Toowoomba Regional Planning Scheme 2012* (version 19.0) to ensure Material Change of Use applications for "Air Service" uses and Reconfiguring a Lot applications for subdivisions or access easements, remain code assessable.

- **MCUC/2019/1477/B & RAL/2019/1480/A**: On 24 July 2019, Toowoomba Regional Council issued Development Permits for a combined Material Change of Use for Air Services by Toowoomba Regional Council on dated 24 July 2019 for Lots 4, 6 & 800 on SP296105. This approval includes a Material Change of Use for "Air Service" (i.e. Qantas Group Pilot Training Academy) and Reconfiguring a Lot (subdivision by lease and access easements).
- **MCUI/2021/5978:** Preliminary Approval for a Variation Approval pursuant to s63 of the Planning Act 2016, dated 2 February 2022. This variation request ensures that assessment levels for development on any lots taking access via Lot 800 on SP296105 are not varied as a result of the various zones included in Lot 800. This approval was the subject of a further Change Approval (MCUI/2021/5978/A) issued 26 May 2022 that sought to extend the area included in the Variation Approval to incorporate part of the adjoining land described as Lot 8 on SP296105.

3.0 PROPOSAL

This Development Application by Wagner Corporation Pty Ltd seeks a Development Permit for a Material Change of Use for a new mail depot for Australia Post (and StarTrack) on land described as Part of Lot 6 on SP296105 (i.e. Proposed Lot 77) within the Wellcamp Business Park, located at 1511 Toowoomba Cecil Plains Road, Wellcamp. It is noted a subsequent separate development application for Reconfiguring a Lot will be submitted to excise Proposed Lot 77 from Lot 6 on SP296105. Council's Manager Planning provided informal prelodgement advice on 21 September 2026 confirming the application could include the two land use definitions of "Utility Installation" and "Warehouse" as interchangeable uses to allow flexibility for future tenancies of the development.

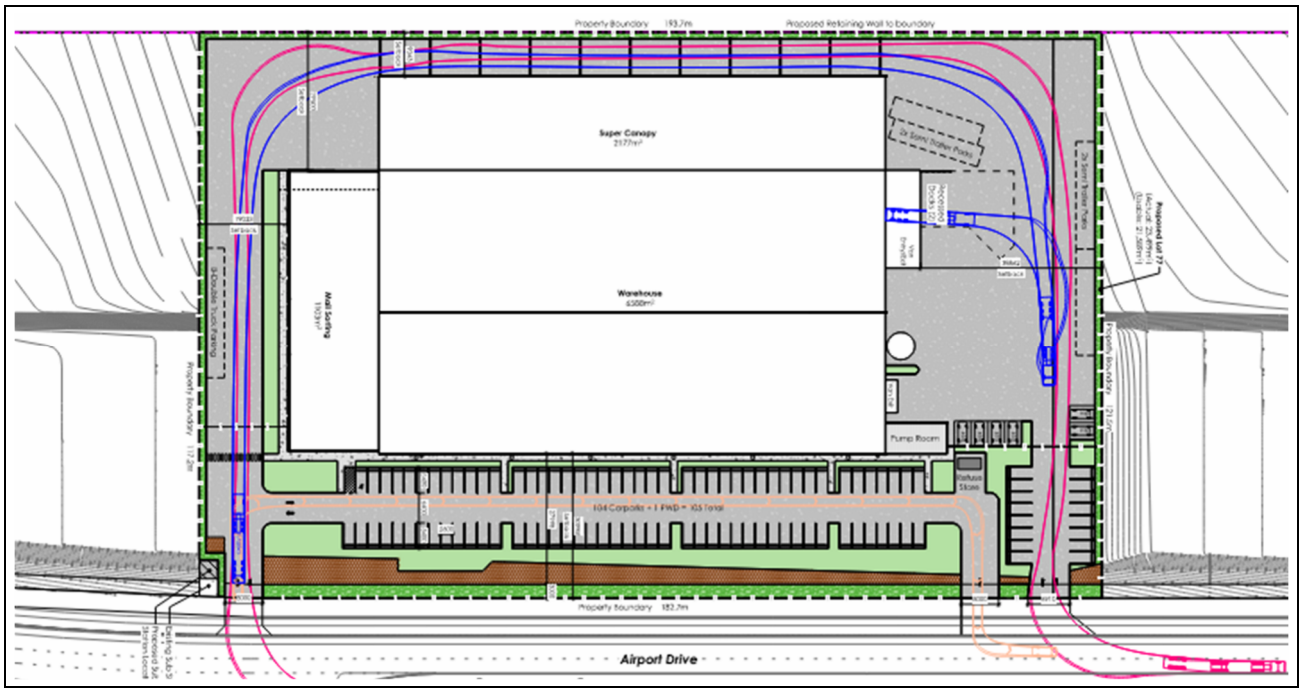
Details regarding the proposed design and operation of the development are provided below.

3.1 SITE COMPOSITION AND LAYOUT

The development includes a new mail depot for Australia Post and StarTrack to service Toowoomba and the broader Darling Downs Region. The facility will operate on 24 hours basis/7 days per week. The development includes a warehouse component for the loading of delivery vehicles along with a loading dock canopy and an office component that includes the mail sorting area.

The development takes access via Airport Drive to the south of the International Drive intersection and backs onto the Toowoomba Wellcamp Airport air strip. The proposal includes a single building that will be setback 30.998 metres from the Airport Drive frontage, 19.023 metres from the south-eastern side boundary, 93.43 metres from the rear south-western boundary and 38.862 metres from the north-western side boundary. The proposed site layout and juxtaposition of internal use components will be generally in accordance with Dwg No 1077.DA.00.003: Site Plan, Issue B, prepared by Wagner Corporation, dated 28 September 2026 attached at **Appendix D**, with an excerpt of the plan reproduced in **Figure 6**.

FIGURE 6 - PROPOSED SITE PLAN



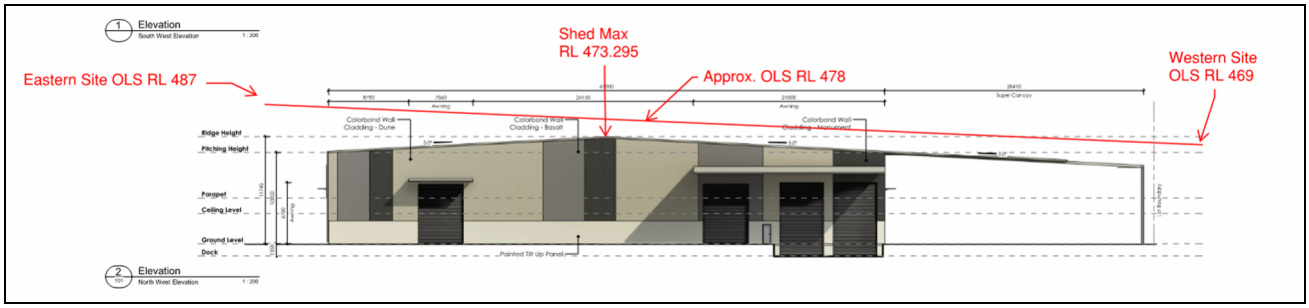
The building has an overall gross floor area of 7,793m² which comprises the warehouse, office/mail sorting room but excludes internal parking and loading areas as well as the fire pump room. The warehouse component includes various locations for van parking for mail collection as well as mail conveyors. An external covered loading area for mail trucks is provided at the rear of the warehouse. The office/mail sorting room component is located at the southern end of the building and includes a number of offices, meeting rooms, staff room, amenities and store rooms. The mail sorting area is divided into sections and includes a processing area. The fire pump room is located at the northern end of the building.

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 with other approved industrial developments in the area. In this regard, the development will be slab on ground with a gable roof profile. External wall cladding will comprise Colorbond sheet-metal in a variety of contrasting colours using muted tones to improve the visual appearance of the building when viewed from public places. The front and south-eastern elevations of the office component also include aluminium wall projections to provide visual interest when viewed from Airport Drive. The warehouse component will have an overall building height of 11.745 metres and the office component will have a building height of 5.0 metres.

The height of the building has been specifically designed to avoid impinging on the Obstacle Limitation Surface (OLS) of the Toowoomba Wellcamp Airport acknowledging its proximity to the air strip. Reference is made to **Figure 7** that confirms the building will not impinge on the OLS.

FIGURE 7 - BUILDING HEIGHT RELATIVE TO AIRPORT'S OBSTACLE LIMITATION SURFACE (OLS)



3.3 ACCESS AND CARPARKING

The development will rely on three (3) driveway crossovers to Airport Drive as shown on the Site Plan at **Appendix D**. Entry-only access for all vehicles (light and heavy) will be via a single widened crossover at the southern end of the frontage. Two (2) exit-only crossovers will be provided at the northern end of the frontage with one dedicated to light vehicles and the other dedicated to heavy vehicles. This is a safety requirement for Australia Post mail depots to avoid the potential for light/heavy traffic conflicts.

The development makes provision for 105 staff and visitor carparks based on the calculations provided at section 3.6. These carparks are provided at the front of the site at the location shown on the Site Plan at **Appendix D**. The site also makes provision for on-site manoeuvring for the following service vehicles: B-Double, articulated vehicle (AV), heavy rigid vehicle (HRV) and refuse collection vehicle (RCV). Vehicle swept path diagrams for each these vehicle categories are included in the Engineering Infrastructure Report attached at **Appendix E**.

3.4 LANDSCAPING

Landscaping will be provided along the site's frontage, around the front carpark and adjacent the internal driveway including shade trees to complement and soften the built-form enhance the aesthetic amenity. Planting will be used to partially screen parking areas and provide shade.

3.5 INFRASTRUCTURE AND SERVICING

The development will be connected to all urban infrastructure networks including the Wellcamp Business Park's water supply and wastewater networks and approved integrated stormwater management network as well as electricity and telecommunications networks servicing the area. Reference is made to the advice provided in the Engineering Infrastructure Report and Conceptual Stormwater Management Plan, prepared by Kehoe Myers Consulting Engineers attached at **Appendices E – F** as well as the Third Party Advice provided by Wellcamp Business Park attached at **Appendix H**. A waste management plan for the development is included in the Site Based Management Plan prepared by Range Environmental Consultants attached at **Appendix G**, noting the refuse collection vehicle (RCV) swept path diagrams are included in the Engineering Infrastructure Report at **Appendix E**.

3.6 OPERATIONAL PARAMETERS

The mail depot will operate on a 24 hours basis, seven (7) days per week and the two mail facilities i.e. Australia Post and StarTrack, will require the following staff and vehicles at this location:

Australia Post

- 13 x office/administration and supervisor staff that will require an on-site carpark.
- 101 x delivery personnel accessing the site each day to collect mail from inside the warehouse, noting these visits are spread throughout the day.
- 44 x mail delivery vehicles parked at the site (inside warehouse) with 44 x drivers of these vehicles requiring an on-site carpark.
- 21 x mail officers that operate on later shifts that will require an on-site carpark.

StarTrack

- 5 x office/administration and supervisor staff that will require an on-site carpark.
- 13 x delivery personnel accessing the site each day to collect mail from inside the warehouse, noting these visits are spread throughout the day.
- 13 x mail delivery vehicles parked at the site (inside warehouse) with 13 x drivers of these vehicles requiring an on-site carpark.
- 3 x freight handlers that will require an on-site carpark.

On the basis of these figures, Australia Post staff will require 78 on-site carparks and StarTrack staff will require 21 on-site carparks. Australia Post would also like to make provision for 6 visitor carparks. This equates to a total of 105 on-site carparks and 105 on-site carparks are shown on the Development Plans at **Appendix D**. In terms of service vehicle deliveries, the development will generate the following:

- B-Doubles – 3 vehicles per day;
- articulated vehicles (AV) – 12 vehicles per day; and
- heavy rigid vehicles (HRV) – 24 vehicles per day.

Vehicle swept path diagrams for these service vehicle categories are provided at **Appendix E**.

4.0 PLANNING FRAMEWORK

4.1 THE PLANNING ACT 2016

The purpose of the *Planning Act 2016* (PA) 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 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 a 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 (where relating to flood hazard)

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 for an urban purpose on a site that involves a land area greater than 2,500m² where the impervious area will exceed 25% of the net developable area. Reference is made to the stormwater quality management advice contained in the Conceptual Stormwater Management Plan, prepared by Kehoe Myers Consulting Engineers attached at **Appendix F.** This assessment confirms the proposed development will not adversely affect matters associated with this State interest.

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 subject land described as Lot 6 on SP296105 is identified as being impacted by natural hazards. In particular, the site is impacted by the Flod Hazard Area - Local Government Flood Mapping Area.

Section 2 of the *Toowoomba Regional Planning Scheme 2012* confirms that matters associated with State interests, as they relate to flood hazards area appropriately integrated into the Planning Scheme. In this instance, the development site area is located within the Planning Scheme's Flood Hazard Overlay (refer to **Figure 11**). An assessment against the Flood Hazard Overlay Code is provided at **Appendix B** and confirms the proposed development will not compromise matters associated with State interests relating to flood hazard.

It is considered the proposed development will not adversely affect matters associated with this State interest.

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 subject site is located within proximity of the Toowoomba Wellcamp Airport and the development site is affected by the ANEF 20-25 contour, Obstacle Limitation Surface Area and Obstacle Limitation Surface Contours (470m - 480m), Light Restriction Zones (Zones A & B), Lighting Area Buffer (6km) and Wildlife Hazard Buffer Zone (3km).

In addition, the development site is identified within the 13km Wildlife Hazard Buffer Zone of the Toowoomba Airport within the *Toowoomba Regional Planning Scheme 2012* overlay maps; refer to **Figure 9**. The *Toowoomba Regional Planning Scheme 2012* addresses airport and aeronautical considerations under the Airport Environs Overlay Code. The proposed development has been assessed against the provisions of the overlay code and has been found to generally comply with these requirements; refer to the assessment at **Appendix B**. This assessment confirms the development will comply with all applicable matters of 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 referrable.

In accordance with Schedule 8, DSDIP will not be the assessment manager for this development application. The SDAP components of the overall development will be addressed by DSDIP as part of the application referral process.

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 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 located within 25m of a State transport corridor (i.e. Toowoomba Cecil Plains Road and Toowoomba Bypass).** • The site is not located adjacent to a local road that intersects with a State controlled road and is not within 100m of a State-controlled intersection. • The site is not identified as a future State-controlled road. • **The site is burdened by an easement that is for the benefit of a distribution entity.** • The site is not associated with an easement for oil and gas 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	No	The site is not identified as being noise attenuation land and

Part	Application Involving	Applicable	Comment
	land		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 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 not located within the SEQ regional landscape and rural production area or the SEQ rural living area.
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 Norther 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.

Referral Trigger	*Planning Regulation 2017*	Agency Type	Technical Agency
Development application for material change of use where all or part of the premises is located within 25m of a State transport corridor.	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1	Concurrence Agency	Department of Transport and Main Roads

Development application for material change of use where all or part of the lot is subject to an easement for the benefit of a distribution entity, or transmission entity, under the Electricity Act;	Schedule 10, Part 9, Division 2, Table 2, Item 1	Advice Agency	Ergon Energy

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 triggers assessment against the following State Code:

- **State Code 1** – Development is a State-Controlled Road Environment.

An assessment of the proposed development against State Code 1 is provided at **Appendix C.** This assessment confirms the proposed development generally complies with the intent and outcomes sought under the relevant State Code.

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 an aspirations;
- Regional approach to natural hazards; and
- Better biodiversity outcomes for growth areas.

ShapingSEQ 2023 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 **Urban Footprint**. The Urban Footprint identifies land sufficient to provide for the region's urban development needs over the life of the plan. The area includes land intended to accommodate the full range of acceptable urban uses, such as housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space.

The site is also located within a South-East Queensland **Major Enterprise and Industrial Area** (MEIA). MEIAs represent major anchors for South-East Queensland's industrial activities regardless of Local Government Area boundaries. MEIAs accommodate medium and high-impact industries and other employment uses associated with, or with access to, state transport infrastructure. These areas are major drivers of economic growth. They are either significant in size or have the potential to expand to provide for industry and business activity clusters of regional and state significance.

The proposed development involves an industrial activity in an area suitable for such purposes. Accordingly, the application complies with the provisions of ShapingSEQ 2023.

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(3) of the *Planning Act 2016*, a Code Assessable Change Application (Other) 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 "Utility Installation" and "Warehouse" as interchangeable uses. The relevant use definitions are as follows:

> ***Utility Installation*** *means the use of premises for—*
>
> *(a) a service for supplying or treating water, hydraulic power or gas; or*
> *(b) a sewerage, drainage or stormwater service; or*
> *(c) a transport service; or*
> *(d) a waste management service; or*
> *(e) a maintenance depot, storage depot or other facility for a service stated in paragraphs (a) to (d).*
>
> *Examples: Sewerage treatment plant,* ***mail depot****, pumping station, water treatment plant*
>
> ***Warehouse*** *means the use of premises for-*
>
> *(a) storing or distributing goods, whether or not carried out in a building; or*
> *(b) the wholesale of goods, if the use is ancillary to the use in paragraph (a).*
>
> *Examples: self-storage facility, storage yard*

These two (2) land use definitions as interchangeable uses was confirmed by Council's Manager Planning as part of informal pre-lodgement advice provided on 21 September 2026.

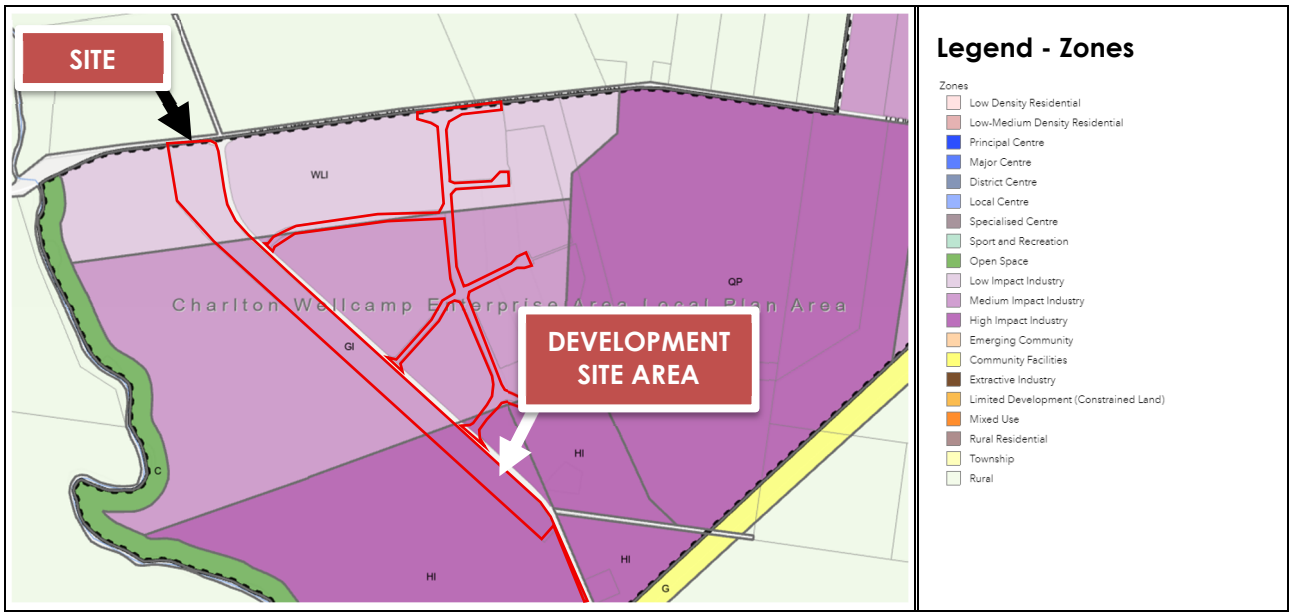
4.6.3 ZONING

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 subject land described as Lot 6 on SP296105 is located in the following zones: High Impact Industry Zone (Heavy Industry Precinct), Medium Impact Industry Zone (General Industry Precinct) and Low Impact Industry Zone (Wellcamp Low Impact Industry Precinct). The development site area for this application is wholly located within that part of Lot 6 on SP296105 located in the **High Impact Industry Zone (Heavy Industry Precinct).** The zoning of the subject land and surrounding locality is provided in **Figure 7 – Zoning Map.**

Under Assessment Table 5.5:10 – High Impact Industry Zone of the *Toowoomba Regional Planning Scheme 2012*, a Utility Installation that does not involve distribution of local utility services and the bulk transmission, storage, generation or treatment is subject to impact assessment. Under Assessment Table 5.9:3 - Charlton Wellcamp Enterprise Area Local Plan of the *Toowoomba Regional Planning Scheme 2012*, a Warehouse use is subject to code assessment.

Under planning legislation where more than one assessment levels applies to a development, the highest assessment level prevails. Accordingly, the material change of use application for two interchangeable uses will be subject to **impact assessment**. This level of assessment was confirmed by Council as part of informal email pre-lodgement advices provided on 11 and 21 September 2026.

FIGURE 8 - ZONING MAP



4.6.4 CHARLTON WELLCAMP ENTERPRISE AREA LOCAL PLAN

In addition to land use zones and precincts, the *Toowoomba Regional Planning Scheme 2012* also includes Local Plans to regulate development in specific sections of the planning scheme area. In this instance, the site is located in the Charlton Wellcamp Enterprise Area Local Plan. It is noted Assessment Table 5.9.3 for the Charlton Wellcamp Enterprise Area Local Plan does not alter the assessment levels for the development as identified in section 4.6.3 above. The inclusion of the subject land in the Charlton Wellcamp Enterprise Area Local Plan Area triggers assessment against the Charlton Wellcamp Enterprise Area Local Plan Code. An assessment against this code is provided at **Appendix B**.

4.6.5 PRELIMINARY APPROVALS FOR VARIATION APPROVAL

The subject allotments described as part of Lot 6 on SP296105 and Lot 800 on SP296105 (International Drive), benefit from a Preliminary Approval for a Variation Request under the *Planning Act 2016*), issued by Council on 19 December 2018 (Council Ref: MCUI/2018/5290). The Preliminary Approval for a Variation Request varies the effect of the *Toowoomba Regional Planning Scheme 2012* (version 19.0) to ensure Material Change of Use applications for "Air Service" uses and Reconfiguring a Lot applications for subdivisions or access easements, remain code assessable. It is noted that the part of Lot 6 on SP296105 not included in the Variation Scheme Area, aligns the Planning Scheme's Extractive Resources Overlay mapping plus a buffer area.

The subject allotment described as Lot 800 on SP296105 (International Drive), also benefits from a Preliminary Approval for a Variation Request under the *Planning Act 2016*), issued by Council on 2 February 2022 (Council Ref: MCUI/2021/5978 including subsequent Change Approval MCUI/2021/5978/A).

The Preliminary Approval for a Variation Request varies the effect of the *Toowoomba Regional Planning Scheme 2012* (version 26.0) to ensure that assessment levels for future developments on land that rely on Lot 800 on SP296105 for access purposes, do not change as a consequence of assessment levels associated with the multiple zones within Lot 800 on SP296105. Accordingly, the development application remains **Impact Assessable** despite the multiple zones within Lot 800.

4.6.6 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 the following three (3) overlays:

- Airport Environs Overlay;
- Environmental Significance Overlay; and
- Flood Hazard Overlay.

The applicability of these overlays is illustrated in **Figures 9-11.**

FIGURE 9 - AIRPORT ENVIRONS OVERLAY MAPPING

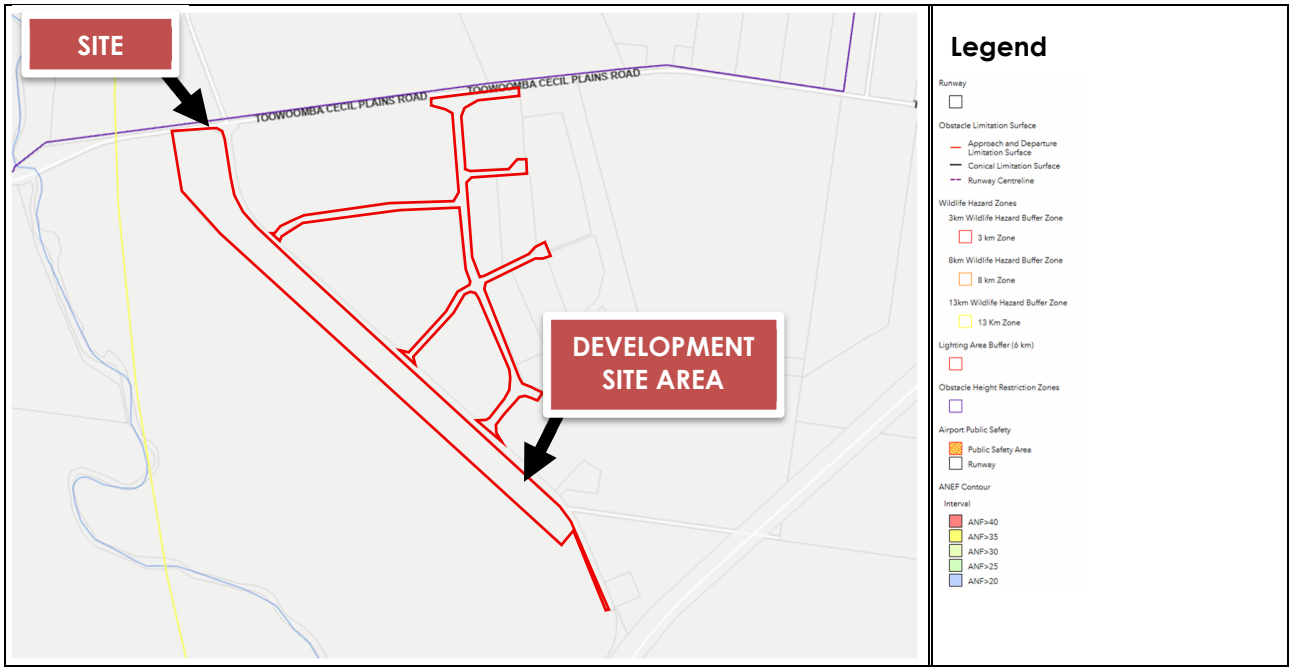


Figure 9 confirms the site is impacted by the Airport Environs Overlay. In particular, the site is located within the 13km Wildlife Hazard Buffer Area of the Toowoomba Airport. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a "Utility Installation" does not change, however, assessment against the Airport Environs Overlay Code is triggered. An assessment of the proposed development against this code is provided at **Appendix B.**

FIGURE 10 - ENVIRONMENTAL SIGNIFICANCE OVERLAY MAPPING

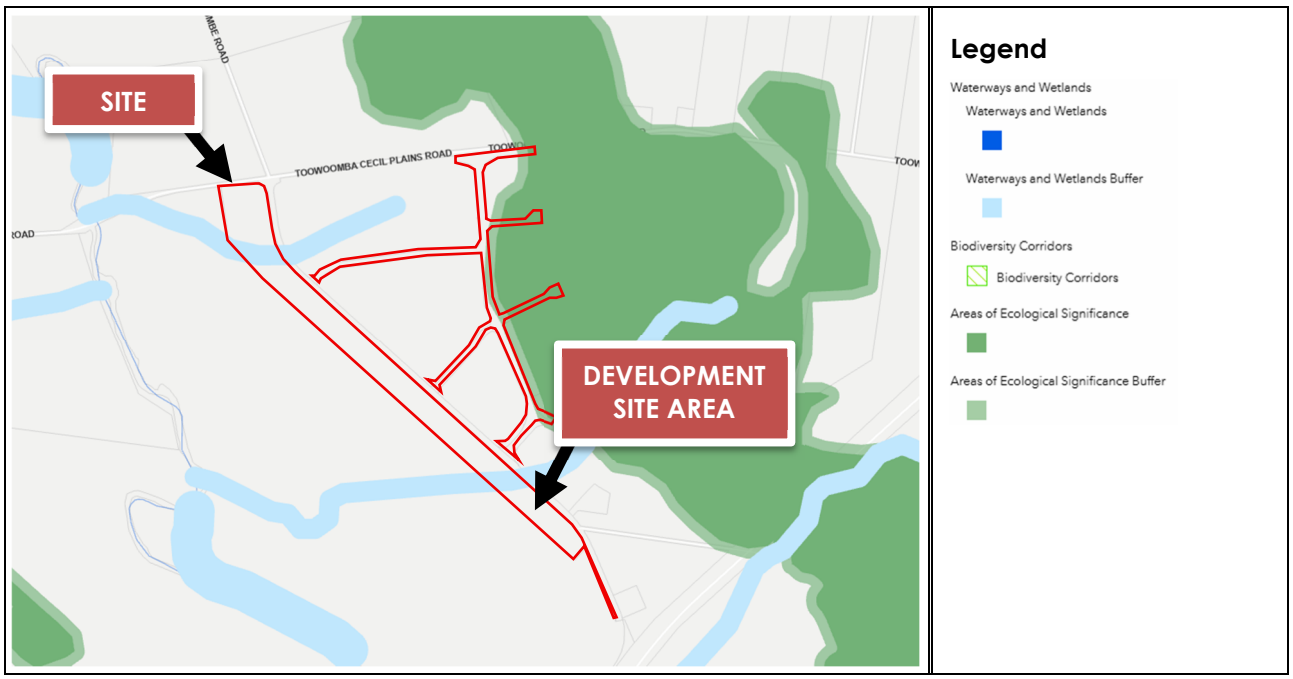


Figure 10 confirms the site is impacted by the Environmental Significance Overlay. In particular, the development site area is mapped as containing Waterways and Wetlands Buffer. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a "Utility Installation" does not change, however, assessment against the Environmental Significance Overlay Code is triggered. An assessment of the proposed development against this code is provided at **Appendix B**.

FIGURE 11 - FLOOD HAZARD OVERLAY MAPPING

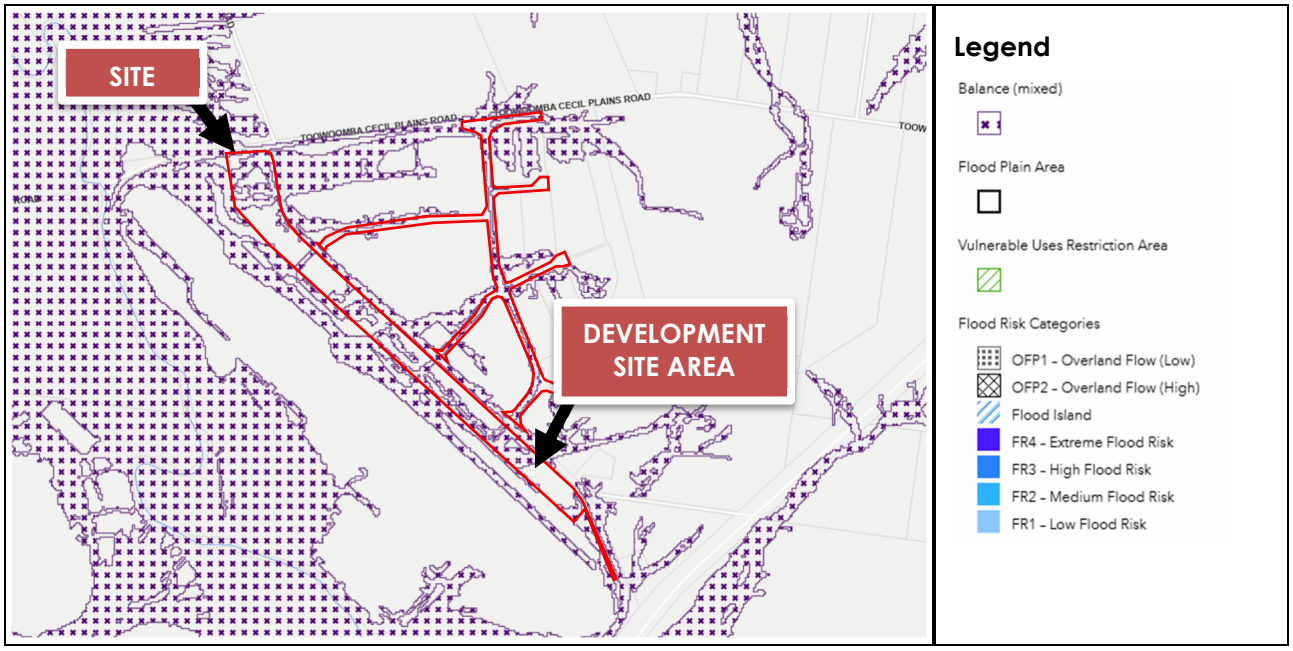


Figure 11 confirms that the site is impacted by the Flood Hazard Overlay. In particular, the development site area is mapped as being within the Balance (Mixed) Area. Under the overlay assessment tables at section 5.10 of the *Toowoomba Regional Planning Scheme 2012*, the level of assessment for a Material Change of Use for a "Utility Installation" does not change, however, assessment against the Flood Hazard Overlay Code is triggered. An assessment of the proposed development against this code is provided at **Appendix B**.

4.6.7 ASSESSMENT BENCHMARKS

As identified in section 4.7, this Development Application is subject to Code 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 – High Impact Industry (Heavy Industry Precinct); refer to section 4.7.2.
- Charlton Wellcamp Enterprise Local Plan Area; refer to section 4.7.3.
- Applicable Codes; refer to section 4.7.4.

4.6.1 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.

4.6.2 OVERALL OUTCOMES – HIGH IMPACT INDUSTRY ZONE

The subject land described as Lot 8 on SP329720 is located in the following zones under the Planning Scheme: High Impact Industry Zone (Heavy Industry Precinct), Medium Impact Industry Zone (General Industry Precinct) and Low Impact Industry Zone (Wellcamp Low Impact Industry Precinct). The development site area for this application is wholly located within the High Impact Industry Zone (Heavy Industry Precinct); refer to **Figure 7**. Accordingly, an assessment has only been undertaken against the relevant planning provisions for the High Impact Industry Zone (Heavy Industry Precinct).

Section 6.5.3.2 of the *Toowoomba Regional Planning Scheme 2012* outlines the general intent for development within the High Impact Industry Zone through the collective identified of a series of overall outcomes for the zone. The proposed development generally complies with the intent of the High Impact Industry Zone as detailed in **Table 2**.

TABLE 2 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
(a) a range of industrial uses that satisfy the intent of the zone will be facilitated;	**Complies:** The development proposes a Utility Installation (mail depot) which is not listed as a consistent or inconsistent use for the zone under the relevant zone code. The nature of the proposed use (i.e. storage and distribution facility) is compatible with nearby industrial activities and will not adversely the ongoing operations of these activities.
(b) residential uses are not located within close proximity to the industrial uses and activities in the zone;	**Not Applicable:** The development does not propose a residential use.
(c) Medium Impact Industry and rural industry uses may be appropriate where they are not detrimentally affected by or compromise the operations of High Impact Industry uses;	**Not Applicable:** The application does not include a Medium Impact Industry use or a Rural Industry use.
(d) offices and direct sales are only provided as part of industry activities where ancillary and subordinate to industry activities occurring on the site;	**Complies:** The proposed office component of the development is ancillary and subordinate to the Utility Installation (mail depot) use.
(e) development is located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on adjacent non-industrial land;	**Complies:** The development site area for the proposed Utility Installation (mail depot) is appropriately located away from sensitive uses. The application is supported by various environmental assessments that confirm the development will maintain safety and avoid significant adverse effects on the natural environment.
(f) development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and encourages sustainable transport use;	**Complies:** The development will incorporate sustainable practices into the design and will be located on a road that will include formed footpaths. The Wellcamp Business Park does not benefit from public bus services.
(g) development is reflective of and responsive to the environmental constraints of the land;	**Complies:** The development will occur on a site that has already been cleared of vegetation and benched to suit industrial activities. The application is supported by various specialist assessments that confirm the development will avoid significant adverse effects on the natural environment.
(h) the scale, character and built form of development contributes to a high standard of amenity;	**Complies:** The development is located in an industrial area that includes existing and proposed industry activities that benefits from a high degree of separation from residential and commercial activities. The proposed scale and design of the development will be consistent and compatible with surrounding industrial activities.

Overall Outcome	Response
(i) development has access to development infrastructure, including utility installations and essential services;	**Complies:** The application is supported by engineering assessments that confirm the development will be adequately serviced by all urban infrastructure networks.
(j) the viability of both existing and future industry uses, particularly high impact industry uses that are difficult to accommodate in other zones due to their potential emissions and impacts, are protected from the intrusion of incompatible uses;	**Complies:** The application proposes an industrial use in an area surrounded by industrial activities. The development will not adversely the affect the ongoing operation of surrounding industrial activities.
(k) adverse impacts on natural features and processes both on-site and on adjoining areas are minimised through location, design, operation and management of development; and	**Complies:** The development will occur on a site that has already been cleared of vegetation and benched to suit industrial activities. The application is supported by various specialist assessments that confirm the development will avoid significant adverse effects on the receiving environment.
(l) development is adequately separated from sensitive land uses to minimise the likelihood of environmental harm or environmental nuisance occurring.	**Complies:** The development is located in an industrial area that benefits from a high degree of separation from residential and commercial activities. The application is supported by various environmental assessments that confirm the development will avoid environmental harm/nuisance.

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

4.6.3 CHARLTON WELLCAMP ENTERPRISE AREA LOCAL PLAN

Section 7.2.3.2 of the *Toowoomba Regional Planning Scheme 2012* outlines the intent for development within the Charlton Wellcamp Enterprise Area Local Plan through the collective identified of a series of overall outcomes.

The proposed development generally complies with the intent of the Local Area Plan as detailed in **Table 3**.

TABLE 3 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
(a) Charlton Wellcamp Enterprise Area is a regionally significant employment hub, serving as a major business and employment area for the Toowoomba, Surat Basin Energy Province and broader Darling Downs Region. Intended to accommodate more than 10,000 employees, it is recognised as an important asset to the broader South-East Queensland and Queensland economies.	**Complies:** The proposed Utility Installation (mail depot) will positively support and augment the Charlton Wellcamp Enterprise Area as a regionally significant employment hub for Toowoomba and the broader Darling Downs Region.

Overall Outcome	Response
(b) Charlton Wellcamp Enterprise Area accommodates a mix of regionally significant business and industry activities that capitalises on the area's strategic location and competitive strengths, particularly proximity to regional transport networks and surrounding agricultural, energy and extractive industry activity. Accordingly, Charlton Wellcamp Enterprise Area will provide for transport and logistics and innovative major, high-impact and special industries providing high value-adding uses and employment opportunities.	**Complies:** The proposed Utility Installation (mail depot) will positively contribute towards a mix of regionally significant business and industry activities for the Charlton Wellcamp Enterprise Area.
Heavy Industry Precinct	
(a) The Heavy Industry Precinct is located in the southernmost part of the Local Plan area. Developable land included within the Heavy Industry Precinct totals approximately 520ha.	**Complies:** The proposed Utility Installation (mail depot) is generally consistent with the intent and purpose of the High Impact Industry Zone (Heavy Industry Precinct) noting the nature of the facility is akin to a storage and distribution facility.
(b) The Heavy Industry Precinct provides land for high-impact industries of regional, state or national significance, with specific industry types and requirements developed in consultation with the State Government.	**Complies:** The Utility Installation (mail depot) is generally consistent with the intent and purpose of the precinct and will positively contribute towards a mix of regionally significant industry activities for the Local Plan Area.
(c) Servicing within the Precinct is not reliant on the development of services elsewhere in the Charlton Wellcamp Enterprise Area and will conform to best practice environmentally sustainable development and industrial efficiency standards.	**Complies:** The application is supported by engineering assessments that confirm the proposed Utility Installation (mail depot) will be adequately serviced by the Wellcamp Business Park's infrastructure networks and the surrounding State and local road networks.
(d) The activities of the Heavy Industry Precinct do not adversely impact on the amenity or viability of the other industries within the Charlton Wellcamp Enterprise Area Local Plan.	**Complies:** The application is supported by environmental assessments that confirm the proposed Utility Installation (mail depot) will not adversely impact on the amenity or viability of the other industries within the Local Plan Area.
General	
5) Development within the Charlton Wellcamp Enterprise Area provides for the timely, efficient and effective provision of infrastructure in a form that meets the needs of the type of industry encouraged within the area.	**Complies:** The application is supported by engineering assessments that confirm the proposed Utility Installation (mail depot) will be adequately serviced by the Wellcamp Business Park's infrastructure networks and the surrounding State and local road networks.
6) Charlton Wellcamp Enterprise Area is suitable as a regionally significant enterprise area due to its access to regional transport networks. The following existing and proposed major transport	**Complies:** The application is supported by engineering assessments that confirm the proposed Utility Installation (mail depot) will not

Overall Outcome	Response
routes are essential to the successful delivery of the Charlton Wellcamp Enterprise Area and their implementation and operational efficiency is not to be prejudiced: (a) Warrego Highway. (b) Gore/Newell Highway. (c) Proposed Toowoomba Bypass. (d) Western Railway. (e) Proposed link to the Port of Gladstone. (f) Proposed Melbourne to Brisbane Inland Rail.	adversely affect the operational efficiency of the major roads listed in overlay outcome (6).
7) The functional layout of development in the Local Plan area capitalises on its location at the junction of regionally significant road and rail links, providing unparalleled access to regional and interstate freight transport and industrial enterprise hubs.	**Complies:** The location of the development capitilises on the proximity of major transport links servicing the Local Plan Area.
8) The Local Plan area has a well integrated internal transport network with efficient links to the regional and interstate road and rail freight routes. The internal transport network is focussed on Stegers Road, O'Maras Road and Toowoomba Cecil Plains Road.	**Complies:** The development will take access via industrial streets that connect to Toowoomba Cecil Plains Road.
9) All elements of the transport network are designed and constructed to maximise efficiency in transport and minimise potential for conflicts.	**Complies:** Refer to the responses to overall outcomes (6), (7) and (8).
10) An integrated public transport system provides convenient services throughout Charlton Wellcamp Enterprise Area and provides frequent, efficient connections to the Toowoomba urban area and key destinations in the Region.	**Not Applicable:** The Wellcamp Business Park is currently not serviced by public bus transport.
11) Pedestrian pathways and bicycle connections are provided throughout the Local Plan area.	**Performance Solution:** The development takes access via Airport Drive that does not include formed footpaths in road verges.
12) Infrastructure will be provided that contributes to the competitive strengths of the Local Plan area, and that supports the planned development of the area.	**Complies:** The application is supported by engineering assessments that confirm the adequacy of infrastructure networks servicing the Wellcamp Business Park to meet the requirements of the proposed development.
13) All infrastructure networks are provided to the Local Plan area at the level capable of servicing the proposed development and which considers the needs of future development.	**Complies:** Refer to the response to overall outcome (12).
14) The development and use of land within the zones for transport and industry purposes is dependent	**Not Applicable:** Refer to the response to overall outcome (12).

Overall Outcome	Response
on the availability of adequate infrastructure. Until such time as infrastructure becomes available, the continued rural use of such lands is supported.	
15) Development minimises land use conflicts and impacts on amenity through good design and appropriate siting of lots and buildings.	**Complies:** The application is supported by environmental assessments that confirm the design and location of the development minimises the potential for land use conflict.
16) The industrial activities located in the Local Plan area are able to operate 24 hours a day, providing an active enterprise location.	**Complies:** The proposed Utility Installation (mail depot) will operate 24 hours a day.
17) New development and ongoing business operations exemplify best practice sustainable design principles and technologies	**Complies:** The development incorporates sustainable design principles in its design.
18) Charlton Wellcamp Enterprise Area is aesthetically appealing, well-connected, functional, economically viable and environmentally sustainable, thereby setting the benchmark for best practice industrial and enterprise development of this type.	**Complies:** The design and location of the development ensures it will positively support the outcomes sought for the Local Plan Area.
19) New development is located, designed, sited and used in ways that avoids environmental harm and does not present unacceptable environmental, health or safety risks.	**Complies:** The application is supported by various environmental assessments that confirm the design and location of the development will maintain safety and avoid significant adverse effects on the natural environment.
20) Development is sited to minimise land use conflicts between industrial activities and surrounding sensitive land uses.	**Complies:** The application is supported by environmental assessments that confirm the design and location of the development minimises the potential for land use conflict.

The above assessment demonstrates that the proposed development generally satisfies the intent and outcomes sought for land included in the Charlton Wellcamp Enterprise Local Plan Area.

4.6.4 APPLICABLE CODES

The codes applicable to the assessment of the proposed development are identified in **Table 4** followed by a summary of the assessment outcomes.

TABLE 4 - APPLICABLE CODES

Zone Code
• High Impact Industry Zone Code An assessment of the proposed development against the Zone Code is provided at **Appendix B** and confirms that the development complies with the outcomes sought within this code.
Local Area Plan Codes
• Charlton Wellcamp Enterprise Local Plan Area Code

Overlay Codes

- Airport Environs Overlay Code
- Environmental Significance Overlay Code
- Extractive Resources Overlay Code
- Bushfire Hazard Overlay Code
- Flood Hazard 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 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:

- Engineering Infrastructure Report, prepared by Kehoe Myers Consulting Engineers; refer to **Appendix E**.
- Conceptual Stormwater Management Plan, prepared by Kehoe Consulting Engineers; refer to **Appendix F**.
- Site Based Management Plan (including a Waste Management Plan), prepared by Range Environmental Consultants; refer to **Appendix G**.

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

6.0 CONSULTATION

6.1 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*.

6.2 PRE-LODGEMENT MEETINGS

The proposed development was the subject of informal pre-lodgement advice provided by Toowoomba Regional Council on 11 September 2026. As part of their advice, Council confirmed the relevant land use definition (i.e. Utility Installation) and assessment level.

Council's Manager Planning provided follow-up email advice on 21 September 2026 confirming the application could include the two land use definitions of "Utility Installation" and "Warehouse" as interchangeable uses to allow flexibility for future tenancies of the development.

7.0 CONCLUSION

This Development Application seeks approval for a Material Change of Use for a Utility Installation (mail depot) and Warehouse as interchangeable uses on land within the Wellcamp Business Park at 1511 Toowoomba Cecil Plains Road, Wellcamp. The assessment that has been undertaken has demonstrated the following:

- The development is industrial in nature (i.e. storage and distribution facility) within an existing industrial area and accordingly is compliant with the intent of the High Impact Industry Zone.
- 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 development will not compromise the outcomes sought under the Strategic Framework (as outlined in section 4.6.12).
- The proposed development achieves compliance with the benchmarks within the relevant zone, overlay and development codes (as outlined in section 4.6.12).
- The technical assessments supporting the application (as detailed in section 5.0) 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

APPENDIX B - ASSESSMENT BENCHMARKS

Toowoomba Regional Planning Scheme 2012

APPENDIX C - STATE CODE ASSESSMENT

APPENDIX D - DEVELOPMENT PLANS

- *Wagner Corporation Pty Ltd*
- *CPO Architects*

APPENDIX E - ENGINEERING INFRASTRUCTURE REPORT

Kehoe Myers Consulting Engineers

APPENDIX F - CONCEPTUAL STORMWATER MANAGEMENT PLAN

Kehoe Myers Consulting Engineers

APPENDIX G - SITE BASED MANAGEMENT PLAN

Range Environmental Consultants

APPENDIX H - THIRD PARTY ADVICES

- *Toowoomba Wellcamp Airport*
- *Wellcamp Business Park*

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK		
Theme/Element	**Relevance Yes/No**	**Assessment**
3.2 SETTLEMENT PATTERN		
3.2.1 Strategic Outcomes	Yes	The development seeks approval for a new mail depot for Australia Post to service the Toowoomba area and the broader Darling Downs region. The development is sited at a highly accessible location with access to the State-controlled road network and Toowoomba Wellcamp Airport. The proposed mail depot is appropriately located within the Wellcamp Business Park in the High Impact Industry Zone of the *Toowoomba Regional Planning Scheme 2012* (Planning Scheme). The nature of the proposed use being a storage and distribution facility is compatible with nearby industrial activities and will not adversely the ongoing operations of these activities. The application is supported by various engineering and environmental assessments that confirm potential offsite amenity impacts can be appropriately mitigated. The proposed industrial use will be connected to and adequately serviced by all urban infrastructure. In addition, the development maintains traffic safety on the surrounding road network taking access from the industrial street network of the Wellcamp Business Park and through the provision of adequate on-site parking and service vehicle manoeuvring.
3.2.2 Element – network of towns	No	
3.2.3 Element – compact urban form	No	
3.2.4 Element – suburban neighbourhoods	No	Refer to the response to 3.2.1.
3.2.5 Element – urban neighbourhoods	No	
3.2.6 Element – centres of activity	No	
3.2.7 Element – central business district (CBD)	No	
3.2.8 Element – sustainable urban development	Yes	The design of the development incorporates sustainable practices including maximising energy efficiency and water re-use devices.
3.2.9 Element – rural landscape	No	
3.2.10 Element – natural places	No	

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK		
Theme/Element	**Relevance Yes/No**	**Assessment**
3.2.11 Element – development constraints	No	
3.2.12 Element – incompatible land uses	Yes	The development application for a mail depot is supported by various engineering and environmental assessments that confirm potential offsite amenity impacts and potential reverse amenity impacts, can be appropriately mitigated.
3.3 NATURAL ENVIRONMENT		
3.3.1 Strategic Outcomes	Yes	The development site area is located within mapped areas of environmental significance but has been historically cleared of vegetation. Proposed stormwater management measures ensure the development will not generate adverse impacts on downstream drainage or groundwater supplies. In addition, the application is supported by various environmental assessments that confirm the development will not generate adverse impacts on the receiving environment.
3.3.2 Element - protect ecosystems with biodiversity values	Yes	Refer to the response to 3.3.1.
3.3.3 Element – waterways, wetlands and aquifers	Yes	Refer to the response to 3.3.1.
3.3.4 Element - air quality	No	
3.3.5 Element – climate change	No	
3.3.6 Element – environmental offsets	No	
3.4 COMMUNITY IDENTITY AND DIVERSITY		
3.4.1 Strategic Outcomes	Yes	The proposed Australia Post mail depot will reinforce the growth of Toowoomba as a regional city and is designed and located to support the regionally significant industries within the Wellcamp Business Park, noting the facility will service the Toowoomba area and the broader Darling Downs region.
3.4.2 Element – rural community identity	No	
3.4.3 Element – Toowoomba City identity	No	
3.4.4 Element – urban design	Yes	The scale, character and built form of the development has been designed to

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK		
Theme/Element	**Relevance Yes/No**	**Assessment**
		complement and appropriately integrate with, the nature of surrounding industrial activities within the Wellcamp Business Park. The design of the development incorporates sustainable practices including maximising energy efficiency and water conservation devices.
3.4.5 Element – community facilities and services	Yes	Refer to the response to 3.4.1.
3.4.6 Element – sport and recreation	No	
3.4.7 Element – urban parks and public places	No	
3.4.8 Element – housing diversity and affordability	No	
3.4.9 Element – cultural diversity and heritage	Yes	There are no recorded cultural heritage values at the site and there are no expected impacts on cultural heritage values in the area.
3.5 NATURAL RESOURCES AND LANDSCAPE		
3.5.1 Strategic Outcomes	Yes	The development site area is located within mapped areas of environmental significance but has been historically cleared of vegetation. Proposed stormwater management measures ensure the development will not generate adverse impacts on downstream drainage or groundwater supplies. The development is not located in a mapped scenic amenity area and the industrial activity has been designed to complement and appropriately integrate with, the nature of surrounding industrial activities within the Wellcamp Business Park.
3.5.2 Element – scenic amenity	No	
3.5.3 Element – water resources	Yes	Refer to the response to 3.5.1.
3.5.4 Element – sustainable production	No	
3.5.5 Element – natural economic resources	No	
3.5.6 Element – stock routes	No	
3.6 ACCESS AND MOBILITY		
3.6.1 Strategic Outcomes	Yes	The development is sited at a highly accessible location with access to the State-controlled road network and Toowoomba Wellcamp Airport. The development

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK		
Theme/Element	**Relevance Yes/No**	**Assessment**
		maintains traffic safety on the surrounding road network taking access from the industrial street network of the Wellcamp Business Park and through the provision of adequate on-site parking and service vehicle manoeuvring. The subject land is located in a peri-urban area that is not serviced by formed pedestrian networks or public transport.
3.6.2 Element – integrated transport system	Yes	Refer to the response to 3.6.1.
3.6.3 Element – active transport	Yes	Refer to the response to 3.6.1.
3.6.4 Element – public transport	No	
3.6.5 Element – road network	Yes	Refer to the response to 3.6.1.
3.7 INFRASTRUCTURE AND SERVICES		
3.7.1 Strategic Outcomes	Yes	The application is supported by engineering assessments that confirm the development will be connected to and adequately serviced by all urban infrastructure. Proposed stormwater management measures ensure the development will not generate adverse impacts on downstream drainage or groundwater supplies. The development is provided with on-site refuse collection arrangements that have been designed to accommodate waste generation for the development.
3.7.2 Element – coordinated infrastructure planning and delivery	Yes	Refer to the response to 3.7.1.
3.7.3 Element – integrating water management and infrastructure	Yes	Refer to the response to 3.7.1.
3.7.4 Element – waste water management infrastructure and services	Yes	Refer to the response to 3.7.1.
3.7.5 Element – utility infrastructure and services	Yes	Refer to the response to 3.7.1.
3.7.6 Element – waste management and recycling	Yes	Refer to the response to 3.7.1.
3.8 ECONOMIC DEVELOPMENT		
3.8.1 Strategic Outcomes	Yes	The proposed Australia Post mail depot will reinforce the growth of Toowoomba as a

TOOWOOMBA REGIONAL PLANNING SCHEME 2012 – STRATEGIC FRAMEWORK		
Theme/Element	**Relevance Yes/No**	**Assessment**
		regional city and is designed and located to support the regionally significant industries within the Wellcamp Business Park, noting the facility will service the Toowoomba area and the broader Darling Downs region.
3.8.2 Element - economic growth	Yes	Refer to the response to 3.8.1.
3.8.3 Element – activity centres and employment	Yes	Refer to the response to 3.8.1.
3.8.4 Element – creative and knowledge-based industries	Yes	Refer to the response to 3.8.1.
3.8.5 Element – tourism	No	

Onstrasting Toowoomba Regional Planning Scheme 2012 (v26.0)

High Impact Industry Zone Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Caretaker's accommodation		
PO_1 Development provides for the accommodation of a caretaker and their family members in a manner that: (a) does not compromise the productivity of the use; (b) is safe and comfortable for the amenity of residents; and (c) has regard to the landscape and private recreation needs of the residents.	$AO_{1.1}$ 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 20m; (b) provided with a private landscape and recreation area which: (i) is directly accessible from a habitable room; (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. $AO_{1.2}$ No more than one (1) caretaker's accommodation unit is established.	**N/A:** The development application does not include Caretaker's Accommodation.
Building Work (not associated with a Material Change of Use)		
PO_2 Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	$PO_{2.1}$ Car parking is provided in accordance with the Transport, Access and Parking Code.	**N/A:** The development application seeks approval for a Material Change of Use.
PO_3 Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	$PO_{3.1}$ No reduction of previously approved landscaping areas is to occur.	**N/A**

Onstrasting Toowoomba Regional Planning Scheme 2012 (v26.0)

High Impact Industry Zone Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO_4 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.	$PO_{4.1}$ Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	**N/A**
PO_5 Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	$PO_{5.1}$ 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 $PO_{5.2}$ Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.	**N/A**

Toowoomba Regional Planning Scheme 2012

High Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Uses		
PO1 The zone accommodates high impact industrial uses and compatible uses: (a) which are of a similar nature having regard to scale, nature of activity and potential impacts; or (b) which directly support the industrial functions of the zone. Non-industrial uses do not compromise the use of land for industry purposes.	AO1.1 Uses which are consistent with the intent of the zone include: (a) caretakers accommodation; (b) emergency services; (c) high impact industry; (d) landing; (e) major electricity infrastructure; (f) rural industry; (g) sales office; (h) service station; (i) special industry (j) substation; (k) telecommunications facility; (l) utility installation where for distribution of local utility services and does not involve bulk storage, generation and/or treatment; and (m) warehouse. AO1.2 Uses which are inconsistent with the intent of the zone include: (a) accommodation activities (other than caretakers accommodation); (b) entertainment activities; (c) low impact industry (d) market; (e) medium impact industry (f) recreation activities; (g) rural activities (other than rural industry); (h) service industries; and	**Performance Solution:** The development proposes a Utility Installation (mail depot) use which is not listed as a consistent or inconsistent use for the zone under AO1.1–1.2. The application also seeks approval for a Warehouse use as an interchangeable use which is listed as a consistent use under AO1.1. The nature of the proposed use (i.e. storage and distribution facility) is compatible with nearby industrial activities and will not adversely the ongoing operations of these activities. **N/A:** Refer to the response to AO1.1.

Toowoomba Regional Planning Scheme 2012

High Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(i) business activities other than those listed in $AO_{1.1}$.	
PO_2 Direct sales to the public as part of industry activities occurs at a scale that is ancillary to and has a direct nexus with the industry conducted on the site.	$AO_{2.1}$ Direct sales to the public as part of industry activities are restricted to the sale of items produced on site. and $AO_{2.2}$ The sales area associated with industry activities does not exceed 10% of the total GFA of the premises.	**N/A** **N/A**
PO_3 Office space provided as part of industry activities is ancillary, subordinate and is directly related to the industry activity conducted on the site.	No acceptable outcome provided.	**Complies:** The proposed office included in this development is necessary, ancillary, subordinate and directly related to the proposed mail depot.
Effects of development		
PO_4 Development minimises potential conflicts with, or impacts on, other uses having regard to vibration, odour, dust and other emissions to air.	$AO_{4.1}$ Development achieves the air quality design objectives set out in the *Environmental Protection (Air) Policy 2008*. $AO_{4.2}$ Development 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:** Refer to the Site Based Management Plan attached at **Appendix G.**
PO_5 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	$AO_{5.1}$ Development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 2008.*	**Complies:** Refer to the Site Based Management Plan attached at **Appendix G.**

Toowoomba Regional Planning Scheme 2012

High Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(b) desired ambient noise levels in residential areas are not exceeded.		
PO_6 Outdoor lighting does not adversely affect the amenity of adjoining properties or create a traffic hazard on adjacent roads.	$AO_{6.1}$ Light emanating from any source complies with *Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting*. $AO_{6.2}$ Outdoor lighting is provided in accordance with *Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic Category V) Lighting – Performance and Installation Design Requirements.*	**Complies**: Outdoor lighting will be designed to comply with relevant standards including AS4282 – Control of the Obtrusive Effects of Outdoor Lighting and AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements. Refer to the Site Based Management Plan attached at **Appendix G**.
PO_7 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.	$AO_{7.1}$ 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 an area free of flood in a 1 in 100 year flood event. $AO_{7.2}$ Provision is made for spills to be bunded and retained on site for removal and disposal by an approved means. $AO_{7.3}$ Roof water is piped away from areas of potential contamination.	**Complies**: Any potential contaminating substance will be stored on bunded areas within buildings and removed from site on an as required basis by an approved contractor. Refer to the Site Based Management Plan that includes a Waste Management Plan at **Appendix G**.
PO_8 The site layout responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use, such that: (a) any earthworks are minimised; (b) the retention of natural drainage lines is maximised; (c) the retention of existing vegetation is maximised;	No acceptable outcome is nominated.	**Complies:** The design of the development ensures the site layout responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use. Noting that: • additional earthworks will be minimal; • natural drainage lines will be maintained; • vegetation clearing is not required;

Toowoomba Regional Planning Scheme 2012

High Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(d) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (e) there is adequate buffering, screening and separation to sensitive land uses.		• no structures will be built over existing services; and • the site is sufficiently separated from sensitive uses to ensure adequate buffering.
PO_9 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.	$AO_{9.1}$ Site Layout provides the following characteristics: (a) visitor Parking is located adjacent to the office component of the building; and (b) separate pedestrian entry to the site and building from vehicular entry and manoeuvring areas.	**Complies:** Refer to the Development Plans at **Appendix D**.
PO_{10} Development is designed to incorporate graffiti-prevention measures.	$AO_{10.1}$ Building design and layout incorporates the following features where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments.	**Complies**: The development has been designed to incorporate graffiti prevention measures.
PO_{11} 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 development has been designed to incorporate appropriate community safety and health measures and avoids unacceptable risk to life and property.

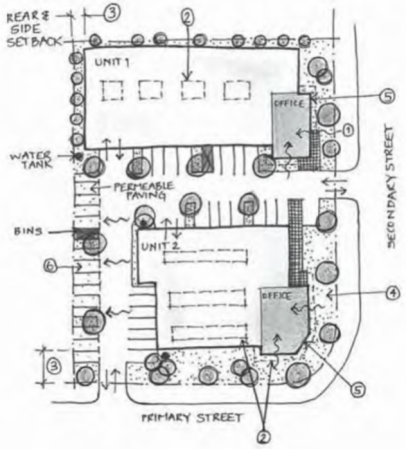
Toowoomba Regional Planning Scheme 2012

High Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Built form		
PO12 Where adjoining non-industrial zoned land, development: (a) is of a scale and layout generally compatible with the character of the nearby non-industrial area; and (b) provides adequate separation, buffering and screening so that the privacy and amenity of adjoining premises are not adversely affected.	AO12.1 Building height does not exceed 10m where the site adjoins non-industrial zoned land, except where the site adjoins land in the Rural Zone and the building is separated from an existing dwelling house on the adjoining land by at least 10m. AO12.2 New buildings, active outdoor use areas, site access and car parking, servicing or outdoor storage areas are set back from any boundary adjoining non-industrial premises a minimum of 6m. AO12.3 Within the setback area provided under AO12.2, both of the following are provided: (a) a minimum 1.8m high solid timber, brick or masonry fence; and (b) a densely planted landscape strip, having a minimum width of 3m. AO12.4 Where adjoining non-industrial zoned land, all external areas are landscaped and sealed. AO12.5 Where adjoining non-industrial zoned land, buildings or other structures do not result in overshadowing of living room windows or private or communal open space of any residential premises, or of any useable public open space, for more than three (3) hours between 9:00 am and 3:00 pm on 21 June, or for more than 20% than existing.	**Complies:** The proposed building has a maximum building height of 11.745m (refer to **Appendix D**) and the subject land does not adjoin non-industrial zoned land (refer to **Figure 8**). **N/A:** The development site area on the subject land does not adjoin non-industrial uses. **N/A** **N/A:** The development site area does not adjoin non-industrial zoned land; refer to **Figure 8.** **N/A:** The development site area does not adjoin non-industrial zoned land; refer to **Figure 8.**
PO13 Development has a high quality appearance and makes a positive contribution to the character of the area having regard to	AO13.1 The unarticulated length of external walls along a road frontage does not exceed 15m.	**Performance Solution:** The design of the proposed buildings includes large expanses of unarticulated external walls, however, the design includes the use of

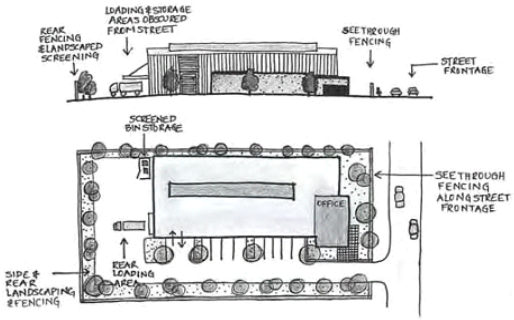
Toowoomba Regional Planning Scheme 2012

High Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
orientation of buildings to the street and incorporation of way-finding elements.	AO13.2 Where applicable, ancillary office space and, sales area, of each building is sited on and oriented towards the primary street frontage.  AO13.3 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	contrasting colours to improve the visual amenity of the development when viewed from public places. The front and south-eastern elevations of the office component also include aluminium wall projections to provide visual interest when viewed from Airport Drive. Refer to the Development Plans at **Appendix D**. **Complies**: The ancillary office for the development is located at the front of the buildings addressing the entry and carpark. Refer to the Development Plans at **Appendix D**. **Complies:** The design of the development ensures pedestrian entries are visible from the entry to the development site area and carpark and are separate to vehicle access points. Refer to the Development Plans at **Appendix D**.

Toowoomba Regional Planning Scheme 2012

High Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(c) are defined by human scale design elements (such as, doors, windows, awnings, a portico, landscaping, etc). AO13.4 If provided, fencing to road frontages or between site entries and building entries is provided as open mesh fencing in black or galvanised steel. **Screening and Fencing** 	**Complies**: Security fencing will be designed to comply with the requirements of AO13.4.
PO14 Building setbacks facilitate significant landscaping at the front of the site and providing a consistent building setback line with other premises in the streetscape.	AO14.1 Buildings have the following minimum front boundary setbacks: (a) 10m from a primary street frontage where the site is located in the High Impact Industry Zone; (b) otherwise 6m or half the height of the building (whichever is greater) from a primary street frontage or a secondary street frontage to a regional arterial or sub-arterial road; and (c) 3m from a secondary street frontage that is not a regional arterial or sub-arterial road.	**Complies:** Refer to the Development Plans at **Appendix D**.

Toowoomba Regional Planning Scheme 2012

High Impact Industry Zone Code – Assessment benchmarks for assessable development

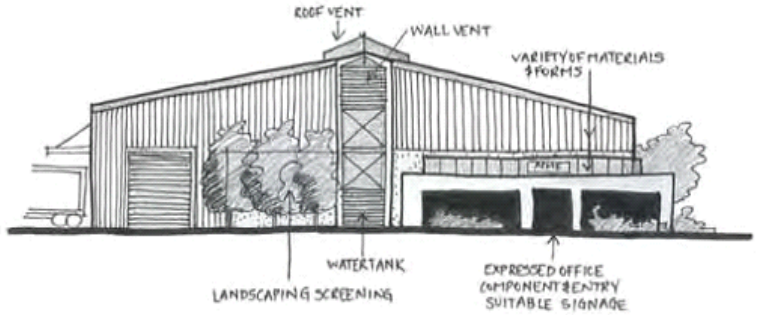
Performance outcomes	Acceptable outcomes	Compliance summary
PO15 Landscaping is provided to enhance the appearance of the development and unsightly components are screened.	AO15.1 Landscaping is provided along all road frontages of the site, for a minimum width of: (a) 5m along any other regional arterial or sub-arterial roads; or (b) 3m along any other road frontage. AO15.2 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. AO15.3 A minimum of 5% of the site is used to provide landscaping.	**Complies**: Refer to the Development Plans at **Appendix D**. **Complies**: Refer to the Development Plans at **Appendix D**.
PO16 At important intersections distinctive buildings are established which act as gateway markers.	No acceptable outcome is nominated.	**N/A**
PO17 A variety of building materials, textures and colours, building elements, articulation and landscaping are used to provide visual interest.	AO17.1 The unarticulated length of external walls does not exceed 15m where: (a) facing a road frontage; or (b) visible from a residential area or public open spaces. Development achieves articulation through the use of variation in textures, colours, finishes and landscaping. AO17.2 Variation of building form and elevation is appropriate to the building's internal function.	**Complies:** Refer to the Development Plans at **Appendix D**. **Complies:** Refer to the Development Plans at **Appendix D**.
Examples for PO17		

Toowoomba Regional Planning Scheme 2012

High Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary

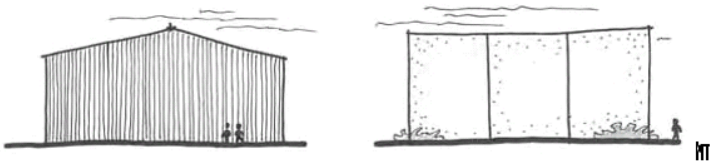
Building Form Legibility



Appropriate Building Forms



Inappropriate Building Forms



Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
General - applies to the whole of the Local Plan area		
Regional Significance		
PO_1 Businesses that locate in Charlton Wellcamp contribute facilities of regional significance that capitalise on the area's strategic location and competitive strengths.	$AO_{1.1}$ Businesses that locate in Charlton Wellcamp: (a) provide goods and services to resource and energy businesses in the Surat Basin; (b) take advantage of the Warrego Highway and Gore Highway for the transport of freight and goods; (c) take advantage of existing and proposed east/west and north/south rail connections within the area; or (d) have links to other major employment nodes/markets/distribution networks for imports and exports, including the Port of Brisbane, Surat Basin and existing industrial areas at Ebenezer, Bromelton, Toowoomba or Brisbane.	**Complies:** The proposed development seeks to accommodate a new mail depot for Australia Post that is strategically located with access to State transport corridors and the Toowoomba Wellcamp Airport to transport mail regionally and nationally.
Major Access Network		
PO_2 Charlton Wellcamp is suitable as a regionally significant enterprise area due to its high level of access to regional transport networks. The following existing and proposed major transport routes are essential to the successful delivery of the Charlton Wellcamp Enterprise Area and their operational efficiency is not prejudiced: (a) Warrego Highway; (b) Gore Highway; (c) proposed Toowoomba Bypass; (d) Western Railway, which provides access to the Darling Downs and Western Queensland,	No acceptable outcome is nominated.	**Complies:** The proposed development will not compromise the delivery and operational efficiency of the transport routes outlined in PO_2.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Surat Basin Energy Province and the Port of Brisbane; (e) proposed link to the Port of Gladstone; and (f) proposed Melbourne to Brisbane Inland Rail.		
Staging		
PO_3 Development has access to all infrastructure networks at the level capable of servicing the proposed development and which considers the needs of future development.	$AO_{3.1}$ Development occurs on land that adjoins land where transport, water, wastewater, drainage and telecommunications infrastructure is already in place.	**Complies:** Refer to the engineering assessments attached at **Appendices E - F**.
Subdivision Layout/Reconfiguring a Lot		
PO_4 Subdivision creates lots that have appropriate areas and dimensions for the siting and construction of required buildings and other structures, the provision of safe access and adequate on-site vehicle parking, required landscaping and buffering, other user needs and environmental considerations, having particular regard to the other Performance Outcomes and Acceptable Outcomes of this Code. *Note: Figure 1- Indicative Industrial Subdivision Layout demonstrates how an appropriate subdivision layout may be achieved.* Lot size and dimensions take into account the slope of the land, topography, and the desirability of minimising earthworks/retaining walls associated with building construction.	$AO_{4.1}$ Subdivision creates regular shaped lots with minimum areas and average widths of not less than the following: **Precinct** / **Minimum Area** / **Minimum Average Width** Intermodal Facility / 2ha / Ratio of 1:2 width to depth Transport and Warehousing / 5ha / 100m Wellcamp Low Impact Industry Precinct / 2ha / Ratio of 1:2 width to depth General Industry / 2ha / Ratio of 1:2 width to depth	**N/A:** The proposed development is for a Material Change of Use.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Lot size and dimensions enable buildings, structures and use areas are sited and managed to: (a) protect natural or cultural features; (b) respect site constraints including soil conditions, bushfire risk, flooding, erosion, drainage and buffers to incompatible land uses; (c) allow for special features such as important vegetation, landforms, waterways and views are protected or enhanced; and (d) if applicable, protect the on-going or future viability of adjoining agricultural land for viable commercial rural production.	<table><tr><td>Heavy Industry</td><td>10ha</td><td>100m</td></tr><tr><td>Quarry Precinct</td><td>10ha</td><td>100m</td></tr><tr><td>Commercial Centre</td><td>Not Applicable</td><td>Not Applicable</td></tr><tr><td>Conservation</td><td>Subdivision not permitted</td><td>Subdivision not permitted</td></tr></table> AO4.2 Lot areas and dimensions allow for site development to incorporate open space as follows: (a) in a minimum 70m wide corridor on either side of the centreline of a waterway or in a corridor the width of flood prone land, established and maintained as a vegetated area along each side of the waterway; (b) on areas with a slope in excess of 7.5%; (c) in accordance with the Conservation and Recreation Precincts of the Local Plan; and (d) on areas adjoining agricultural land external to the Local Plan area, by providing minimum 40m wide buffer areas designed in accordance with Section 3 of the State Planning Guidelines: Separating Agricultural and Residential Land Uses. *Note: Figure 2 Open Space and Constrained Areas demonstrates how land required for open space may be provided.*	
PO5 The reconfiguration gives the location a strong and positive identity by responding to site	No acceptable outcome is nominated.	**N/A:** The proposed development is for a Material Change of Use.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
characteristics, setting, landmarks, places of cultural heritage significance, views, and by establishing clearly legible road hierarchy and streetscaping themes. The design facilitates the staged development of the precinct in an orderly, integrated and cost-effective way, and the integration of business and industry premises into their surroundings, ensuring minimal impact on the amenity of adjacent or nearby areas.	*Note: One way to demonstrate compliance with the Performance Outcome is to prepare a 'Detailed Concept Plan' for the site and its surrounds. A Detailed Concept Plan would be expected to determine and indicate:* *(a) major land use areas;* *(b) any areas with significant environmental value or physical constraints;* *(c) preferred movement corridors;* *(d) major drainage paths and detention areas, and other open spaces;* *(e) the relationship of the sites to the surrounding locality; and* *(f) staging for development.* *A development proponent may also prepare an alternative Concept Plan for approval by Council to replace an existing Concept Plan. Any such proponent prepared Concept Plan will be assessed and decided by Council at the time of lot reconfiguration, or material change of use (if no lot is to be reconfigured).*	
PO_6 The street system and road hierarchy has capacity to safely and efficiently accommodate projected vehicle movements, and allows adequate and safe connectivity to the external road network in a way that does not compromise the operating conditions of that network, particularly the Warrego Highway, the Toowoomba Cecil Plains Road and the Toowoomba Bypass (when constructed).	$AO_{6.1}$ The street system reflects the characteristics specified in Table 7.2.3:2 and Table 7.2.3:3 and as represented in Figures 3a, 3b and 3c Industrial Roads Cross Sections. $AO_{6.2}$ An internal road network is established consistent with Table 7.2.3:2, and which is focussed on Stegers Road, O'Maras Road and Toowoomba Cecil Plains Road.	**N/A:** The proposed development is for a Material Change of Use.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
The street system provides a high level of internal accessibility and safe external connections for vehicles (including heavy vehicles) which includes minimising the use of cul-de- sacs. The road and street system has a clear structure, with component streets designed and constructed to operate to their intended function and hierarchy. The street system takes proper account of the topography and natural drainage systems. The layout provides a network of streets, paths and cycle ways which allow for a high degree of local accessibility and connectivity and achieve a high standard of comfort and safety, through the use of trees and lighting, surveillance from buildings along street frontages and the design of roads that discourage higher traffic speeds. The density and layout of the development, including the reconfiguration of lots for industrial purposes, is responsive to the promotion of public transport and non-vehicular transport modes. The following roads are designed to limit any site access: (a) Warrego Highway (between Leeson Road and Troys Road); (b) Toowoomba Cecil Plains Road; (c) O'Maras Road; and	AO6.3 All streets link with other streets that are no more than one level higher or lower in the hierarchy, as defined in Table 7.2.3:2 and Table 7.2.3:3. AO6.4 Development complies with the current version of 'Complete Streets: Guidelines for Urban Street Design 2010 (the new Queensland Streets)'. AO6.5 Direct vehicular access is not provided to: (a) Warrego Highway (between Leeson Road and Troys Road); (b) Toowoomba Cecil Plains Road; (c) O'Maras Road; or (d) Steger Road.	

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(d) Steger Road.		
PO7 The layout of development contributes to the character of the precinct, provide for the desirable range of uses and activities, be cost-effective to maintain, and contribute to stormwater management and environmental sustainability. The layout incorporates natural and cultural features, allows for the control of soil erosion and sedimentation, and avoids inappropriate development on flood-prone land. The layout integrates with its surrounding urban and/or natural environment, allows for orderly and cost-effective staged provision of infrastructure, and provides for buffers between any existing or potential incompatible land uses. Public or communal open space and landscaping provides for: (a) the creation of attractive streetscape environments with distinctive character and identity; (b) a range and equitable distribution and connectivity of recreation areas, paths, and attractive settings and focal points; (c) the opportunities and constraints presented by the physical characteristics of the land; (d) opportunities for the incorporation of existing trees, rocks, streams and other sites of natural	No Acceptable outcome is nominated. *Note: One way to demonstrate compliance with the Performance Outcome is to prepare a 'Concept Plan'. A Concept Plan would be expected to determine and indicate:* *(a) major land use areas;* *(b) any areas with significant environmental value or physical constraints;* *(c) preferred movement corridors;* *(d) major drainage paths and other open spaces;* *(e) the relationship of the site/s to the surrounding locality; and* *(f) staging for development.* A development proponent may also prepare an alternative Concept Plan for approval by Council to replace an existing plan. Any such proponent prepared plan will be assessed and decided upon by Council at the time of lot reconfiguration, or material change of use (if no lot is to be reconfigured).	**N/A:** The proposed development is for a Material Change of Use.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
or cultural value, and linkage of habitats and wildlife corridors; (e) opportunities to link public open spaces into an effective network; (f) public safety and reasonable amenity of adjoining land uses in the design of facilities and associated engineering works; (g) effective visual buffering, and separation of industrial activities from surrounding incompatible sensitive land uses; and (h) a clear relationship between public open space and adjoining land uses established by appropriate treatment including alignment, fencing, landscaping, and issues of security and surveillance.		
Site Layout		
PO8 The site layout takes into account on-site and surrounding topography, drainage patterns, utility services, access, vegetation, and adjoining land use.	No acceptable outcome is nominated.	**Complies:** The development will be located on a site that has been historically cleared and benched for industrial development and is not traversed by infrastructure networks.
PO9 The site layout, building form and landscaping assists in minimising noise generation and spill lighting and screening unsightly open storage and other outdoor areas from public view.	AO9.1 The site layout and building form maximises protection of surrounding sensitive land uses from adverse impacts by providing: (a) all or most building openings facing away from residential and community uses; (b) external lighting oriented away from residential and community uses; and (c) landscaping which complies with the Landscaping Code.	**Complies:** The proposed development maintains sufficient separation from sensitive uses. Regardless, the design of the development provides adequate landscaping around the periphery of the site and throughout the carpark areas and ensures outdoor storage areas are screened.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO10 The site layout contributes as much as possible to energy efficiency (in terms of heating, cooling, lighting and natural ventilation).	AO10.1 The building is sited to maximise the exposure of occupants to cooling summer breezes, and to minimise their exposure to the western summer sun and to cold winter winds. *Note: Figure 4 Climatically Responsive Design Site Layout and Figure 5 Climatically Responsive Design Natural Light and Ventilation demonstrate how AO10.1 may be achieved.*	**Complies:** Refer to the Development Plans at **Appendix D**.
PO11 Where the site is not being fully developed at one time, the layout allows for later development to be carried out in an orderly and efficient manner.	No acceptable outcome is nominated.	**Complies:** The application seeks to complete industrial development on Proposed Lot 77.
PO12 Hard stand areas are sited at the rear of buildings to ensure that such ancillary uses do not dominate streetscapes.	No acceptable outcome is nominated.	**Complies**
Building Setbacks and Envelope Siting		
PO13 Buildings are setback from the road frontage in such a way that: (a) allowance is made for efficient use of the site and the desired road character and operation; (b) future identified road corridors and existing highway/road interchange upgrades are not compromised; (c) significant landscaping is provided at the front of the site; (d) on-site visitor carparking is provided in an easily visible location at or near the front of the site; (e) buildings contribute to an attractive streetscape character;	AO13.1 All buildings are setback from the primary road frontage not less than: (a) 40m from the Toowoomba Bypass corridor; (b) 20m from the Warrego Highway (other than in the Commercial/Centre Precinct) or the Toowoomba Cecil Plains Road; or (c) 10m otherwise.	**Complies:** Refer to the Development Plans at **Appendix D**.

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(f) buildings help to screen any unsightly outdoor service, storage or other use area; and (g) the location of utility services and drainage paths are taken into account.		
PO14 Buildings are sited in relation to side and rear boundaries such that: (a) allowance is made for efficient use of the site; (b) the requirements of the Building Code of Australia can be satisfied; (c) the location of utility services and drainage paths are taken into account; (d) buildings help to screen any unsightly outdoor service, storage or other use areas; (e) existing or likely future use of adjoining land is not significantly adversely affected; and (f) effective buffer areas are provided to creeks and to agricultural land adjoining the Charlton Wellcamp Enterprise Area Local Plan area.	AO14.1 Buildings are setback: (a) not less than 40m from any boundary adjoining land outside the Charlton Wellcamp Enterprise Area Local Plan area used for rural purposes; and (b) not less than 70m from Dry Creek, Westbrook Creek or Spring Creek; or otherwise, where not for (a) or (b): (c) a minimum of 5m from any side or rear boundary.	**Complies:** Refer to the Development Plans at **Appendix D**.
Building Scale and Appearance		

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO15 The building has a height and bulk that allows for the building to be set into the landscape/ streetscape without becoming visually intrusive.	AO15.1 Development provides a site cover of not more than: (a) 50% in the Heavy Industry Precinct; or (b) 65% in all other Precincts. AO15.2 Building height is not greater than 12m where on land within 100m of the Warrego Highway, Toowoomba Bypass or Toowoomba Cecil Plains Road. A building may have a height greater than 12m where it can be demonstrated that it will not have a significant impact on the visual amenity of the precinct.	**Complies:** Refer to the Development Plans at **Appendix D**. **Complies**: The development has an overall building height of 11.745m; refer to the Development Plans at **Appendix D**.
PO16 Building bulk and form responds to local character, climatic conditions and contributes to an attractive streetscape.	AO16.1 The unarticulated length of external walls does not exceed 15m where: (a) facing a road frontage; or (b) visible from a residential area or public open spaces. Development achieves articulation through the use of variation in textures, colours, finishes and landscaping. *Note: Figure 6 Building Appearance demonstrates how AO16.1 may be achieved.* AO16.2 Variation of building form and elevation is appropriate to the building's internal function. *Note: Figure 7 Definition of Entries, and Reinforcement of Site Building Functions demonstrates how AO16.2 may be achieved.*	**Complies:** Refer to the Development Plans at **Appendix D**.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO_{17} Buildings and signage located at important intersections are distinctive and act as gateway markers to identify entry points into the local plan area.	$AO_{17.1}$ Gateway signage is constructed at: (a) Toowoomba Bypass/Warrego Highway interchange; (b) Toowoomba Bypass/Toowoomba Cecil Plains Road interchange; (c) Warrego Highway on the western entrance; (d) Toowoomba Cecil Plains Road western entrance; and (e) O'Maras Road Overpass. $AO_{17.2}$ Signage at the locations in $AO_{17.1}$ is: (a) consistent with the Advertising Devices Code; (b) provides a single sign with capacity to advertise numerous major businesses located in the Charlton Wellcamp Enterprise Area; and (c) has a theme consistent with other gateway signage established in the Charlton Wellcamp Enterprise Area. *Note: Figure 7 Definition of Entries, and Reinforcement of Site Building Functions demonstrates how $AO_{17.1}$ and $AO_{17.2}$ may be achieved.* *Note: If no other gateway signage has been established in the Charlton Wellcamp Enterprise Area then the first gateway signage is prepared with the assistance of Council officers.*	**N/A:** The proposed development is not located at an important intersection.
PO_{18} Ensure that the front of the building addresses the street. Areas within the buildings requiring public	$AO_{18.1}$ Important design considerations are incorporated into new buildings and include:	**Complies:** Refer to the Development Plans at **Appendix D**.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
access are orientated towards the street frontage or well connected to it both physically and visually by: (a) ensuring the building has a definite hierarchy of functions; and (b) areas within the buildings requiring private or more secure access are configured so as to hinder passive visual or physical intrusion.	(a) all elevations of buildings which address any street frontage have openings that allow for visual and/or physical connection to the street, regardless of whether it is the main entry street; (b) the function of different parts of the building is easily recognisable from the external appearance e.g., administration/entrances/offices appear different from warehouse areas and have different levels of accessibility; and (c) private spaces or areas requiring secure containment are appropriately integrated into the building form and located in less public spaces. *Note: Figure 6 Building Appearance; Figure 7 Definition of Entries, and Reinforcement of Site Building Functions; and Figure 8 Gateway features demonstrate how AO18.1 may be achieved.*	
PO19 Building Entrances are: (a) clearly identified by singular entrances and defined pathways; and (b) defined through shelter and human scale architectural design.	AO19.1 Entrances to buildings are identifiable from public areas including car parks, roads and footpaths. Important design considerations in achieving this include but are not limited to: (a) the design and scale of building entrances are appropriate for their function; *Note: Figure 6 Building Appearance and Figure 7 Definition of Entries, and Reinforcement of Site Building Functions demonstrate how AO19.1 (a) may be achieved.*	**Complies:** Refer to the Development Plans at **Appendix D**.

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(b) separate entrances are provided for vehicles and for pedestrians; *Note: Figure 9 Industrial Site Layout Principles demonstrates how AO19.1 (b) may be achieved.* (c) the main entry to the building is at the front of the building or otherwise easily identifiable from the street; *Note: Figure 6 Building Appearance; Figure 7 Definition of Entries, and Reinforcement of Site Building Functions; and Figure 9 Industrial Site Layout Principles demonstrate how AO19.1 (c) may be achieved.* (d) the office space for each building is located along the principal road frontage of the site; *Note: Figure 9 Industrial Site Layout Principles demonstrates how AO19.1 (d) may be achieved.* (e) building entries are defined by distinctive architectural elements that contrast against the building façade. This can be achieved through glazing, colour, architectural features (i.e. awnings) etc; (f) pedestrian entries incorporate sun and rain shelter; (g) pedestrian entries are defined by human scale design elements;	

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	Note: Figure 6 Building Appearance demonstrates how AO19.1 (e), (f) and (g) may be achieved. *(h) landscaping at the front of buildings reinforces the prominence of building entries; and* *(i) defined pathways provide a direct line of travel to building entrances.* *Note: Figure 7 Definition of Entries, and Reinforcement of Site Building Functions demonstrates how AO19.1 (h) and (i) may be achieved.*	
PO20 Thresholds and fenestrations: (a) allow for adequate access, and egress, ventilation and light for the required function of their location; and (b) are designed to ensure the integrity of the building's weather protection and security.	AO20.1 Thresholds and fenestrations allow for: (a) fenestration placement and design to overlook public and communal areas; (b) identification of the building/s functional components e.g. larger windows to public areas with appropriate orientation and awnings, smaller windows to more private areas and where the orientation means that solar and breeze access is limited.	**Complies:** Refer to the Development Plans at **Appendix D**.
PO21 Roof design: (a) achieves variety in roof shape and colour to compliment the building design and contribute towards the character; (b) keeps within the scale of the building envelope; (c) conceals plant rooms and equipment; (d) allows for water collection, ventilation, shade and shelter;	AO21.1 Overhangs or awnings over pedestrian entrances are a minimum of 900mm from the external building face to the outermost projection.	**Complies:** Refer to the Development Plans at **Appendix D**.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(e) provides large overhangs on pitched roofs to shade external walls and surrounding grounds (especially hardscape areas that may act as heat sinks); and (f) provides appropriately scaled and integrated guttering, downpipes and water tanks.		
PO_{22} Development: (a) has a high quality appearance when viewed from the street, adjoining properties and public open space; and (b) minimises air quality, noise and odour impacts on the amenity of adjoining land.	No acceptable outcome is nominated.	**Complies:** The development will maintain a high quality appearance when viewed from the street; refer to the Development Plans at **Appendix D**. The proposed development will be managed to ensure that potential offsite environmental impacts will not adversely affect the amenity of nearby sensitive receptors. Refer to the Site Based Management Plan attached at **Appendix G**.
PO_{23} The building is designed and finished to have a high quality, modern appearance that helps integrate the building into the environment in which it is set.	$AO_{23.1}$ A building has materials, colours and architectural details of a high standard, and in accordance with the following: (a) materials - brick, masonry, glass, colourbond; and (b) colours – 'earth tones' comprising greens, blues, greys.	**Complies:** Refer to the Development Plans at **Appendix D**.
PO_{24} Suitable building materials are used that provide: (a) durability - materials are applied as fit for their design. Considered material selection according to its vandal resistance and maintenance regimes will assist in the development maintaining a quality appearance for longer; and (b) liveability - selection and configuration of materials to minimise noise and air-borne pollutant transmission.	No acceptable outcome is nominated.	**Complies:** Refer to the Development Plans at **Appendix D**.

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Landscaping		
PO25 Landscaping is designed, established and maintained in a manner to: (a) be an appropriate scale relative both to the street reserve width and to the size and nature of the development; (b) incorporate significant existing vegetation, where possible; (c) be sensitive to site attributes, such as streetscape character, natural landform, existing vegetation, views and drainage; and (d) allow adequate lighting and pedestrian and vehicular safety.	AO25.1 On-site landscaping is provided: (a) along the full length of the road frontage of the site, apart from vehicle access points, with a minimum width of: (i) 10m along the Toowoomba Bypass Corridor, and where opposite rural land outside the Charlton Wellcamp Enterprise Area Local Plan area; (ii) 6m along the Warrego Highway; (iii) 6m along Toowoomba Cecil Plains Road; (iv) 2m along the Warrego Highway within the Commercial Centre Precinct; (v) 3m along any other road frontage; and (vi) 10m, densely planted, along the rear of buildings adjoining non-access roads; (b) along any adjoining waterway for a minimum width of 70m (measured from the edge of the defined waterway channel and applicable to each side of the waterway); and (c) elsewhere on the site to screen outdoor storage areas and other unsightly open areas from public view where such screen planting has a minimum width and height of 2m.	**Complies:** Refer to the Development Plans at **Appendix D**.
	AO25.2 Landscaping near electric lines or substations, whether for commercial or private purposes, is designed and developed so that: (a) on land beneath, or within 5m of land beneath, an electric line , or within 5m of a	**N/A**

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	substation boundary, any vegetation at maturity or landscaping structures or works do not exceed 4m in height; (b) otherwise, vegetation is planted in a position that is further from the nearest edge of the land beneath electric line or substation boundary than the expected maximum height at maturity of the vegetation; (c) on land adjoining an electricity substation boundary, the vegetation foliage at maturity is not within 3m of the substation boundary. However, where a substation has a solid wall along any part of its boundary, foliage may extend to, but not above or beyond, that solid wall; and (d) there is personnel and vehicular access available to the electricity works. Note: Figure 10 Electricity Infrastructure Buffers demonstrates how $AO_{25.2}$ may be achieved.	
PO_{26} Landscape placement and orientation achieves the following outcomes: (a) soften the appearance of building walls; (b) soften the view of large areas of hard paving when viewed from adjoining streets; (c) soften or screen the view in to work or storage areas; (d) incorporate shade planting to parking areas; (e) provide visual buffering along the rear of buildings on non-access roads;	$AO_{26.1}$ Landscape treatment is used to frame pathways and building entries, adding to site legibility. *Note: Figure 7 Definition of Entries, and Reinforcement of Site Building Functions demonstrates how $AO_{26.1}$ may be achieved.* $AO_{26.2}$ Landscape areas do not impact on the safe operation of vehicles. Sightlines are maintained by avoiding the location of dense planting at corners of carpark aisles or at car park entries.	**Complies:** Refer to the Development Plans at **Appendix D**.

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(f) planting to not excessively reduce solar access and ventilation; and (g) maintain sightlines. Plant selection achieves the following outcomes: (a) species that have low water requirements and are drought resistant; (b) durable plant species that are able to withstand placement in an industrial environment; (c) species that do not create an excessive amount of litter or shed limbs; and (d) species with non-invasive root systems or shallow root systems that have the potential to damage underground services or paved services.	AO26.3 Development retains existing large mature trees where possible. AO26.4 Plant selection occurs consistent with the Acceptable Outcomes of the Landscaping Code. AO26.5 Planted landscape areas within the carpark areas generally consist of: (a) ground cover; (b) bare stem (between 1.2m - 2m in height) tree species, provided every three car spaces; and (c) tree species that have low water requirements and are non-limb shedding and do not create excessive litter.	
Ancillary Use Areas		
PO27 Waste storage and collection areas, loading/unloading areas and any outdoor storage facilities of premises are: (a) suitably located for convenient use; and (b) designed to be visually attractive or screened.	AO27.1 Waste storage and loading/unloading areas are located for convenient use and collection, screened from public view and are behind the main building line or in a building or enclosure. AO27.2 Outdoor storage areas are sited so as to be visually unobtrusive from the street or any nearby residential or other incompatible use, or screened from view. *Note: Figure 9 Industrial Site Layout Principles and Figure 11 Landscape Screening demonstrate how AO27.1 and AO27.2 may be achieved.*	**Complies:** Refer to the Development Plans at **Appendix D**. **Complies:** Refer to the Development Plans at **Appendix D**.

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Fences and Walls		
PO28 Fences and walls: (a) are finished and maintained to be visually attractive and to contribute to or blend with the site's landscaping; (b) where appropriate, are designed and detailed to provide visual interest to the streetscape; (c) are constructed of materials which are compatible with the buildings on the site; (d) can provide effective screening from any adjoining incompatible use; and (e) where appropriate, assist in highlighting entrances and paths.	AO28.1 Retaining walls do not exceed a height of 2m and are landscaped or otherwise detailed so as not to appear to be a solid expanse or mass. AO28.2 Solid fencing or walls or landscaped earth mounds are provided to screen views and/or buffer noise to any adjoining non-industrial use. *Note: Figure 12 Fencing for Industrial Areas provides examples of preferred and undesirable fencing in industrial areas.*	**N/A:** The development site area has already been benched to suit industrial development and does not require additional retaining walls.
Environmental Performance - Environmental Management		
PO29 Development minimises potential conflicts with, or impacts on, other uses having regard to vibration, odour, dust or other emissions.	AO29.1 Development achieves the air quality design objectives set out in the Environmental Protection (Air) Policy 2008. AO29.2 Development 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 will be managed to achieve the required air quality design objectives; refer to the Site Based Management Plan at **Appendix G**. **Complies:** The development does not involve the storage of materials that have the potential to result in air contaminants and the development will be managed in an appropriate manner to ensure that environmental impacts are avoided. Refer to the Site Based Management Plan attached at **Appendix G.**
PO30 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	AO30.1 Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008.	**Complies:** The proposed development will be managed to achieve the required noise generation levels. Refer to the Site Based Management Plan attached at **Appendix G.**

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(b) desired ambient noise levels in residential areas are not exceeded.		
Environmental Performance – Hazard and risk		
PO31 The industry proposed contributes to public safety by: (a) minimising the potential for harm to development by natural events; and (b) minimising the potential for harm to the surrounding community.	No acceptable outcome is nominated. *Note: Council may require as part of an information request, a hazard and risk assessment that demonstrates that potential hazards have been controlled through physical design, material handling and storage, adopted site procedures and safety management systems.*	**Complies:** The development site area is within an industry park containing industrial activities and the proposed development is not of a nature that will generate environmental harm to the surrounding locality. Refer to the Site Based Management Plan attached at **Appendix G**.
Environmental Performance – Rainwater Tanks		
PO32 All new buildings are to capture, retain and reuse a substantial amount of rainwater.	AO32.1 All new buildings are to incorporate rainwater tanks with a capacity of 3kl per 100m^2 of roof area.	**Complies**
Where in the Intermodal Facility Precinct		
PO33 Development requires the delivery of goods via rail or the interchange of freight between rail and road transport modes or is directly associated with rail or road transport activities.	AO33.1 Development is for: (a) road/rail freight interchange facilities; (b) major road freight terminal buildings and depots; (c) major rail freight terminals and depots; or (d) associated storage and operational facilities.	**N/A:** The subject site is not located within the Intermodal Facility Precinct.
PO34 Development within the Intermodal Facility Precinct does not compromise the ability of the intermodal facility to take full advantage of the Melbourne to Brisbane inland rail line or negatively impact on ability to provide a rail siding that integrates with the inland rail line.	AO34.1 Development does not occur until a set alignment for the Melbourne to Brisbane inland rail line has been confirmed in writing and a suitable alignment for the rail siding in the precinct has been identified. The preferred alignment is agreed in writing with Queensland	**N/A:** The subject site is not located within the Intermodal Facility Precinct.

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	Transport (DTMR), Queensland Rail and all other relevant stakeholders. $AO_{34.2}$ The design and layout of the precinct does not negatively impact upon the opportunity to establish the Melbourne to Brisbane inland rail line and associated infrastructure.	
PO_{35} The design of the rail siding within the Intermodal Precinct provides for the efficient operation of rail services and the intermodal facility, provides for the safe and efficient movement of trains and minimises conflict with the road network.	$AO_{35.1}$ The design of the rail siding within the Intermodal Precinct achieves the following: (a) high level layout design for trains up to 1,800m in length with double stacked containers. This is achieved without having to break down trains prior to entering the site; (b) enable efficient connections for services in all directions. This enables the operation of the intermodal facility without significantly impacting on the operation of the Western Rail line; (c) minimal conflict with the road network. This final alignment necessitates the construction of the least number of bridges and other highly engineered road infrastructure that would otherwise be required to facilitate the efficient operation of the Warrego, proposed Toowoomba Bypass and internal road network; (d) minimum length of siding road (between turnouts) corresponds with length of trains to be serviced; (e) grade separation for major and minor arterial roads;	**N/A:** The subject site is not located within the Intermodal Facility Precinct.

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(f) straight alignment and 5m centres for yard tracks and 6.5m minimum between track centres of main line and siding; (g) corridor (right of way) width for main lines as per 'QR standard drawing 2571 track formation'; (h) horizontal curve radii are limited to 200m (40kph) for main lines and 100m (25kph) for the terminal; (i) turnouts to be located on a straight; and (j) allowances to be made for locomotive provisioning, maintenance, safe vehicular access and possible overhead gantry crane.	
PO36 Reconfiguration does not prejudice development of or limit siting and design flexibility for an intermodal facility	AO36.1 Lots are consistent with an approved master plan prepared in accordance with SC6.4 PSP No. 4 Master Planning.	**N/A:** The subject site is not located within the Intermodal Facility Precinct.
Where in the Transport and Warehousing Precinct		
PO37 Development is for road based freight, transport, warehouse and distribution uses and facilities.	AO37.1 Development is for: (a) road freight interchange facilities; (b) major road freight terminal buildings and depots; or (c) associated storage and operational facilities.	**N/A:** The subject site is not located within the Transport and Warehousing Precinct.
Where in the Heavy Industry Precinct		
PO38 New development comprises uses of regional, state or national significance, as determined through ongoing negotiations with Toowoomba Regional Council, the Department of Infrastructure and Planning and the Department	No acceptable outcome is nominated.	**Complies:** The subject site is located within the Heavy Industry Precinct; refer to **Figure 8**. The development seeks to provide a new mail depot for Australia Post to service the Toowoomba area and the broader Darling Downs Region.

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
of Employment, Economic Development and Innovation.		
Where in the Quarry Precinct		
PO_{39} The existing hard rock quarry continues to operate.	No acceptable outcome is nominated.	**N/A:** The subject site is not located within the Quarry Precinct.
PO_{40} Development is for a purpose that is compatible with the existing quarry and does not have a detrimental impact on the ongoing operation and future expansion of the quarry.	No acceptable outcome is nominated.	**N/A:** The subject site is not located within the Quarry Precinct.
Where in the Commercial Centre Precinct		
PO_{41} The preferred land uses in the Commercial Centre Precinct are focussed on servicing the needs of workers and businesses in the Charlton Wellcamp Enterprise Area Local Plan area.	$AO_{41.1}$ The built form is appropriate to the function of the Commercial Centre Precinct as a local service centre, incorporating uses such as: (a) food and drink outlet; (b) hotel (where in the Charlton North Commercial Centre Sub-Precinct); (c) sales office; (d) service station (where in the Charlton North commercial centre); (e) short-term accommodation (where in the Charlton North commercial centre); and (f) shop.	**N/A:** The subject site is not located within the Commercial Centre Precinct.
PO_{42} Built form within the Commercial Centre Precinct contributes to the character of the area by creating a pedestrian scale village atmosphere. This is achieved through high quality building design which presents a human scale and addresses public areas.	$AO_{42.1}$ All buildings and structures are designed to reflect the desired image of the Charlton Wellcamp Enterprise Area Local Plan area as a contemporary enterprise area. $AO_{42.2}$ The Charlton North Commercial Centre functions as a gateway marker to the Local Plan area. To reinforce this role, the architectural	**N/A:** The subject site is not located within the Commercial Centre Precinct.

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Buildings in the Commercial Centre Precinct reflect the human-oriented nature of the precinct as compared to the industrial areas of the Charlton Wellcamp Enterprise Area Local Plan area, through distinctions in building design, form and scale. All buildings and structures are designed to reflect the desired image of the Charlton Wellcamp Enterprise Area Local Plan area as a contemporary enterprise area.	design is distinctive and promotes the image of Charlton Wellcamp as a regionally significant enterprise area. AO42.3 Buildings address outdoor public areas including footpaths, open space and car parks. AO42.4 Pedestrian routes are covered by protective awnings and shade trees over footpaths. AO42.5 Vistas are created by street trees along the edges of footpaths and road pavement, road alignment, topography and overall built form. AO42.6 Building design addresses main roads, public areas and adjoining open space, to create an integrated, urban built form. AO42.7 Buildings are designed with flexible layouts and building heights to enable occupancy by different uses over time. This is achieved through buildings with floor to ceiling heights of: (a) ground level: 3.3m minimum to allow for commercial and/or retail uses; and (b) all other floors: 3m minimum. AO42.8 Dominant uses such as the service station and the hotel are integrated with the overall design and architectural style for the site, making a positive contribution to the image of the centre.	

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Charlton Wellcamp Enterprise Area Local Plan Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO_{43} The public realm within centres contributes to a human scale village atmosphere with high levels of user amenity.	$AO_{43.2}$ Development oriented to street frontages incorporates feature points such as pedestrian thoroughfares (arcades), entries, corners and congregation areas.	**N/A:** The subject site is not located within the Commercial Centre Precinct.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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.	**Complies:** The proposed development will not impinge on the Obstacle Limitation Surface (OLS) of Toowoomba Wellcamp Airport or the Toowoomba Airport. The subject site is located beneath the OLS (470m-480m) of the Toowoomba Wellcamp Airport. Reference is made to **Figure 7** at section 3.2 of the Planning Report that confirms the height of the building will not impinge on the OLS of the Toowoomba Wellcamp Airport at this location.
	$AO_{1.2}$ 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.	**N/A:** The subject site is not located within proximity of the Oakey Army Aviation Centre.
	$AO_{1.3}$ Any cranes or other equipment used during the construction do not exceed the heights set out in $AO_{1.1}$ or $AO_{1.2}$.	**Complies**.
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: (a) dwelling house, multiple dwelling, dual occupancy, retirement facility, tourist park, hospital, health care services, relocatable home park, community residence, child	**N/A:** The development site is not located within ANEF Contours of the Toowoomba Airport but is located within the ANEF 20-25 contour of the Toowoomba Wellcamp Airport. The development does not seek approval for any of the uses listed in $AO_{2.1}$.

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	care centre, educational establishment, residential care facility, resort complex, rooming accommodation or rural worker's 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.	
PO_3 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 –	No acceptable outcome is nominated.	**Complies:** The development site is not located within ANEF Contours of the Toowoomba Airport but is located within the ANEF 20-25 contour of the Toowoomba Wellcamp Airport. The development will incorporate 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.

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Building Siting and Construction and Australian Standard AS2107 – Acoustics – Recommended design sound levels and reverberation times for building interiors.		
Lighting and Emission Hazards		
PO_4 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.	**N/A:** The development site is not located within the Airport Dangerous Light Area of the Toowoomba Airport or the Toowoomba Wellcamp Airport.
	$AO_{4.2}$ 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.	**N/A:** The development site is not located within the Airport Dangerous Light Area of the Toowoomba Airport or the Toowoomba Wellcamp Airport.
	$AO_{4.3}$ Roofs of buildings within the airport dangerous light area shown on Airport Environs Overlay maps are of a non-reflective colour or material.	**N/A:** The development site is not located within the Airport Dangerous Light Area of the Toowoomba Airport or the Toowoomba Wellcamp Airport.
PO_5 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.	**N/A:** The proposed development does not require the removal of vegetation.
	$AO_{5.2}$ 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.	**N/A:** The nature of the site operations will not result in the generation of gas plumes. Refer to the Site Based Management Plan attached at **Appendix G.**

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Development within the Public Safety Area		
PO_6 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: (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.	**N/A:** The development site is not located within the Public Safety area of the Toowoomba Airport or the Toowoomba Wellcamp Airport.
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);	**Complies:** The development site is not located within the 3km Wildlife Hazard Buffer of the Toowoomba Airport. The development site is, however, located the within the 3km Wildlife Hazard Buffer of the Toowoomba Wellcamp Airport but does not include any of the uses listed in $AO_{7.1}$.

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing.	**Complies:** Refer to response to AO7.1.
	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).	**N/A:** The development site is not located between the 3km and 8km Wildlife Hazard Buffer Zone of the Toowoomba Airport or the Toowoomba Wellcamp Airport.
	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	**N/A:** The proposed development includes a Utility Installation for mail depot but not for the disposal of putrescible waste.

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	zone shown on the Airport Environs Overlay Maps. $AO_{7.5}$ Landscaping does not include species that at maturity would intersect the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.	**Complies:** Species selection for proposed landscaping will not achieve a mature height that will impinge on the OLS of the Toowoomba Wellcamp Airport.
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.	**N/A:** The proposed development does not include activities listed in $AO_{8.1}$.

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Environmental Significance Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Areas of Ecological Significance		
PO_1 Vegetation disturbance or other impacts on areas of ecological significance shown on the Environmental Significance Overlay maps, is avoided or where disturbance cannot be avoided the loss or reduction of ecological values is minimised.	$AO_{1.1}$ Impacts are avoided by locating development wholly outside mapped areas of ecological significance and areas of ecological significance buffer identified on the Environmental Significance Overlay maps. OR Where impacts on areas of ecological significance shown on the Environmental Significance Overlay Maps cannot be avoided, they are minimised by: (a) minimising the total footprint within which activities, buildings, structures, driveways and other works or activities are contained; (b) avoiding further fragmentation of areas of ecological significance and strengthening linkages where possible; (c) utilising areas of lesser importance in terms of biodiversity values so that areas of higher value are conserved to the greatest extent practicable; and (d) maintaining areas of ecological significance in patches of greatest possible size and with the smallest possible edge to area ratio.	**N/A:** The development site area is not located within Areas of Ecological Significance on the Environmental Significance Overlay map: refer to **Figure 10**.
PO_2 Development optimises biodiversity outcomes by prioritising the location of environmental offsets within identified biodiversity corridors.	$AO_{2.1}$ Biodiversity offsets designed to counterbalance development impacts on areas of ecological significance are delivered consistent with the Queensland Government Environmental Offsets Policy 2008 and other applicable biodiversity/environmental offset policies.	**N/A:** The proposed development does not involve biodiversity offsets.

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Environmental Significance Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO3 Landscaping complements biodiversity values by incorporating the following elements into the landscaping design: (a) native plants of local origin; or (b) known food and habitat trees and shrubs for endemic native fauna species in the local area; or (c) replication of adjacent healthy remnant habitats, including understorey vegetation; and (d) no declared noxious plants, weeds or invasive plants likely to displace native flora species or degrade fauna habitat.	No acceptable outcome is nominated.	**Complies:** Species selection for proposed landscaping will complement biodiversity values of the surrounding environment.
PO4 Movement of fauna is facilitated within and through the site, particularly along identified biodiversity corridors by: (a) ensuring that development and associated activities do not create barriers to the movement of fauna along and within biodiversity corridors; (b) directing fauna to locations where wildlife infrastructure has been created, to enable wildlife to safely negotiate a development area; and (c) separating fauna from potential hazards.	No acceptable outcome is nominated.	**N/A:** The development site area is not located within a biodiversity corridor.
PO5 Identified biodiversity corridors on the Environmental Significance Overlay maps and their role to potentially connect areas of ecological significance (through rehabilitation or enhancement) are not compromised by development.	No acceptable outcome is nominated.	**N/A:** The development site area is not located within a biodiversity corridor.

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Environmental Significance Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Waterways and Wetlands		
PO_6 Development is not carried out within a mapped waterway or wetland identified on the Environmental Significance Overlay maps.	$AO_{6.1}$ Development is located outside the mapped boundary of a waterway or wetland identified on the Environmental Significance Overlay maps.	**Complies:** The development site area is partly located within the Waterways and Wetlands Buffer on the Environmental Significance Overlay; refer to **Figure 10**. Despite this, the development site area has been historically cleared of vegetation and benched to suit industrial development. Consequently, no further impacts on environmentally sensitive areas are proposed.
PO_7 Development provides a buffer which protects the ecological, hydrological and water quality values of the wetland or the waterway.	$AO_{7.1}$ Development provides a buffer area which is vegetated with native plants endemic to the area. $AO_{7.2}$ Buildings, structures and works are not carried out within the buffer area identified on the Environmental Significance Overlay maps.	**Complies:** Refer to the response to $AO_{6.1}$.
PO_8 Development retains the existing hydrological regime or re-establishes the previous naturally occurring regime.	$AO_{8.1}$ Existing flows of surface and ground water are not altered through construction of channelled flows or the redirection or interruption of flows.	**Complies:** Refer to the response to $AO_{6.1}$.

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Flood Hazard Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Development in Flood islands only		
PO_1 Development involving a vulnerable use is not located in a flood island area. Note: This is the only performance criterion in Table 8.2.3.1 applicable to development in a flood island area.	$AO_{1.1}$ Vulnerable uses are not located within a flood island area.	**N/A:** The development site area is not located within a Flood Island Area; refer to **Figure 11**.
Material change of use (Home based business only)		
PO_2 Development ensures occupants and property avoid areas of intolerable risk, and otherwise are prepared for and resilient to flood events.	$AO_{2.1}$ Development is not located in the FR4 or FR3 flood risk areas or the OFP2 (high) overland flow path area. $AO_{2.2}$ Materials stored on site: (a) are those that are readily able to be moved in a flood event; and (b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood. Editor's Note – Businesses should ensure that necessary emergency and continuity plans are in place to account for the potential need to evacuate personnel and to relocate property prior to a flood event (e.g. to allow enough time to transfer stock to the upstairs level of a building or off-site).	**N/A:** The proposed development does not include a Home Based Business.
Rearrangement of Boundaries		
PO_3 Development layout does not increase the risk to existing or future people, property or infrastructure located on the premises or other premises.	$AO_{3.1}$ Development ensures there is sufficient area outside the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area to accommodate the intended use(s).	**N/A:** The proposed development is for a Material Change of Use.

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Flood Hazard Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	$AO_{3.2}$ Development ensures that building envelopes are located in an area other than the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area. $AO_{3.3}$ Development ensures that the entry points into the development are located to provide a safe and clear evacuation route path that meets the requirements of Table 8.2.3.6 during floods up to the Defined Flood Event.	
Resilient Built Form (all other development, including Dwelling house and Dual Occupancy)		
PO_4 Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding, such that buildings are: (a) located to avoid the risk to occupants and minimise the risk of property damage; (b) developed in accordance with the overall outcomes of an applicable Flood Management Precinct; (c) capable of withstanding the flood hazard through compliance with flood planning level requirements and the relevant building assessment provisions. Note: New buildings may require a structural engineering design capable of withstanding the nature of the hazard(s) to which the building will be subject consistent with the requirements of the relevant building assessment provisions. Refer to section 1.6 for more information.	$AO_{4.1}$ Buildings are not located in the FR4 or FR3 flood risk areas. Editor's Note – Development that cannot comply with this acceptable outcome will require assessment by Council. $AO_{4.2}$ Buildings in a Flood Management Precinct are developed in accordance with the overall outcomes of that precinct. Editor's Note – Development that cannot comply with this acceptable outcome will require assessment by Council. $AO_{4.3}$ Buildings in a flood risk area: (a) of a residential nature provide a finished habitable floor level located, designed and constructed to at least the flood planning level specified in table 8.2.3.3 and designed in accordance with the relevant building assessment provisions; (b) of a non-residential nature provide a finished floor level located, designed and constructed to at least the flood planning level specified in table 8.2.3.3 and designed	**Complies:** The development site area is not located within the FR4 or FR3 flood risk areas; refer to **Figure 11**. **N/A:** The development site area is not located within a Flood Management Precinct; refer to **Figure 8**. **Complies:** The proposed development involves the use of a site that has previously profiled to remove/minimise flood risk as a consequence of past development approvals.

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Flood Hazard Overlay Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	in accordance with the relevant building assessment provisions; and (c) where utilising pier and pole construction, if understorey screening is provided it is a minimum of 50% permeable to allow for the flow of flood water through the understorey. Note: The Queensland Government Fact Sheet 'Rebuilding after a flood' provides information about water resilient products and building techniques. Note: New buildings may require a structural engineering design capable of withstanding the nature of the hazard(s) to which the building will be subject consistent with the requirements of the relevant building assessment provisions. Refer to section 1.6 for more information. $AO_{4.4}$ Buildings in an overland flow path area provide a finished habitable floor level located, designed and constructed to at least the overland flow planning level specified in table 8.2.3.4.	**N/A:** The development site area is not located within an overland flow path; refer to **Figure 11**.
PO_5 Development does not worsen flooding on adjacent properties.	$AO_{5.1}$ Earthworks in the FR4, FR3, FR2 or FR1 flood risk areas or the OFP1 (low) overland flow path area or OFP2 (high) overland flow path area do not worsen flood flows or drainage on adjacent properties. Note: A report should be provided from an RPEQ certified professional indicating the proposed earthworks will not increase flood flows or drainage upstream or downstream of the proposed development. For the avoidance of doubt, RPEQ certification is not required for development in the FR1 or Balance (mixed) flood risk areas or the OFP1 overland flow area.	**N/A:** The development site area is not located within the FR4, FR3, FR2, FR1, OFP1 or OFP2 areas; refer to **Figure 11**.

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Development in Flood islands only		
PO_1 Development involving a vulnerable use is not located in a flood island area. Note: This is the only performance criterion in Table 8.2.3.1 applicable to development in a flood island area.	$AO_{1.1}$ Vulnerable uses are not located within a flood island area.	**N/A:** The development site area is not located within a flood island area; refer to **Figure 11**.
Risk-compatible Land Use		
PO_2 Development is compatible with the level of risk associated with the natural hazard, such that: (a) vulnerable uses are not located in the Vulnerable Uses Restriction Area; (b) all other uses within the: (i) FR4 flood risk area are limited to non-urban uses; (ii) FR3 flood risk area are consistent with the intent of any underlying Flood Management Precinct or otherwise are limited to non-urban uses; (iii) FR2 flood risk area, FR1 flood risk area, Balance (mixed) flood risk area or OFP1(low) overland flow path area are consistent with the overall outcomes of the relevant zone or any Flood Management Precinct. Note: Non-urban uses can include Rural activities, sport and recreation activities such as Outdoor sport and recreation or Park, and conservation activities such as Permanent plantation. It does not include tourism activities such as Nature based tourism or Tourist park, or residential activities of	No acceptable outcome provided.	**Complies:** The development site area is partly located within the Balance (mixed) flood risk area on the Flood Hazard Overlay; refer to **Figure 11.** Despite this, the development involves the use of a site that has previously profiled to remove/minimise flood risk as a consequence of past development approvals.

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
any type (including Relocatable home park or Short term accommodation). Building work in the FR4 and FR3 areas should be avoided wherever possible.		
Resilient Built Form		
PO_3 Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding, such that it is: (a) located to avoid the risk to occupants and minimise the risk of property damage; (b) developed in accordance with the overall outcomes of an applicable Flood Management Precinct; (c) capable of withstanding the flood hazard through compliance with flood planning level requirements and the relevant building assessment provisions. Note: New buildings may require a structural engineering design capable of withstanding the nature of the hazard(s) to which the building will be subject consistent with the requirements of the relevant building assessment provisions. Refer to section 1.6 for more information.	$AO_{3.1}$ Buildings are not located in the FR4 or FR3 flood risk areas. $AO_{3.2}$ Buildings in a Flood Management Precinct are developed in accordance with the overall outcomes of that precinct. $AO_{3.3}$ Buildings in a flood risk area: (a) of a residential nature provide a finished habitable floor level located, designed and constructed to at least the flood planning level specified in table 8.2.3.3 and designed in accordance with the relevant building assessment provisions; (b) of a non-residential nature provide a finished floor level located, designed and constructed to at least the flood planning level specified in table 8.2.3.3 and designed in accordance with the relevant building assessment provisions. Note: The Queensland Government Fact Sheet 'Rebuilding after a flood' provides information about water resilient products and building techniques. Note: New buildings may require a structural engineering design capable of withstanding the nature of the hazard(s) to which the building will be subject consistent with the requirements of the relevant building assessment provisions. Refer to section 1.6 for more information.	**Complies:** The development site is not located within the FR4 or FR3 flood risk areas; refer to **Figure 11**. **N/A:** The development site is not located within a Flood Management Precinct; refer to **Figure 8**. **Complies:** The development site area is partly located within the Balance (mixed) flood risk area on the Flood Hazard Overlay; refer to **Figure 11.** Despite this, the development involves the use of a site that has previously profiled to remove/minimise flood risk as a consequence of past development approvals.

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	$AO_{3.4}$ Buildings in an overland flow path area provide a finished habitable floor level located, designed and constructed to at least the overland flow planning level specified in table 8.2.3.4.	**N/A:** The development site is not located within an overland flow path; refer to **Figure 11**.
PO_4 Development ensures that a use which requires an interface with the public realm, (including a commercial or residential use), maintains a functional and attractive relationship with the adjacent street frontage.	$AO_{4.1}$ Development for a residential use where pier and pole construction is utilised: (a) if understorey screening is provided it is a is a minimum of 50% permeable to allow for the flow of flood water through the understorey.	**N/A:** The proposed development does not involve a residential use.
	$AO_{4.2}$ Development for a commercial building or structure maintains an active street frontage through: (a) providing clear pedestrian access from any adjacent footpath to the floor level of the commercial activity; (b) providing a retail or food and beverage use, if consistent with the overall outcomes of the applicable zone and precinct, which interfaces with and overlooks the street; (c) urban design treatments which screen the understorey of the building from view from the adjacent street frontage but do not impede flood flow.	**N/A:** Refer to response to $AO_{4.1}$.
Siting of Development for Reconfiguring a Lot		
PO_5 Development siting and layout in a flood risk area responds to flooding potential and maintains personal safety at all times, such that:	$AO_{5.1}$ Development is avoided on that part of any land within the FR4, FR3 or FR2 flood risk areas, or	**N/A:** The proposed development is for a Material Change of Use.

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(a) subdivison of land occurs consistent with the overall outcomes of any applicable Flood Management Precinct; (b) lots for urban purposes provide a ground level above the Defined Flood Event; (c) rural and rural residential lots provide sufficient area outside the Defined Flood Event to accommodate the required minimum lot size; (d) lots (excluding balance or common property lots) on a building format plan under the Land Title Act 1994 which is subject to a community titles scheme under the Body Corporate and Community Management Act 1997 and associated with a material change of use are located above the Defined Flood Event.	otherwise as specified in the overall outcomes of a Flood Management Precinct. AO5.2 Development complies with the filling requirements of table 8.2.3.5. AO5.3 Development in a greenfield area protects a flood conveyance area by providing an easement or reserve over the area of the premises up to the Defined Flood Event to be retained for the purposes of reserve or Park.	
PO6 Development siting and layout in an overland flow path area accommodates the flow path characteristics and minimises the risk to persons, property and infrastructure both on site and external to the site.	AO6.1 Development: (a) for urban purposes avoids maintaining overland flow paths in private ownership; (b) for rural or rural residential purposes provides sufficient area outside the overland flow path areas to accommodate the required minimum lot size. OR AO6.2 Development is in accordance with an approved site-based stormwater management plan.	**N/A:** The proposed development is for a Material Change of Use.

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Access and Isolation		
PO7 Development in a flood risk area is sited and designed such that: (a) road layout avoids isolation in a flood hazard event and does not impede evacuation; (b) vehicular access during a flood hazard event is enabled; (c) provision is made for on-site sheltering during a flood event; and (d) signage is utilised to ensure that community members have a clear understanding of the nature of the flood risk in the area.	AO7.1 Road and/or pathway layout within the development provides a safe and clear evacuation path: (a) to ensure persons are not physically isolated from an adjacent flood-free urban area; (b) by locating entry points into the reconfiguration above the Defined Flood Event and avoiding cul-de-sacs or other non-permeable layouts; and (c) in the form of at least one (1) evacuation route that meets the requirements of Table 8.2.3.6 during floods up to the Defined Flood Event.	**N/A:** The proposed development does not involve the provision of new roads or footpaths. The development site area will take access via the sealed road network. Refer to the Engineering Infrastructure Report at **Appendix E**.
	AO7.2 An area is available within the development site at or above the flood planning level with sufficient space to accommodate the likely population of the development in safety for a relatively short time until flash flooding subsides or people can be evacuated.	**Complies:** The proposed development involves the use of a site that has previously profiled to remove/minimise flood risk as a consequence of past development approvals.
	AO7.3 Development ensures that: (a) signage is provided on a road or pathway indicating the position and path of all safe evacuation routes off the premises; (b) if the premises contains or is within 100m of a waterway, hazard warning signage and depth indicators are provided at each key hazard point, such as at a waterway crossing or an entrance to a low-lying reserve.	**Complies:** The proposed development can be provided with signage to indicate safe evacuation measures in the event of a flood as required.

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Flood Storage and Conveyance		
PO8 Development complies with the requirements of table 8.2.3.5 and does not change the flood characteristics of the area, taking account of the cumulative impact of development, outside the site in ways that result in: (a) loss of flood or overland flow storage/conveyance; (b) loss of or changes to flow paths; (c) acceleration or retardation of flows; (d) increase in the depth or duration of flood or overland flow waters; or (e) any reduction in flood warning times elsewhere on the floodplain. Note: To demonstrate achievement of the performance outcome, an engineering report is to be prepared by a suitably qualified person. Guidance on the matters to be addressed in the report is provided in the Planning scheme policy No.1 – Development application requirements.	No acceptable outcome provided.	**Complies:** The proposed development involves the use of a site that has previously profiled to remove/minimise flood risk as a consequence of past development approvals. Building works and operational works will be designed and constructed to avoid further flood impacts on surrounding properties.
Emergency Management and Business Continuity		
PO9 Development supports, and does not unduly burden, disaster management responses and recovery capacity and capabilities for a flood hazard event up to and including the Defined Flood Event or the Overland Flow Event.	AO9.1 Development enables or does not hinder or complicate self-evacuation of persons, and ensures sufficient warning time for the nature of the use. AO9.2 Materials stored on site: (a) are not located within the FR4 and FR3 flood risk areas or the OFP2 (high) overland flow path area, and otherwise are those	**Complies:** The proposed development is not of a nature that will compromise self-evacuation in a flood event. **N/A:** The development site is not located within the FR4, FR3 or OFP2 areas; refer to **Figure 11**.

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	that are readily able to be moved in a flood event; and (b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood. Editor's Note – Businesses should ensure that necessary emergency and continuity plans are in place to account for the potential need to evacuate personnel and to relocate property prior to a flood event (e.g. to allow enough time to transfer stock to the upstairs level of a building or off-site).	
Hazardous Materials		
PO_{10} Development not in the FR4 or FR3 flood risk areas or the OFP2 (high) overland flow path area ensures public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.	$AO_{10.1}$ Development ensures: (a) the manufacture or storage in bulk of hazardous materials is located at least above the flood planning level in Table 8.2.3.3 or the overland flow planning level in Table 8.2.3.4 (whichever is applicable): or (b) structures used for the manufacture or storage of hazardous materials in bulk are designed to prevent the intrusion of floodwaters. Note: Refer to the *Work Health and Safety Act 2011* and associated Regulation and Guidelines, the *Environmental Protection Act 1994* and the relevant building assessment provisions under the *Building Act 1975* for requirements related to the manufacture and storage of hazardous substances.	**N/A:** The development site is not located within the FR4, FR3 or OFP2 areas; refer to **Figure 11**.

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Infrastructure		
PO11 Essential services infrastructure within a site (including electricity, gas, water supply, wastewater and telecommunications) is located outside the FR4 and FR3 flood risk areas and the OFP2 (high) overland flow path area or maintains its function during and immediately after flood events.	AO11.1 Any components of the infrastructure that are likely to fail to function or may result in contamination when inundated by flood water (e.g. electrical switchgear and motors, water supply pipeline air valves) are: (a) located outside the FR4 and FR3 flood risk areas or OFP2 (high) overland flow path area; and (b) located above the flood planning level in Table 8.2.3.3 or the overland flow planning level in Table 8.2.3.4 (whichever is applicable); or (c) designed and constructed to exclude floodwater intrusion/infiltration. AO11.2 Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by all flood events.	**N/A:** Any new infrastructure connections or assets will be located outside FR4 and FR3 flood risk areas and OFP2 (high) overland flow path area.
Community Infrastructure		
PO12 Development involving community infrastructure:	No acceptable outcome provided.	**N/A:** The proposed development does not involve community infrastructure.

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Flood Hazard Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(a) is not located within a flood risk area, flood island or the OFP2 (high) overland flow path area if it involves a vulnerable use; (b) remains functional to serve community need during and immediately after a flood event; (c) retains essential site access during a flood event such that the following uses have direct access to low hazard evacuation routes as defined in Table 8.2.3.6: (i) a vulnerable use located outside the Vulnerable Uses Restriction Area; (ii) substation; (iii) utility installations involving water and sewerage treatment plants (d) is able to remain functional even when other infrastructure or services may be compromised in a flood event.		

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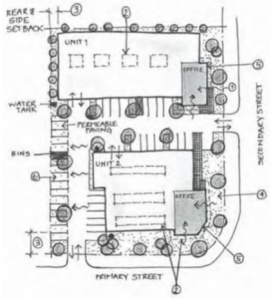
Industry Uses Code – Assessment benchmarks for assessable development

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 mail depot is located within the Wellcamp Business Park and accordingly, is consistent with the expected land use pattern for the surrounding locality and integrates with the existing industrial character of the area.
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. 	**Performance Solution:** The design of the proposed buildings includes large expanses of unarticulated external walls, however, the design includes the use of contrasting colours on external walls to improve the visual amenity of the development when viewed from public places. The front and south-eastern elevations of the office component also include aluminium wall projections to provide visual interest. Refer to the Development Plans at **Appendix D**. **Complies:** Refer to the Development Plans attached at **Appendix D**.

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Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO2.3 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 is provided with pedestrian entries which are visible from the street and adjoining carpark. Refer to the Development Plans attached at **Appendix D.**
PO3 Landscaping is provided to enhance the appearance of the development and unsightly components are screened.	AO3.1 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. AO3.2 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.	**Complies:** The development site is provided with a landscaping strip with a width of 3m along the site's frontage to Airport Drive. Refer to the Development Plans attached at **Appendix D**. **Complies:** Outdoor storage areas are located behind the building. Refer to the Development Plans attached at **Appendix D**. **Complies:** The development makes provision for 5% of the development site area for landscaping purposes; refer to **Appendix D**.

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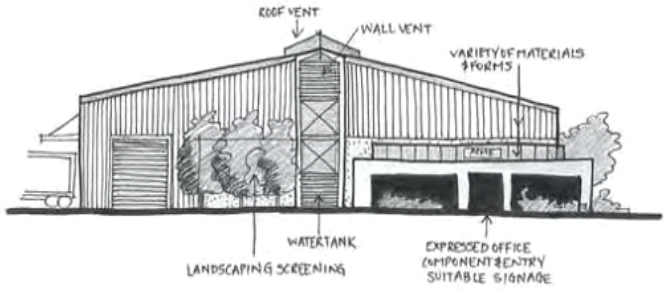
Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	$AO_{3.3}$ A minimum of 5% of the site is used to provide landscaping.	
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:** Refer to the Development Plans attached at **Appendix D**.

Examples for PO_4

Building Form Legibility



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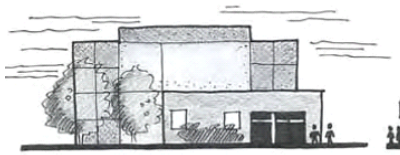
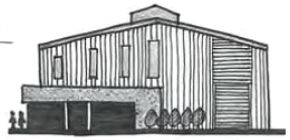
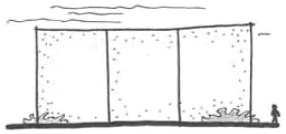
Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Appropriate Building Forms   Inappropriate Building Forms  		
PO_5 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:** Refer to the Development Plans attached at **Appendix D**.

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Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
PO_6 Development is designed to incorporate graffiti-prevention measures.	$AO_{6.1}$ Building design and layout discourages graffiti and incorporates the following elements where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments.	**Complies:** The proposed development has been designed to incorporate graffiti prevention measures.
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 *Environmental Protection (Air) Policy 2008*. $AO_{7.2}$ 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:** Refer to the Site Based Management Plan attached at **Appendix G.** **Complies:** Refer to the response to $AO_{7.1}$.
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 *Environmental Protection (Noise) Policy 2008*.	**Complies:** The proposed development will be managed to ensure that the necessary noise generation levels are achieved. Refer to the Site Based Management Plan attached at **Appendix G.**
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 *Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting.*	**Complies:** Outdoor lighting from the proposed development will be designed to comply with the

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Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO9.2 Outdoor lighting is provided in accordance with *Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements.*	relevant standards. Refer to the Site Based Management Plan at **Appendix G**. **Complies:** Refer to response to AO9.1.
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.	AO10.1 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. AO10.2 Provision is made for spills to be bunded and retained on site for removal and disposal by an approved means. AO10.3 Roof water is piped away from areas of potential contamination.	**Complies:** Where potentially contaminating substances are stored onsite, they will be stored in an area that is imperviously sealed and roofed outside of mapped flood risk area. Refer to the Site Based Management Plan at **Appendix G**. **Complies:** Provision is made for spills to be bunded and removed from site as required. Refer to the Site Based Management Plan at **Appendix G**. **Complies:** Refer to the Site Based Management Plan at **Appendix G**.
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 can be designed to ensure that community health and safety is protected and does not result in risks to life and property. Refer to the Site Based Management Plan at **Appendix G**.

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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	**Complies:** The proposed development will utilise outdoor lighting which complies with the relevant standards. Refer to the Site Based Management Plan at **Appendix G**.
	$AO_{1.2}$ 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*'.	**N/A:** Refer to response to $AO_{1.1}$.
	$AO_{1.3}$ 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).	**N/A:** Refer to response to $AO_{1.1}$.
	$AO_{1.4}$ 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.	**N/A:** Refer to response to $AO_{1.1}$.
	$AO_{1.5}$ For private sporting courts the lighting system: (a) is baffled or shielded to ensure that a light source is not directly visible from a	**N/A:** Refer to response to $AO_{1.1}$.

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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.	**N/A:** Refer to response to $AO_{1.1}$.
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:** The proposed development will utilise outdoor lighting which complies with the relevant standards. Refer to the Site Based Management Plan at **Appendix G**.
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.	**Complies:** The development site is located within the Environmental Significance Overlay, however, the development site area and surrounding proposed industrial lots have been historically cleared of vegetation benched to suit industrial development.
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:	**N/A:** The proposed development does not involve a sensitive land use.

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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 *Environmental Protection (Air) Policy 2008*. $AO_{5.3}$ The development will not result in the release of noxious or offensive odours beyond the boundary of the site that cause environmental nuisance at any odour sensitive place, i.e. sufficient buffering is available within the development site itself to dissipate odour issues. *Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3.*	**Complies:** The proposed development is not of a nature that is expected to result in odorous air emissions. Refer to the Site Based Management Plan at **Appendix G**. **Complies:** Refer to response to $AO_{5.1}$. **Complies:** Refer to response to $AO_{5.1}$.
PO_6 Lot reconfigurations for residential or other environmentally sensitive land uses do not encroach upon existing or approved uses that	$AO_{6.1}$ 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.	**N/A:** The proposed development does not include a residential use.

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<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Compliance summary</th></tr>
<tr><td>may detrimentally impact upon the amenity of those proposed uses in terms of odour nuisance.</td><td>AO6.2 Where lots for residential or other environmentally sensitive land uses are located within the distances from specific existing uses outlined in Table 9.4.2:2, an Odour Assessment Report has been provided to demonstrate that the development will achieve the following thresholds therefore minimising odour nuisance.
<table>
<tr><th>Existing Use/Activity</th><th>Odour Level at Sensitive Receiving Environment.</th></tr>
<tr><td rowspan="2">All Activities</td><td>2OU/m³ 3 minute average, 99.5th percentile.</td></tr>
<tr><td>4OU/m³ 3 minute average, 99.9th percentile.</td></tr>
</table></td><td></td></tr>
<tr><td>PO7 Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.</td><td>AO7.1 The development ensures that all putrescibles waste will be stored in a manner that prevents odour nuisance and fly breeding and will be disposed of at intervals not exceeding seven (7) days.</td><td>Complies: Any putrescibles waste generated will be stored in an appropriate manner to prevent odour nuisance and fly breeding and will be removed from site at regular intervals. Refer to the Site Based Management Plan at Appendix G.</td></tr>
<tr><td colspan="3">Noise</td></tr>
<tr><td>PO8 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</td><td>AO8.1 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</td><td>Complies: Refer to the Site Based Management Plan at Appendix G.</td></tr>
</table>

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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 LAmax 45dB(A) inside dwellings; and The development will achieve the Acoustic Quality Objectives listed within the *Environmental Protection (Noise) Policy 2008*. HOWEVER $AO_{8.2}$ Where a development is unable to meet noise levels specified in $AO_{8.1}$ an acoustic assessment has been undertaken by a suitably qualified and skilled person which demonstrates that the development will not result in environmental nuisance at any existing or likely future residential premises (within a 10 year planning horizon).	
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:	**N/A:** The proposed development does not involve the use of amplified sound equipment.

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Performance outcomes	Acceptable outcomes	Compliance summary
	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)	
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 Environmental Protection (Noise) Policy 2008*. $AO_{10.2}$ 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 Acoustics – Recommended design sound levels and reverberation times for building interiors*. $AO_{10.3}$ 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).	**N/A:** The proposed development does not involve a sensitive land use.

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Performance outcomes	Acceptable outcomes	Compliance summary
PO11 Proposed sensitive land uses adjoining Council controlled arterial roads (other than designated 'Transport Noise Corridors') are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	Where development involves a sensitive land use adjoining a Council controlled arterial road (other than designated 'Transport Noise Corridors': AO11.1 The development is designed and constructed in a manner that achieves the internal noise Acoustic Quality Objectives listed within the *Environmental Protection (Noise) Policy 2008*. AO11.2 The siting of buildings and selection of construction materials complies with the specifications of Australian Standard *AS3671-1989 Acoustics – Road traffic noise intrusion – Building siting and construction.*	**N/A:** The proposed development does not involve a sensitive land use.
PO12 Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	AO12.1 Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government comply with the *Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'* for all habitable rooms adjoining the corridor.	**N/A:** The proposed development does not involve a sensitive land use.
PO13 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.	AO13.1 Plant of this nature is not elevated, is acoustically shielded (if necessary) and will not be audible at adjoining sensitive receivers. AO13.2 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:** Refer to the Site Based Management Plan at **Appendix G**. **Complies:** Refer to the Site Based Management Plan at **Appendix G**.
PO14 The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers.	AO14.1 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:** Future building work will be undertaken in accordance with the requirements of AO14.1.

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Performance outcomes	Acceptable outcomes	Compliance summary
	AO14.2 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.	
PO15 Private sporting courts do not create acoustic amenity issues for surrounding sensitive receivers.	AO15.1 Private sporting courts are not used between 10:00 pm and 7:00 am. AO15.2 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.	**N/A:** The proposed development does not involve a private sporting court.
PO16 Vibration from the development does not affect the amenity of surrounding sensitive land uses or cause environmental harm or nuisance.	AO16.1 The development does not result in vibration impacts outside of the development site. AO16.2 Where vibration may impact on surrounding sensitive land uses, the proponent has provided a vibration impact assessment or alternatively included vibration within an environmental impact report for the site which demonstrates that the level of vibration will not cause adverse amenity impacts or cause environmental harm or nuisance at any sensitive land use surrounding the development.	**N/A:** The proposed development is not of a nature that will result in vibration impacts outside of the development site.

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Performance outcomes	Acceptable outcomes	Compliance summary
Dust		
PO17 The construction phase of the development prevents or mitigates (to an acceptable level) the release of dust particles which have potential to cause environmental nuisance to adjoining sensitive receivers (including sensitive receivers along haulage routes during excavation and filling operations).	AO17.1 Off-site release of dust particles will be strictly managed to ensure that dust emissions do not travel beyond the property boundary and environmental nuisance does not occur. AO17.2 Areas of exposed fill, excavation and unsealed accesses on the site are watered regularly (particularly during periods of high or constant wind) to reduce dust generation. AO17.3 Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete. AO17.4 Stockpiles of aggregate, sand or other materials brought onto the site are sprayed with water (or treated with an alternative method) to minimise dust nuisance. The frequency of water spraying is increased during hot, dry periods or where wind conditions are such that a dust nuisance is likely to occur. Stockpiles are located away from adjoining sensitive land uses. *Note: Where excavation and filling exceeds 1,000 cubic metres the development has submitted a 'construction management plan' which adequately addresses dust mitigation measures. Measures must include strategies such as progressive rehabilitation and complaints processes.*	**Complies:** Refer to the Site Based Management Plan at **Appendix G**. **N/A:** The proposed development will not involve areas of exposed fill, excavation or unsealed accesses. **N/A:** Refer to response to AO17.2. **N/A:** The proposed development will not involve stockpiles of aggregate, sand or other materials.
PO18 Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	AO18.1 Haulage routes are selected on the basis of using the most suitable road surface to prevent dust generation and minimising the number of	**N/A:** The proposed development will not involve excavation or filling activities.

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Performance outcomes	Acceptable outcomes	Compliance summary
	dwellings or other sensitive land uses affected by potential dust nuisance.	
PO19 Water used for dust suppression activities does not itself create environmental harm.	AO19.1 Water approved as a method for controlling dust emissions must not be used in a manner that enables contaminated water to enter any stormwater system or natural drainage corridor outside of the site boundaries.	**Complies:** Where water is used for dust suppression, it will be controlled in a manner that ensures that contaminated water does not enter infrastructure or receiving waters.
PO20 The ongoing operation of the development site does not create dust nuisance for adjoining landholders.	AO20.1 Areas within the site that are frequently used for vehicular purposes are imperviously sealed. AO20.2 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. AO20.3 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. AO20.4 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. AO20.5 Development that is likely to create ongoing significant dust issues has submitted a 'site based management plan' which adequately addresses dust mitigation measures.	**Complies:** The proposed vehicle movement areas will be imperviously sealed. **Complies:** Activities carried out onsite that will generate dust will be completed in an enclosed structure fitted with a suitable dust extraction or filtration system. **N/A:** The proposed development is for a Utility Installation (mail depot)/Warehouse use. **Complies:** The proposed development will be provided with a sufficient water supply for controlling dust emissions. **Complies:** Refer to the Site Based Management Plan at **Appendix G**.

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Performance outcomes	Acceptable outcomes	Compliance summary
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.	**N/A:** The development does not include a sensitive land use.
PO_{22} Development does not result in dustfall quantities that are likely to impact on the health of surrounding sensitive receivers.	$AO_{22.1}$ Dustfall averaged over an annual period of time does not exceed 133mg/m²/day when measured at the nearest sensitive receiver.	**Complies:** Refer to the Site Based Management Plan at **Appendix G**.
General Emissions		
PO_{23} Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	$AO_{23.1}$ The development does not result in air emissions that exceed any of the acceptable levels specified within the *Environmental Protection (Air) Policy 2008*. $AO_{23.2}$ Where a type of air emission is not listed within the *Environmental Protection (Air) Policy 2008* the proponent can demonstrate that the level of emission is in compliance with Australian ambient air quality standards; or If Australian standards do not exist, an ambient air quality standard from another country or organisation may be used with appropriate justification. $AO_{23.3}$ Where a development is proposing to generate and release air emissions in excess of current air quality emission standards the proponent will provide an 'air quality impact assessment' which adequately addresses the impact of the release and provides justification as to why the industry cannot mitigate the levels further.	**Complies:** The proposed development will not result in air emissions in exceedance of the levels outlined in the *Environmental Protection (Air) Policy 2008*. Refer to the Site Based Management Plan at **Appendix G**. **Complies:** Refer to the Site Based Management Plan at **Appendix G**. **Complies:** Refer to the Site Based Management Plan at **Appendix G**.

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Performance outcomes	Acceptable outcomes	Compliance summary
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.	**N/A:** The proposed development does not include 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.	**N/A:** The proposed development does not include 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.	**N/A:** The proposed development will not involve the release of electromagnetic radiation.
PO_{27} Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	$AO_{27.1}$ Car park exhaust stacks are located away from adjoining sensitive receivers. $AO_{27.2}$ Emissions are discharged vertically and have an exit velocity of at least 10m/second. $AO_{27.3}$ Spray booth exhaust stacks are at least 8m in height or 4m higher than the adjoining ridgeline of a neighbouring building (if the building is within 40m of the emission point), whichever is the greater. $AO_{27.4}$ Tank venting for hydrocarbon fuel storage and LP Gas is located in accordance with *AS1940-2004 The Storage and handling of flammable and combustible liquids (for hydrocarbons) and AS1596:2008 The Storage and Handling of LP Gas.*	**N/A:** The proposed development does not involve a carpark exhaust stack. **Complies:** Refer to the Site Based Management Plan at **Appendix G**. **N/A:** The development does not include a spray booth. **N/A:** The proposed development does not involve hydrocarbon fuel or LPG storage.
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	$AO_{28.1}$ For commercial premises and industry activities (other than those premises utilising Council's wheelie bin waste collection program):	**Complies:** The proposed refuse storage area is located with a screened area approx. 27m from the site's frontage at the northern end of building; refer to

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Performance outcomes	Acceptable outcomes	Compliance summary
be undertaken in a manner that complies with Council's *Technical Guidelines for New Developments Waste Storage and Collection Requirements.*	(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 sewered areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention; (e) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is designed to enable bins to be washed out within the storage area and drained to a sewer system (requiring trade waste approval) within sewered areas or area of significant landscaping, water	**Appendix D**. The development has been designed to ensure a refuse collection vehicle can access the bin storage areas and enter/exit the site in a forward gear. Refer to the refuse collection vehicle turning template included with the Engineering infrastructure Report attached at **Appendix E**. The proposed storage area is of a sufficient size that it will be able to accommodate the required number of containers. Bunding can be provided as required. The storage area is of a suitable design that enables the bins to be washed and drained as required. Refer to the Waste Management Plan included with the Site Based Management Plan attached at **Appendix G**. The proposed development is not within proximity of a sensitive land use.

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Performance outcomes	Acceptable outcomes	Compliance summary
	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 (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	**N/A:** The proposed development does not include a Multiple Dwelling use.

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

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

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Performance outcomes	Acceptable outcomes	Compliance summary
	(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.	**N/A:** The proposed development does not include 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 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,	**Complies:** The proposal does not include a high rise residential or mixed use development.

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Performance outcomes	Acceptable outcomes	Compliance summary
	waste containers and other applicable equipment; (g) collection arrangements and manoeuvring diagrams (including overhead clearances); (h) waste minimisation practices; (i) use of compactors; (j) an impact assessment of waste management practices on any surrounding sensitive land uses; (k) air extraction fans, refrigeration or associated devices for refuse storage areas to prevent odour, particularly where putrescibles are stored; and (l) clinical and related waste storage and collection issues (if applicable).	
PO31 Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	AO31.1 The development will be carried out in accordance with the waste management hierarchy outlined in the *Technical Guideline for New Developments Waste Storage and Collection Requirements* and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	**Complies:** Future construction works will be managed in accordance with the requirements of Council's *Technical Guideline for New Developments Waste Storage and Collection Requirements.*
PO32 Development that involves the generation of 'clinical and related waste' as per the definition of the *Technical Guideline for New Developments Waste Storage and Collection Requirements* is designed to adequately cater for legislative storage and collection requirements.	Where involving development that involves the generation of 'clinical and related waste' as per the definition of the *Technical Guideline for New Developments Waste Storage and Collection Requirements:* AO32.1 The storage of 'clinical and related waste' is in accordance with the *Technical Guideline for New Developments Waste Storage and Collection Requirements* with storage locations	**Complies:** The proposed development will not involve the generation of clinical or related waste.

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Performance outcomes	Acceptable outcomes	Compliance summary
	being demonstrated on submitted site/floor plans. $AO_{32.2}$ The development has proposed a method of disposing of 'clinical and related waste' and has demonstrated that an applicable waste collection vehicle is able to manoeuvre on site, while entering and leaving the premises in a forward gear.	
PO_{33} Residential development involving 'internal collection' of either bulk bins or wheelie bins is designed to a standard that enables heavy vehicle access and manoeuvring whilst providing safety to residents and the protection of infrastructure.	$AO_{33.1}$ The development is designed and certified by a RPEQ and complies with the requirements outlined in Council's *Technical Guidelines for Waste Storage and Collection Requirements for New Developments*, including: (a) appropriate manoeuvring is adequate with vehicles being able to enter and exit the property in a forward gear; (b) overhead clearance is adequate for the applicable refuse vehicle; (c) road surface is appropriate for a HRV; (d) side clearance is appropriate for wheelie bin collection; (e) collection areas are appropriate for either bulk bins or wheelie bins; (f) minimum road width of 5.5m; and (g) internal road networks enable the refuse vehicle to traverse the site without resident safety being jeopardised.	**N/A:** The proposed development does not include a residential activity,
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	$AO_{34.1}$ The applicant will utilise the following control measures: (a) putrescibles waste will be removed from the property at intervals not exceeding seven	**Complies:** Waste generated by the proposed development will be removed from site at regular intervals and stored in bins with tight fitting lids which can be secured to prevent pest feeding or breeding. Bins will be cleaned as required. Refer to the Waste

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Performance outcomes	Acceptable outcomes	Compliance summary
harbourage opportunities for vermin and mosquitoes.	(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.	Management Plan included with the Site Based Management Plan attached at **Appendix G**.

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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 – Engineering Standards – Roads and Drainage Infrastructure*. $AO_{1.2}$ Pollutant load reductions are achieved in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** The proposed development incorporates stormwater quality treatment measures in accordance with the relevant standards. Refer to the Conceptual Stormwater Management Plan at **Appendix F.** **Complies:** The proposed development incorporates stormwater quality treatment measures in accordance with the relevant standards. Refer to the Conceptual Stormwater Management Plan at **Appendix F.**
PO_2 Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control.	$AO_{2.1}$ Sediment and erosion control measures are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** Sediment and erosion control measures can be implemented in accordance with the relevant standards. Refer to the Conceptual Stormwater Management Plan at **Appendix F.**
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 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** Stormwater flow control measures can be implemented in accordance with the relevant standards. Refer to the Conceptual Stormwater Management Plan at **Appendix F.**
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:	$AO_{4.1}$ Waste water management measures are implemented in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** Wastewater management measures can be implemented in accordance with the relevant standards.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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) 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.		
Artificial Waterways and Water Bodies		
PO_5 The waterway or water body is designed to integrate multiple functions, including: (a) aesthetics, landscaping, and recreation; (b) flood management; (c) stormwater management; (d) water conservation and reuse; (e) community health; and (f) pest management.	$AO_{5.1}$ Artificial waterways or water bodies are designed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The proposed development does not involve an artificial waterway or water body.
PO_6 The waterway is located and designed to be responsive to natural drainage features.	$AO_{6.1}$ Artificial waterways or water bodies are designed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The proposed development does not involve an artificial waterway or water body.
PO_7 The waterway or body is designed to minimise whole of life cycle costs.	$AO_{7.1}$ Artificial waterways or water bodies are designed in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The proposed development does not involve an artificial waterway or water body.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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
Flooding and Drainage		
PO_8 Flooding and drainage characteristics upstream or downstream of the site are not worsened.	$AO_{8.1}$ Development is undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** The proposed development involves the reuse of an existing building which has been designed in accordance with the relevant standards. Refer to the Conceptual Stormwater Management Plan at **Appendix F.**
PO_9 The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	$AO_{9.1}$ Development is undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** The proposed development involves the reuse of an existing building which has been designed in accordance with the relevant standards. Refer to the Conceptual Stormwater Management Plan at **Appendix F.**
PO_{10} Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	$AO_{10.1}$ Roof water is collected and discharged in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** The proposed development involves the reuse of an existing building which has been designed in accordance with the relevant standards. Refer to the Conceptual Stormwater Management Plan at **Appendix F.**
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 – Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** The proposed development will implement integrates water management practices in accordance with the relevant standards. Refer to the Conceptual Stormwater Management Plan at **Appendix F.**

Toowoomba Regional Planning Scheme 2012 (v28.0) 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 (v28.0)

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 provided along the site's frontage and around the front carpark including shade trees to complement and soften the built-form enhance the aesthetic amenity. Planting will be used to partially screen parking areas, provide shade and improve micro-climate. Refer to the Site Plan at **Appendix D**. Formal landscape plans will be submitted in response to conditions of development approval.
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 constructed in accordance with approval documentation. Refer to the response to PO_1.
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.	**N/A**: The development does not have frontage to road reserve and relies on internal accesses servicing the Wellcamp Business Park. **Complies:** Refer to the response to $AO_{1.1}$. **N/A**: The development site area does not include mature vegetation. **Complies:** Proposed landscaping will utilise species reflective of a cool temperate climate.
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;	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.	**N/A:** The proposal does not involve the creation of a new road.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
(f) solar access; and (g) driveway access.		
PO_5 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.	**Complies:** Perimeter security fencing will be provided that will have a high degree of transparency. **N/A:** Refer to the response at $AO_{5.1}$. **N/A:** The development does not trigger the requirement to provide acoustic fencing.
PO_6 Location, design and provision of planting in carparks 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.	**Complies:** The development will make provision for shade trees around the new carpark. **Complies:** Refer to the response to $AO_{6.1}$. **Complies:** Refer to the response to $AO_{6.1}$.

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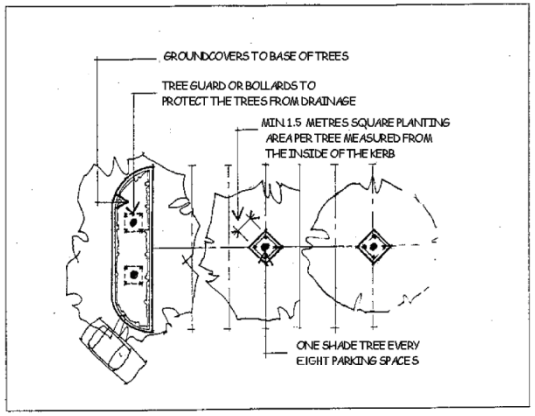
Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	AO6.4 Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.	**Complies:** Refer to the response to AO6.1.
		

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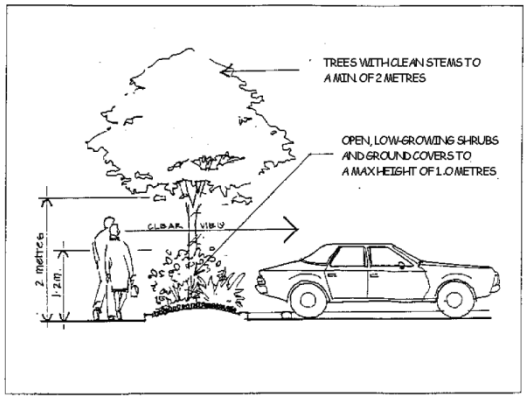
Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
		
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:** Future plantings will comply with $AO_{7.1}$ to $AO_{7.2}$.
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.	**N/A:** Refer to the response at $AO_{7.1}$.
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:	**Complies:** Stormwater will be managed in accordance with appropriate standards. Refer to the Conceptual Stormwater Management Plan prepared by Kehoe Myers Consulting Engineers attached at **Appendix F**.

Toowoomba Regional Planning Scheme 2012 (v28.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
	(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.	
PO_{10} Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.	No acceptable outcome is nominated.	**Complies:** Refer to the response to PO_1.
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 – Design for Access and Mobility*	**Complies:** Proposed pedestrian pathways and places will comply with the *AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility*.
PO_{12} Risks to personal safety and the potential for crime, vandalism and fear are reduced through landscape design that has been informed by	Landscape design incorporates the following design measures:	**Complies**: The development has been designed to respect CPTED principles with respect to:

Toowoomba Regional Planning Scheme 2012 (v28.0)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance summary
Crime Prevention Through Environmental Design (CPTED) principles in relation to: (a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management.	AO12.1 The attractiveness of crime targets is minimised by providing opportunities for effective surveillance through: clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate. AO12.2 Barriers are used to attract, channel or restrict the movement of people by: clear spatial definition and legibility, optimising opportunity for public interaction, visually permeable screens and fencing, appropriate use of mechanical measures that correspond to actual risk. AO12.3 Reinforcing definition of territory and ownership of private, semi-public and public spaces through: clear design cues for use and activities, transitions and boundaries between public and private, design that encourages public interaction and ownership, legible universal signage. AO12.4 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.	(a) surveillance; (b) access control; (c) territorial reinforcement; and (d) space management.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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.	AO1.1 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.*	**Complies**: Site access has been designed to comply with relevant standards including swept path analysis and sight safety distances. Refer to the Engineering Infrastructure Report prepared by Kehoe Myers Consulting Engineers attached at **Appendix E**.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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.	$AO_{1.2}$ Except where in a Rural Zone, vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and (i) are provided in accordance with the *Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant) and the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards* – Roads and Drainage Infrastructure.	**Complies:** Refer to response to $AO_{1.1}$.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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

Performance outcomes	Acceptable outcomes	Compliance summary
	$AO_{1.3}$ Where in a Rural Zone, vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The development site is not located within the Rural Zone.
Car Parking Provision		
PO_2 Provision is made for on-site vehicle parking to meet the demand likely to be generated by the	$AO_{2.1}$ Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of:	**N/A:** The development site is located within the High Impact Industry Zone.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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

Performance outcomes	Acceptable outcomes	Compliance summary
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. *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.*	(a) Non-Residential Use one (1) parking space per 50m² of GFA; and (b) Residential Use - one (1) parking space per dwelling. $AO_{2.2}$ Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rates set out in Table 9.4.6:3 to this Code. *Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.* *Note: If the number of car parking spaces calculated in accordance with $AO_{2.1}$ and $AO_{2.2}$ is not a whole number, the number of parking spaces to be provided is rounded-up to next highest whole number.* *Note: Where application is made for establishment of two or more uses on the same premises, the parking demand is calculated by totalling the requirements for each use.*	**Performance Solution:** Table 9.4.6:3 does not nominate a carparking rate for a Utility Installation (mail depot) use. The proposed use will require 99 staff carparks and makes provision for 6 visitor spaces i.e. total of 105 car spaces as illustrated on the Site Plan attached at **Appendix D**. Reference is also made to the staff and visitor carparking calculations provided at sections 3.3 and 3.6 of the Planning Report. The proposed carparking will be sufficient for staff and visitors for the development. The application seeks approval for a Warehouse use as an interchangeable use. Table 9.4.6:3 nominates the following parking rate for a Warehouse use: • 1.5 spaces per 100m² GFA. In this instance, the development has a GFA of 7,793m² which triggers the need for 117 car spaces which is more than that shown on the Site Plan at **Appendix D** i.e. 105 car spaces. It is considered the proposed parking for staff and visitors for the development as described above i.e. 105 car spaces will be sufficient for parking generated by this development.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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 subject site takes access from Toowoomba Cecil Plains Road (State-controlled road) which is identified as a Regional Arterial Road and International Drive which is identified as a Sub-arterial Road on the Toowoomba Road Hierarchy. Direct access is taken via Airport Drive which has been built to an industrial road standard.
PO_2 Development does not compromise the orderly provision or upgrading of the transport network.	No acceptable outcome is nominated.	**Complies:** The proposed development will not compromise the orderly provision or upgrading of the transport network.
PO_3 Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land.	No acceptable outcome is nominated.	**Complies:** The proposed development involves the reuse of existing onsite transport network infrastructure which has been designed to integrate with the surrounding networks.
PO_4 Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.	No acceptable outcome is nominated.	**Complies:** The proposed development is not located within an area that warrants long distance travel to the site via active transport means. Regardless, the industrial street network servicing the site includes formed footpaths.
PO_5 Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to:	$AO_{5.1}$ Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with *Crime Prevention Through Environmental Design (CPTED) Guidelines.*	**Complies:** The proposed development involves the reuse of existing carparking facilities which have been designed to comply with CPTED principles.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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

Performance outcomes	Acceptable outcomes	Compliance summary
(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.		
PO_6 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:** Directional signage can be provided as required.
Access		
PO_7 Vehicle access arrangements and queuing areas are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; and (c) the function and characteristics of the access road and adjoining road network.	$AO_{7.1}$ Access driveways and queuing areas are located and designed in accordance with the provisions of *Australian Standard AS 2890.1 Part 1: Off Street Carparking*.	**Complies**: Site access has been designed to comply with relevant standards including swept path analysis and sight safety distances. Refer to the Engineering Infrastructure Report prepared by Kehoe Myers Consulting Engineers attached at **Appendix E**.
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;	No acceptable outcome is nominated.	**Complies:** Refer to response to $AO_{7.1}$.

Toowoomba Regional Planning Scheme 2012 (v28.0)

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

Performance outcomes	Acceptable outcomes	Compliance summary
(c) the safety and convenience of access to adjacent properties; (d) the amenity of premises in the vicinity; and (e) street trees in the road reserve.		
PO9 Where the nature of the proposed development creates a demand due to the frequency and volume of vehicle movements for the set-down and pick–up of passengers, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle.	No acceptable outcome is nominated.	**N/A:** The proposed development is not of a nature that requires the provision of set-down and pick-up areas.
PO10 Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are: (a) safe for pedestrians, cyclists and vehicles; (b) conveniently connected to the main component of the development by pedestrian pathway; and (c) designed to provide for pedestrian priority and clear sightlines.	AO10.1 Bus pick-up/set-down areas: (a) allow a bus, based on the Long Rigid Bus (12m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting buses; (c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and (d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained. AO10.2 Car and taxi pick-up/set-down areas: (a) allow a car to manoeuvre in and out of the area in an easy and safe manner;	**N/A:** The proposed development is not of a nature that requires the provision of set-down and pick-up areas.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	(b) afford maximum safety for passengers boarding or alighting cars; (c) avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the site; and (d) avoid on-street queuing or boarding/alighting of cars that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.	
Pedestrian and Cycle Facilities		
PO11 Provision is made for the safe and convenient movement of pedestrians on site and external to the site, having regard to desire lines, legibility, weather protection and the needs of people with disabilities.	AO11.1 Pedestrian pathways and crossings are provided in accordance with *SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure*. AO11.2 Access for cyclists and pedestrians is clearly distinguished from vehicle access. AO11.3 Pedestrian paths of a minimum width of 1.5m are provided through each car parking row and connect to the main entrance(s) to the building(s).	**Performance Solution:** The development site area is located adjacent Airport Drive which in turn takes access via International Drive both of which are not provided with formed footpaths.
PO12 Provision is made for safe and convenient cycle movement to the site and within the site having regard to desire lines, users' needs and legibility.	AO12.1 Shared paths and on-road cycle lane facilities are provided in accordance with *SC6.2 PSP No.2 – Engineering Standards Roads and Drainage Infrastructure*.	**Performance Solution:** The development site area is located adjacent Airport Drive which in turn takes access via International Drive both of which are not provided with formed footpaths.
Parking and Circulation		
PO13 Car parking areas are designed to be: (a) clearly defined, marked and signed;	AO13.1 The entry to the car park is clearly signposted.	**Complies:** Signage can be provided where required.

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

Performance outcomes	Acceptable outcomes	Compliance summary
(b) convenient, safe and accessible; and (c) safe for vehicles, pedestrians and cyclists and minimise vehicle/pedestrian conflicts by providing clear access lines for pedestrians movement within car park areas.	AO13.2 Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use.	**Complies:** Parking spaces will be freely available for use by the development's occupants during business hours.
	AO13.3 Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such.	**Complies:** The proposed carparking area is located within proximity of the main entrance of the building.
	AO13.4 Unless otherwise specified in another code relevant to the development, 60% of the parking spaces for non-residential development are clearly visible from the street.	**Complies:** Refer to the Site Plan at **Appendix D**.
	AO13.5 Public Safety: (a) The car park is located where it can be monitored by passers-by or the occupiers of the development. (b) Where the car park is open to the public at night, lighting is provided throughout the car park and along pedestrian access paths in compliance with Australian Standard *AS 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements.* (c) Except in the case of residential development: (i) where the car park is not required at night, entry to the car park is physically restricted; and (ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light.	**Complies:** The proposed carparking area has been designed to ensure casual surveillance by passers-by and employees.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	(d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance and minimises the risk of crime.	
PO14 Car parking areas are designed to provide spaces which meet the needs of people with disabilities.	AO14.1 Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard *AS2890.1 Part 1: Off Street Carparking*.	**Complies:** The proposed carparking area includes the provision of 1 disability parking space; refer to the Site Plan attached at **Appendix D.**
	AO14.2 Car parking spaces for people with disabilities are located as near as possible to the entrance or entrances of the facility or use they serve.	**Complies:** The existing disability carparking space is located adjacent to one of building entrances.
	AO14.3 Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard *AS2890.1 Part 1: Off Street Carparking.*	**Complies:** The proposed disability parking space has been designed to comply with the relevant standards.
	AO14.4 Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard *AS1428.1: Design for Access and Mobility*.	**Complies:** Refer to response to AO14.3.
	AO14.5 Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard *AS1428.1: Design for Access and Mobility*.	**Complies:** Refer to response to AO14.3.
	AO14.6 The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces.	**Complies:** Signage can be provided as required.

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

Performance outcomes	Acceptable outcomes	Compliance summary
PO15 Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.	For non-residential development on a site in, or adjoining, a residential zone: AO15.1 Car parking and driveway areas are setback a minimum distance of 3m from a side boundary that is common with a residential use in a residential zone. AO15.2 Landscape planting is used between the car park and driveway areas and the side boundary to soften the visual impacts of car park areas and to provide shade. AO15.3 An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.	**N/A:** The proposed development is not located within or adjoining, a residential zone.
PO16 Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO16.1 Car parking is provided either at the rear of the development or beneath buildings.	**Complies:** The proposed carparking area has been designed to integrate with the existing streetscape character.
PO17 Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO17.1 Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	**N/A:** The proposed development does not involve an above ground or multi level parking area.
PO18 Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO18.1 Aesthetics, glare, heat absorption and re-radiation. (a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and	**Complies:** The proposed development includes landscaping along the site frontage and around the carparking area including the use of shade trees. Refer to the Site Plan at **Appendix D**.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	(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.	
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.	**Complies:** The proposed carparking and vehicle manoeuvring areas will be imperviously sealed.
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.	**N/A:** The proposed development does not adjoin a 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 *Trade Waste Policy* and the Trade Waste Environmental Management Plan.	**Complies:** The proposed development can be designed to meet the requirements of Councils Trade Waste Policy and Trade Waste Environmental Management Plan. Refer to the Site Based Management Plan at **Appendix G.**
Servicing		
PO_{22} 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	$AO_{22.1}$ 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	**Complies:** Table 9.4.6:3. Does not nominate a service vehicle rate for a utility Installation use but does require an articulated vehicle (AV) for a warehouse use. The development makes provision for on-site manoeuvring for the largest service vehicles that will access the site i.e. B-Double. Refer to the vehicle swept path

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

Performance outcomes	Acceptable outcomes	Compliance summary
(c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	makes it impractical to use them as storage or work areas.	diagrams included with the Engineering Infrastructure Report at **Appendix E**.
	AO22.3 The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard *AS 2890.2 – 1989 – Off Street Parking – Commercial Vehicle Facilities*.	**Complies**: Refer to the Engineering Infrastructure Report at **Appendix E.**
	AO22.4 Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so.	**Complies**: Refer to the Engineering Infrastructure Report at **Appendix E.**
	AO22.5 Service vehicles can enter and leave the site in a forward gear.	**Complies**: Refer to the Engineering Infrastructure Report at **Appendix E.**
PO23 Refuse collection vehicles are able to access on-site refuse collection facilities.	AO23.1 Where an on-site refuse area is provided, access and manoeuvring areas are designed and provided to enable access by refuse collection vehicle based on the Design Service Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates.	**Complies:** Refer to the refuse collection vehicle swept paths included in the Engineering Infrastructure Report at **Appendix E.**
PO24 Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated.	**Complies:** The proposed service arrangements are consistent with those expected within the Wellcamp Business Park and accordingly, will not contribute to adverse amenity impacts.
PO25 Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO25.1 Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	**Complies:** The proposed servicing arrangements are not located at the front of the proposed development and will not detract from the streetscape character noting that the site is located within the Wellcamp Business Park and accordingly, the proposed servicing

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

Performance outcomes	Acceptable outcomes	Compliance summary
		arrangements are consistent with those expected within the locality.

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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 development is located within the Wellcamp Business Park reticulated water supply area. The development will be connected to this service which has adequate capacity to service the proposed development. Refer to the Engineering Infrastructure Report at **Appendix E** and the Third Party Advice from the Wellcamp Business Park at **Appendix H**. **N/A:** Refer to response to $AO_{1.1}$. **Complies:** Water supply systems and connections have been designed and constructed 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 waster water treatment and disposal is provided which complies with *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure*. $AO_{2.3}$ Waste water systems and connections are designed and constructed in accordance with	**Complies**: The development is located within the Wellcamp Business Park sewerage system area. The development will be connected to this service which has adequate capacity to service the proposed development. Refer to the Engineering Infrastructure Report at **Appendix E** and the Third Party Advice from the Wellcamp Business Park at **Appendix H**. **N/A:** Refer to response to $AO_{2.1}$. **Complies:** Wastewater systems and connections have been designed and constructed in accordance with the relevant standards.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	
PO_3 The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	$AO_{3.1}$ Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	**Complies:** The premises will be connected to the reticulated electricity supply which services the area.
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 premises will be connected to the telecommunications infrastructure servicing the area.
PO_5 Provision is made for future telecommunications services (e.g. fibre optic cable).	$AO_{5.1}$ Conduits are provided in accordance with *SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** Conduits can be provided in accordance with the relevant standards as required.
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 *the Queensland Development Code QDC MP1.4*.	**Complies:** Refer to the Site Plan at **Appendix D**.
PO_7 Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	**Complies:** The proposed development is located within an area that is already serviced by infrastructure connections.
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 *SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure*.	**Complies:** Water meters will be installed in accordance with the relevant standards.

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

Performance outcomes	Acceptable outcomes	Compliance summary
Movement Networks		
PO_9 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 *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure*. $AO_{9.2}$ Footpaths and bikeways are provided in accordance with the *Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)*.	**N/A:** The proposed development does not involve external roadworks. **Performance Solution:** The development site area is located adjacent Airport Drive which in turn takes access via International Drive both of which are not provided with formed footpaths.
PO_{10} 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 *PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure*. $AO_{10.2}$ Footpaths and bikeways are provided in accordance with the *Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)*.	**Performance Solution:** The development site area is located adjacent Airport Drive which in turn takes access via International Drive both of which are not provided with formed footpaths. **Performance Solution:** The development site area is located adjacent Airport Drive which in turn takes access via International Drive both of which are not provided with formed footpaths.
PO_{11} 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.	**Performance Solution:** Refer to the response to the Accepted Development requirements of the Transport, Access and Parking Code, $AO_{2.1}$.
PO_{12} Movement networks can be easily and efficiently maintained.	$AO_{12.1}$ Infrastructure is provided in accordance with *SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure*.	**Complies:** Infrastructure will be provided in accordance with the relevant standards. Refer to the Engineering Infrastructure Report at **Appendix E**.

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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 carpking 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);	AO13.1 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 *Australian Standard 4970-2009*. *Note: An additional site access is considered to be more than one site access.* AO13.2 Non-residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits);	**Complies**: Site access has been designed to comply with relevant standards including swept path analysis and sight safety distances. Refer to the Engineering Infrastructure Report prepared by Kehoe Myers Consulting Engineers attached at **Appendix E**.

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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*.	

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

Performance outcomes	Acceptable outcomes	Compliance summary
Vehicular Access – Residential		
PO14 Residential 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. existing crossovers and driveways, etc); (B) minimising the width and grade of the access;	AO14.1 Residential 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.* AO14.2 Except where in a Rural Zone, residential vehicular access and driveway crossovers:	**N/A:** The proposed development is for a non-residential use.

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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, includiing table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; or (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and (i) are provided in accordance with the *Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant), the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure and Australian Standard AS 4970-2009 –Protection of Trees on Development Sites.*	

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

Performance outcomes	Acceptable outcomes	Compliance summary
	AO14.3 Where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	
Earthworks and Retaining Walls		
PO15 Earthworks result in stable landforms and structures.	AO15.1 Earthworks and the construction of retaining walls and batters are undertaken in	**N/A:** The development site area has been historically benched to suit industrial development and additional retaining walls/batters are not required.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	
PO16 Earthworks do not result in the contamination of land or water and avoid risk to people and property.	AO16.1 Earthworks are undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The development site area has been historically benched to suit industrial development and additional retaining walls/batters are not required.
PO17 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.	AO17.1 Earthworks and the construction of retaining walls and batters are undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The development site area has been historically benched to suit industrial development and additional retaining walls/batters are not required.
PO18 Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	AO18.1 Earthworks and the construction of retaining walls and batters are undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The development site area has been historically benched to suit industrial development and additional retaining walls/batters are not required.
PO19 Earthworks do not prevent access or create difficult access to the property.	AO19.1 Earthworks and the construction of retaining walls and batters ensure driveways can provided in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The development site area has been historically benched to suit industrial development and additional retaining walls/batters are not required.
PO20 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.	AO20.1 Earthworks are undertaken in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The development site area has been historically benched to suit industrial development and additional retaining walls/batters are not required.
PO21 The transportation of material minimises adverse impact on the road system.	AO21.1 Material is transported in accordance with *SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure*.	**N/A:** The development site area has been historically benched to suit industrial development and additional retaining walls/batters are not required.

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

Performance outcomes	Acceptable outcomes	Compliance summary
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 collection, storage, treatment and disposal of trade waste will be in accordance with Council's requirements. Refer to the Waste Management Plan included with the Site Based Management Plan attached at **Appendix G**.
PO_{23} Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times.	$AO_{23.1}$ Refuse container storage areas are provided which: (a) are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a	**Complies:** The proposed refuse storage area is located with a screened area approx. 27m from the site's frontage at the northern end of building; refer to **Appendix D**. The development has been designed to ensure a refuse collection vehicle can access the bin storage areas and enter/exit the site in a forward gear. Refer to the refuse collection vehicle turning template included with the Engineering infrastructure Report attached at **Appendix E**. The proposed storage area is of a sufficient size that it will be able to accommodate the required number of containers. Bunding can be provided as required. The storage area is of a suitable design that enables the bins to be washed and drained as required. Refer to the Waste Management Plan included with the Site Based Management Plan attached at **Appendix G**. The proposed development is not within proximity of a sensitive land use.

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

Performance outcomes	Acceptable outcomes	Compliance summary
	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.	**Complies**: Refer to the response to $AO_{23.1}$.
	$AO_{23.3}$ For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.	**N/A**
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 refuse storage area is of a sufficient size to accommodate a recycling bin. Refer to the Waste Management Plan included with the Site Based Management Plan attached at **Appendix G**.
Construction Management		
PO_{25} Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	$AO_{25.1}$ Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; and (d) removal from the site of all declared noxious weeds and environmental weeds.	**Complies:** Construction activities will be managed in accordance with Council's requirements

Toowoomba Regional Planning Scheme 2012 (v28.0)

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

Performance outcomes	Acceptable outcomes	Compliance summary
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:** Construction activities will be managed in accordance with Council's 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:** Construction activities will be managed in accordance with Council's 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:** Construction activities will be managed in accordance with Council's 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:** Construction activities will be managed in accordance with Council's requirements.

State code 1: Development in a state-controlled road environment

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the **state-controlled road.**	**AO1.1** Development is not located in a **state-controlled road**. AND **AO1.2** Development can be maintained without requiring access to a **state-controlled road**.	**Complies:** The proposed development seeks to develop part of Lot 6 on SP296105 (Proposed Lot 77 – 23,499m²) with a new mail depot for Australia Post. The development application includes Lot 800 on SP296105 (International Drive) for access purposes. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. The development will take access via Toowoomba Cecil Plains Road through the private road network of International Drive and Airport Drive and will not have direct access to state-controlled roads. Accordingly, the development will not create a safety hazard for users of state-controlled roads.
PO2 The design and construction of the development does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies:** Refer to the response to AO1.1. The proposed development is not of a nature that will adversely impact the structural integrity or physical condition of state-controlled roads or road transport infrastructure.
PO3 The location of the development does not obstruct **road transport infrastructure** or	No acceptable outcome is prescribed.	**Complies:** Refer to the response to AO1.1. The location of the proposed development will not obstruct

Performance outcomes	Acceptable outcomes	Response
adversely impact the operating performance of the **state-controlled road**.		road transport infrastructure or adversely impact the operating performance of the state-controlled roads.
PO4 The location, placement, design and operation of advertising devices, visible from the **state-controlled road**, do not create a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	**N/A:** The proposed development does not require advertising devices visible from a state-controlled road.
PO5 The design and construction of buildings and **structures** does not create a safety hazard by distracting users of the **state-controlled road**.	**AO5.1** Facades of buildings and **structures** fronting the **state-controlled road** are made of non-reflective materials. AND **AO5.2** Facades of buildings and **structures** do not direct or reflect point light sources into the face of oncoming traffic on the **state-controlled road**. AND **AO5.3** External lighting of buildings and **structures** is not directed into the face of oncoming traffic on the **state-controlled road**. AND **AO5.4** External lighting of buildings and **structures** does not involve flashing or laser lights.	**Complies**: The proposed development seeks to develop part of Lot 6 on SP296105 (Proposed Lot 77 – 23,499m²) with a new mail depot for Australia Post. The development application includes Lot 800 on SP296105 (International Drive) for access purposes. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. These separation distances ensure building facades and any external lighting will not deflect light into oncoming traffic users of the state-controlled road network.
PO6 Road, pedestrian and bikeway bridges over a **state-controlled road** are designed and constructed to prevent projectiles from being thrown onto the **state-controlled road**.	**AO6.1** Road, pedestrian and bikeway bridges over the **state-controlled road** include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and	**N/A:** The proposed development does not involve road, pedestrian or bikeway bridges over State-controlled roads.

Performance outcomes	Acceptable outcomes	Response
	Other Structures Manual, Department of Transport and Main Roads, 2020.	
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the **state-controlled road**.	**AO7.1** Landscaping is not located in a **state-controlled road**. AND **AO7.2** Landscaping can be maintained without requiring access to a **state-controlled road**. AND **AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**.	**N/A:** The proposed development does not require landscaping in or near a state-controlled road.
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies:** The proposed development will not result in worsened stormwater run-off or overland flow onto the state-controlled road network. Refer to the Conceptual Stormwater Management Plan at **Appendix F**.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies:** Refer to response to PO8.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies:** Refer to response to PO8.
PO11 Development ensures that stormwater is lawfully discharged.	**AO11.1** Development does not create any new points of discharge to a **state-controlled road.**	**Complies:** The proposed development will maintain existing lawful points of discharge. Refer to the

Performance outcomes	Acceptable outcomes	Response
	AND **AO11.2** Development does not concentrate flows to a **state-controlled road**. AND **AO11.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO11.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **state-controlled road**.	Conceptual Stormwater Management Plan attached at **Appendix F**. **Complies:** Refer to response to AO11.1. **Complies:** Refer to response to AO11.1. **Complies:** Refer to response to AO11.1.
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a **state-controlled road**.	**AO12.1** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (within +/- 10mm) to existing flood levels within a **state-controlled road**. AND **AO12.2** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a **state-controlled road**. AND	**Complies:** The proposed development is not of a nature that will worsen flood impacts on State-controlled roads. Refer to the Conceptual Stormwater Management Plan attached at **Appendix F**. **Complies:** Refer to response to AO12.1.

Performance outcomes	Acceptable outcomes	Response
	AO12.3 For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**.	**Complies:** Refer to response to AO12.1.
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the **state-controlled road**.	**AO13.1** Drainage infrastructure is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO13.2** Drainage infrastructure can be maintained without requiring access to a **state-controlled road**.	**Complies:** The proposed development will utilise the Wellcamp Business Park's stormwater drainage network and will maintain existing lawful points of discharge. Refer to the Conceptual Stormwater Management Plan attached at **Appendix F**. **Complies:** Refer to the Conceptual Stormwater Management Plan attached at **Appendix F**.
PO14 Drainage infrastructure associated with, or within, a **state-controlled road** is constructed, and designed to ensure the **structural integrity** and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	**Complies:** The proposed development is not of a nature that would compromise the structural integrity or physical condition of drainage infrastructure associated with State-controlled roads. Refer to the Conceptual Stormwater Management Plan attached at **Appendix F**.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a **new or changed access** to a **state-controlled road** does not compromise the safety of users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies:** The proposed development seeks to develop part of Lot 6 on SP296105 (Proposed Lot 77 – 23,499m²) with a new mail depot for Australia Post. The development application includes Lot 800 on SP296105 (International Drive) for access purposes. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. The development will take access via Toowoomba Cecil Plains Road through the private road network of International Drive and Airport Drive and will not have direct access to state-controlled roads. Accordingly, the development will not create a safety hazard for users of state-controlled roads.
PO16 The location, design and operation of a **new or changed access** does not adversely impact the **functional requirements** of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies:** Refer to response to PO15.
PO17 The location, design and operation of a **new or changed access** is consistent with the **future intent** of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies:** Refer to response to PO15.
PO18 New or changed access is consistent with the access for the relevant **limited access road policy**: 1. **LAR 1** where direct access is prohibited; or 2. **LAR 2** where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	**Complies:** Refer to response to PO15.
PO19 New or changed access to a **local road** within 100 metres of an intersection with a **state-**	No acceptable outcome is prescribed.	**Complies:** Refer to response to PO15.

Performance outcomes	Acceptable outcomes	Response
controlled road does not compromise the safety of users of the **state-controlled road**.		
PO20 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	**Complies:** Refer to response to PO15.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**N/A:** The proposed development does not involve the provision of changes to, or new, public and active transport connections.
PO22 Development maintains the ability for people to access **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**N/A:** Refer to response to PO21.
PO23 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**N/A:** Refer to response to PO21.
PO24 Development does not adversely impact the **structural integrity** or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**N/A:** Refer to response to PO21.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies:** The proposed development seeks to develop part of Lot 6 on SP296105 (Proposed Lot 77 – 23,499m²) with a new mail depot for Australia Post. The development application includes Lot 800 on SP296105 (International Drive) for access purposes. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. The development will take access via Toowoomba Cecil Plains Road through the private road network of International Drive and Airport Drive and will not have direct access to state-controlled roads. Accordingly, the development will not create a safety hazard for users of state-controlled roads.
PO26 Development ensures **no net worsening** of the operating performance of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies:** Refer to response to PO25.
PO27 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	**Complies:** Refer to response to PO25.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	**N/A:** The development will not involve haulage that exceeds the thresholds listed in PO28.
PO29 Development does not impede delivery of **planned upgrades** of **state-controlled roads**.	No acceptable outcome is prescribed.	**N/A:** The adjoining state-controlled roads are not identified for planned upgrades on the State's DAMS mapping.
PO30 Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**.	No acceptable outcome is prescribed.	**N/A:** The proposed development is not of a nature that will impede the delivery of future corridor improvements to State-controlled roads.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies:** The development application includes Lot 800 on SP296105 (International Drive) for access purposes. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. Accordingly, the development will not create a safety hazard for users of the state-controlled network in terms of filling, excavation, building foundations and retaining structures. The development seeks to utilise a site that has been previously benched for industrial development as part of prior development approvals. Refer to the Engineering Infrastructure Report at **Appendix E**.
PO32 Development does not adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	**N/A:** Refer to response to PO31.
PO33 Development does not undermine, damage or cause subsidence of a **state-controlled road**.	No acceptable outcome is prescribed.	**N/A:** Refer to response to PO31.
PO34 Development does not cause ground water disturbance in a **state-controlled road**.	No acceptable outcome is prescribed.	**N/A:** Refer to response to PO31.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or **structural integrity** of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**N/A:** Refer to response to PO31.
PO36 Filling and excavation associated with the construction of **new or changed access** do not compromise the operation or capacity of existing drainage infrastructure for a **state-controlled road.**	No acceptable outcome is prescribed.	**N/A:** Refer to response to PO31.

Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a **state-controlled road.**	**AO37.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO37.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. OR	**N/A:** The development application does not include reconfiguring a lot.

Performance outcomes	Acceptable outcomes	Response
	AO37.3 Development provides a **solid gap-free fence** or other **solid gap-free structure** along the full extent of the boundary closest to the **state-controlled road**.	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road.**	**AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO38.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	**N/A:** The development application does not include reconfiguring a lot.
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		

Performance outcomes	Acceptable outcomes	Response
PO39 Development minimises noise intrusion from a **state-controlled road** in **private open space**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	**N/A:** The development application does not involve a residential use component. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. Accordingly, acoustic barriers to attenuate traffic noise from the State transport network are not required in this instance. **N/A:** Refer to response to AO39.1, the application does not involve a residential use component.
PO40 Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the facade.	**AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms**;	**N/A:** Refer to response to AO39.1, the application does not involve a residential use component.

Performance outcomes	Acceptable outcomes	Response
	2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO40.2** Development (excluding a **relevant residential building** or **relocated building**) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	**N/A:** Refer to response to AO39.1, the application does not involve a residential use component.
PO41 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**N/A:** Refer to response to AO39.1, the application does not involve a residential use component.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);	No acceptable outcome is provided.	**N/A:** Refer to response to AO39.1, the application does not involve a residential use component.

Performance outcomes	Acceptable outcomes	Response
2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.		
PO43 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**N/A:** Refer to response to AO39.1, the application does not involve a residential use component.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas**; b. in accordance with: i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor**	No acceptable outcome is provided.	**N/A:** The application does not seek approval for a child care centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
play areas by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO45 Development involving a **childcare centre** or **educational establishment**: 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is provided.	**N/A:** The application does not seek approval for a child care centre or educational establishment.
PO46 Development involving: 1. **indoor education areas** and **indoor play areas**; or 2. sleeping rooms in a **childcare centre**; or	No acceptable outcome is provided.	**N/A:** The application does not seek approval for a child care centre or educational establishment.

Performance outcomes	Acceptable outcomes	Response
3. **patient care areas** in a **hospital** achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).		
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a **childcare centre** or **educational establishment** which have balconies, podiums or elevated **outdoor play areas** predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a **state-controlled road** are provided with: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated **outdoor play areas**.	No acceptable outcome is provided.	**N/A:** The application does not seek approval for a child care centre, educational establishment or hospital.
PO48 Development including: 1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	**N/A:** The application does not seek approval for a child care centre, educational establishment or hospital.
Air, light and vibration		

Performance outcomes	Acceptable outcomes	Response
PO49 Private open space, **outdoor education areas** and **outdoor play areas** are protected from air quality impacts from a **state-controlled road**.	**AO49.1** Each dwelling or unit has access to a **private open space** which is shielded from a **state-controlled road** by a building, **solid gap-free fence**, or other **solid gap-free structure**. OR **AO49.2** Each **outdoor education area** and **outdoor play area** is shielded from a **state-controlled road** by a building, **solid gap-free fence,** or other **solid gap-free structure**.	**N/A:** The application does not seek approval for a residential use or an education use.
PO50 Patient care areas within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**.	**AO50.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$. AND **AO50.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care area** does not exceed a vibration dose value of $0.4m/s^{1.75}$.	**N/A:** The application does not seek approval for a hospital. **N/A:** The application does not seek approval for a hospital.
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a **state-controlled road** or **type 1 multi-modal corridor**, does not: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	**Complies:** The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass and the application is for an industrial use. Accordingly, the development will not be impacted from external light sources arising from the state-controlled road network.

Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a **future state-controlled road**.	**AO52.1** Development is not located in a **future state-controlled road**. OR ALL OF THE FOLLOWING APPLY: **AO52.2** Development does not involve filling and excavation of, or material changes to, a **future state-controlled road**. AND **AO52.3** The intensification of lots does not occur within a **future state-controlled road**. AND **AO52.4** Development does not result in the landlocking of parcels once a **future state-controlled road** is delivered.	**N/A:** The subject site is not located within a future State-controlled road environment.
PO53 The location and design of **new or changed access** does not create a safety hazard for users of a **future state-controlled road**.	**AO53.1** Development does not include **new or changed access** to a **future state-controlled road**.	**N/A:** Refer to response to AO52.1.
PO54 Filling, excavation, building foundations and **retaining structures** do not undermine, damage or cause subsidence of a **future state-controlled road**.	No acceptable outcome is prescribed.	**N/A:** Refer to response to AO52.1.
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a **future state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**N/A:** Refer to response to AO52.1.

Performance outcomes	Acceptable outcomes	Response
PO56 Development ensures that stormwater is lawfully discharged.	**AO56.1** Development does not create any new points of discharge to a **future state-controlled road**. AND **AO56.2** Development does not concentrate flows to a **future state-controlled road**. AND **AO56.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO56.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **future state-controlled road**.	**N/A:** Refer to response to AO52.1.

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies:** The proposed development seeks to develop part of Lot 6 on SP296105 (Proposed Lot 77 – 23,499m²) with a new mail depot for Australia Post. The development application includes Lot 800 on SP296105 (International Drive) for access purposes. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. The development will take access via Toowoomba Cecil Plains Road through the private road network of International Drive and Airport Drive and will not have direct access to state-controlled roads. Accordingly, the development will not create a safety hazard for users of state-controlled roads.
PO2 Development does not adversely impact the structural integrity or physical condition of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies:** The proposed development seeks to develop part of Lot 6 on SP296105 (Proposed Lot 77 – 23,499m²) with a new mail depot for Australia Post. The development application includes Lot 800 on SP296105 (International Drive) for access purposes. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. The development will take access via Toowoomba Cecil Plains Road through the private road network of International Drive and Airport Drive and will not have direct access to state-controlled roads. In this regard, the development will not adversely impact the structural integrity or physical condition of the State controlled road.

Performance outcomes	Acceptable outcomes	Response
PO3 Development ensures **no net worsening** of the operating performance the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies:** The proposed development seeks to develop part of Lot 6 on SP296105 (Proposed Lot 77 – 23,499m²) with a new mail depot for Australia Post. The development application includes Lot 800 on SP296105 (International Drive) for access purposes. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. The development will take access via Toowoomba Cecil Plains Road through the private road network of International Drive and Airport Drive and will not have direct access to state-controlled roads. In this regard, the development no net worsening of the operating performance of the State controlled road.
PO4 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	**Complies:** The proposed development seeks to develop part of Lot 6 on SP296105 (Proposed Lot 77 – 23,499m²) with a new mail depot for Australia Post. The development application includes Lot 800 on SP296105 (International Drive) for access purposes. The development site area has a high degree of separation from the nearest state-controlled roads i.e. 1.7kms to Toowoomba Cecil Plains Road and 700m to the Toowoomba Bypass. The development will take access via Toowoomba Cecil Plains Road through the private road network of International Drive and Airport Drive and will not have direct access to state-controlled roads.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	**N/A:** The development will not involve haulage that exceeds the thresholds listed in PO5.
PO6 Development does not require a new **railway** level crossing.	No acceptable outcome is prescribed.	**N/A:** The development is not located in proximity to a rail corridor or railway crossing.
PO7 Development does not adversely impact the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	**N/A:** The development is not located in proximity to a rail corridor or railway crossing.

Performance outcomes	Acceptable outcomes	Response
PO8 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	**N/A:** The development is not located in proximity to a rail corridor or railway crossing.
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a **railway crossing**.	No acceptable outcome is prescribed.	**N/A:** The development is not located in proximity to a rail corridor or railway crossing.
PO10 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	**N/A:** The development is not located in proximity to a rail corridor or railway crossing.
PO11 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	**N/A:** The development is not located in proximity to a rail corridor or railway crossing.
PO12 Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**N/A:** The development is not located in proximity to a rail corridor or railway crossing.
PO13 Development does not adversely impact the structural integrity or physical condition of a **railway corridor** or **rail transport infrastructure**.	No acceptable outcome is prescribed.	**N/A:** The development is not located in proximity to a rail corridor or railway crossing.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies:** The proposed development will utilise the Wellcamp Business Park's stormwater drainage network and will maintain existing lawful points of discharge. Refer to the Conceptual Stormwater Management plan at **Appendix F**.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies:** The proposed development will utilise the Wellcamp Business Park's stormwater drainage network and will maintain existing lawful points of discharge. Refer to the Conceptual Stormwater Management plan at **Appendix F**.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies:** The proposed development will utilise the Wellcamp Business Park's stormwater drainage network and will maintain existing lawful points of discharge. Refer to the Conceptual Stormwater Management plan at **Appendix F**.
PO17 Development associated with a **state-controlled road** or **road transport infrastructure** ensures that stormwater is lawfully discharged.	**AO17.1** Development does not create any new points of discharge to a **state transport corridor** or **state transport infrastructure**.	**Complies:** The proposed development will utilise the Wellcamp Business Park's stormwater drainage network and will maintain existing lawful

Performance outcomes	Acceptable outcomes	Response
	AND **AO17.2** Development does not concentrate flows to a **state transport corridor**. AND **AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO17.4** Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**.	points of discharge. Refer to the Conceptual Stormwater Management plan at **Appendix F**.
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a **state transport corridor** or **state transport infrastructure**	*For a **state-controlled road** or **road transport infrastructure**, all of the following apply:* **AO18.1** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a **state transport corridor**. AND **AO18.2** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a **state transport corridor**. AND **AO18.3** For all flood events up to 1% annual exceedance probability, development ensures	**Complies:** The proposed development is not of a nature that will worsen flood impacts on State-controlled roads. Refer to the Conceptual Stormwater Management plan at **Appendix F**. **Complies**: Refer to the response to AO18.1. **Complies**: Refer to the response to AO18.1.

Performance outcomes	Acceptable outcomes	Response
	there are negligible impacts (up to a 10% increase) to existing time of submergence of a **state transport corridor**. *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.*	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a **state transport corridor**.	*For a **state-controlled road** environment, both of the following apply:* **AO19.1** Drainage infrastructure associated with, or in a **state-controlled road** is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**. *For a **railway** environment both of the following apply:* **AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site. AND **AO19.4** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.	**Complies:** The proposed development will utilise the Wellcamp Business Park's stormwater drainage network and will maintain existing lawful points of discharge. Refer to the Conceptual Stormwater Management plan at **Appendix F**. **Complies**: Refer to the response to AO19.1. **Complies**: Refer to the response to AO19.1. **Complies**: Refer to the response to AO19.1.
PO20 Drainage infrastructure associated with, or in a **state-controlled road** or **road transport infrastructure** is constructed and designed to	No acceptable outcome is prescribed.	**Complies:** The proposed development will utilise the Wellcamp Business Park's stormwater drainage network and will maintain existing lawful

Performance outcomes	Acceptable outcomes	Response
ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.		points of discharge. Refer to the Conceptual Stormwater Management plan at **Appendix F**.
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area identified for planned upgrades to State transport infrastructure.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with **public passenger transport infrastructure**, **active transport infrastructure** or **public passenger services**.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services. or active transport infrastructure.
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services. or active transport infrastructure.
PO24 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services. or active transport infrastructure.
PO25 Development does not adversely impact the structural integrity or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services. or active transport infrastructure.
PO26 Upgraded or new **public passenger transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services. or active transport infrastructure.
PO27 Development is designed to ensure the location of **public passenger transport infrastructure** prioritises and enables efficient **public passenger services**.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services. or active transport infrastructure.
PO28 Development enables the provision or extension of **public passenger services**, **public passenger transport infrastructure** and **active transport infrastructure** to the development and avoids creating indirect or inefficient routes for **public passenger services**.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services. or active transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
PO29 New or modified road networks are designed to enable development to be serviced by **public passenger services**.	**AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent. AND **AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND **AO29.3** Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services.
PO30 Development provides safe, direct and convenient access to existing and future **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services.
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. public bus services.

Performance outcomes	Acceptable outcomes	Response
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. taxi services.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and **booked hire services** other than taxis.	No acceptable outcome is prescribed.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. booked hire services.
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	**AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance. AND **AO34.2 Taxi facilities** are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	**N/A**: The subject land is not located in an area serviced by public passenger transport infrastructure or services i.e. taxi services.
PO35 Educational establishments are designed to ensure the safe and efficient operation of **public passenger services**, pedestrian and cyclist access and **active transport infrastructure**.	**AO35.1** Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	**N/A:** The development does not seek approval for an Educational Establishment use.