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**TOOWOOMBA
REGIONAL COUNCIL**

ASSESSMENT OF INFRASTRUCTURE

26-077 – CHARPROGRESS PTY LTD
LOT 7 SUBDIVISION





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STATEMENT OF LIMITATION

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1 Introduction

icubed consulting has been commissioned to assess the existing infrastructure available to service the proposed 11-lot industrial subdivision at 10775 Warrego Highway, Charlton. The site is located within the Toowoomba Regional Council local government area. The proposed allotment layout is provided in Appendix A.

This assessment has been prepared based on a desktop review of the following information:

- Before You Dig Australia (BYDA) service information;
- Toowoomba Regional Council infrastructure mapping; and
- Subdivision plans prepared by RPS.

This report summarises the findings of the assessment and identifies the infrastructure requirements for servicing the proposed development.

2 Location

The site is located at 10775 Warrego Highway and is formally described as Lot 7 on AG3687. It is bounded by the Warrego Highway to the north, Lot 8 and Moorebank Road to the south, and existing industrial developments to the east and west.



Figure 1: Feed Central Lot 7 – Satellite View

Source: NearMap, April 2026



Figure 2: Feed Central Lot 7 - Terrain View

Source: Google Maps, 2026

3 Flooding

The site is not identified within Toowoomba Regional Council's Flood Risk Overlay or mapped Overland Flow Paths, as shown in Figure 3. On this basis, the site is not currently identified by Council as being subject to regional flooding or significant local overland flow.

While specific allowance for regional flooding is not considered necessary, the subdivision drainage design will need to safely manage runoff generated within the development and flows entering the site from upstream catchments.

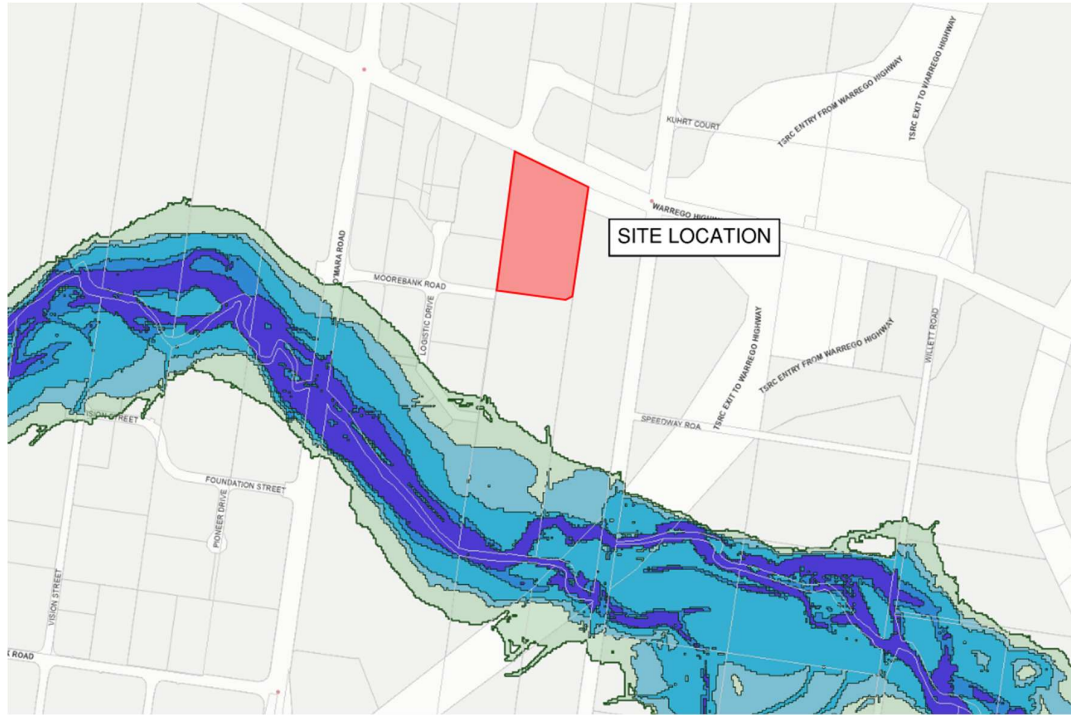


Figure 3: Toowoomba Regional Council, Flood Risk Mapping

Source: Flood Risk Information Portal, 2026

4 Earthworks and Overland Flow

The site has an average grade of approximately 2.7% and generally falls towards the south-western corner, as shown in Figure 4.

Earthworks will be required to establish suitable road, allotment and building-pad levels. Lots will be benched at a 1.0% grade towards the southwest and battered.

The earthworks design must maintain safe overland flow paths through the development, including provision for runoff entering from upstream catchments, without adversely affecting neighbouring properties.

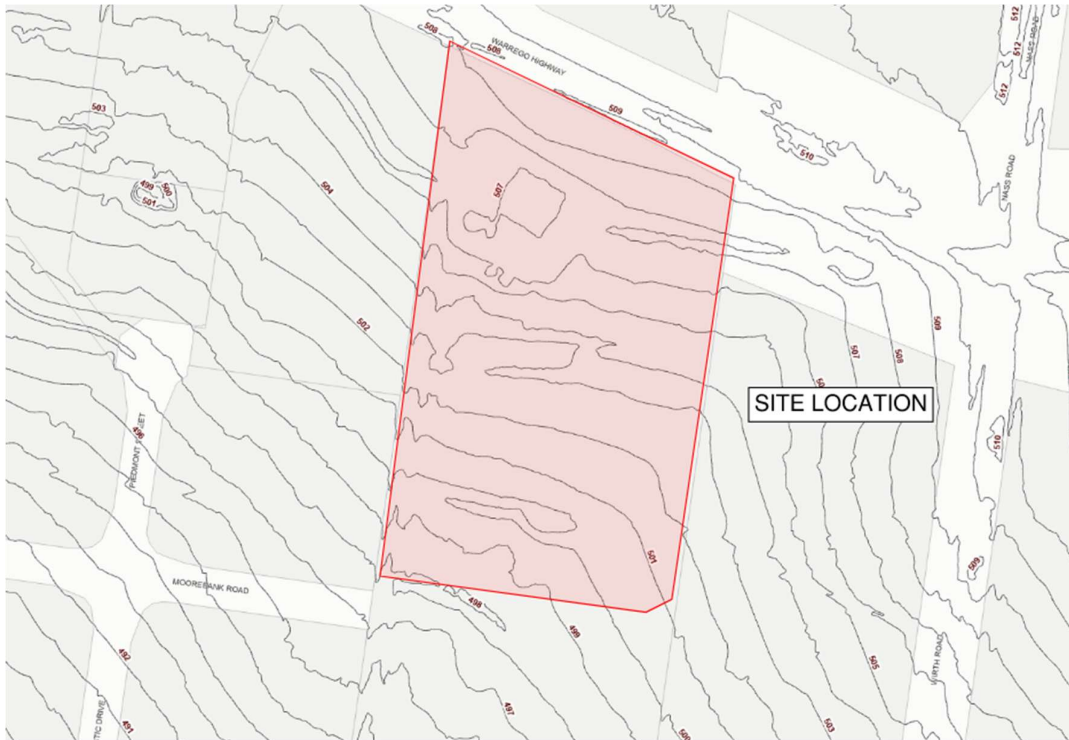


Figure 4: 1m Contour Plan, Site Shown in Red

Source: TRMaps – Property, 2026

5 Services

5.1 Stormwater

The site is located within an established urban area containing a combination of kerb and channel, open channels and underground stormwater infrastructure.

The proposed subdivision will be serviced by a combination of underground stormwater drainage and grass-lined channels. Runoff from the proposed allotments and access road will be collected and conveyed to the proposed outlet at Moorebank Road. The perimeter grass-lined channels will intercept and convey runoff entering from upstream catchments, as well as runoff from the rear of the proposed allotments.

The road reserve and grass-lined channels will also form part of the major drainage system, providing safe overland-flow paths for flows exceeding the capacity of the underground network.

The proposed minor and major drainage systems, detention arrangements and stormwater-quality treatment measures are detailed in the project Stormwater Management Plan.

Erosion and sediment controls will be required during construction and documented in the contractor's site-specific Erosion and Sediment Control Plan.

5.2 Sewerage

An existing sewer connection point is available at the south-western corner of the site, immediately north of Moorebank Road, as shown in Figure 5.

The proposed allotments will be serviced by a new internal sewer reticulation network, which is expected to discharge by gravity to this connection point. The available connection level and capacity of the existing Council sewer will require confirmation during detailed design in consultation with Toowoomba Regional Council.

Any industrial uses generating trade waste will be subject to Council's separate trade-waste approval requirements.

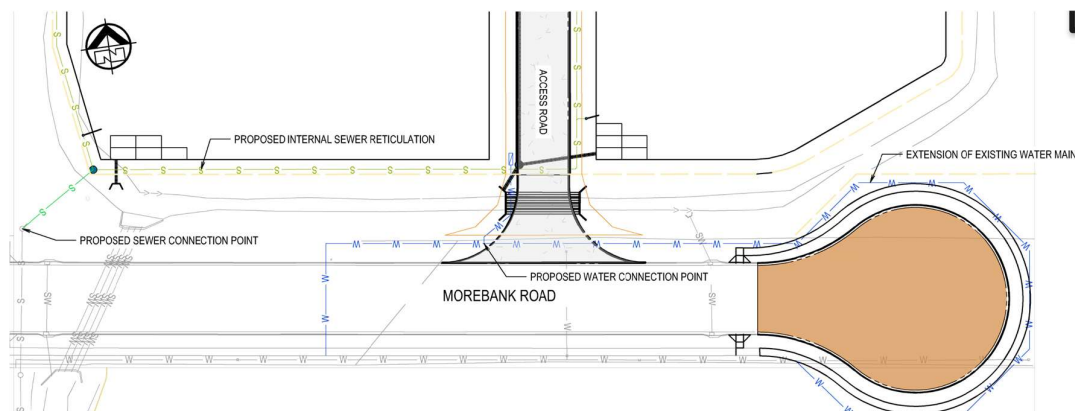


Figure 5: Sewer and Water Connection Plan

Source: icubed consulting



5.3 Water

Existing water infrastructure includes a 250 mm diameter ductile iron water main within the Warrego Highway and an existing 150mm water main along the southern side of Moorebank Road.

As shown in Figure 5, it is proposed to extend the Moorebank Road water main around the new cul-de-sac at the eastern end of the road. The main will cross to the northern side of Moorebank Road, continue along the development frontage and reconnect to the existing main on the southern side. This arrangement will provide a suitable connection point for the subdivision's internal water reticulation and establish a looped supply, allowing water to be delivered from both directions.

The development is located within the CWEA (Charlton Wellcamp Enterprise Area) with an allowance for 30EP/ha allowed for within the TRC Greater Western Toowoomba Water Supply Study. The development of the subdivision is not expected to generate a demand in excess of this requirement.

The proposed connection and main extension will be subject to Toowoomba Regional Council approval and hydraulic assessment to confirm that adequate pressure and flow are available for the development's potable-water and firefighting demands.

5.4 Gas

This subdivision is not intended to be serviced by reticulated gas mains.

5.5 Power

The proposed subdivision will be supplied from a high-voltage connection to the existing electricity network within the Warrego Highway. A new transformer is proposed on the access-road frontage between Lots 79 and 80.

Underground electrical reticulation will extend from the transformer to service each proposed allotment. The connection arrangement, transformer capacity, cable routes and any required easements will be confirmed with the electricity network service provider during detailed design.

5.6 Communication

The proposed subdivision is expected to be serviced from the existing telecommunications network within the Warrego Highway.

New underground telecommunications conduits and pits will be installed throughout the subdivision to provide a connection to each proposed allotment. The available network capacity, point of connection and servicing requirements will require confirmation with the relevant telecommunications provider during detailed design.



6 Conclusion

icubed consulting has assessed the proposed development in relation to the servicing requirements needed for an industrial subdivision on the subject site. The proposed development is considered to be adequately serviced in accordance with the requirements of Toowoomba Regional Council and is subject to connections in accordance with the relevant statutory authority requirements and approvals.