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**TOOWOOMBA
REGIONAL COUNCIL**



Town Planning Assessment Report

**7/57 Heinemann Rd, Wellcamp
Lot 7 on SP209468**

Material Change of Use (Development Permit)

Outdoor Sales

**Prepared by Plan A Town Planning Pty Ltd
Bootooloo Pty Ltd**

**Version 1.0
September 2026**

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1.0 INTRODUCTION

This Town Planning Report has been prepared by Plan A Town Planning Pty Ltd on behalf of Osprey Holdings Pty Ltd to accompany an application to Toowoomba Regional Council for the purpose of a Material Change of Use involving Outdoor Sales, over land located at 7/57 Heinemann Road, Wellcamp and described as Lot 7 on SP209468.

The information contained in this report demonstrates compliance with the relevant assessment benchmarks and confirms the proposal's suitability for the site.

1.1 DESCRIPTION OF PROPOSAL

The Applicant is seeking a Development Permit for a Material Change of Use for the purposes of Outdoor Sales in the Rural Zone. The proposal triggers Impact Assessable development as Outdoor Sales is not a listed use in Table 5.5:19 – Rural Zone of the Planning Scheme.

The premises is located in the Heinemann Road Transport Precinct of the Rural Zone which is a precinct that provides for the establishment of transport and associated logistics uses. The proposed application supports the existing transport and logistics uses on the site and the surrounding area.

The key details of the proposal are as follows:

- Establishment of Outdoor Sales use on the site with no increase in GFA;
- The purpose of the use to allow the applicant to sell vehicles from the premises and will support the existing Service Station and Transport Depot;
- Access to be provided via Crocker Court;
- Stock will be displayed to face Heinemann Road.
- The existing Transport Depot and Service Station uses will be maintained;
- No changes to the existing built form and existing infrastructure will be utilised.

The proposed use is consistent with the established transport and logistics focused precinct and as such will not adversely impact on adjoining properties or undermine the Rural Zoning of the premises. Further, the height, bulk, scale will remain unchanged as a result of the proposal which are in accordance with the requirements of the planning scheme.

On this basis, we request that the proposal be considered favourably by Council and subsequently approved subject to reasonable conditions.

2.0 APPLICATION DETAILS

2.1 SITE DETAILS

Site Address	7/57 Heinemann Road, Wellcamp
RPD	Lot 7 on SP209468
Site Area	14,260m ²
Current Land Use	Transport Depot and Service Station
Local Government	Toowoomba Regional Council
Planning Scheme Requirements	
Planning Scheme	Toowoomba Regional Planning Scheme
Zoning	Rural Zone
Overlays	8km Wildlife Hazard Buffer Zone Lighting Area Buffer (6km) Agricultural Land
Precinct	Heinemann Road Transport Precinct

2.2 USE(S) AND IMPROVEMENTS

Site Improvements	The site is currently used for a Service Station and a Transport Depot
Site History	The following applications have been lodged over the site: • Pylon Sign - OWS/2010/3403 • Combined MCU and ERA Service Station - MCUI/2012/6110 • Combined MCU and ERA Service Station – ERA/2012/6112 • Request for Negotiated Decision Notice Combined MCU and ERA Service Station - ERA/2012/6112/A • Request for Negotiated Decision Notice Combined MCU and ERA Service Station - MCUI/2012/6110/A • Request to Change Approval Combined MCU and ERA Service Station and Warehouse - MCUI/2012/6110/B
Site Context	The site is located in the area of Wellcamp, which is approximately 10km west of Toowoomba. The area immediately surrounding the site has largely been developed for the purposes of industrial uses that support transport and logistics businesses.
Street Frontage	The site has street frontage of approximately 260m to Heinemann Road and 180m to Crocker Court which is a private Road.
Access	Access to the site will be provided from Crocker Court, which is identified as a private road which is suitable for industrial uses. There'll be no changes to the access arrangements as a part of the proposed development.
Vegetation	The site is not identified as containing any significant vegetation.
Topography	The subject site is generally flat.
Flooding	The site is not identified as being impacted by flooding.
Infrastructure	The site has access to all necessary services and infrastructure.
Road Widening	Road widening will not be required for the proposal and the site does not appear to be subject to any proposed Council upgrades.
Easements	No easements have been identified as affecting the premises.

The below aerial photo extract that shows the location of the site –



Figure 1- Aerial photo of subject site (Source: Nearmap)

 Subject Site

2.3 DEVELOPMENT APPLICATION DETAILS

Applicant	Osprey Holdings Pty Ltd c/- Plan A Town Planning Pty Ltd PO Box 13 FORTITUDE VALLEY QLD 4006 Contact Person: Darcy Phelan Phone: (07) 3846 0807 Email: darcy@planatp.com.au
File Reference	26-287
PLANNING SCHEME CONSIDERATIONS	
Development Type	Material Change of Use (Development Permit)
Planning Scheme Definition	Outdoor Sales
Level of Assessment	Impact Assessable
OTHER CONSIDERATIONS	
State Interests (SPP)	STRATEGIC AIRPORTS AND AVIATION FACILITIES - Wildlife hazard buffer zone - Obstacle limitation surface contours - Obstacle limitation surface area AGRICULTURE - Important agricultural areas - Agricultural land classification - class A and B NATURAL HAZARDS RISK AND RESILIENCE - Flood hazard area - local government flood mapping area



SEQ Regional Plan Land Use Category	Urban Footprint
Referral triggers (See Section 3.1.4)	Not Applicable
Specialist reports provided	N/A
Prelodgement advice sought	No

2.4 RELEVANT ASSESSMENT CRITERIA

Building height	No change
Site cover	No change
Gross floor area	No change
Landscaping	No change
Minimum Flood levels	Not applicable
Number of car parking spaces	No change to parking arrangement
Vehicle type servicing the development	All vehicles up to HRV
Access arrangements	Access to the site provided from Crocker Court.
Proximity to sensitive uses	N/A
Other key details relevant to this development proposal	The existing development approvals on the site won't be impacted as a result of this application.

3.0 TOWN PLANNING STATUTORY CONSIDERATIONS

3.1 STATE GOVERNMENT CONSIDERATIONS

3.1.1 Planning Act 2016

In accordance with the provisions of the Planning Act 2016, the application is for a Material Change of Use (Development Permit). The application is subject to Impact Assessment.

3.1.2 South East Queensland Regional Plan

Under the South East Queensland Regional Plan, the subject site is included within the Urban Footprint. The Urban Footprint identifies land predominantly allocated to provide for the region's urban development needs.

The Regulatory provisions of the South East Queensland Regional Plan do not apply to the site as it is contained within the Urban Footprint.

3.1.3 State Planning Policy

The current state interests detailed within the State Planning Policy are listed below:

Liveable communities and housing:

- Liveable communities
- Housing supply and diversity

Economic growth:

- Agriculture
- Development and construction
- Mining and extractive resources
- Tourism

Environment and heritage:

- Biodiversity
- Coastal environment
- Cultural heritage
- Water quality

Hazards and safety:

- Emissions and hazardous activities
- Natural hazards

Infrastructure:

- Energy and water supply
- State transport infrastructure
- Strategic airports and aviation facilities
- Strategic ports

The Toowoomba Regional Planning Scheme has adopted all elements of the SPP. As such, an assessment against the development assessment provisions of the SPP is not required.

3.1.4 State Development Assessment Provisions

The proposal has been assessed against the State Development Assessment Provisions listed below:

- State Code 1: Development in a State-Controlled Road Environment
- State Code 2: Development in a Railway Environment
- State Code 3: Development in a Busway Environment
- State Code 4: Development in a Light Rail Environment
- State Code 5: Development in a State-Controlled Transport Tunnel Environment
- State Code 6: Protection of State Transport Networks
- State Code 7: Maritime Safety
- State Code 8: Coastal Development and Tidal Works

- State Code 9: Great Barrier Reef Wetland Protection Areas
- State Code 10: Taking or Interfering with Water
- State Code 11: Removal, Destruction or Damage of Marine Plants
- State Code 12: Development in a Declared Fish Habitat Area
- State Code 13: Unexploded Ordnance
- State Code 14: Queensland Heritage
- State Code 15: Removal of Quarry Material from a Watercourse or Lake
- State Code 16: Native Vegetation Clearing
- State Code 17: Aquaculture
- State Code 18: Constructing or Raising Waterway Barrier Works in Fish Habitats
- State Code 19: Category 3 Levees
- State Code 20: Referable Dams
- State Code 21: Hazardous Chemical Facilities
- State Code 22: Environmentally Relevant Activities
- State Code 23: Wind Farm Development
- State Code 24: Urban Design Outcomes for Significant Projects
- State Code 25: Development in South East Queensland Koala Habitat Areas

A copy of the SDAP Mapping Search is attached. The mapping search indicates that no state codes are applicable to the subject site and therefore the application does not require referral to any state agencies.

3.2 LOCAL GOVERNMENT CONSIDERATIONS

The Toowoomba Regional Planning Scheme is the relevant Planning Scheme for the Local Government Area of Toowoomba Regional Council. This section provides details of the relevant requirements which influence how the proposal is assessed against the Planning Scheme.

3.2.1 Zoning

The site is included within the Rural Zone of Toowoomba Regional Council Planning Scheme which states:

“The purpose of the zone is to: (a) provide for a wide range of rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities; (b) provide opportunities for non rural uses that are compatible with agriculture, the environment, and the landscape character of the rural area where they do not compromise the long term use of the land for rural purposes; and (c) protect or manage significant natural features, resources, and processes, including the capacity for primary production.”

3.2.2 Local Plan

The site is located within the Heinemann Road Transport Precinct of the Rural Zone.

3.2.3 Defined Development

The proposal is for Outdoor Sales which is consistent with the Toowoomba Regional Planning Scheme definition is as follows:

“outdoor sales means the use of premises for—

- (a) displaying, selling, hiring or leasing vehicles, boats, caravans, machinery, equipment or other similar products, if the use is mainly conducted outdoors; or*
- (b) repairing, servicing, selling or fitting accessories for the products stated in paragraph (a), if the use is ancillary to the use in paragraph (a).”*

3.2.4 Level of Assessment

The application is seeking approval for Material Change of Use (Development Permit) for the purpose of Outdoor Sales and is subject to Impact Assessment.

3.2.5 Planning Scheme Assessment Benchmarks

The relevant assessment benchmarks have been identified and addressed in section 4.3 of this Report.

4.0 PLANNING SCHEME ASSESSMENT

This section includes an assessment of the proposal against the relevant assessment benchmarks within the planning scheme.

4.1 OVERVIEW OF RELEVANT MATTERS

The proposed development is considered appropriate for the site and beneficial to the site's future use. Reasons that the proposal should be granted approval are as follows:

- The proposal is for Outdoor Sales, which is sited and designed in accordance with the relevant provisions;
- The proposed Outdoor Sales use is consistent with development in the surrounding area, being within a specialised transport and logistics precinct and is suitable and appropriate for the site;
- No built form is proposed as a part of this application;
- The built form won't change as a result of the proposed use;
- As the proposal is for Outdoor Sales to assist the operation of the existing use, it is not considered that it will generate any additional parking demand to the site and the existing parking arrangements are appropriate;
- No changes are proposed to existing landscaping onsite;
- The proposal is appropriately separated from sensitive uses;
- The proposed use is consistent with the intent of Heinemann Road Transport Precinct;
- The proposal generally complies with the planning scheme requirements as they relate to the site.

4.2 KEY CONSIDERATIONS

The key considerations for the development are as follows:

Proposed Use

While Outdoor Sales is not listed in the tables of assessment for the Rural Zone of the scheme, making it subject to Impact Assessment, the premises is located in the Heinemann Road Transport Precinct. The purpose of this precinct is to provide transport and associated logistics uses that capitalise on the strategic location of the precinct close to the regional road network system. The proposed use meets this purpose by providing a use that will complement the existing transport uses on the site, being a Service Station and Transport Depot for large vehicles in the area. The Outdoor Sales component will allow the applicant to sell large vehicles from the premises.

The application complies with all other relevant acceptable outcomes and as such complies with the relevant assessment benchmarks.

4.3 PLANNING SCHEME ASSESSMENT BENCHMARKS

The below codes have been identified as assessment benchmarks under the planning scheme and an assessment against these provisions are included in the following section of this report.

An assessment of the proposed Outdoor Sales use against the Strategic Framework has been carried out and been determined that it is consistent with the relevant provisions. In particular, the proposed use contributes to the Heinemann Road Transport Precinct by providing a Transport associated use.

Zone Code	• Rural Zone Code
Development Codes	• Environmental Standards Code • Landscaping Code • Transport, Access and Parking Code • Works and Services Code
Local / Neighbourhood Plan Code	• N/A
Overlay Codes	• Airport Environs Overlay Code • Agricultural Land Overlay

4.3.1 Rural Zone Code

- (1) *The purpose of the zone is to:*
provide for a wide range of rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;
provide opportunities for non rural uses that are compatible with agriculture, the environment, and the landscape character of the rural area where they do not compromise the long term use of the land for rural purposes; and
protect or manage significant natural features, resources, and processes, including the capacity for primary production.
In addition, the zone code aims to:
protect the productive capacity of all rural land for rural use;
protect water quality and the ecological and hydrological processes of waterways and wetlands;
protect the landscape character and its associated visual and scenic amenity;
minimise the potential for conflict between rural uses and other uses;
provide for the establishment of appropriately scaled agri- and eco-tourism activities that are based on farm life or primary production in the locality, or on the scenic or environmental values of the locality;
provide for intensive animal industries including feedlots, piggeries and poultry farms; and
protect rural land from fragmentation that diminishes its productive capacity.
- (2) *The overall outcomes sought for the zone code are as follows:*
- (a) *areas used or suitable for primary production are conserved and are not further fragmented;*
 - (b) *the establishment of a wide range of rural pursuits is facilitated, including cropping, intensive horticulture, intensive animal industries, animal husbandry and animal keeping and other compatible primary production uses;*
 - (c) *uses that require isolation from urban areas as a consequence of their impacts, such as noise or odour, may be appropriate where land use conflicts are minimised;*
 - (d) *development incorporates sustainable land management and other sustainable practices that maximise energy efficiency, water conservation and encourages sustainable transport use;*
 - (e) *development contributes to the amenity and landscape character of the area;*
 - (f) *the establishment of non rural activities that are directly associated with and subordinate to rural production, natural resources and landscape amenity is facilitated in a manner that minimises land use conflicts and is compatible with the character and environmental values of the locality. Suitable activities may include small-scale outdoor recreation, tourism facilities, short-term accommodation, home based businesses, and produce sales;*
 - (g) *rural industries are facilitated where:*
 - *associated with rural production in the immediate vicinity;*
 - *avoiding or minimising adverse impacts on the amenity of the locality; and*
 - *compatible with the infrastructure in the locality.*
 - (h) *natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed, enhanced and provided with appropriate buffers from development;*
 - (i) *adverse impacts of land use, both on-site and on adjoining areas, are avoided and any unavoidable impacts are minimised through location, design, operation and management;*
 - (j) *existing intensive animal industries are protected from the intrusion of non rural activities such as small-scale outdoor recreation and tourism facilities;*
 - (k) *the viability of both existing and future rural uses and activities are protected from the intrusion of incompatible uses; and*
 - (l) *development has access to development infrastructure including utility installations and essential services.*

100 Hectare Precinct

- (3) *The overall outcome of the 100 Hectare Precinct within the Rural Zone is that the productive, natural and landscape values of highly fragmented rural land are preserved by the prevention of further fragmentation by reconfiguring a lot creating inappropriate lot sizes that do not support these outcomes.*

200 Hectare Precinct

- (4) *The overall outcome of the 200 Hectare Precinct within the Rural Zone is that the productive, natural and landscape values of rural land which is relatively unfragmented are preserved by the prevention of fragmentation by reconfiguring a lot creating inappropriate lot sizes that do not support these outcomes.*

Heinemann Road Transport Precinct

- (5) *The overall outcome of the Heinemann Road Transport Precinct within the Rural Zone is that:*
the precinct provides for the establishment of transport and associated logistics uses that capitalise on the strategic location of the precinct close to the regional road network system and Toowoomba; and
- *the scale, character and built form of development contributes to a high standard of amenity.*

The proposed development is consistent with the purpose the Rural Zone Code, in particular the Heinemann Road Transport Precinct as the proposal supports the existing uses in the precinct. The proposed development will allow for the sale of vehicles for that support the transport and logistics uses that are in the area.

The proposal seeks to facilitate the sale of vehicles that are directly associated with the transport and logistics uses operating within the precinct. The use will provide a complementary service to existing businesses.

Performance outcomes	Acceptable outcomes	Proposed Solutions
General		
PO1 Setbacks are provided to: (a) avoid potential nuisance to neighbours; (b) protect residential amenity; and (c) maintain the local landscape character.	AO1.1 Non-residential buildings, animal enclosures, storage facilities and waste disposal areas are setback the following distances from any: (a) dwelling on adjoining land in the Rural Zone - 50m; (b) land included in the low Density Residential, Low-medium Density Residential, Township, Emerging Community or the Rural Residential Zones - 100m.	Complies No built form is proposed as a part of this application.
PO2 Development does not adversely impact on the character of the locality, having regard to the scale and visibility of buildings.	AO2.1 Building height (other than for silos, windmills and similar farming infrastructure) does not exceed two (2) storeys or 10.5m in height above natural ground level.	Complies The building height does not change as a result of the proposed development.
Roadside Stalls and Shops		
PO3 The display and sale of goods does not impact negatively upon the amenity, character or safety of rural areas and the safety and efficiency of roads.	AO3.1 Any structure used for the sale of goods or produce is limited to 25m ² gross floor area. AO3.2 Access to the structure is via the primary property access point. AO3.3 Produce or goods sold are grown, made or produced on or adjacent to the land on which the road side stall is erected.	Not Applicable Proposed development is for Outdoor Sales.
Dwelling House		
PO4-PO7 Not applicable Application does not propose Dwelling House		
Caretaker's Accommodation		
PO8 Not Applicable		

Proposed development is not for Caretakers Accommodation.		
Noise Amenity		
PO9 The use does not adversely impact on the amenity of the surrounding residential land uses and/or residential streetscape character.	AO9.1 New building plant or air-conditioning equipment is located central to the building and screened from view of the street or nearby residential uses.	PO9 Not Applicable Proposed development will not involve new air-conditioning equipment.
Outdoor Lighting		
PO10 Outdoor lighting maintains the amenity of the surrounding area and does not adversely impact the safety for vehicles or pedestrians on the adjoining street as a result of light emissions, either directly or by reflection.	AO10.1 Outdoor lighting is restricted to low level security lighting only.	AO10.1 Complies Proposed development will only provide low level security lighting.
	AO10.2 Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting.	AO10.2 Complies Proposed development will only provide low level security lighting.
Building Work (not associated with a Material Change of Use)		
PO11 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.	PO11.1 Car parking is provided in accordance with the Transport, Access and Parking Code.	Not Applicable Proposed Development does not involve Building Works.
PO12 Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	PO12.1 No reduction of previously approved landscaping areas is to occur.	Not Applicable Proposed Development does not involve Building Works.
PO13 Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	PO13.1 Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.115	Not Applicable Proposed Development does not involve Building Works.
PO14 Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	PO14.1 Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No.3 Engineering Standards – Water and Wastewater Infrastructure.	PO14 Not Applicable No wastewater proposed.
	PO14.2 Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure	

4.3.2 Environmental Standards Code

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Assessment
Outdoor Lighting		
PO1 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.	AO1.1 No outdoor lighting is proposed as part of the development. OR	AO1.1 Complies No new outdoor lighting is proposed. The outdoor sales use will rely on the existing site lighting arrangements.
	AO1.2 Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian Standard 'AS4282-1997 <i>control of the obtrusive effects of outdoor lighting</i> '.	AO1.2 Not Applicable No new outdoor lighting is proposed.
	AO1.3 For sporting fields and sporting courts the technical parameters, design, installation, operation and maintenance comply with the requirements of Australian Standard AS4282-1997 – <i>Control of the obtrusive Effects of Outdoor Lighting</i> and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4).	AO1.3 Not Applicable The proposal does not involve a sporting field or sporting court.
	AO1.4 Where light spillage outside of the property boundary is likely to result in levels above those mentioned in AO1.3 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.	AO1.4 Not Applicable No new lighting or increased light spill is proposed.
	AO1.5 For private sporting courts the lighting system: (a) is baffled or shielded to ensure that a light source is not directly visible from a Habitable Room window of an adjoining Dwelling; and (b) the luminaire does not exceed a height of 8m above the court surface.	AO1.5 Not Applicable The proposal does not involve a private sporting court.
	AO1.6 The alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent	AO1.6 Complies Existing access, driveway and servicing arrangements will be retained. No dwellings are located

	residential dwellings.	near the premises.
PO2 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.	AO2.1 Outdoor lighting situated in excess of 4m above ground level is provided in accordance with Australian Standard <i>AS1158.1.1:2005 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements.</i>	AO2.1 Not Applicable No new outdoor lighting above is proposed.
PO3 Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.	AO3.1 The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay.	AO3.1 Complies No new outdoor lighting is proposed and the use will not increase lighting impacts on any natural environment.
PO4 Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed to proactively address possible obtrusive light nuisance.	AO4.1 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: (c) shielding or louvers on windows facing the light source; (d) orientating buildings and bedrooms so that external lighting does not impact on residents during night time hours; and (e) utilising earth embankments, landscaping or other physical measures to shield existing light sources.	AO4.1 Not Applicable The proposal is not for a sensitive land use.
Odour		
PO5 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.	AO5.1 The development does not involve activities that create odorous air emissions. OR	AO5.1 Complies Outdoor Sales does not involve activities that generate odorous air emissions. The use will not create unreasonable odour impacts beyond the site boundary.
	AO5.2 The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008.</i>	AO5.2 Complies No air or odour emissions are expected from the proposed use.
	AO5.3 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	AO5.3 Complies The proposal will not release noxious or offensive odours beyond the site boundary.

	available within the development site itself to dissipate odour issues. <i>Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3..</i>					
PO6 Lot reconfigurations for residential or other environmentally sensitive land uses do not encroach upon existing or approved uses that may detrimentally impact upon the amenity of those proposed uses in terms of odour nuisance.	AO6.1 Lots for residential or other environmentally sensitive land uses are not located within the distances from specific uses outlined in Table 9.4.2:2 at the end of this code.	AO6.1 Not Applicable No reconfiguration of a lot or new residential or environmentally sensitive land use is proposed.				
	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>	Existing Use/Activity	Odour Level at Sensitive Receiving Environment.	All Activities	2OU/m³ 3 minute average, 99.5th percentile.	4OU/m³ 3 minute average, 99.9th percentile.
Existing Use/Activity	Odour Level at Sensitive Receiving Environment.					
All Activities	2OU/m³ 3 minute average, 99.5th percentile.					
	4OU/m³ 3 minute average, 99.9th percentile.					
PO7 Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.	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.	AO7.1 Complies Any minor putrescible waste will be contained in existing lidded waste containers and removed through the existing collection service at appropriate intervals so that odour or fly-breeding nuisance does not occur.				
Noise						
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 (iii) proposes operational practices that will minimise noise nuisance for adjoining sensitive land	AO8.1 The development will achieve the following noise levels (when measured at the nearest sensitive receiver): (a) Background (L90) + 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 (L90) + 3dB(A) for variable noise between the hours of 10:00 pm and 7:00 am (measured within bedrooms assuming open windows); (c) Background (L90) for continuous noise sources	AO8.1 Complies The outdoor sales use will generate typical customer, staff and vehicle activity. It will be operated so that noise remains within acceptable levels and does not cause environmental nuisance at adjoining properties or sensitive land uses.				

uses.	(measured at the facade of the sensitive land use between 7:00 am and 10:00 pm and within bedrooms assuming open windows from 10:00 pm – 7:00 am); and (d) maximum limit L _{Amax} 45dB(A) inside dwellings; and The development will achieve the Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i> . HOWEVER																			
	AO8.2 Where a development is unable to meet noise levels specified in AO8.1 an acoustic assessment has been undertaken by a suitably qualified and skilled person which demonstrates that the development will not result in environmental nuisance at any existing or likely future residential premises (within a 10 year planning horizon).	AO8.2 Not Applicable No significant noise is proposed and an acoustic assessment is not warranted.																		
PO9 Development (other than licensed premises operating under a Liquor Licensing Approval) proposing the use of amplified sound equipment is designed, constructed and operated in a manner that is sensitive to the impacts of high and low frequency noise on adjoining sensitive land uses.	AO9.1 Where development (other than licensed premises operating under a Liquor Licensing Approval) proposes the use of amplified sound equipment, existing background octave band centre frequencies have been assessed and the development proposes the following maximum sound pressure criterion: <table><tr><th>Frequency (Hz)</th><th>Maximum sound pressure</th></tr><tr><td>31</td><td>L₉₀ + 5dB(A)</td></tr><tr><td>63</td><td>L₉₀ + 5dB(A)</td></tr><tr><td>125</td><td>L₉₀ + 5dB(A)</td></tr><tr><td>250</td><td>L₉₀ + 5dB(A)</td></tr><tr><td>500</td><td>L₉₀ + 5dB(A)</td></tr><tr><td>1K</td><td>L₉₀ + 5dB(A)</td></tr><tr><td>2K</td><td>L₉₀ + 5dB(A)</td></tr><tr><td>4K</td><td>L₉₀ + 5dB(A)</td></tr></table>	Frequency (Hz)	Maximum sound pressure	31	L ₉₀ + 5dB(A)	63	L ₉₀ + 5dB(A)	125	L ₉₀ + 5dB(A)	250	L ₉₀ + 5dB(A)	500	L ₉₀ + 5dB(A)	1K	L ₉₀ + 5dB(A)	2K	L ₉₀ + 5dB(A)	4K	L ₉₀ + 5dB(A)	AO9.1 Not Applicable No amplified sound equipment is proposed.
Frequency (Hz)	Maximum sound pressure																			
31	L ₉₀ + 5dB(A)																			
63	L ₉₀ + 5dB(A)																			
125	L ₉₀ + 5dB(A)																			
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1K	L ₉₀ + 5dB(A)																			
2K	L ₉₀ + 5dB(A)																			
4K	L ₉₀ + 5dB(A)																			
PO10 Proposed sensitive land uses in close proximity to existing lawful land uses involving significant noise emissions such as entertainment venues, child care centres, industrial zones or other commercial premises are designed and constructed in a manner that achieves acoustic amenity for the users of the	AO10.1 The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within the <i>Environmental Protection (Noise) Policy 2008</i> .	AO10.1 Not Applicable The proposal is not for a sensitive land use.																		
	AO10.2 Where the proposed sensitive land use is not listed in the Environmental Protection (Noise)	AO10.2 Not Applicable The proposal is not for a sensitive land use or a new building requiring acoustic design.																		

development.	Policy 2008, the development is designed and constructed to meet the internal sound level design criterion contained in Australian Standard <i>AS2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors</i> .	
	AO10.3 Where the sensitive land use is within or adjoining entertainment venues utilising amplified music the applicant has undertaken an acoustic assessment of existing background octave levels and designed the sensitive land use component to mitigate the impacts of low frequency noise (particularly between 31.5Hz and 125Hz).	AO10.3 Not Applicable The proposal is not for a sensitive land use and does not adjoin an entertainment use requiring low-frequency noise mitigation.
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 <i>Environmental Protection (Noise) Policy 2008</i> .	AO11.1 Not Applicable The proposal is not for a sensitive land use.
	AO11.2 The siting of buildings and selection of construction materials complies with the specifications of Australian Standard <i>AS3671-1989 Acoustics – Road traffic noise intrusion – Building siting and construction</i> .	AO11.2 Not Applicable No new building is proposed.
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 <i>Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'</i> for all habitable rooms adjoining the corridor.	AO12.1 Not Applicable The proposal is not for a sensitive land use and does not involve new habitable rooms.
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.	AO13.1 Not Applicable No air-conditioning, refrigeration, ventilation or extraction plant is proposed.
	AO13.2 Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to achieve a	AO13.2 Not Applicable No rooftop plant or equipment is proposed.

	nil increase in background noise levels (L90) at the nearest sensitive receiver.	
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).	AO14.1 Not Applicable No building work, excavation or filling is proposed.
	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.	AO14.2 Not Applicable No building work is proposed.
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.	AO15.1 Not Applicable The proposal does not involve a private sporting court.
	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.	AO15.2 Not Applicable The proposal does not involve sporting equipment or 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.	AO16.1 Complies The outdoor sales use will not involve vibration-generating plant or activities and will not create vibration impacts outside the 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.	AO16.2 Not Applicable No vibration-generating activity is proposed; therefore, a vibration impact assessment is not required.
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.	AO17.1 Not Applicable No construction, excavation or filling is proposed.
	AO17.2 Areas of exposed fill, excavation and unsealed accesses on the site are watered regularly (particularly	AO17.2 Not Applicable No exposed fill, excavation or new unsealed access is proposed.

	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.	AO17.3 Not Applicable No filling or excavation is proposed.
	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. <i>Note: Where excavation and filling exceeds 1,000 cubic metres the development has submitted a 'construction management plan' which adequately addresses dust mitigation measures. Measures must include strategies such as progressive rehabilitation and complaints processes.</i>	AO17.4 Not Applicable No material stockpiles or dust-generating construction work are proposed.
PO18 Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	AO18.1 Haulage routes are selected on the basis of using the most suitable road surface to prevent dust generation and minimising the number of dwellings or other sensitive land uses affected by potential dust nuisance.	AO18.1 Not Applicable No haulage proposed.
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.	AO19.1 Not Applicable Dust suppression activities are not required because no dust generating works are proposed.
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.	AO20.1 Complies The proposal will use the site's existing access from Crocker Court. The outdoor sales operation will not introduce dust-generating activities or create dust nuisance for adjoining land.
	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.	AO20.2 Not Applicable No industrial or other dust generating process is proposed.

	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.	AO20.3 Not Applicable The proposal does not involve grain handling or processing.
	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.	AO20.4 Not Applicable The proposal is not expected to generate a significant amount of dust.
	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.	AO20.5 Not Applicable No ongoing significant dust impacts are anticipated. All surfaces sealed.
PO21 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.	AO21.1 Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	AO21.1 Not Applicable The proposal is not for a sensitive land use.
PO22 Development does not result in dustfall quantities that are likely to impact on the health of surrounding sensitive receivers.	AO22.1 Dustfall averaged over an annual period of time does not exceed 133mg/m ² /day when measured at the nearest sensitive receiver.	AO22.1 Complies The outdoor sales use will not generate dust emissions or dustfall likely to affect surrounding sensitive receivers.
General Emissions		
PO23 Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	AO23.1 The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i> .	AO23.1 Complies The proposed use will not generate material air emissions and will not cause environmental harm or nuisance.
	AO23.2 Where a type of air emission is not listed within the <i>Environmental Protection (Air) Policy 2008</i> the proponent can demonstrate that the level of emission is in compliance with Australian ambient air quality standards; or If Australian standards do not exist, an ambient air quality standard from another country or organisation may	AO23.2 Not Applicable No unlisted or unusual air emission is proposed.

	be used with appropriate justification.	
	AO23.3 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.	AO23.3 Not Applicable The proposal will not generate air emissions exceeding applicable standards; an air-quality impact assessment is not required.
PO24 Child Care Centres are well located to avoid any harmful impacts from air pollution.	AO24.1 Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.	AO24.1 Not Applicable The proposal is not for a childcare centre.
PO25 Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions.	AO25.1 Sensitive land uses in relation to air emissions are not located within the separation distances specified in Table 9.4.2:2.	AO25.1 Not Applicable The proposal is not for a sensitive land use.
PO26 Electromagnetic radiation levels from telecommunications and other facilities do not pose health risks to the community.	AO26.1 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.	AO26.1 Not Applicable No telecommunications facility or electromagnetic-radiation-emitting infrastructure is proposed.
PO27 Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	AO27.1 Car park exhaust stacks are located away from adjoining sensitive receivers.	AO27.1 Not Applicable No car park exhaust stack or new emission vent is proposed.
	AO27.2 Emissions are discharged vertically and have an exit velocity of at least 10m/second.	AO27.2 Not Applicable No emission discharge stack is proposed.
	AO27.3 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.	AO27.3 Not Applicable No spray booth is proposed.
	AO27.4 Tank venting for hydrocarbon fuel storage and LP Gas is located in accordance with <i>AS1940-2004 The Storage and handling of flammable and combustible liquids (for hydrocarbons)</i> and <i>AS1596:2008 The Storage and Handling of LP Gas</i> .	AO27.4 Not Applicable No hydrocarbon fuel storage or LP Gas tank venting is proposed.
Waste Management		
PO28	AO28.1	AO28.1 Complies

The development (excluding high rise buildings in excess of three (3) stories) is designed to ensure that waste storage and collection can be undertaken in a manner that complies with Council's <i>Technical Guidelines for New Developments Waste Storage and Collection Requirements</i>.	For commercial premises and industry activities (other than those premises utilising Council's wheeler bin waste collection program): (a) General waste and recycling containers are located within the curtilage of the property in an area that enables the waste collection truck to pick up the containers while entering and leaving the premises in a forward gear; (b) A container storage area is dedicated that is large enough to cater for the expected volume of general waste and recycling; (c) Storage areas are screened either behind a building or using screening materials or landscaping to a minimum height of 1.5m; (d) Where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is roofed and bunded, contains an impervious surface, is in close proximity to a hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewered areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention; (e) Where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is designed to enable bins to be washed out within the storage area and drained to a sewer system (requiring trade waste approval) within sewered areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewered areas; and (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.	The proposal will use the site's existing waste storage and collection infrastructure. Only limited general waste associated with the outdoor sales use is anticipated, and existing collection arrangements will be retained so that waste can be stored and collected without noise, odour or amenity impacts.
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	AO28.2 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 (a) 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 (b) each tenement has an approved bin storage area that will not create amenity issues for surrounding sensitive land uses; and (c) bin storage areas are screened behind buildings for amenity purposes; and (d) 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 (e) a hose cock is located in close proximity to the storage location to enable bins to be cleaned; and (f) 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 (g) 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.	AO28.2 Not Applicable The proposal does not involve a Multiple Dwelling.
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	AO28.3 For a Multiple Dwelling above six (6) units the development satisfies one of the following criteria: (h) 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 (i) 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; (j) OR (k) 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.	AO28.3 Not Applicable The proposal does not involve a Multiple Dwelling.
	AO28.4 Commercial premises utilising Council's wheelie bin waste collection service to dispose of commercial waste: (a) Utilise a maximum of four (4) wheelie bins i.e. Less than 1 cubic metre; (b) Store bins within the curtilage of the property in a designated area in close proximity to a hose cock, whereby any adjoining sensitive land uses will not experience amenity issues i.e. Odour; (c) Store bins on an impervious surface; (d) Place bins on the road reserve for a maximum period of 24 hours during collection programs; and (e) Store bins in an area that is screened from public view	AO28.4 Complies Where the existing Council wheelie-bin service is used, bins will remain within the site in the existing storage area.

	either in a building, behind a building or within a purpose built screened storage area within a 1.5m minimum height.	
PO29 Development for a Community Residence, Residential Care Facility or Retirement Facility utilising communal bin storage areas ensure that residents have reasonable access to waste containers, where the development is for aged care purposes.	AO29.1 For development involving a Community Residence, Residential Care Facility or Retirement Facility, bin storage areas are located within reasonable proximity to all units, in accordance with Council's Environmental Guideline.	AO29.1 Not Applicable The proposal is not for a community residence, residential care facility or retirement facility.
PO30 High rise (in excess of three (3) storeys) residential developments and joint commercial and residential developments are designed to enable best practice waste management principles to be applied.	AO30.1 The applicant has provided a waste management plan that as a minimum has addressed the following issues: (a) likely waste quantity and waste type to be generated on site on a weekly basis; (b) likely recycling quantities to be generated on a weekly basis; (c) waste container and recycling container (type and volume) requirements for the residential component (based on 240L of general waste and 240L of recycling per unit) and the commercial component (if applicable); (d) waste storage area locations; (e) dual waste chutes for general waste and recycling; (f) bin room specifications and hygiene practices for waste handling areas, chutes, waste containers and other applicable equipment; (g) collection arrangements and manoeuvring diagrams (including overhead clearances); (h) waste minimisation practices; (i) use of compactors; (j) an impact assessment of waste management practices on any surrounding sensitive land uses; (k) air extraction fans, refrigeration or associated devices for refuse storage areas to prevent odour, particularly where putrescibles are stored; and (l) clinical and related waste storage and collection issues (if applicable).	AO30.1 Not Applicable The proposal does not involve a high rise residential or mixed residential-commercial development.
PO31 Demolition and building activities	AO31.1 The development will be carried out	AO31.1 Not Applicable No demolition or building activity is



actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	in accordance with the waste management hierarchy outlined in the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	proposed.
PO32 Development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> 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 <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> : AO32.1 The storage of 'clinical and related waste' is in accordance with the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> with storage locations being demonstrated on submitted site/floor plans.	AO32.1 Not Applicable The Outdoor Sales use will not generate clinical or related waste.
	AO32.2 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.	AO32.2 Not Applicable No clinical or related waste collection is required.
PO33 Residential development involving 'internal collection' of either bulk bins or wheelie bins is designed to a standard that enables heavy vehicle access and manoeuvring whilst providing safety to residents and the protection of infrastructure.	AO33.1 The development is designed and certified by a RPEQ and complies with the requirements outlined in Council's <i>Technical Guidelines for Waste Storage and Collection Requirements for New Developments</i> , including: (a) appropriate manoeuvring is adequate with vehicles being able to enter and exit the property in a forward gear; (b) overhead clearance is adequate for the applicable refuse vehicle; (c) road surface is appropriate for a HRV; (d) side clearance is appropriate for wheelie bin collection; (e) collection areas are appropriate for either bulk bins or wheelie bins; (f) minimum road width of 5.5m; and (g) internal road networks enable the refuse vehicle to traverse	AO33.1 Not Applicable The proposal is not residential development and does not involve internal refuse-vehicle collection.

	the site without resident safety being jeopardised.	
PO34 Development involving refuse storage and collection external to Council's waste contract utilise waste containers and hygiene practices that prevent odour issues and remove harbourage opportunities for vermin and mosquitoes.	AO34.1 The applicant will utilise the following control measures: (a) putrescibles waste will be removed from the property at intervals not exceeding seven (7) days (putrescibles will be refrigerated where possible and appropriate); (b) tight fitting lid assemblies will be utilised on all waste containers to prevent the pooling of rainwater, thus minimising mosquito breeding opportunities; and (c) bins will be secured to ensure that vermin and pest animals do not have access to a potential food source; and (d) bins will be cleaned on an 'as needed' basis if odour is identified as an issue.	AO34.1 Complies Existing waste containers and collection arrangements will be used. Containers will be kept lidded and secure, waste will be removed regularly, and bins will be cleaned as required to prevent odour, vermin and mosquito breeding.

4.3.3 Integrated Water Cycle Management

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Assessment
Stormwater Management		
PO1 Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.	AO1.1 Stormwater quality treatment measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. AO1.2 Pollutant load reductions are achieved in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	AO1.1 Complies The proposed development will utilise the existing stormwater infrastructure.
PO2 Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control.	AO2.1 Sediment and erosion control measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	PO2 Not Applicable Proposed development will utilise existing stormwater infrastructure.
PO3 Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and frequency in receiving waters,	AO3.1 Stormwater flow control measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	AO3.1 Complies Proposed development will utilise existing stormwater infrastructure.

having regard to: (a) channel, bed and bank stability; (b) aquatic and riparian ecosystems; and (c) hydrological functions.		
Waste Water Management		
PO4 Development does not discharge waste water to a waterway or external to the site unless demonstrated to be best practice environmental management for that site and has appropriate regard for: (a) cumulative effects; (b) The applicable water quality objectives for the receiving waters; (c) Adverse impact on ecosystem health of receiving waters; and (d) In waters mapped as being of high ecological value, the adverse impacts of such releases and their offset.	AO4.1 Wastewater management measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	PO4 Not Applicable Proposed development does not involve wastewater.
Artificial Waterways and Water Bodies		
PO5-PO7 Not Applicable The proposed development does not involve artificial waterways and water bodies.		
Flooding and Drainage		
PO8 Flooding and drainage characteristics upstream or downstream of the site are not worsened.	AO8.1 Development is undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	AO8.1 Complies Proposed development will utilise existing drainage on site which complies with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.
PO9 The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	AO9.1 Development is undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	AO9.1 Complies Proposed development will utilise existing drainage on site which complies with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.
PO10 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.	AO10.1 Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	AO10.1 Complies Proposed development will utilise existing stormwater infrastructure.
Water Cycle Management		
PO11 The design and management of the development integrates water cycle elements so that:	AO11.1 Integrated water management practices and infrastructure are implemented in accordance with SC6.2 PSP No. 2 – Engineering	AO11.1 Complies The proposed development will utilise existing water cycle management techniques.

(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.	Standards – Roads and Drainage Infrastructure.	

4.3.4 Centre Activities Code

Performance outcomes	Acceptable outcomes	Assessment
The following apply to all applicable development in any location.		
Built Form		
PO1 Buildings are finished with high quality materials, selected for their durability and the contribution they make to the character of the area in which the site is located.	No acceptable outcome is nominated.	PO1 Complies The proposed development does not provide a built form.
PO2 Buildings are designed with flexible layouts to enable occupancy by different land uses over time.	A02.1 Buildings have floor to ceiling heights that are in accordance with the following: ground level: 3.3m minimum to allow for commercial and/or retail uses; and (a) all other floors: 2.7m minimum.	PO2 Complies The proposed development does not provide a built form.
PO3 Development includes fenestration and sun shading devices which: (a) Shade buildings; (b) Reduce glare; (c) Assist in maintaining comfortable indoor temperatures; (d) Minimise heating loads; (e) Conserve energy; and (f) Provide texture to building facades.	No acceptable outcome is nominated.	PO3 Complies The proposed development does not provide a built form.
PO4 Public spaces have adequate access to direct sunlight.	A04.1 The development does not cast additional shadows on public parks, gardens or squares	PO4 Complies The proposed development does not provide a built form.

	between the hours of 11:00 am and 2:00 pm on 22 September (equinox).	
PO5 Development including accommodation activities provides residents of the site with a high level of safety and security.	AO5.1 Entries to residential uses are prominent when viewed from the street, clearly defined, signposted and well lit. AO5.2 Separate entrances are provided to residential uses and non-residential uses on the same site.	PO5 Not Applicable Proposed development does not include accommodation activities.
PO6 Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places.	AO6.1 Loading/unloading areas are located in a building or enclosure or otherwise screened from neighbouring residential premises or public view.	AO6.1 Complies Proposed development will utilise existing loading/unloading
PO7 Development is oriented to the streets and pedestrian places it fronts and provides a strong relationship between internal and external spaces with frontage treatments that add to the attractiveness of the place for pedestrians.	No acceptable outcome is nominated.	PO7 Complies The proposed development is orientated towards Heinmann Rd.
PO8 The architectural treatment of facades avoids large blank walls, and enhances the existing streetscape character through the use of design elements such as: (a) variations in plan shape, such as curves, steps, recesses, projections or splays; (b) variations in the treatment and patterning of windows, sun protection devices, or other elements of a façade; (c) elements of a finer scale than the main structural framing; (d) planting at any or all levels, including on podiums or roof decks; and (e) murals and artworks.	No acceptable outcome is nominated.	PO8 Not Applicable The proposed development does not involve building work.
PO9 Roof forms and spaces are designed as an integral part of the design and function of the building, contributing to the architectural quality and articulation of the skyline, the overall composition of the building form and the use of the building. For all buildings: (a) plant or lift equipment, vents and other technical equipment including solar or water collectors are integrated into	No acceptable outcome is nominated.	PO9 Complies No roof forms are proposed as a part of this development application.

the overall design of the building so that they do not disrupt the roof profile; (b) the design of the roof profile provides articulation and considers the view from the street, surrounding higher buildings and distant views; and (c) where practicable, building design provides for: a) activation of the roof spaces for recreation and amenity space through the incorporation of features such as windows, skylights, roof terraces etc. which take advantage of the access to sunlight and distant views; and b) the incorporation of rainwater and solar energy collection within the roof profile.		
PO10 Development responds to the topography of the centre in a way that promotes integration and connectivity between individual development sites, with ground level changes addressed by measures including: (a) Incorporation of changes in ground level within the design of buildings to minimise the extent of external retaining walls; (b) Use of external stairs, ramps, landings to provide for pedestrian movement between locations with different ground levels; and (c) Seating, landscape treatments and the like to enhance the appearance of external retaining walls.	No acceptable outcome is nominated.	PO10 Not Applicable Subject site is not in a Centre Zone.
PO11 Universal access is provided from the site to the pedestrian paths along the road frontage's to the site and adjoining sites and public areas.	AO11.1 Changes of level at the site boundary allow access from the road, pedestrian paths and to adjoining sites to comply with AS1428—Design for Access and Mobility.	AO11.1 Not Applicable Proposed development does not propose change of level.
PO12 Development contributes towards a comfortable and safe public realm by providing: pedestrian-friendly and attractive facades; comfortable, safe and sheltered pedestrian pathways; and	AO12.1 Main entrances front the street, pedestrian pathway or public space to which the building has frontage. AO12.2 Where buildings are located on a	PO12 Not Applicable No public realm proposed.

outdoor spaces which encourage regular and casual usage and which can accommodate street furniture, landscaping and shelter.	corner site, the main entrance to the building faces the primary road frontage or the corner. AO12.3 Development provides clear windows at ground level and where provided, grille or translucent security screens are used rather than solid shutters, screens or roller-doors. AO12.4 New buildings incorporate footpath awnings such that: the awning fully covers the pedestrian pathways along the front of the building which lie within the development site; if the building abuts the street frontage, the awning covers the full width of the footpath but does not exceed past a vertical plane 1.5m inside the kerbline to enable street trees to be planted and grow or 0.6m inside the kerbline where trees are established; the awning is aligned to provide continuity with shelter on adjoining sites; and the awning is cantilevered from the main building with any posts within the footpath being non-load bearing. AO12.5 If development does not provide awnings as outlined in AO12.4, pedestrian shelter is provided as a free standing structure (such as an umbrella), and: is provided and maintained by the building owner on their premises; does not interrupt the normal flow of pedestrians; is a minimum 2.5m above pavement height; does not extend past a vertical plane 0.6m inside the kerbline; minimises the number of posts; and is constructed in lightweight materials. AO12.6 Where constructing an awning or other device over a footpath, a lighting system is provided according to AS4282 – Control of the Obtrusive Effects of Outdoor Lighting, while still being a	
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	minimum of 20 lux at footpath level.	
PO13 Appropriate and adequate bicycle parking facilities are provided to service the staff, services and visitors to the development.	AO13.1 Bicycle parking facilities are provided in accordance with the Austroads Guide to Traffic Management – Part 11: Parking (Section 7.8.5), and are designed to meet AS 2890.3-1993.	PO13 Complies Considering the nature of the use and the location of the premises, it is unlikely that people will enter the site via bicycle. Should someone enter the site via bicycle, they will be able to store their bicycle in one of the buildings on the site.
PO14 Development provides street furniture and landscape works which contributes to the desired character and landscaping theme of the centre in which the site is located.	AO14.1 The development provides seating, drinking fountains, shade structures and shelters, litter bins, bicycle parking facilities, signs, bollards and lighting.	PO14 Not Applicable Development does not involve public realm.
PO15 The development incorporates: opportunities for casual surveillance and sightlines to public spaces, car parking and other potentially vulnerable locations; exterior building designs which promote safety by maximising windows or active uses and avoiding concealed spaces or potential entrapment spaces; adequate definition of private, semi private and public space; adequate lighting especially of potential entrapment locations; and appropriate way-finding mechanisms.	No acceptable outcome is nominated.	PO15 Complies The proposed development incorporates CPTED principles by providing an open design that removes concealed spaces and potential entrapment spaces.
PO16 Car parks and service areas are located and designed: (a) To be discrete with respect to their size, location and impact on the street frontage; (b) To minimise the impact on any adjoining residential premises; (c) To ensure that car parking does not dominate the frontage of the site; (d) To facilitate clear and safe pedestrian access to the entrance of the building; and (e) For landscaping and shade trees to soften the impact of car parking and service areas where contained at the front of the site.	AO16.1 Car parking and service areas are concealed within, under or behind buildings. AO16.2 No vehicular access point is closer than 3m to the boundary with accommodation activities or residential zones.	PO16 Complies Carparking areas are concealed behind the existing landscaped areas.
PO17 Structures, buildings and fences do not obstruct pedestrian and cyclist sightlines especially at vehicle access points.	No acceptable outcome is nominated.	PO17 Complies Proposed development does not obstruct pedestrian and cyclist sightlines.
Managing Impacts		
PO18	AO18.1	PO18 Not Applicable

The privacy of on-site residents and residents of adjacent properties is adequately protected from visual intrusion.	Habitable room windows of a dwelling unit are separated a minimum of 9m from a habitable room window or private open space of another dwelling unit. OR AO18.2 Outlook from windows, balconies, and terraces of a dwelling unit is screened where a direct view within 9m is available into a habitable room or private open space of another dwelling unit. OR AO18.3 Windows have translucent glazing or sill heights of at least 1.5m where within 9m of a habitable room or private open space of a dwelling unit. AO18.4 Where screening is used, it is: (a) a solid translucent screen or perforated panels or trellises which have a maximum of 50% openings; and (b) permanent and fixed, and designed to complement the development.	Proposal does not include accommodation activities.
PO19 Noise, vibrations and odour are adequately attenuated and managed so they do not cause environmental harm or nuisance, nor unreasonably affect the amenity of nearby sensitive land uses.	No acceptable outcome is nominated.	PO19 Complies No nearby sensitive uses.
PO20 Plant such as air-conditioning and refrigeration units are located and treated so as not to be visually obtrusive or create noise impacts on adjoining or nearby uses.	No acceptable outcome is nominated.	PO20 Complies No plant equipment proposed as a part of development application.
PO21 Lighting is designed in a manner to ensure ongoing amenity and safety whilst ensuring surrounding areas are protected from undue glare or lighting overspill.	AO21.1 Lighting does not exceed 8.0 lux at 1.5m from beyond the site boundary. AO21.2 Light is not directed towards land used for existing or future accommodation activities and is directed downward and shielded at its source. AO21.3 Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting.	PO21 Complies The proposed development will utilise existing lighting which is in accordance with relevant provisions.
Landscaping		
PO22 Street trees and landscaping	No acceptable outcome is nominated.	Complies Landscaping has been provided

positively contribute to the character and amenity of the centre, particularly through the treatment of pedestrian routes and nodes and car parks.		on site as part of previous development applications.
Movement Networks		
PO23 On sites greater than 1,500m ² or where involving multiple adjoining sites or where the site adjoins land included in the centre zone, development maintains or provides continuous, attractive, direct, convenient, safe and effectively signed routes through sites for pedestrians and cyclists, providing for: access to public transport facilities; links to car parking areas; and improved permeability and accessibility within a centre and/or between attractors such as (but not limited to) Educational Establishments, Child Care Centres, Community Uses, Hospitals and Shopping Centres.	AO23.1 Pedestrian connections: (a) Are properly illuminated at all times; (b) Are lined with active frontages such as display windows, shops, food and drink outlets; (c) Are a minimum 3m wide; and (d) Include a separate bikeway if appropriate	PO23 Not Applicable Site does not join a site in the Centre Zone.
PO24 Pedestrian pathways to public transport stops are clear and direct, and have a high degree of visibility, activity and surveillance along their entire length.	No acceptable outcome is nominated.	PO24 Not Applicable Premises does not involve pedestrian pathways to public transport stops.
The following apply to all applicable development when located inside of a Community Facilities Zone, Low-medium Density Residential Zone, Low Density Residential Zone, Rural Zone, Rural Residential Zone and Township Zone		
PO25 Development does not undermine the role and function of any of the centre zones.	No acceptable outcome is nominated.	PO25 Complies The proposed development does not undermine the function of any Centre zone. The Outdoor Sales component is an appropriate land use within the Heinemann Road Transport Precinct, as it will support and complement the existing transport and logistics activities operating in the area.
PO26 The amenity of the locality is not unreasonably affected as a result of the activity.	AO26.1 Hours of operation are limited to 7:00 am to 6:00 pm Monday to Saturday where in a zone other than a centre zone.	AO26.1 Complies Proposed development will not operate outside 7:00 am to 6:00 pm Monday to Saturday.
PO27 Parking and vehicular access is located to minimise the impact on any adjoining land used for residential purposes.	AO27.1 Car parking areas do not adjoin any residential premises. AO27.2 No vehicular access point is located closer than 10m to a boundary that adjoins a residential premises.	PO27 Complies Proposed development does not adjoin residential premises.
The following apply to specific uses.		

Where a Service Station

PO28-37 Not applicable as proposed development is not for a Service Station.

4.3.5 Transport, Access and Parking Code

Performance outcomes	Acceptable outcomes	Assessment
Transport Network		
PO1 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 <i>SC 6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	No acceptable outcome is nominated.	PO1 Complies Heinemann Road is classed as a collector road which is appropriated for the proposed development.
PO2 Development does not compromise the orderly provision or upgrading of the transport network.	No acceptable outcome is nominated.	PO2 Complies The proposed development does not compromise the orderly provision of the transport network.
PO3 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.	PO3 Not Applicable Onsite transport network infrastructure not applicable.
PO4 Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.	No acceptable outcome is nominated.	PO4 Not Applicable Proposed development is located on a Rural Zoned site and does not have access to public transport links or walking or cycling routes.
PO5 Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to: (a) Provision of opportunities for casual surveillance; (b) Provision of lighting; (c) The use of fencing to define public and private spaces, whilst allowing for appropriate sightlines; (d) Minimising potential concealment points and assault locations;	AO5.1 Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with <i>Crime Prevention Through Environmental Design (CPTED) Guidelines</i> .	AO5.1 Complies The carparking areas, pathways are legible open areas that are well lit in accordance with the CPTED principles.

(e) minimising opportunities for graffiti and other vandalism; and (f) restricting unlawful access to buildings and between buildings.		
PO6 Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists.	No acceptable outcome is nominated.	PO6 Complies The ground will be marked to assist with wayfinding for pedestrians and cyclists.
Access		
PO7 Vehicle access arrangements and queuing areas are appropriate for: (a) The capacity of the parking area; (b) The volume, frequency and type of vehicle usage; and (c) The function and characteristics of the access road and adjoining road network.	AO7.1 Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard AS 2890.1 Part 1: <i>Off Street Carparking</i> .	AO7.1 Complies Access to the site has been addressed in previous development applications. No change to access will occur as a part of this development application.
PO8 Access arrangements minimise any adverse impact on: (a) The integrity of any infrastructure within the road reserve; (b) The safety and convenience of pedestrians and cyclists; (c) The safety and convenience of access to adjacent properties; (d) The amenity of premises in the vicinity; and (e) Street trees in the road reserve.	No acceptable outcome is nominated.	PO8 Complies The proposed development will not alter the existing access arrangements that are currently in place.
PO9 Where the nature of the proposed development creates a demand due to the frequency and volume of vehicle movements for the set-down and pick-up of passengers, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle.	No acceptable outcome is nominated.	PO9 Not Applicable Proposed development will not generate enough volume to require set down and pick up of passengers.
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	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;	AO10.1 Not Applicable Bus pick-up/set-down areas not required.

sightlines.	(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; (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 <i>SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure</i>.	PO11 Not Applicable Given the location of the site in the Rural Zone within a transport precinct. The external movement of pedestrians and cyclists is not applicable to the site.
	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).	
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 <i>SC6.2 PSP No.2 – Engineering Standards Roads and Drainage Infrastructure</i>.	PO12 Not Applicable Given the location of the site in the Rural Zone within a transport precinct. The external movement of pedestrians and cyclists is not applicable to the site.
Parking and Circulation		

PO13 Car parking areas are designed to be: (a) clearly defined, marked and signed; (b) convenient, safe and accessible; and (c) safe for vehicles, pedestrians and cyclists and minimise vehicle/pedestrian conflicts by providing clear access lines for pedestrians movement within car park areas.	AO13.1 The entry to the car park is clearly signposted.	AO13.1 Complies The existing access is clearly signposted.
	AO13.2 Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use.	AO13.2 Complies The existing parking areas along Heinemann Road will be utilised which are freely available.
	AO13.3 Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such.	AO13.3 Complies Parking spaces are immediately obvious when entering the site.
	AO13.4 Unless otherwise specified in another code relevant to the development, 60% of the parking spaces for non-residential development are clearly visible from the street.	AO13.4 Complies Existing parking spaces are visible from both Heinemann Rd and Crocker Court.
	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. (d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance and minimises the	AO13.5 Complies The existing car park has been located so it can be monitored by the public.

	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.	PO14 Complies The proposed development will utilise existing parking spaces which have been approved previously.
	AO14.2 Car parking spaces for people with disabilities are located as near as possible to the entrance or entrances of the facility or use they serve.	
	AO14.3 Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking.	
	AO14.4 Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard AS1428.1: Design for Access and Mobility.	
	AO14.5 Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard AS1428.1: Design for Access and Mobility.	
	AO14.6 The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces.	
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	PO15 Not Applicable The site does not adjoin a residential zone.

	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.	
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.	AO16.1 Complies The proposed development will utilise existing parking areas. Parking areas for the display of vehicles will be located to front Heinemann Road.
PO17 Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO17.1 Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	PO17 Not Applicable No above ground parking proposed.
PO18 Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO18.1 Aesthetics, glare, heat absorption and re-radiation. (a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and (b) Unless otherwise specified in a zone, precinct or use code, where the car park adjoins a street frontage, or a boundary with a Residential or other sensitive land use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary.	AO18.1 Complies Landscaping exists on the premises and will be retained.
PO19 Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.	AO19.1 Car parking, access and any other vehicle access/manoeuvring areas are imperviously sealed.	AO19.1 The proposed development does not involve unseal surfaces.
PO20 Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated.	AO20.1 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	AO20.1 Not Applicable Premises does not adjoin sensitive or residential use.

	or other sensitive land use.	
PO21 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.	AO21.1 The development is capable of meeting the requirements of Council's <i>Trade Waste Policy</i> and the Trade Waste Environmental Management Plan.	AO21.1 Provisions are in place as a part of the ERA on the site.
Servicing		
PO22 Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) is adequate to meet the demands generated by the development; (b) is able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	AO22.1 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. AO22.2 Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in manner that makes it impractical to use them as storage or work areas. 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 – <i>Off Street Parking – Commercial Vehicle Facilities</i> . AO22.4 Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so. AO22.5 Service vehicles can enter and leave the site in a forward gear.	AO22.1-22.5 Complies The premises has adequate space more for on-site loading, unloading, manoeuvring and access.
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.	AO23.1 Complies The subject premises is a large open site that has adequate space for manoeuvring.
PO24 Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated.	PO24 Complies No adverse impacts will result as a part of this application.
PO25 Servicing arrangements are located and designed to avoid dominating	AO25.1 Areas used for servicing are not located at the front of	AO25.1 Complies The proposed development does not have a servicing area at the

the road frontage of the site or otherwise detracting from streetscape character.	developments, or are otherwise screened to minimise visual intrusion in the streetscape.	front of the premises.
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4.3.6 Airport Environs Overlay Code

As the proposed development does not involve building work, the assessment against the Airport Environments Overlay Code is not considered necessary. All built form on site has been assessed in previous development approvals.

4.3.7 Agricultural Land Overlay Code

Performance outcomes	Acceptable outcomes	Assessment
PO1 Development does not reduce the productive capacity of the land or result in conflict with nearby rural uses.	No acceptable outcome is nominated.	PO1 Complies The proposed development is located on the site that is currently used for a Transport Depot and Service Station and therefore the Outdoor Sales won't result in the reduction of productive capacity of the land and nearby rural uses. Furthermore, the site is located in the Heinemann Rd Transport Precinct.
PO2 Non-rural uses, and rural uses which are not dependent on the agricultural quality of the land, do not compromise the long term productive capacity of agricultural land.	AO2.1 Non-rural uses, and rural uses which are not dependent on the agricultural quality of the land, are not located on agricultural land. OR AO2.2 Development is compatible with agricultural production and is designed and located in a way that does not inhibit or prevent normal farming practices in the future Note: examples of development that achieve this outcome may include a golf course, plant nursery or sports field	AO2.1 Complies The proposed development is a non-rural use that is located on a site which is used for a Transport Depot and Service Station which is not dependent on the agricultural quality of the land.
PO3 Reconfiguring lots on agricultural land does not result in allotment sizes that result in: (a) fragmentation of rural lands and loss of land to viable rural production; (b) conflict between farming and residential uses; or (c) loss of farming flexibility.	AO3.1 The minimum lot size in the Rural Zone is in accordance with Table 9.3.3:2 of Part 9.3.3, Reconfiguring a Lot Code. OR AO3.2 The proposed lot is smaller than that nominated in Table 9.3.3:2 of Part 9.3.3, Reconfiguring a Lot Code and the reconfiguration is a boundary realignment that would not create any additional lots and would provide for the implementation of improved land	PO3 Not Applicable The proposed development does not involve reconfiguring a lot.

	management practices or productive utilisation of the land.	
PO4 Residential development in close proximity to agricultural land is located and designed in a manner that avoids its alienation.	No acceptable outcome is nominated.	PO4 Not Applicable The proposed development does not involve reconfiguring a lot.

5.0 CONCLUSION

The proposal relates to a Material Change of Use for the purposes of Outdoor Sales at 7/57 Heinemann Road, Wellcamp.

Council's mapping indicates that the site is located in the Rural Zone and is further located in the Heinemann Road Transport Precinct of Toowoomba Regional Planning Scheme. The proposal is to be located within an established industrial area within the Rural Zone and is considered to be appropriate for the site.

The application does not propose any built form or changes to the existing uses on the site. The information contained in this report demonstrates that the proposal complies with the relevant assessment benchmarks and that the proposal is suitable for the site.

We therefore request that the proposed development be considered favourably by Council and subsequently approved subject to reasonable conditions.

6.0 APPENDICES

DA Form 1

Owner's Consent

Proposal Plans



