

Our Ref: BE240651-LE-DARFI-00  
Enquiries to: Marnie Stollznow

Date: 06/05/2026

Richard Green  
Toowoomba Regional Council  
PO Box 3021  
Toowoomba, QLD, 4350

**Attention: Richard,**

Dear Sir,

**Re: AMENDED INFORMATION REQUEST RESPONSE – APPLICATION NO: MCUI/2025/9493**

Please refer below for Burchills' Engineering response to the Information Request received on the 23/01/2026 for the development permit pertaining to a Material Change of Use for a Low Impact Industry development proposed at 14-28 Katrina Street, Oakey, under application number MCUI/2025/9493.

Responses to items, 1.1, 2.1-2.3 and 3.1-3.3, correlating to the Transport, Vehicular Access and Parking and Stormwater Management items respectively, of the Information Request, can be found below.

## OPERATION OF USE

### ***Item 1.1: Shipping Containers (part response)***

*Provide the following:*

- *Details and supporting information that address any adverse impacts that may result from storage of shipping containers on aspects such as stormwater management, overland flow and flooding.*

“Refer to Burchills' amended CSMP, BE240651-RP-CSMP-02, Section 5 which proposes that each shipping container be separated by at least 600mm. Minor earthwork (ground grading) between the containers is also proposed to minimise ponding of water and ensure the passage of ground water / flood water around the containers as it discharges towards the LPD. This method will continue to provide flood storage on site while allowing the natural overland flow characteristics to continue unimpeded to the LPD, it also provides the Client with the most operational flexibility. Therefore, no adverse results are expected through the storage of shipping containers on site.”



## TRANSPORT, VEHICULAR ACCESS & PARKING

### **Item 2.1: Parking Provision**

*Provide the following:*

- *Amended plans that demonstrate the required 21 car parking spaces in accordance with the requirements of the Transport, Access and Parking Code;*
- *An amended TIA that reflects the correct car parking provision for the site using the correct GFA and land use definition; and*
- *Amended site plans that clearly identify the location and dimensions of all car parking spaces proposed on site.*

*“Please refer to Burchills’ updated Traffic Impact Assessment (TIA) report, BE240651-RP-TIS-02, which details the sites GFA and provision of 22 car parks including (1 PWD), thereby meeting Council’s requirements in the Transport, Access and Parking Code.”*

### **Item 2.2: Swept paths**

*Provide the following:*

- *Provide a car parking swept-path plan for the parking spaces that demonstrates vehicle manoeuvring, parking, and exit movements when adjacent or nearby spaces are occupied; and*
- *The plan must clearly illustrate safe vehicle movements in relation to parked vehicles, include all relevant dimensions, and be prepared using recognised industry-standard swept-path software to be acceptable to Council.*

*“Refer to Section 4.3 of Burchills’ updated Traffic Impact Assessment (TIA) report, BE240651-RP-TIS-02 provides information pertaining to the swept path assessment and Appendix B which includes the swept path plans. The swept path assessment demonstrates that B99 vehicles will safely be able to enter and exit individual car parks in the event adjacent spaces are occupied. We note the car park has been designed to/and is compliant with AS2890, thereby able to accommodate respective vehicles.”*

### **Item 2.3: Parking Location**

*Provide the following:*

- *Amended plans that demonstrate car parking provided in close proximity to the existing and proposed use areas of the site, and that minimise conflict between pedestrian walkways and vehicle movement paths;*
- *Amended plans that demonstrate PWD parking space/s provided in proximity to the existing office and check in office in addition to the existing PWD space shown on the submitted plans; and*
- *Amended plans that demonstrate pedestrian walkways and movement areas from car parking areas to the main use areas of the site.*

*“As per the amended development plans and Section 4.3 of Burchills’ updated Traffic Impact Assessment (TIA) report, BE240651-RP-TIS-02, the car park has been designed in accordance with AS2890 and is separated from heavy vehicle movements entering the site. The PWD has also been provided adjacent to the weighbridge check-in office, thereby minimising any potential conflicts between pedestrians and vehicles.”*





## STORMWATER MANAGEMENT

### **Item 3.1: Stormwater Quality**

Amend and resubmit the Stormwater Management Plan provided by incorporating the following:

- Provide a MUSIC model demonstrating how the proposed treatment system satisfies the pollutant reduction targets detailed in Council's Planning Scheme Policy and the SPP;
- Provide details about how the stormwater quality targets identified in Council's Planning Scheme Policy and the SPP will be achieved;
- Provide a maintenance management program if vegetated assets are proposed. The program should be included in the CSMP in accordance with the requirements of 'Water by Design – Maintaining Vegetated Stormwater Assets'; and
- If, 'Deemed to Comply solutions – Stormwater Quality Management' are nominated in accordance with "Water by Design" then, the following must be provided:
  - (i) A development assessment checklist; and
  - (ii) Conceptual drawings that include:
    - A site details plan;
    - A development details plan; and
    - A stormwater treatment measure conceptual plan and section drawings.

"The Toowoomba Regional Council Planning Scheme references the "Urban Stormwater Quality Planning Guidelines" published by the Department of Environment and Resource Management to define acceptable water quality targets for proposed urban developments. The subject MCU application proposes an expansion to an existing Grain Storage facility located in Oakey and zoned under TRC Planning Scheme as "Medium Impact Industry". As this site is not identified as an "urban development", the stormwater quality targets as mentioned in the "Urban Stormwater Quality Planning Guidelines", are not considered applicable for this development. Therefore, no stormwater quality treatment is required for this development and will not be proposed or accepted by Burchills. The following best engineering practice arguments are made in support of this engineering decision:

- 1) The site has been operational since 2010, so for more than 10 years and, to Burchills' knowledge, there have been no reported incidents pertaining to contaminated stormwater discharging from the operational Grain Storage facility;
- 2) The MCU is for a minor extension to an existing facility which proposes to expand the gravel hardstand and minor roof areas. The site's operational function will remain unchanged with negligible change in stormwater runoff characteristics compared to the existing case as evidenced by the Rational Method and XP-SWMM modelling results in Burchills' updated CSMP, BE240651-RP-CSMP-02, Section 3.5;
- 3) The development, as known by Council, is situated within a Flood Risk Hazard zone. If proprietary treatment devices or bioretention are proposed and a flood occurs, the treatments devices will be damaged and require replacement. This constant maintenance and replacement pose a financial risk and burden to the Owner, which Burchills does not support; and
- 4) As mentioned above, the "Urban Stormwater Planning Guideline" was not considered applicable to this development, therefore, the *State Planning Policy* (SPP) was consulted. The Queensland SPP guidelines specify that if a development is identified within the Western Queensland Climatic Region and has a population less than 25,000 persons, then no stormwater quality treatment is required. Burchills undertook a review of the latest census data published by the Australian Bureau of Statistics (ABS) and identified that the Oakey population as of the 2021 Census was 4,756. This development therefore, does not trigger the need for stormwater quality treatment in accordance with the QLD SPP."





### **Item 3.2: Stormwater Quantity**

*Provide a revised Stormwater Management Plan that clearly demonstrates, with sufficient justification, that the proposed development complies with the requirements of the Toowoomba Regional Planning Scheme 2012, with specific regard to the matters identified above.*

“As part of this Information Request Response, Burchills’ CSMP, BE240651-RP-CSMP-02, has been updated to reflect the requested justifications and have provided further clarity to the items which Council have identified. The following amendments have been made to Burchills’ amended CSMP:

- Refer to Section 3.3 for the assumptions used for the pre- and post-development fraction impervious areas,
- Rational Method and XP-SWMM Tables have been updated. Refer to Section 3, Appendix D and Appendix E for further details,
- Refer to Table E.1 in Appendix E with amended Initial loss value of 47mm which correlates to the ARR Data information for the development site,
- Refer to Section 3.5 which concludes that the results of the Stormwater Quantity assessment indicate that negligible change in site runoff occurs as a result the proposed site expansion. Therefore, stormwater flows during all storm events will continue unmitigated and unimpeded to the existing legal points of discharge as per existing conditions.
- Refer to Section 3.5 which concludes that the results of the Stormwater Quantity assessment indicate that negligible change in site runoff occurs as a result the proposed site expansion. Therefore, there will be no impact to surrounding properties as site flows continue unmitigated and unimpeded to the existing legal points of discharge as per existing conditions.

Burchills’ conclusion on the provision of stormwater quantity mitigation remains unchanged since the development is located within a mapped TRC Flood Risk Hazard zone. It is best engineering practice to allow flood prone developments to discharge off site as quickly as possible as to not coincide with upstream peak flows. The purpose of detention systems is to delay release of stormwater runoff, and if this was implemented at the development site, it would only impact the overall peak discharge of the upstream flow and therefore worsen the flood extents and impact surrounding properties.”

### **Item 3.3: Flood Hazard Overlay Code**

*Provide amended documents and plans which provide adequate justification that the proposed development complies with the Flood Hazard Overlay Code of the Toowoomba Regional Planning Scheme 2012, specifically Performance Outcome PO3 in Table 8.2.3:2.*

“Refer to Section 5.1 of the Burchills’ CSMP, BE240651-RP-CSMP-02. In this section of the updated report, Burchills has concluded that the development poses a low flood risk and that no further flood mitigation measures will be proposed due to the following:

- 1) The site operates as a business between certain hours of the day; therefore, the occupants of the site are temporary. It is assumed that staff will be informed to stay home if a flood occurs or be asked to leave if a flood event is occurring. Therefore, the risk to people is considered low.
- 2) The site is generally very flat with site levels ranging between 401m AHD to 402m AHD. The existing commodity shed has a floor level of 401.79m AHD which is less than Council’s minimum floor height. It is assumed that all proposed buildings will have a floor level that matches the existing surface level. This is to minimise earthwork on site and to maintain flood storage capacity. Therefore, the site is expected to be maintained close to existing and so the risk of earthworks impacting flood storage capacity is considered low.





We believe that the above responses are adequate and suitably address the Transport, Vehicular, Access and Parking, Stormwater Management and Flooding items raised in Council's Information Request for application number MCUI/2025/9493. Should there be any further concerns, please contact Marnie Stollznov at Burchills Engineering.

Yours sincerely,

**MARNIE STOLLZNOW**  
Civil Design Engineer

Enc: Burchills' Conceptual Stormwater Management Plan, BE240651-RP-CSMP-02  
Burchills' Traffic Impact Assessment, BE240747-TIA-02

