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DEVELOPMENT APPLICATION

Development Permit – Material Change of Use

Steel Manufacturing Facility

46 Robson Hursley Road, Torrington

PLANNING REPORT

MAY 2026

TOOWOOMBA | IPSWICH

workable planning solutions

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Document Information

Prepared For: Clearspan Building Solutions

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EXECUTIVE SUMMARY

SITE DETAILS

Address of Site	46 Robson Hursley Road, Torrington
Real Property Description	Part of Lot 1 SP349893 (Proposed Lot 4)
Area of Site	7,385m ²
Road Frontage(s)	Endeavour Way (proposed road)
Easements	Proposed Stormwater Easement (yet to be registered)
Registered Owners	Tunney Investments Pty Ltd

PLANNING INSTRUMENTS

Regional Plan	South East Queensland and Darling Downs Regional Plans
Regional Plan Designation	Urban Footprint
Planning Scheme	<i>Toowoomba Regional Planning Scheme 2012</i>
Variation Scheme	Variation Approval MCUI/2018/2226/C
Variation Scheme Area	Medium Impact Industry
Planning Scheme Zone	Emerging Communities Zone
Overlays	<ul style="list-style-type: none"> • Airport Environs Overlay • Environmental Significance Overlay
Vegetation	<ul style="list-style-type: none"> • Category B • Area of Least Concern Ecosystem
Existing Use	Vacant
Current Approvals (as available on Council's Development.i)	<ul style="list-style-type: none"> • MCUI/2018/2226/C – Preliminary Approval for a Variation Request. This application has been applied for under this approval. • RAL/2022/5361/D – Reconfiguring a Lot – Subdivision (1 into 18 Lots). The site is identified as proposed Lot 4 under this approval.

APPLICATION OVERVIEW

Application	Development Application
Approval Sought	Development Permit
Development Type	Material Change of Use
Land Use Definition	Medium Impact Industry
Level of Assessment	Impact Assessable
Relevant Referral/Technical Agencies	Nil

PROPOSED DEVELOPMENT

Development Summary	Steel Manufacturing Facility
Gross Floor Area	2,042.73m ²
Building Footprint	2,205.72m ²
Building Site Cover	29.87%
Building Setbacks	South (Endeavour Way): 20.6m North: 27.6m East: 12.0m West: 12.0m
Building Height	Metres: 11.279m Storeys: 1 storey
Outdoor Areas	Impervious Hardstand: 2,933.91m ² (39.73%) Gravel Hardstand: 1,563.12m ² (21.17%) Landscaping: 681.85m ² (9.23%)
Impervious Areas	5,139.63m ² (69.61%)
Vehicular Access	Endeavour Way (via 2 new crossovers)
Carparking	24 parking spaces Incl. 1 PWD space
Operating Hours	Manufacturing: 24 hours Servicing/Deliveries: 6am to 6pm Office hours: 6am to 6pm

APPLICANT DETAILS

Applicant	Clearspan Building Solutions c/- Precinct Urban Planning PO Box 3038 TOOWOOMBA QLD 4350
Contact Person	James Williams Phone: 07 4632 2535 Mobile: 0481 127 412 Email: james@precinctplan.com.au
Our Reference	2025-153

1.0 INTRODUCTION

This report has been prepared in support of a Development Application for a Development Permit for Material Change of Use – Medium Impact Industry on land at 46 Robson Hursley Road, Torrington, described as Part of Lot 1 SP349893 (Proposed Lot 4) (**the site**); refer to the Lot Layout Plan attached at **Appendix C**. The proposed development involves the start of a new use of the premises and accordingly comprises a Material Change of Use under Schedule 2 of the *Planning Act 2016* (**the Act**).

This town planning report addresses the merits of the development having regard to the provisions of the *Planning Act 2016* and the *Toowoomba Regional Planning Scheme 2012*. This planning report has been prepared on behalf of the applicant, Clearspan Building Solutions.

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

2.0 SITE AND LOCALITY

2.1 SITE

The site is located at 46 Robson Hursley Road, Torrington, described as Part of Lot 1 SP349893, being Proposed Lot 4 under Development Permit RAL/2022/5361/D (**the site**); refer to the Lot Layout Plan attached at **Appendix C**. The site is located within the suburb of Torrington and is approximately 6km west of the Toowoomba CBD. The location of the site in respect of the surrounding locality is illustrated in **Figure 1**.

The site is generally of rectangular configuration with a total site area of 7,385m². The site has sole frontage to the proposed Endeavour Way to be constructed as part of Development Permit RAL/2022/5361/D. The configuration of the site is illustrated in **Figure 2**.

FIGURE 1 - LOCALITY PLAN

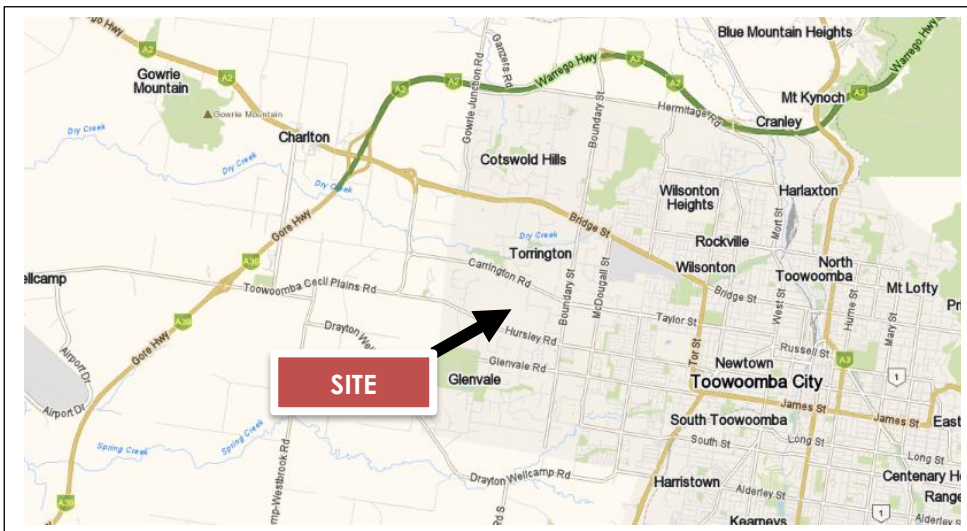


FIGURE 2 - CADASTRAL PLAN



The site is currently vacant and is in the process of being developed for industrial purposes under Development Permit RAL/2022/5361/D. The features of the site and surrounding land uses are illustrated in **Figure 3**. It is noted that the latest aerial imagery is from June 2025 and does not illustrate the works currently being undertaken to facilitate the subdivision.

FIGURE 3 - AERIAL IMAGERY



2.2 SITE CHARACTERISTICS

The site is characterised by the following features:

- The site has sole frontage to Endeavour Way which is currently being developed under Development Permit RAL/2022/5361/D. Endeavour Way will be a two-lane unmarked bitumen sealed industrial standard road with concrete kerb and channel.
- Lands in the locality drain in a south-westerly direction towards Spring Creek. Spring Creek is located approximately 4.5km south-west of the site and comprises the area's primary drainage feature.
- The site experiences a negligible decline in land elevation between the north-east and south-west corners of the site; refer to **Figure 4**. The highest point of the site will be located in the north-east corner at approximately 598m AHD, with the lowest point of the site located in the south-west corner at approximately 596m AHD. This translates to a fall in elevation across the site of approximately 2m.
- The site is clear of mature vegetation. Notwithstanding this, the site contains mapped areas of remnant vegetation adjacent to the western boundary.

- The site will be burdened by a stormwater easement adjacent to the northern boundary of the site. This easement will be established to facilitate inter-allotment drainage.
- The site will be serviced by Council's reticulated water supply, sewerage and stormwater drainage infrastructure; refer to **Figure 4**. The site will also be serviced by reticulated electricity and telecommunications supply networks. Extensions to infrastructure networks will be provided as part of the overall subdivision of this land.

FIGURE 4 - EXTRACT OF THE ROADWORKS & DRAINAGE LAYOUT PLAN

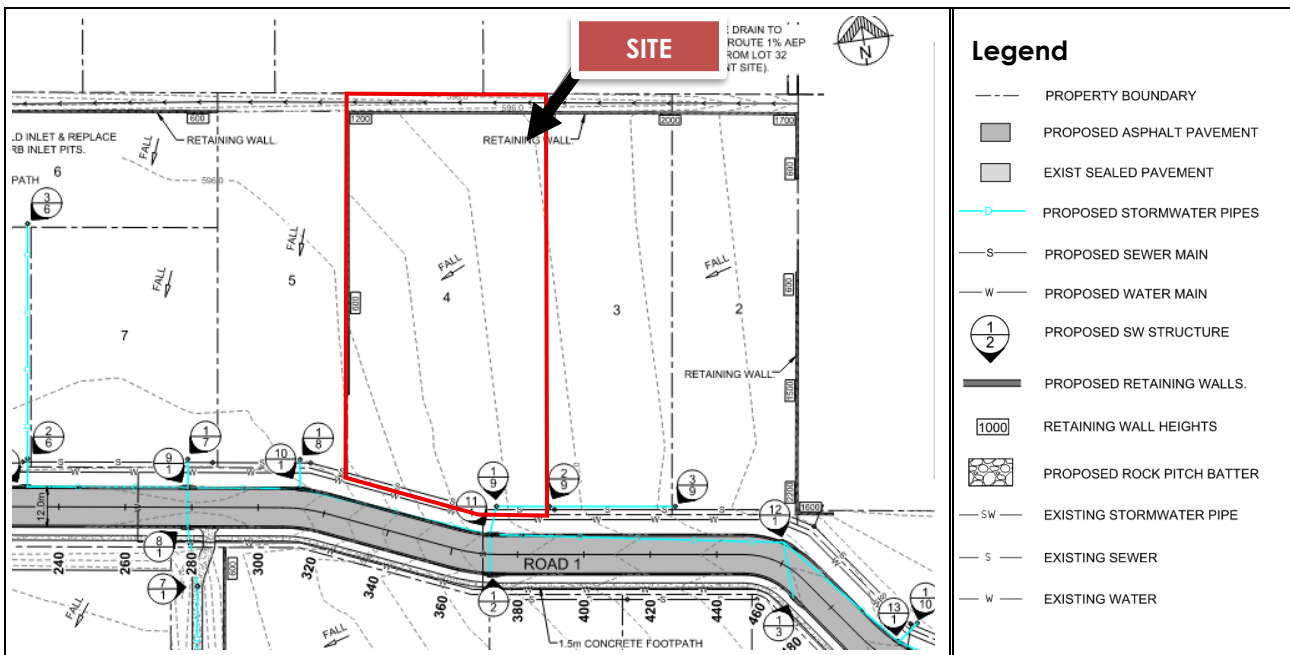


Figure 4 confirms that the site experiences a decline in land elevation between the north-east and south-west corners of the site. The figure also illustrates the proposed locations of reticulated water, sewerage and stormwater networks in relation to the site. A copy of the engineering plans for the proposed subdivision is provided at **Appendix C** for completeness.

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



PHOTOGRAPH 1 - View of the site from Robson Hursley Road.

2.3 SURROUNDING LAND USE

2.3.1 SURROUNDING LOCALITY

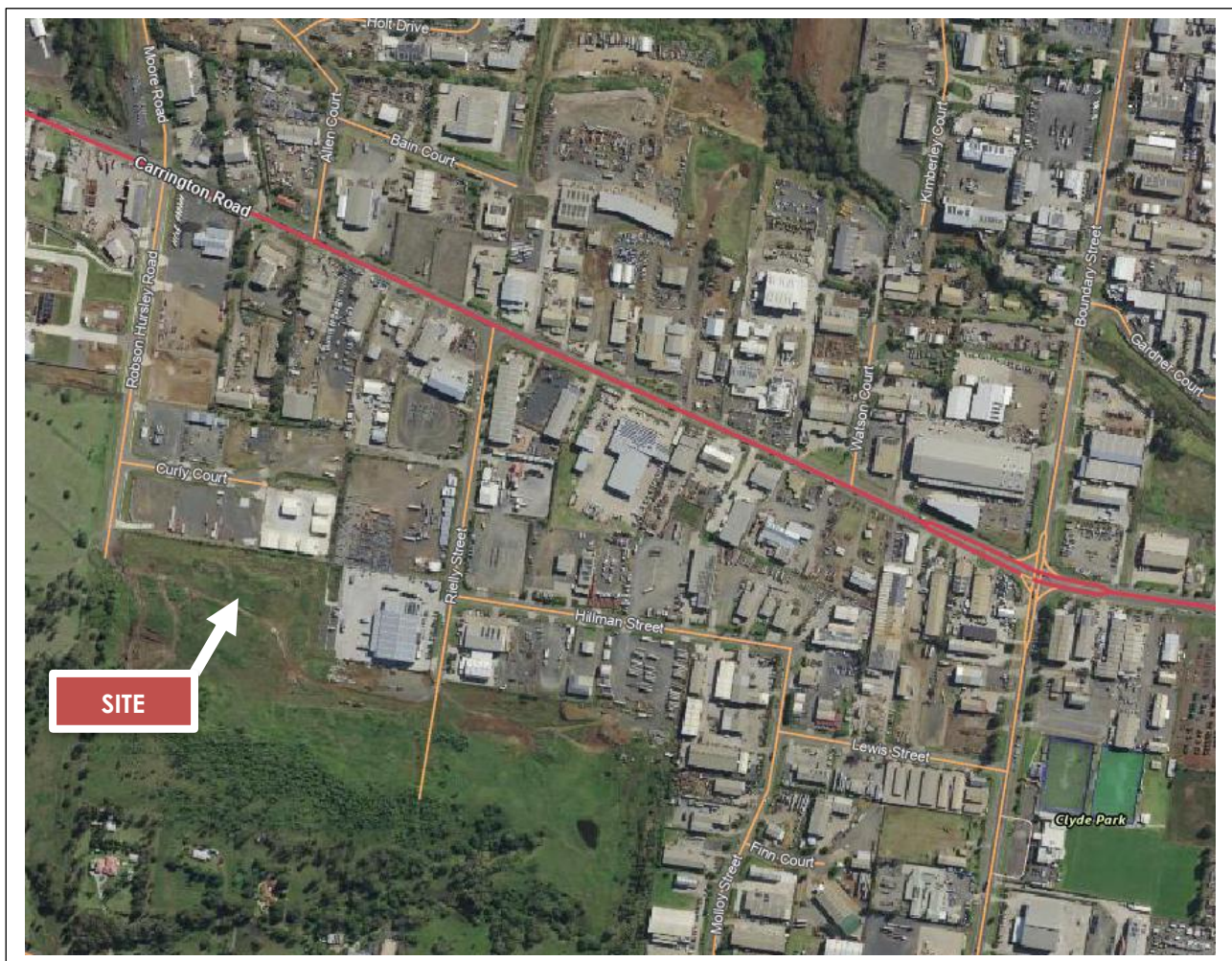
The site is situated in a locality that is characterised by a mix of industrial land uses. The scale and character of the built form in the locality is of a predominately industrial character.

2.3.2 ADJOINING PROPERTIES

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

- Land to the **north** of the site, located at 7 and 13 Curly Court, comprises two (2) industrial premises utilised for outdoor storage and hardstand areas; refer to **Figure 3**.
- Land to the **east, west and south** of the site, is located within the same parent lot (Lot 1 SP349893) and is currently being developed to facilitate future industrial development; refer to **Figure 3**. This land is currently vacant.
- Land further to the north and east of the site comprises several industrial premises utilised for a range of industrial and commercial purposes; refer to **Figure 5**.

FIGURE 5 - AERIAL IMAGE OF LAND TO NORH & EAST



- Land further to the south and west of the site predominately comprises rural residential premises, containing Dwelling Houses and ancillary structures; refer to **Figure 6**.

FIGURE 6 - AERIAL IMAGE OF LAND TO SOUTH & WEST



2.4 CURRENT DEVELOPMENT APPROVALS

The site currently benefits from the following Development Approvals:

- **MCUI/2018/2226/C** – On 19 February 2026, Toowoomba Regional Council decided a Change to a Development Approval for a Preliminary Approval for a Variation Request. This approval sought to change the zoning of the land from Emerging Communities to Medium Impact Industry, Low Impact Industry and Constrained Land. This Development Application has been applied for under this Variation Approval. A copy of the Structure Plan for this approval is provided at **Appendix B** for completeness.
- **RAL/2022/5631/C** – On 19 June 2025, Toowoomba Regional Council decided a Change to a Development Approval for Reconfiguring a Lot for a 1 into 18 Lot Subdivision. The proposed lot subject to this application is being amended under Development Application RAL/2022/5631/D; refer below.

The site is also subject to the following current application/s:

- **RAL/2022/5631/D** – Council is currently assessing a Change Application which seeks to amend some of the proposed lots within the approved subdivision. This approval will facilitate the creation of the site subject to this application. The proposed development will be located within proposed Lot 4 under this approval. Engineering plans and documentation for this subdivision at provided at **Appendix C** for completeness.

3.0 PROPOSAL

This Development Application seeks approval for a Development Permit for Material Change of Use – Medium Impact Industry on the site. The proposed facility will involve the production and sale of steel reinforcing materials such as reinforcing bars, reinforcing mesh, prefabricated reinforcing cages and accessories. Reinforcing bars and mesh will be delivered to site prior to either being on-sold or utilised to manufacture processed reinforcing bar, cages and mesh products/solutions.

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

3.1 SITE COMPOSITION AND LAYOUT

The proposed development involves the construction of a new industrial building located in the centre of the site. The proposed building will have building footprint of approximately 2,205.72m, equating to a building site cover of approximately 29.87%. The facility will also be supported by on-site carparking, vehicle manoeuvring and loading areas and pedestrian footpaths.

The proposed building will consist of the following components:

- Office/administration area, comprising:
 - Offices
 - Reception
 - Showroom
 - Staff Amenities
 - Lunch Room
 - Covered External Lunch Area
- Manufacturing Shed, with the internal layout to be confirmed based on future tenancy agreements

Cumulatively, the proposed building will have a total gross floor area (**GFA**) of approximately 2,042.73m².

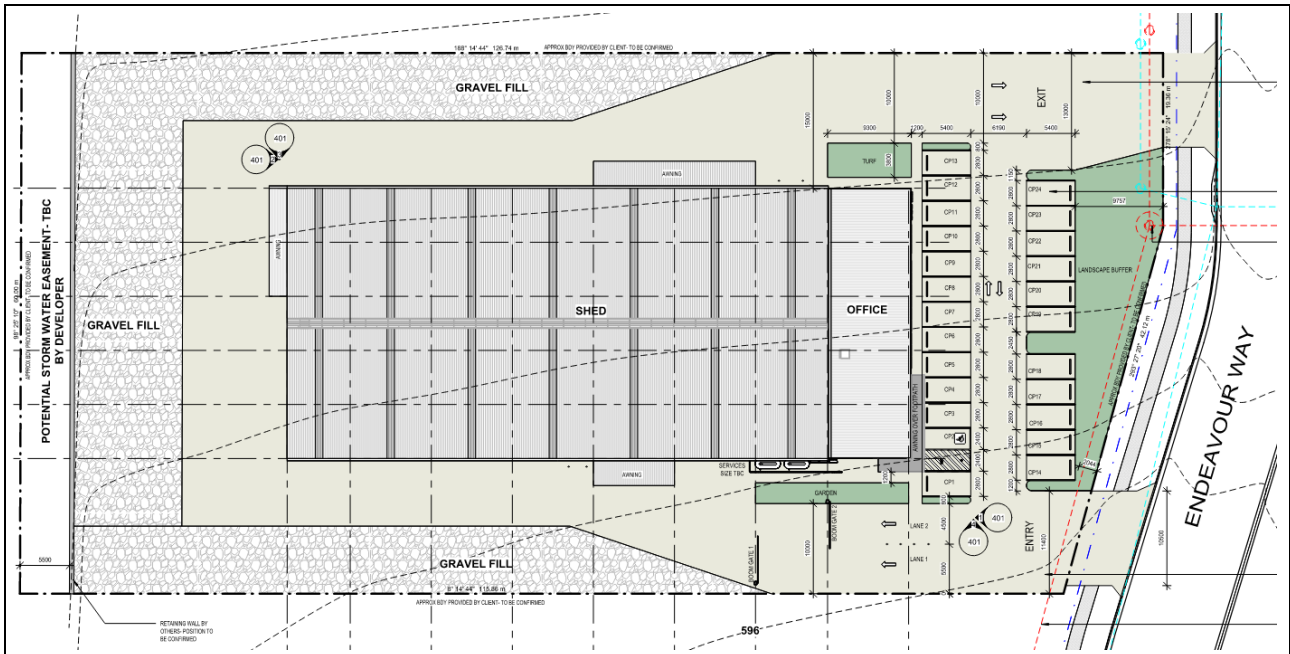
Building setback to site boundaries will correspond with the following:

- South (Endeavour Way): 20.6m
- North (rear): 27.6m
- East (side): 12.0m
- West (side): 12.0m

The proposed development also utilises outdoor areas which consist of a concrete/bitumen sealed vehicle manoeuvring and parking areas of approximately 2,933.91m² and gravel outdoor storage areas of approximately 1,563.12m². The total impervious area across the site (i.e. building footprint and sealed areas) equates to 5,139.63m² which equates to 69.61% of the site. The development also proposes approximately 681.85m² of gardens and landscaping which equates to approximately 9.23% of the site.

The proposed site layout and juxtaposition of internal use components will be generally in accordance with the Site Plan, Project No. 250051-001, Issue K, prepared by Ikai Design, dated 30 April 2026. The Site Plan is attached at **Appendix D**, and an excerpt of the plan is reproduced in **Figure 7**.

FIGURE 7 - EXTRACT OF PRELIMINARY SITE PLAN



3.2 BUILT FORM AND CHARACTER

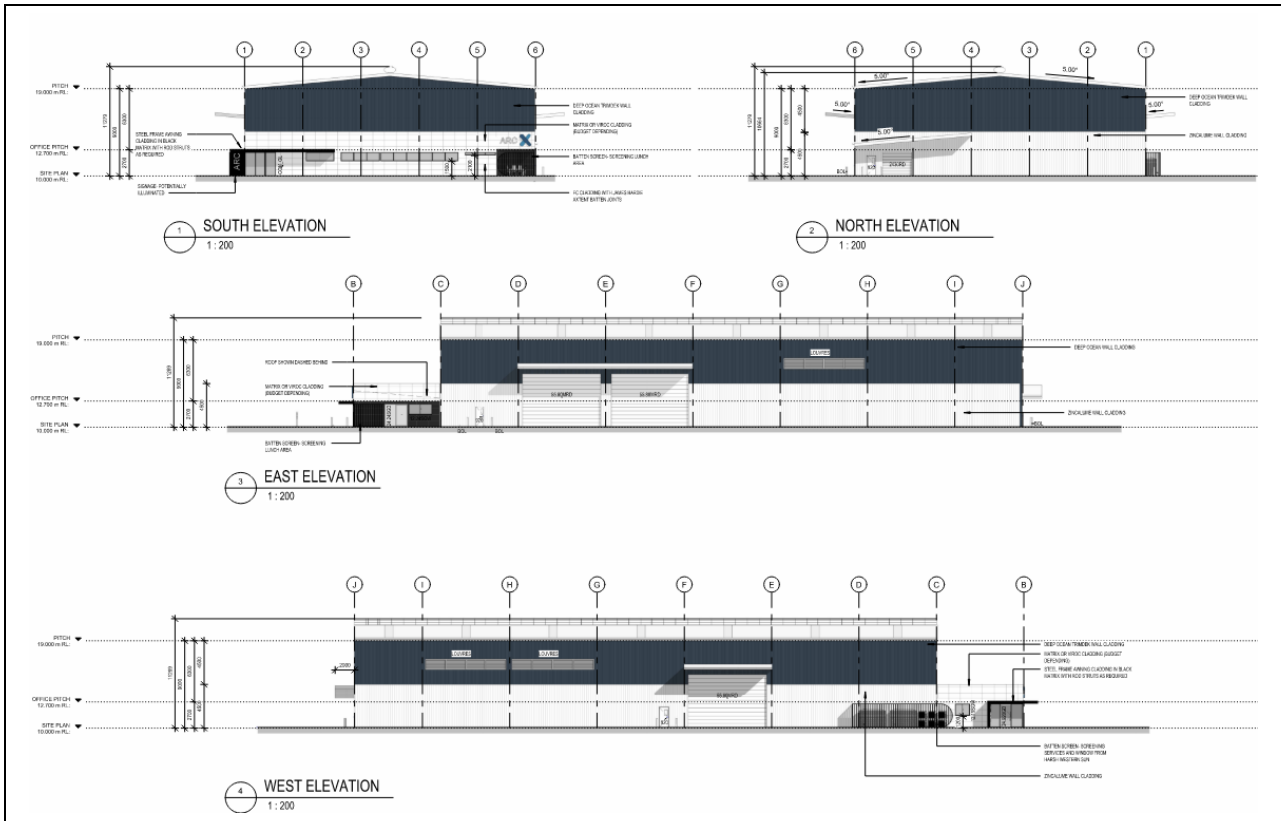
The built-form and character of the development will be characterised by a consistent architectural theme to ensure visual compatibility and continuity is achieved. The development has been purposefully designed to be of contemporary commercial scale and bulk compatible with typical industrial activities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

Building materials will include wall cladding of varying colours and types, awnings, vertical batten screening, various styles and sizes of windows and doors and sheet metal roofing. plant and equipment will be screened by vertical battens. Architectural features including awnings to improve the visual appearance. Signage will also be provided on the front façade of the building to assist wayfinding and tenant identification.

The proposed development will be of single storey construction with a maximum building height of 11.269m from natural ground level.

The scale and appearance of development is to be generally in accordance with Elevations Plan, Project No. 250051-401, Issue E, prepared by Ikai Design, dated 30 April 2026. The Building Elevation are attached at **Appendix D**, and an excerpt of the plan is reproduced in **Figure 8**.

FIGURE 8 - EXTRACT OF ELEVATIONS PLAN



3.3 ACCESS & CARPARKING

The proposed development will obtain access from Endeavour Way via two (2) new crossovers. The western crossover will consist of a two-lane entry-only driveway, while the eastern crossover will be a two-lane exit-only driveway.

Staff and visitors accessing the site in light vehicles will utilise the proposed parking area in the front setback. This area consists of 24 carparking spaces, including one (1) PWD space. Pedestrian footpaths are also included to provide safe access between the carpark and proposed building entrances.

Service and heavy vehicles will be directed to the rear of the site and will utilise various informal loading areas adjacent to the three (3) proposed awnings. All vehicle manoeuvring and loading in the rear of the site will be limited to the proposed concrete hardstand areas.

The development has been designed to ensure that all vehicles accessing the site can enter and exit in a forward gear.

3.4 LANDSCAPING

The development has been designed to incorporate sufficient landscaping within the front portion of the site to complement and soften the built-form, and to enhance aesthetic amenity from the street. In this respect, the primary landscaping area is provided between the front boundary and carparking area, with additional landscaping included along the driveways and either side of the building. The landscaping along the Endeavour Way frontage will range in width from 2.044m to 9.757m. Landscaping will utilise an area of approximately 681.85m² or 9.23% of the site.

3.5 INFRASTRUCTURE AND SERVICING

All urban infrastructure networks are being provided as part of the overarching subdivision and will be made available to the land. These networks include Council's reticulated water supply, sewerage network, stormwater drainage, as well as electricity and telecommunications supply networks.

3.6 OPERATIONAL PARAMETERS

The manufacturing operations are proposed to occur 24 hours per day. The proposed development has been designed to ensure that external doors and windows can be closed during operations at night-time to minimise noise impacts on nearby sensitive receptors.

Notwithstanding this, service vehicles and deliveries will be limited to between 6am and 6pm, with office hours for staff and visitors also restricted to 6am to 6pm.

4.0 PLANNING FRAMEWORK

4.1 THE PLANNING ACT 2016

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

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

4.2 STATE PLANNING POLICY

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

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

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

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

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

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

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

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

4.2.1 STATE INTEREST POLICIES AND ASSESSMENT BENCHMARKS

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

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

The Planning Scheme incorporates the following State interests:

- Safety and Resilience to Hazards (Those parts relating to Flood Hazard)

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

1. Liveable Communities

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

Where these circumstances apply, the development:

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

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

2. Mining and Extractive Resources

These provisions relate to the following developments:

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

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

3. Water Quality

These provisions relate to the following matters of state interest:

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

In this instance the proposed development involves a Material Change of Use on land with an area greater than 2,500m² and involves an impervious area greater than 25% of the net developable area. Accordingly, the assessment provisions for this State interest are relevant to the assessment of this application.

The proposed overarching subdivision (RAL/2022/5361/D) will involve the creation of a detention and bio basin in the south-west corner of Lot 1 SP349893 which is intended to cater for all development within the estate. On this basis, the proposed development does not propose any site specific quality treatment measures. Notwithstanding this, measures can be implemented within the site where required to cater for the management of any potential pollutants not considered by the bio-retention basin. This will be considered as part of a future Operational Works and Plumbing and Drainage Approvals.

On the above basis, the applicant contends that the proposed development will not impact on matters associated with this State interest.

4. Natural Hazards, Risk and Resilience

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

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

In this instance, the site is identified as being impacted by natural hazards. In particular, the site is impacted by Medium Bushfire Prone Areas under the State Planning Policy mapping. Notwithstanding this, the site has previously been cleared of all mature vegetation, in addition with the works being undertaken for the subdivision, means that there is limited to no bushfire risk for this development. Accordingly, the proposed development will not adversely affect matters associated with this State interest.

5. Strategic Airports and Aviation Facilities

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

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

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

In this instance, the site is impacted by a Strategic Airport. In particular, the site is located within the 13km Wildlife Hazard Buffer Zone of the Brisbane West Wellcamp Airport. The proposed development has been designed and will be operated to ensure it does not attract additional wildlife to the area and will not impact on the safety or operation of the airport. Accordingly, the proposed development will not adversely affect matters associated with this State interest.

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

4.3 STATE REFERRAL AGENCIES

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

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

TABLE 1 - REFERRAL TRIGGER ASSESSMENT

Part	Application Involving	Applicable	Comment
Part 1	Airport land	No	The proposed development is not located on airport land.
Part 2A	Caboolture West Interim Structure Plan	No	The site is not located within the Caboolture West investigation or growth areas.
Part 3	Clearing native vegetation	No	The proposed development does not involve clearing native vegetation or give rise to accepted clearing.
Part 4	Contaminated land	No	The site is not identified as contaminated land.
Part 5	Environmentally relevant activities	No	An approval for an ERA is not sought.
Part 6	Fisheries	No	The proposed development is not associated with: <ul style="list-style-type: none"> • aquaculture; or • the removal, destruction or damage of marine plants; or • the constructing or raising of waterway barrier works; and • is not within a declared fish habitat area.
Part 7	Hazardous chemical facilities	No	The proposed development is not for a hazardous chemical facility.
Part 8	Heritage places	No	The proposed development is not associated with a locally listed place. In addition, the site is not associated with, nor does it adjoin a property on the Queensland heritage register.
Part 9	Infrastructure-related	No	The following relates to infrastructure-related referrals: <ul style="list-style-type: none"> • The proposed development does not exceed the thresholds identified at Schedule 20. • The site is not associated with a designated premises. • The site is not located within 25m of a State transport corridor. • The site is not located adjacent to a local road that intersects with a State controlled road. • The site is not identified as a future State-controlled road. • The site is not located within 100m of an electricity substation. • The site is subject to an easement for the benefit of an electricity distribution entity, or transmission entity and for a transmission grid or supply network. • The site is not associated with an easement for oil, gas or electricity infrastructure. • The site is not in proximity to a State controlled transport tunnel (both existing and/or future).
Part 10	Koala habitat area	No	The site is not mapped as containing koala habitat areas.
Part 11	Noise attenuation land	No	The site is not identified as being noise attenuation land and the site is not within proximity of an off-road motorcycle facility. The proposed development is not associated with prohibited development.

Part	Application Involving	Applicable	Comment
Part 12	Operational works for reconfiguring a lot	No	The proposed development does not involve Operational Works.
Part 13	Ports	No	The site is not associated with port land.
Part 14	Reconfiguring a lot under Land Title Act	No	The proposed development does not involve Reconfiguring a Lot under the Land Title Act.
Part 15	SEQ Development area	No	The site is not located within an SEQ development area.
Part 16	SEQ regional landscape and rural production area and SEQ rural living area	No	The site is not located within the SEQ regional landscape and rural production area or the SEQ rural living area.
Part 16AA	Solar Farms	No	The proposed development does not involve a solar farm.
Part 16A	Southport Spit	No	The site is not located in the Southport Spit.
Part 16B	SEQ Northern Inter-Urban Break	No	The site is not located within the identified SEQ Northern Inter-Urban Break area.
Part 17	Tidal works or work in a coastal management district	No	The proposed development does not involve tidal works or works within a coastal management district.
Part 18	Urban design	No	The proposed development does not involve an increase in GFA that is greater than 25,000m ² .
Part 19	Water-related development	No	The proposed development does not involve: <ul style="list-style-type: none"> the taking or interfering of water; or removing quarry material from a watercourse or lake; or relates to a dam; or the construction of a levee.
Part 20	Wetland protection area	No	The site is not identified as being within a wetland protection area.
Part 21	Wind farms	No	The proposed development does not involve a wind farm

4.4 STATE DEVELOPMENT ASSESSMENT PROVISIONS

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

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

4.5 REGIONAL PLAN(S)

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

4.5.1 SOUTH-EAST QUEENSLAND REGIONAL PLAN

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

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

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

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

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

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

Under the settlement pattern identified in *ShapingSEQ 2023*, the site has been included within the **Urban Footprint**.

The Urban Footprint identifies land sufficient to provide for the region's urban development needs over the life of the plan. The area includes land intended to accommodate the full range of acceptable urban uses, such as housing, industry, business, infrastructure, community facilities and urban open space.

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

4.5.2 DARLING DOWNS REGIONAL PLAN

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

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

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

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

4.6 TOOWOOMBA REGIONAL PLANNING SCHEME 2012 & VARIATION APPROVAL MCUI/2018/2226/C

4.6.1 INTRODUCTION

Pursuant to the provisions of section 45(5) of the *Planning Act 2016*, an Impact Assessable Development Application must be assessed against the applicable assessment benchmarks of the applicable categorising instrument. The applicable categorising instrument in this instance is the *Toowoomba Regional Planning Scheme 2012 and Variation Approval MCUI/2018/2226/C*. A summary of the assessment of the proposal against the provisions of this instrument is outlined below.

4.6.2 DEFINITIONS

Under the provisions of the *Toowoomba Regional Planning Scheme 2012*, the proposed use is defined as a Medium Impact Industry. The relevant use definition is as follows:

Medium impact industry means the use of premises for an industrial activity –

- (a) that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and
- (b) that a local planning instrument applying to the premises states is a medium impact industry; and
- (c) that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.

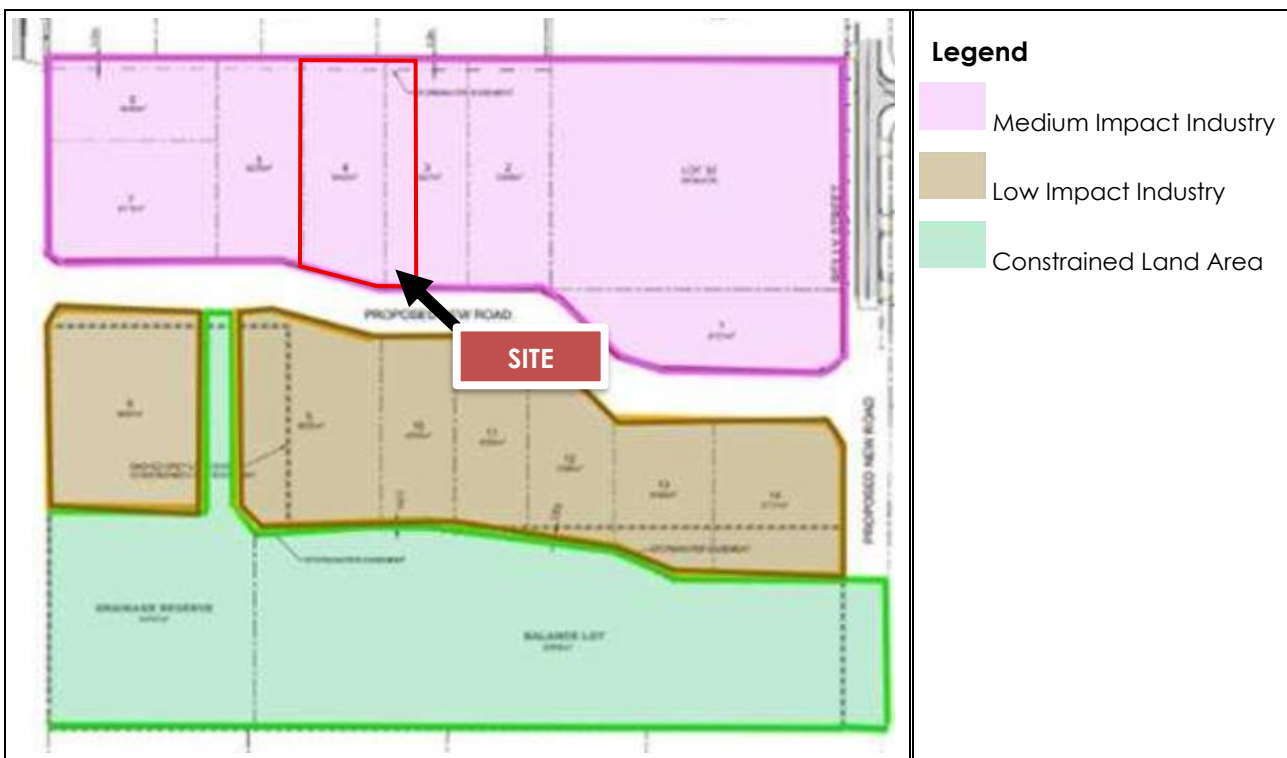
The Toowoomba Regional Planning Scheme 2012 further identifies production thresholds for industry uses. The industry thresholds relating to the proposed development are as follows:

- (2) Boiler making or engineering works producing less than 10,000 tonnes of metal product per annum

4.6.3 ZONING

Under Variation Approval MCUI/2018/2226/C, Lot 1 SP349893 is divided into three (3) land use zones. The site (proposed Lot 4) is located within the **Medium Impact Industry Area**. The zoning of the site and surrounding land is illustrated in **Figure 9**. Reference is also made to the Structure Plan attached at **Appendix B**.

FIGURE 9 - PRELIMINARY APPROVAL STRUCTURE PLAN



Under the assessment tables applicable to the Medium Impact Industry Area under the Approved Tables of Assessment, a Material Change of Use for Medium Impact Industry is identified as **Impact Assessable** development.

4.6.4 OVERLAY MAPPING

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

- Airport Environs Overlay
- Environmental Significance Overlay

Notwithstanding the above, under the Approved Overlay Table of Assessment for Variation Approval MCUI/2018/2226/C (attached at **Appendix B**), an Impact Assessable Development Application in the Medium Impact Industry Area is only assessable against the Airport Environs Overlay Code. The applicability of the Airport Environs Overlay is illustrated in **Figure 10**, with an assessment of the development against the associated overlay code considered at section 4.7.3.

FIGURE 10 - AIRPORT ENVIRONS OVERLAY MAPPING

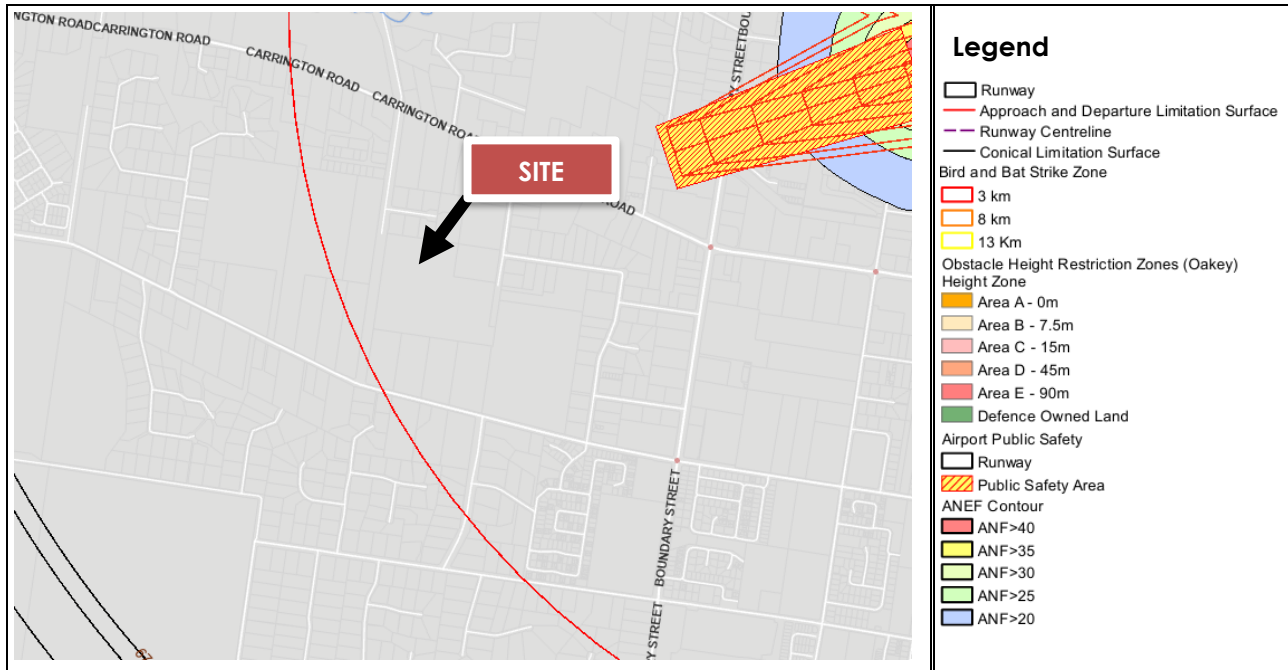


Figure 10 confirms that the site is impacted by the Airport Environs Overlay. In particular, the site is located within the 3km Wildlife Hazard Buffer Area, Obstacle Limitation Surface and 6km Lighting Buffer Area of the Toowoomba Airport.

4.7 ASSESSMENT BENCHMARKS

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

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

4.7.1 STRATEGIC FRAMEWORK

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

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

The proposed development involves a Medium Impact Industry use on a site located in the Medium Impact Industry Zone under Variation Approval MCUI/2018/2226/C. A Medium Impact Industry use is a consistent and expected use within the Medium Impact Industry Zone. Therefore, the development is considered to comply with the integrated policy direction sought for the planning scheme area and will not compromise the relevant strategic outcomes/elements sought for the individual themes. Accordingly, a detailed assessment against the Strategic Framework is not pertinent to the assessment of this application.

4.7.2 OVERALL OUTCOMES – MEDIUM IMPACT INDUSTRY ZONE

Section 6.5.2.2 of the Toowoomba Regional Planning Scheme 2012 outlines the general intent for development within the Medium Impact Industry Zone through the collective identification of a series of overall outcomes for the zone. The proposed development generally complies with the intent of the Medium Impact Industry Zone as detailed in **Table 2**.

TABLE 2 - ASSESSMENT OF OVERALL OUTCOMES

Overall Outcome	Response
(a) a range of industrial uses that satisfies the intent of the zone will be facilitated;	Complies. The proposed development involves a Medium Impact Industry use for steel product manufacturing and will assist in providing for a range of industrial uses within this zone.
(b) residential uses are not located within close proximity to the industrial uses and activities in the zone;	Not Applicable. The proposed development does not involve a residential use.
(c) high impact industry and rural industry uses may be appropriate where off-site impacts from these uses can be mitigated or managed and where they comply with separation distances to minimise impacts on sensitive land uses;	Not Applicable. The proposed development does not involve a high impact industry or rural industry use.
(c) the following commercial uses that involve the sale of bulk items, require large outdoor storage and display areas and have the potential for adverse impacts due to odour and/or dust, are facilitated: (i) Agricultural Supplies Stores. (ii) Bulk Landscape Supplies. (iii) Garden Centres. (iv) Hardware and Trade Supplies. (v) Outdoor Sales. (vi) Wholesale Nurseries.	Not Applicable. The proposed development does not involve any of the uses listed at item (c).
(d) non-industrial uses, such as Food and Drink Outlets and Service Stations which directly support the industrial area are facilitated and accessible by walking and cycling;	Not Applicable. The proposed development does not involve a non-industrial use.
(e) offices and direct sales are only provided as part of industry activities where ancillary and subordinate to industry activities occurring on the site;	Complies. The proposed administration and sales areas are provided as part of the primary industry use and are ancillary and subordinate to the manufacturing of products on the site.

Overall Outcome	Response
(f) development is located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on nearby non-industrial land uses;	Complies. The proposed development is sufficiently separated from existing sensitive land uses. This separation in conjunction with the operations of the development will ensure it does not result in adverse amenity impacts for nearby receptors.
(g) development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and encourages sustainable transport use;	Complies. The proposed development has been designed to incorporate sustainable practices where possible.
(h) development is reflective of and responsive to the environmental constraints of the land;	Complies. The proposed development is located on a site which is currently being developed for industrial purposes under Development Approval RAL/2022/5361/D and accordingly is response to environmental constraints of the land.
(i) the scale, character and built form of development contributes to a high standard of amenity;	Complies. The proposed development has been designed to ensure it is of a high aesthetic design which positively contributes to the visual amenity of the area.
(j) development has access to development infrastructure, including utility installations and essential services;	Complies. The proposed development will be serviced by all required urban infrastructure networks.
(k) the viability of both existing and future industry uses are protected from the intrusion of incompatible uses;	Complies. The proposed development is for an industry use and is not incompatible with the zone.
(l) adverse impacts on natural features and processes, both on-site and on adjoining areas, are minimised through location, design, operation and management of development; and	Complies. The proposed development is located on a site which is currently being developed for industrial purposes under Development Approval RAL/2022/5361/D and accordingly will not impact on natural features.
(m) development is adequately separated from sensitive land uses to minimise the likelihood of environmental harm or environmental nuisance occurring.	Complies. The proposed development is sufficiently separated from existing sensitive land uses. This separation in conjunction with the operations of the development will ensure it does not result in adverse amenity impacts for nearby receptors.

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

4.7.3 APPLICABLE CODES

The codes applicable to the assessment of the proposed development are identified in **Table 5** followed by a summary of the assessment outcomes.

TABLE 3 - APPLICABLE CODES

Zone Code(s)

- **Medium Impact Industry Zone Code**
An assessment of the proposed development against the overall outcomes of the Zone Code is provided at section 4.7.2. Additionally, an assessment of the development against the Assessment Benchmarks of the code is provided at **Appendix A**. These assessments confirm that the development complies with the outcomes sought for development within this zone.
-

Overlay Codes

- **Airport Environs Overlay Code**
An assessment of the proposed development against the Airport Environs Overlay Code is provided at **Appendix A**. This assessment confirms that the development generally complies with the outcomes sought under this code.
-

Development Codes

- **Industry Uses Code**
An assessment of the proposed development against the Industry Use Code is provided at **Appendix A**. This assessment confirms that the development generally complies with the outcomes sought under this code.
 - **Environmental Standards Code**
An assessment of the proposed development against the Environmental Standards Code is provided at **Appendix A**. This assessment confirms that the development generally complies with the outcomes sought under this code.
 - **Integrated Water Cycle Management Code**
An assessment of the proposed development against the Integrated Water Cycle Management Code is provided at **Appendix A**. This assessment confirms that the development generally complies with the outcomes sought under this code.
 - **Landscaping Code**
An assessment of the proposed development against the Landscaping Code is provided at **Appendix A**. This assessment confirms that the development generally complies with the outcomes sought under this code.
 - **Transport, Access and Parking Code**
An assessment of the proposed development against the Transport, Access and Parking Code is provided at **Appendix A**. This assessment confirms that the development generally complies with the outcomes sought under this code.
 - **Works and Services Code**
An assessment of the proposed development against the Works and Services Code is provided at **Appendix A**. This assessment confirms that the development generally complies with the outcomes sought under this code.
-

5.0 TECHNICAL ASSESSMENTS

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

- Stormwater Management Statement, prepared by VPE Consulting. Refer to **Appendix E**.
- Engineering Plans, prepared by VPE Consulting. Refer to **Appendix F**.

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

6.0 CONSULTATION

6.1 STATUTORY NOTIFICATION

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

6.2 PRE-LODGEMENT MEETINGS

The proposed development was not the subject of pre-lodgement discussions.

7.0 CONCLUSION

This Development Application seeks approval for a Material Change of Use for Industrial Use on land at 46 Robson Hursley Road, Torrington. The assessment that has been undertaken has demonstrated the following:

- The development is industrial in nature within an area currently being developed for industrial purposes.
- The development involves a Medium Impact Industry use within the Medium Impact Industry Zone under Variation Approval MCUI/2018/2226/C and accordingly is consistent with the intent of the area.
- The proposed development has been designed to a high aesthetic standard to ensure it positively contributes to the visual amenity of the area.
- The proposed development has been designed to ensure it does not adversely impact on the surrounding environment or the safety of people and/or property as a result of natural hazards.
- The proposed development achieves compliance with the benchmarks within the relevant zone, overlay and development codes (as outlined in section 4.8).
- The technical assessments supporting the application (as detailed in section 6.0) demonstrate that the proposed development will not have an adverse impact on the surrounding locality.

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

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

APPENDIX A - ASSESSMENT BENCHMARKS

Toowoomba Regional Planning Scheme 2012

Toowoomba Regional Planning Scheme 2012 (Version 19)

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

Performance outcomes		Acceptable outcomes	
Caretaker's Accommodation			
PO1	Development provides for the accommodation of a caretaker and their family members in a manner that: (a) does not compromise the productivity of the use; (b) is safe and comfortable for the amenity of residents; and (c) has regard to the landscape and private recreation needs of the residents.	AO1.1 Caretaker's accommodation is: (a) separated from significant levels of emissions (adverse to human health or amenity) generated by the use/s of the site by at least 20m; (b) provided with a private landscape and recreation area which: (i) is directly accessible from a habitable room; (ii) if at ground level, has a minimum area of 16m ² with minimum dimensions of 4m; and (iii) if a balcony, a veranda or a deck, has a minimum area of 8m ² with minimum dimensions of 2.4m. AO1.2 No more than one (1) caretaker's accommodation unit is established.	Not Applicable. The proposed development does not involve a Caretaker's Accommodation.
Building Work (not associated with a Material Change of Use)			
PO2	Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.	AO2.1 Car parking is provided in accordance with the Transport, Access and Parking Code.	Not Applicable. The proposed development is for a Material Change of Use.
PO3	Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	AO3.1 No reduction of previously approved landscaping areas is to occur.	Not Applicable. The proposed development is for a Material Change of Use.
PO4	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.	AO4.1 Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Not Applicable. The proposed development is for a Material Change of Use.
PO5	Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO5.1 Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No.3 Engineering Standards – Water and Wastewater Infrastructure. OR	Not Applicable. The proposed development is for a Material Change of Use.

Toowoomba Regional Planning Scheme 2012 (Version 19)

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

Performance outcomes	Acceptable outcomes	
	AO5.2 Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.	

Toowoomba Regional Planning Scheme 2012 (Version 19)

Medium Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes		Acceptable outcomes		
Use				
<p>PO₁ The zone accommodates medium impact industrial uses and compatible uses: (a) which are of a similar nature having regard to scale, nature of activity and potential impacts; or (b) which directly support the industrial functions of the zone. Non-industrial uses do not compromise the use of land for industry purposes or are for recreation uses that require buffering from sensitive land uses.</p>	<p>AO_{1.1} Uses which are consistent with the intent of the zone include: (a) agricultural supplies store; (b) bulk landscape supplies; (c) caretaker's accommodation; (d) emergency services; (e) landing; (f) low impact industry; (g) major electricity infrastructure; (h) medium impact industry; (i) parking station; (j) sales office; (k) service industry; (l) service station; (m) substation; (n) telecommunications facility; (o) transport depot; (p) utility installation where for distribution of local utility services and does not involve bulk storage, generation and/or treatment; and (q) warehouse.</p>	<p>AO_{1.2} Uses which are inconsistent with the intent of the zone include: (a) accommodation activities (other than caretakers' accommodation); (b) entertainment activities; (c) market; (d) recreation activities; (e) rural activities (other than agricultural supplies store and rural industry); and (f) business activities other than those listed in AO1.1.</p>	<p>Complies. The proposed development involves a Medium Impact Industry and accordingly is a consistent use.</p>	<p>Not Applicable. The proposed development involves a Medium Impact Industry which is a consistent use under AO1.1.</p>
<p>PO₂ Direct sales to the public as part of industry activities occurs at a scale that is ancillary to and has a direct nexus with the industry conducted on the site.</p>	<p>AO_{2.1} Direct sales to the public as part of industry activities are restricted to the sale of items produced on site. AND</p>	<p>Complies. Any direct sales to the public will be limited to items produced on site.</p>		

Toowoomba Regional Planning Scheme 2012 (Version 19)

Medium Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes		Acceptable outcomes		
		AO _{2.2}	The sales area associated with industry activities does not exceed 10% of the total GFA of the premises.	Complies. The proposed sales area does not exceed 10% of the total GFA of the premises.
PO ₃	Office space provided as part of industry activities is ancillary, subordinate and directly related to the industry activity conducted on the site.	AO _{3.1}	No acceptable outcome provided.	Complies. Office space associated with the development is ancillary and subordinate to the primary industrial use and is directly associated with on-site operations.
Effects of development				
PO ₄	Development minimises potential conflicts with, or impacts on, other uses having regard to vibration, odour, dust and other emissions to air.	AO _{4.1}	Development achieves the air quality design objectives set out in the Environmental Protection (Air) Policy 2008.	Complies. The proposed development has been designed and will be operated to ensure it achieves the relevant air quality design objectives.
		AO _{4.2}	Development that involves the storage of materials on site that are capable of generating air contaminants either by wind or when disturbed are managed by: (a) being wholly enclosed in storage bins; or (b) a watering program so material cannot become airborne.	Not Applicable. The proposed development will not involve the storage of materials which are capable of generating air contaminants. Notwithstanding this, all materials on the site will be appropriately stored and managed to ensure compliance with the relevant air quality design objectives.
PO ₅	Development prevents or minimises the generation of any noise so that: (a) nuisance is not caused to adjoining premises or other nearby sensitive land uses; and (b) desired ambient noise levels in residential areas are not exceeded.	AO _{5.1}	Development achieves the noise generation levels set out in the Environmental Protection (Noise) Policy 2008.	Complies. The proposed development has been designed and will be operated to ensure it achieves the relevant acoustic quality objectives. It is noted that the site is located within an industrial area and is surrounded by industrial land uses.
PO ₆	Outdoor lighting does not adversely affect the amenity of adjoining properties or create a traffic hazard on adjacent roads.	PO _{6.1}	Light emanating from any source complies with Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting.	Complies. Outdoor lighting associated with the proposed development will be designed, installed and maintained in accordance with the relevant requirements to ensure it does not impact on nearby sensitive receptors or create a traffic hazard.
		PO _{6.2}	Outdoor lighting is provided in accordance with Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements.	

Toowoomba Regional Planning Scheme 2012 (Version 19)

Medium Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	
<p>PO₇ Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur.</p>	<p>AO_{7.1} Areas where potentially contaminating substances are stored or used, are: (a) roofed and sealed with concrete, asphalt or similar impervious substance and bunded; and (b) located in an area free of flood in a 1 in 100-year flood event.</p> <p>AO_{7.2} Provision is made for spills to be bunded and retained on site for removal and disposal by an approved means.</p> <p>AO_{7.3} Roof water is piped away from areas of potential contamination.</p>	<p>Complies. Any potentially contaminating substances stored on the site will be done so in accordance with the relevant requirements to ensure any spills are contained and does not impact on the environment.</p>
<p>PO₈ The site layout responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land use, such that: (a) any earthworks are minimised; (b) the retention of natural drainage lines is maximised; (c) the retention of existing vegetation is maximised; (d) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (e) there is adequate buffering, screening and separation to sensitive land uses.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies. The proposed development has been designed to ensure is appropriate responds to on-site and surrounding topography. It is noted that the development will occur on a lot which has previously been developed to create a level building pad to facilitate future industrial development. Accordingly, the development will not involve additional retaining, major earthworks or the removal of vegetation.</p>
<p>PO₉ Site layout facilitates the security of people and property having regard to: (a) opportunities for casual surveillance and sightlines; (b) exterior building designs which promote safety; (c) adequate definition of uses and ownership; (d) adequate lighting; (e) appropriate way-finding mechanisms (e.g. signage); (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours.</p>	<p>AO_{9.1} Site Layout provides the following characteristics: (a) visitor Parking is located adjacent to the office component of the building; and (b) separate pedestrian entry to the site and building from vehicular entry and manoeuvring areas.</p>	<p>Complies. The proposed development has been designed to ensure that visitor parking is located at the front of the site adjacent to the proposed office/administration component. Additionally, the development also proposes a separate pedestrian entry to the building from vehicle parking areas.</p>

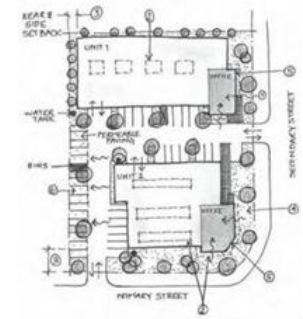
Toowoomba Regional Planning Scheme 2012 (Version 19)

Medium Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes		Acceptable outcomes		
PO ₁₀	Development is designed to incorporate graffiti-prevention measures.	AO _{10.1}	Building design and layout incorporates the following features where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments.	Complies. The proposed development has been designed to incorporate graffiti-prevention measures where possible.
PO ₁₁	Development is designed and managed so that it provides appropriate protection for community safety and health, and avoids unacceptable risk to life and property.	No acceptable outcome is nominated.		Complies. The proposed development has been designed and will be managed to ensure it does not create an adverse risk to community health and safety.
Built Form				
PO ₁₂	Where adjoining non-industrial zoned land, development: (a) is of a scale and layout generally compatible with the character of the nearby non-industrial area; and (b) provides adequate separation, buffering and screening so that the privacy and amenity of adjoining premises are not adversely affected.	AO _{12.1}	Building height does not exceed 10m where the site adjoins non-industrial zoned land, except where the site adjoins land in the Rural Zone and the building is separated from an existing dwelling house on the adjoining land by at least 10m.	Not Applicable. The site does not adjoin land within a non-industrial zone.
		AO _{12.2}	New buildings, active outdoor use areas, site access and car parking, servicing or outdoor storage areas are set back from any boundary adjoining non-industrial premises a minimum of 6m.	
		AO _{12.3}	Within the setback area provided under AO _{12.2} , both of the following are provided: (a) a minimum 1.8m high solid timber, brick or masonry fence; and (b) a densely planted landscape strip, having a minimum width of 3m.	
		AO _{12.4}	Where adjoining non-industrial zoned land, all external areas are landscaped and sealed.	
		AO _{12.5}	Where adjoining non-industrial zone land, buildings or other structures do not result in overshadowing of living room windows or private or communal open space of any residential premises, or of any useable public open space, for more than three (3) hours between 9:00 am and 3:00 pm on 21 June, or for more than 20% than existing.	

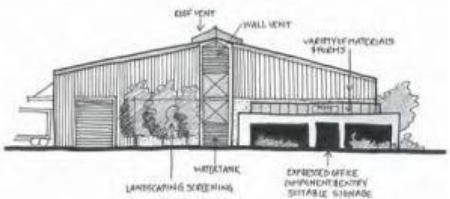

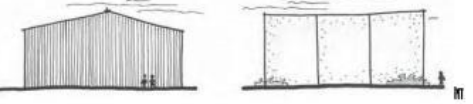
Toowoomba Regional Planning Scheme 2012 (Version 19)

Medium Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	
<p>PO13 Development has a high-quality appearance and makes a positive contribution to the character of the area having regard to orientation of buildings to the street and incorporation of way-finding elements.</p>	<p>AO13.1 The unarticulated length of external walls along a road frontage does not exceed 15m.</p> <p>AO13.2 Where applicable, ancillary office space and sales area of each building is sited on and oriented towards the primary street frontage.</p>  <p>AO13.3 Pedestrian entries:</p> <ul style="list-style-type: none"> (a) are visible from the street and visitor car parking areas and are separate to vehicle access points; (b) incorporate sun and rain shelter, such as overhangs or awnings, that are a minimum of 900mm wide from the external building face to the outermost projection; and (c) are defined by human scale design elements (such as, doors, windows, awnings, a portico, landscaping, etc). <p>AO13.4 If provided, fencing to road frontages or between site entries and building entries is provided as open mesh fencing in black or galvanised steel.</p>	<p>Complies. The proposed development has been designed to ensure it does not result in unarticulated walls exceeding 15m in length along the road frontage.</p> <p>Complies. The proposed office/administration component is located within the front portion of the building, with the main entrance and windows orientated towards the street frontage.</p> <p>Complies. The pedestrian entrance to the building is visible from the street and visitor parking areas. The proposed entrance also consists of an awning which provides shelter from the sun and rain and extends out approximately 1.5m. The proposed entrance has also been designed to consider the human scale.</p> <p>Complies. The proposed fencing along the front boundary will consist of chain-wire or steel fencing which has a suitable transparency.</p>

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Medium Impact Industry Zone Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	
<p>PO17 A variety of building materials, textures and colours, building elements, articulation and landscaping are used to provide visual interest.</p> <p>Examples for PO17</p> <p>Building Form Legibility</p>  <p>Appropriate Building Forms</p>  <p>Inappropriate Building Forms</p> 	<p>AO17.1 The unarticulated length of external walls does not exceed 15m where: (a) facing a road frontage; or (b) visible from a residential area or public open spaces. Development achieves articulation through the use of variation in textures, colours, finishes and landscaping.</p> <p>AO17.2 Variation of building form and elevation is appropriate to the building's internal function.</p>	<p>Complies. The proposed development does not involve unarticulated walls which exceed 15m adjacent to the road frontage. The building incorporates a range of architectural features including an awning, windows, landscaping and a variation in colours and finishes.</p> <p>Complies. The development has been designed to ensure that the variation in building form is appropriate to cater for the building's internal function.</p>

Toowoomba Regional Planning Scheme 2012 (Version 19)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
Height of Buildings and Other Structures		
<p>PO₁ The height of buildings or other structures does not affect the operational efficiency of the Toowoomba Airport or Oakey Army Aviation Centre or create a hazard to the safe navigation of aircraft using the airport.</p>	<p>AO_{1.1} Buildings and other structures in areas adjacent to the Toowoomba Airport do not penetrate the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.</p> <p>AO_{1.2} Buildings or other structures (including private forestry plantations) in areas adjacent to the Oakey Army Aviation Centre shown on the Airport Environs Overlay maps do not exceed the following heights: (a) Area A – 0m; (b) Area B – 7.5m; (c) Area C – 15m; (d) Area D – 45m; and (e) Area F – 90m.</p> <p>AO_{1.3} Any cranes or other equipment used during the construction do not exceed the heights set out in AO_{1.1} or AO_{1.2}.</p>	<p>Complies. The site is located within the 676.5m AHD Obstacle Limitation Surface of the Toowoomba Airport. The site has a maximum elevation of approximately 598m AHD. The proposed building is approximately 11.279m in height, which equates to 609.279m AHD. Accordingly, the proposed development will not penetrate the Obstacle Limitation Surface of the Toowoomba Airport.</p> <p>Not Applicable. The site is not located in proximity to the Oakey Army Aviation Centre.</p> <p>Complies. Any cranes or other construction equipment will not exceed the Obstacle Limitation Surface.</p>
Acoustic Amenity		
<p>PO₂ Development is appropriately located and designed to prevent adverse impacts from aircraft noise in accordance with Australian Standards AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.</p>	<p>AO_{2.1} Premises are not developed for: (a) dwelling house, multiple dwelling, dual occupancy, retirement facility, tourist park, hospital, health care services, relocatable home park, community residence, child care centre, educational establishment, residential care facility, resort complex, rooming accommodation or rural worker's accommodation on land within the 25 or higher ANEF contour; (b) short term accommodation, community use, hotel, place of worship, rooming</p>	<p>Not Applicable. The site is not located within an ANEF Contour.</p>

Toowoomba Regional Planning Scheme 2012 (Version 19)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>accommodation or theatre, on land within the 30 or higher ANEF contour;</p> <p>(c) business activities or commercial uses on land within the 35 or higher ANEF contour.</p>	
<p>PO₃ Development for:</p> <p>(a) caretaker's accommodation, community residence, dwelling house, dwelling unit, multiple dwelling, dual occupancy, child care centre, retirement facility, tourist park, educational establishment, hospital, health care services, rooming accommodation, relocatable home park, residential care facility, resort complex or rural worker's accommodation on land situated between the 20 and 25 ANEF contours;</p> <p>(b) short term accommodation, club, community uses, hotel, place of worship or theatre, on land situated between the 20 and 30 ANEF contours; or</p> <p>(c) business activities or commercial uses on land situated between the 20 and 35 ANEF contours;</p> <p>incorporates effective noise attenuation measures which meet Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion – Building Siting and Construction and Australian Standard AS2107 – Acoustics – Recommended design sound levels and reverberation times for building interiors.</p>	<p>No acceptable outcome is nominated.</p>	<p>Not Applicable.</p> <p>The site is not located within an ANEF Contour.</p>
Lighting and Emission Hazards		
<p>PO₄ The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airports by way of:</p> <p>(a) introducing reflective surfaces, very bright lighting, or lighting similar to aerodrome lighting, which can distract or confuse aircraft pilots;</p>	<p>AO_{4.1} Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve:</p> <p>(a) lighting that shines light above the horizontal;</p> <p>(b) coloured or flashing lights;</p> <p>(c) sodium lights; or</p> <p>(d) flare plumes.</p>	<p>Complies.</p> <p>Any outdoor lighting associated with the development will be appropriately designed, installed and maintained to ensure it does not impact on the operations of the Toowoomba Airport.</p>

Toowoomba Regional Planning Scheme 2012 (Version 19)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>(b) interfering with navigation or communication facilities; or</p> <p>(c) emissions that may effect pilot visibility or aircraft operations.</p>	<p>AO4.2 Street lighting and outdoor lighting within the airport dangerous light area shown on the Airport Environs Overlay maps does not involve configurations of lights in straight parallel lines 500m to 1,000m long.</p> <p>AO4.3 Roofs of buildings within the airport dangerous light area shown on Airport Environs Overlay maps are of a non-reflective colour or material.</p>	<p>Complies. Any outdoor lighting will not involve straight parallel lines between 500m and 1,000m long.</p> <p>Complies. The roof of the development will be of a non-reflective colour and/or material.</p>
<p>PO₅ Development and operational activities do not generate emissions within the airport obstacle limitation surface shown on the Airport Environs Overlay maps that may affect pilot visibility or aircraft operation by way of:</p> <p>(a) gas plumes;</p> <p>(b) particulate emissions (e.g. dust or smoke); or</p> <p>(c) electromagnetic field radiations.</p>	<p>In partial fulfilment of the performance outcome:</p> <p>AO_{5.1} Any cleared vegetation is mulched or removed from the site and not burnt on-site.</p> <p>AO_{5.2} Any gas plumes do not have peak vertical velocities of more than 4.3m/sec and/or oxygen content of less than 50% of ambient levels.</p>	<p>Complies. Any cleared vegetation will be mulched and/or removed from the site. Vegetation will not be burnt on-site.</p> <p>Not Applicable. The proposed development will not result in gas plumes.</p>
<p>Development within the Public Safety Area</p>		
<p>PO₆ Development does not introduce or intensify uses within the public safety area shown on the Airport Environs Overlay maps which are likely to increase risks to public safety.</p>	<p>AO_{6.1} Premises within the Public Safety Area are not developed for:</p> <p>(a) accommodation activities;</p> <p>(b) uses that attract large numbers of people (e.g. business, community or industrial activities involving large numbers of workers or customers such as shopping centres, child care centres, health care services, major sport, recreation and entertainment facility, place of worship or club);</p> <p>(c) institutional uses (e.g. educational establishment, hospital or detention facility);</p> <p>(d) uses involving the manufacture or depot storage of hazardous materials (e.g. fuel, lubricants and other flammable materials, chemical, explosives, and poisonous or noxious gases); and</p> <p>(e) utility installations being transport terminals.</p>	<p>Not Applicable. The site is not located within the Public Safety Area.</p>

Toowoomba Regional Planning Scheme 2012 (Version 19)

Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
Potential Wildlife Hazards		
<p>PO7 The development of premises does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of attracting wildlife to the area which could cause or contribute to bird-strike hazard.</p>	<p>AO7.1 The following uses are not located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps:</p> <ul style="list-style-type: none"> (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); (e) special industries (being an abattoir or food processing plant); and (f) commercial fish processing. <p>AO7.2 The following uses are located within the 3km Wildlife Hazard Buffer Zone shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered:</p> <ul style="list-style-type: none"> (a) animal keeping (being a riding school, the keeping, handling and racing of horses or stables); (b) community use (being show grounds); (c) outdoor sport and recreation (being a drive in theatre); and (d) food and drink outlet (being a drive-through facility). <p>AO7.3 The following uses are located between the 3km and 8km Wildlife Hazard Buffer Zones shown on the Airport Environs Overlay maps only where all food/waste holding areas and receptacles are contained and covered:</p> <ul style="list-style-type: none"> (a) animal keeping (being a bird sanctuary or fauna reserve); (b) aquaculture; (c) cropping (being fruit cropping or turf farming); (d) intensive animal industries (being a piggery or feedlot); 	<p>Complies. The proposed development does not involve any of the uses listed in AO7.1.</p> <p>Not Applicable. The proposed development does not involve any of the uses listed within AO7.2.</p> <p>Not Applicable. The site is not located between the 3km and 8km Wildlife Hazard Buffer Zones.</p>

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Airport Environs Overlay Code – assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>(e) special industries (being an abattoir or food processing plant); and</p> <p>(f) commercial fish processing.</p> <p>AO_{7.4} Utility installations (being waste facilities that involve the disposal of putrescible waste) only establish within the 13km Wildlife Hazard Buffer zone shown on the Airport Environs Overlay Maps.</p> <p>AO_{7.5} Landscaping does not include species that at maturity would intersect the Airport Obstacle Limitation Surfaces shown on the Airport Environs Overlay maps.</p>	<p>Not Applicable. The proposed development does not involve a Utility Installation.</p> <p>Complies. Landscaping associated with the development will include species which, at maturity, will not intersect with the Obstacle Limitation Surface.</p>
Transient Aviation Activities		
PO ₈ Development does not adversely impact on the operational airspace of the Toowoomba Airport or Oakey Army Aviation Centre.	AO _{8.1} Development that includes activities involving transient intrusions such as parachuting, hot-air ballooning or hang gliding are not located within the operational airspace shown on the Airport Environs Overlay maps.	<p>Not Applicable. The proposed development does not involve transient intrusions through operational airspace.</p>

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Industry Uses Code – Assessment benchmarks for assessable development

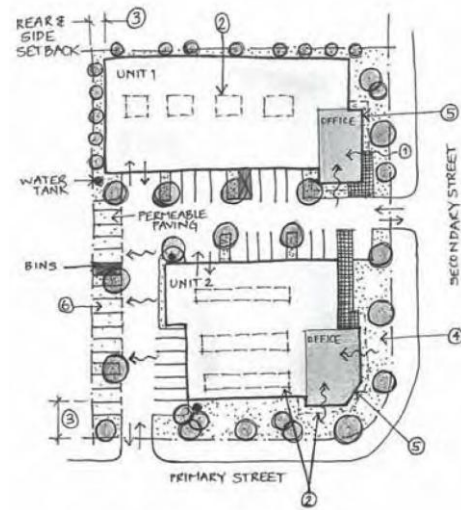
Performance outcomes	Acceptable outcomes	Compliance Summary
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Location		
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<p>PO₁ Industry activities are located where they are compatible with the local character and where the impacts from industries on sensitive land uses and other public places, community or recreational facilities can be appropriately managed.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies. The site is located within an industrial estate and is surrounded by industrial land uses. The site is located in excess of 300m from the closest sensitive receptor on Hursley Road. It is considered that the majority of impacts generated by industrial developments have been considered as part of the previous subdivision and preliminary approval.</p>
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Building Design and Site Layout		
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<p>PO₂ Development has a high quality appearance having regard to orientation of buildings to the street and incorporation of way-finding elements.</p>	<p>AO_{2.1} The unarticulated length of external walls along a road frontage does not exceed 15m.</p> <p>AO_{2.2} Where applicable, ancillary office space and sales area of each building is sited on and oriented towards the primary street frontage.</p>	<p>Complies. The proposed development does not involve unarticulated walls which exceed 15m along the road frontage.</p> <p>Complies. The proposed ancillary office and administration areas are located at the front of the building and orientated towards the street frontage and carparking areas.</p>
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Toowoomba Regional Planning Scheme 2012 (Version 19)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>AO_{2.3} Pedestrian entries:</p> <ul style="list-style-type: none"> (a) are visible from the street and visitor car parking areas and are separate to vehicle access points; (b) incorporate sun and rain shelter, such as overhangs or awnings, that are a minimum of 900mm wide from the external building face to the outermost projection; and (c) are defined by human scale design elements (such as, doors, windows, awnings, a portico, landscaping, etc). 	<p>Complies.</p> <p>The proposed pedestrian entrance is visible from the street and carparking areas and are separated from vehicle manoeuvring areas. The main pedestrian entrance to the building incorporates an awning which helps identify the access point, while providing sun and rain shelter.</p>
<p>PO₃ Landscaping is provided to enhance the appearance of the development and unsightly components are screened.</p>	<p>AO_{3.1} Unless a lesser setback is supported by a zone code or local plan, landscaping is provided along all road frontages of the site, for a minimum width of:</p> <ul style="list-style-type: none"> (a) 5m along any other regional arterial or sub-arterial roads; or (b) 3m along any other road frontage. <p>AO_{3.2} Outdoor work, storage (including bin storage) and servicing areas are:</p> <ul style="list-style-type: none"> (a) not located adjacent to any road frontage; and (b) screened from public view by either: <ul style="list-style-type: none"> (i) a 1.8m high solid wall or fence, constructed in materials and colours compatible with the main building on site; or (ii) mature landscaping that has the same effect as a 1.8m high wall. <p>AO_{3.3} A minimum of 5% of the site is used to provide landscaping.</p>	<p>Complies.</p> <p>The proposed development involves a landscape buffer along the Endeavour Way road frontage which ranges between 2.044m and 9.757m in width. This is consistent with the Medium Impact Industry Zone which requires a minimum 2m-wide landscape buffer.</p> <p>Complies.</p> <p>All outdoor work, storage and servicing areas will be located behind the front building setback and will be appropriately screened from view through the use of landscaping and fencing.</p> <p>Complies.</p> <p>The proposed development has been designed to provide sufficient landscaping, with 9.23% of the site to be landscaped with gardens, plantings and turf.</p>
<p>PO₄ A variety of building materials, textures and colours, building elements, articulation and landscaping are used to provide visual interest. Examples shown below.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies.</p> <p>The proposed building has been designed to incorporate a range of building materials, textures and architectural features to provide visual interest.</p>

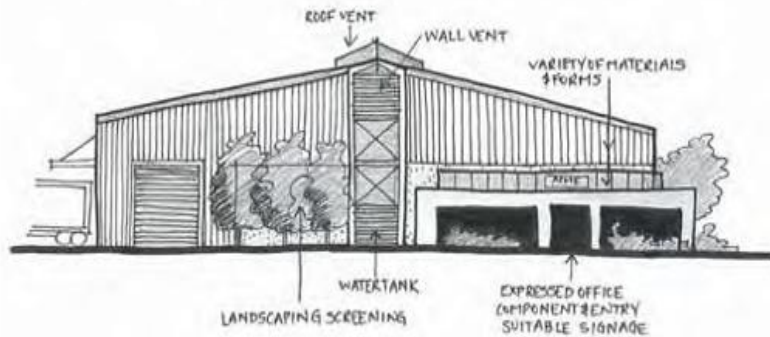
Toowoomba Regional Planning Scheme 2012 (Version 19)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
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Examples for PO₄

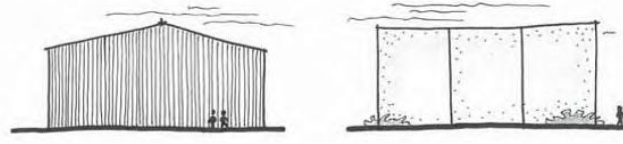
Building Form Legibility



Appropriate Building Forms



Inappropriate Building Forms



PO₅ Site layout facilitates the security of people and property having regard to:

- (a) opportunities for casual surveillance and sightlines;
- (b) exterior building designs which promote safety;
- (c) adequate definition of uses and ownership;
- (d) adequate lighting;
- (e) appropriate way-finding mechanisms (e.g. signage);
- (f) minimisation of entrapment locations; and
- (g) building entrances, loading and storage areas being well lit and lockable after hours.

No acceptable outcome is nominated.

Complies.

The proposed site layout has been designed to consider CPTED principles where possible.

PO₆ Development is designed to incorporate graffiti-prevention measures.

AO_{6.1} Building design and layout discourages graffiti and incorporates the following elements where practical:

- (a) designs with an absence of 'natural ladders';
- (b) minimal unbroken vertical surface areas; and
- (c) graffiti-deterrent surface treatments.

Complies.

The proposed development has been designed to incorporate graffiti prevention measures where possible.

Toowoomba Regional Planning Scheme 2012 (Version 19)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
Amenity		
<p>PO₇ Development minimises potential conflicts with, or impacts on, other uses having regard to vibration, odour, dust or other emissions to air.</p>	<p>AO_{7.1} Development achieves the air quality design objectives set out in the <i>Environmental Protection (Air) Policy 2008</i>.</p> <p>AO_{7.2} Any industry that involves the storage of materials on site that are capable of generating air contaminants either by wind or when disturbed are managed by:</p> <ul style="list-style-type: none"> (a) being wholly enclosed in storage bins; or (b) a watering program so material cannot become airborne. 	<p>Complies. The proposed development has been designed and will be operated and managed to ensure it achieves the relevant air quality design objectives.</p> <p>Complies. Any material stored on site which is capable of generating air contaminants will be done so in an appropriate manner to ensure it does not result in air quality impacts.</p>
<p>PO₈ Development prevents or minimises the generation of any noise so that:</p> <ul style="list-style-type: none"> (a) nuisance is not caused to adjoining premises or other nearby sensitive land uses; and (b) desired ambient noise levels in residential areas are not exceeded. 	<p>AO_{8.1} Development achieves the noise generation levels set out in the <i>Environmental Protection (Noise) Policy 2008</i>.</p>	<p>Performance Solution. The proposed development has been designed and will be operated and managed to ensure it does not result in a nuisance to nearby existing residential premises along Hursley Road.</p>
<p>PO₉ Outdoor lighting does not adversely affect the amenity of adjoining properties or create a traffic hazard on adjacent roads.</p>	<p>AO_{9.1} Light emanating from any source complies with <i>Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i>.</p> <p>AO_{9.2} Outdoor lighting is provided in accordance with <i>Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i>.</p>	<p>Complies. Outdoor lighting will be limited to low-level security lighting and will be designed, installed and managed in accordance with the relevant requirements.</p>
<p>PO₁₀ Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur.</p>	<p>AO_{10.1} Areas where potentially contaminating substances are stored or used, are:</p> <ul style="list-style-type: none"> (a) roofed and sealed with concrete, asphalt or similar impervious substance and bunded; and (b) located in a flood free area of a 1 in 100 year flood event. <p>AO_{10.2} Provision is made for spills to be bunded and retained on site for removal and disposal by an approved means.</p> <p>AO_{10.3} Roof water is piped away from areas of potential contamination.</p> 	<p>Complies. Any material stored on site which is capable of generating air contaminants will be done so in an appropriate manner to ensure it does not result in air quality impacts.</p>

Toowoomba Regional Planning Scheme 2012 (Version 19)

Industry Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₁₁ Development is designed and managed so that it provides appropriate protection for community safety and health and avoids unacceptable risk to life and property.	No acceptable outcome is nominated.	Complies. The proposed development has been designed and will be operated and managed to ensure it does not result in impacts to the health or safety of the community or unacceptable risks to life and property.

Toowoomba Regional Planning Scheme 2012 (Version 19)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
Outdoor Lighting		
<p>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.</p>	<p>AO_{1.1} No outdoor lighting is proposed as part of the development. OR AO_{1.2} Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian Standard 'AS4282-1997 control of the obtrusive effects of outdoor lighting'. AO_{1.3} For sporting fields and sporting courts the technical parameters, design, installation, operation and maintenance comply with the requirements of Australian Standard AS4282-1997 – Control of the obtrusive Effects of Outdoor Lighting and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4). AO_{1.4} Where light spillage outside of the property boundary is likely to result in levels above those mentioned in AO_{1.3} the applicant has provided a lighting proposal and impact assessment (environmental and amenity) as part of the application which has demonstrated that the lighting will not create nuisance issues for surrounding sensitive receptors. AO_{1.5} For private sporting courts the lighting system: (a) is baffled or shielded to ensure that a light source is not directly visible from a Habitable Room window of an adjoining Dwelling; and (b) the luminaire does not exceed a height of 8m above the court surface. AO_{1.6} The alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent residential dwellings.</p>	<p>Not Applicable. Refer to the responses below.</p> <p>Complies. Outdoor lighting will be limited to low-level security lighting and will be designed, installed and managed in accordance with the relevant requirements.</p> <p>Not Applicable. The proposed development does not involve sporting fields or courts.</p> <p>Complies. Outdoor lighting will be designed, installed and managed to ensure that any light spillage outside the property boundary will not impact on the environment or nearby residential premises.</p> <p>Not Applicable. The proposed development does not involve private sporting courts.</p> <p>Not Applicable. The site does not adjoin and is not opposite residential dwellings. Accordingly, there will be no impact from headlights on nearby residential premises from vehicles entering or exiting the site.</p>

Toowoomba Regional Planning Scheme 2012 (Version 19)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₂ Outdoor lighting (excluding street lighting, normal residential lighting and low level security lighting) situated in excess of 4m above ground level does not jeopardise the safety or well-being of any pedestrian, cyclist or motorist. Light emissions do not reduce the ability of transport system users to see essential details of the route ahead, including signalling systems and signage.	AO _{2.1} Outdoor lighting situated in excess of 4m above ground level is provided in accordance with Australian Standard AS1158.1.1:2005 – <i>Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i> .	Complies. Outdoor lighting will be limited to low-level security lighting and will be designed, installed and managed in accordance with the relevant requirements.
PO ₃ Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.	AO _{3.1} The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay.	Performance Solution. Whilst the site and surrounding locality contains land within the Environmental Significance Overlay, this land is currently being developed for urban purposes. Accordingly, the proposed development will not impact on areas of environmental significance.
PO ₄ Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed to proactively address possible obtrusive light nuisance.	AO _{4.1} Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed in a manner to mitigate any light nuisance impacts from the existing lawful use by establishing: (a) shielding or louvers on windows facing the light source; (b) orientating buildings and bedrooms so that external lighting does not impact on residents during night time hours; and (c) utilising earth embankments, landscaping or other physical measures to shield existing light sources.	Not Applicable. The proposed development does not involve a sensitive land use.
Odour		
PO ₅ Development does not unreasonably affect the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces due to odour impacts.	AO _{5.1} The development does not involve activities that create odorous air emissions. OR AO _{5.2} The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i> .	Not Applicable. Refer to the responses below. Complies. The proposed development has been designed and will be operated and managed to ensure any air emissions do not exceed the acceptable levels.

Toowoomba Regional Planning Scheme 2012 (Version 19)

Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary											
	<p>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 available within the development site itself to dissipate odour issues.</p> <p><i>Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3..</i></p>	<p>Complies. The proposed development has been designed and will be operated and managed to ensure it does not result in the release of noxious or offensive odours beyond the site boundary.</p>											
<p>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.</p>	<p>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.</p> <p>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.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: #cccccc;">Existing Use/Activity</th> <th colspan="3" style="background-color: #cccccc;">Odour Level at Sensitive Receiving Environment.</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center;">All Activities</td> <td style="text-align: center;">2OU/m³</td> <td style="text-align: center;">3</td> <td style="text-align: center;">minute average, 99.5th percentile.</td> </tr> <tr> <td style="text-align: center;">4OU/m³</td> <td style="text-align: center;">3</td> <td style="text-align: center;">minute average, 99.9th percentile.</td> </tr> </tbody> </table>	Existing Use/Activity	Odour Level at Sensitive Receiving Environment.			All Activities	2OU/m ³	3	minute average, 99.5th percentile.	4OU/m ³	3	minute average, 99.9th percentile.	<p>Not Applicable. The proposed development does not involve Reconfiguring a Lot or a sensitive land use.</p>
Existing Use/Activity	Odour Level at Sensitive Receiving Environment.												
All Activities	2OU/m ³	3	minute average, 99.5th percentile.										
	4OU/m ³	3	minute average, 99.9th percentile.										
<p>PO7 Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.</p>	<p>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.</p>	<p>Complies. All waste generated by the development will be stored within a sealed bin/container to ensure it does not cause odour nuisance for adjoining landowners. Refuse will be collected from the site at intervals not exceeding 7 days.</p>											

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Performance outcomes	Acceptable outcomes	Compliance Summary
Noise		
<p>PO₈ The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive land uses.</p> <p>(a) Development:</p> <ul style="list-style-type: none"> (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 uses. 	<p>AO_{8.1} The development will achieve the following noise levels (when measured at the nearest sensitive receiver):</p> <ul style="list-style-type: none"> (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 (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 LA_{max} 45dB(A) inside dwellings; and <p>The development will achieve the Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>. HOWEVER</p> <p>AO_{8.2} Where a development is unable to meet noise levels specified in AO_{8.1} an acoustic assessment has been undertaken by a suitably qualified and skilled person which demonstrates that the development will not result in environmental nuisance at any existing or likely future residential premises (within a 10 year planning horizon).</p>	
<p>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.</p>	<p>AO_{9.1} Where development (other than licensed premises operating under a Liquor Licensing Approval) proposes the use of amplified sound equipment, existing background octave band centre frequencies have been assessed and the development proposes the following maximum sound pressure criterion:</p>	

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Performance outcomes	Acceptable outcomes	Compliance Summary																											
	<table border="1"> <thead> <tr> <th></th> <th colspan="8">Frequency - Hz - "A" Weighted</th> </tr> <tr> <th></th> <th>31</th> <th>63</th> <th>125</th> <th>250</th> <th>500</th> <th>1K</th> <th>2K</th> <th>4K</th> </tr> </thead> <tbody> <tr> <th>Background Level SPL dB(A)</th> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> <td>L₉₀ + 5dB(A)</td> </tr> </tbody> </table>		Frequency - Hz - "A" Weighted									31	63	125	250	500	1K	2K	4K	Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	
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<p>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 development.</p>	<p>AO_{10.1} The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within the <i>Environmental Protection (Noise) Policy 2008</i>.</p> <p>AO_{10.2} Where the proposed sensitive land use is not listed in the <i>Environmental Protection (Noise) Policy 2008</i>, the development is designed and constructed to meet the internal sound level design criterion contained in <i>Australian Standard AS2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors</i>.</p> <p>AO_{10.3} Where the sensitive land use is within or adjoining entertainment venues utilising amplified music the applicant has undertaken an acoustic assessment of existing background octave levels and designed the sensitive land use component to mitigate the impacts of low frequency noise (particularly between 31.5Hz and 125Hz).</p>																												
<p>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.</p>	<p>Where development involves a sensitive land use adjoining a Council controlled arterial road (other than designated 'Transport Noise Corridors':</p> <p>AO_{11.1} The development is designed and constructed in a manner that achieves the internal noise Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>.</p>																												

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Performance outcomes	Acceptable outcomes	Compliance Summary
	AO _{11.2} The siting of buildings and selection of construction materials complies with the specifications of Australian Standard AS3671-1989 <i>Acoustics – Road traffic noise intrusion – Building siting and construction</i> .	
PO ₁₂ Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	AO _{12.1} Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government comply with the Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor' for all habitable rooms adjoining the corridor.	
PO ₁₃ Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive land uses.	AO _{13.1} Plant of this nature is not elevated, is acoustically shielded (if necessary) and will not be audible at adjoining sensitive receivers. AO _{13.2} Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to achieve a nil increase in background noise levels (L ₉₀) at the nearest sensitive receiver.	
PO ₁₄ The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers.	AO _{14.1} Building work (including excavation and filling) is only conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays). AO _{14.2} Where building work is proposed outside of the acceptable timeframe of 6:30 am to 6:30 pm (Monday – Saturday) the applicant has supplied a 'construction management plan' which adequately addresses noise mitigation measures.	
PO ₁₅ Private sporting courts do not create acoustic amenity issues for surrounding sensitive receivers.	AO _{15.1} Private sporting courts are not used between 10:00 pm and 7:00 am. AO _{15.2} Mechanical equipment such as ball throwing machines which create audible noise at the nearest sensitive receiver is not used between 7:00 pm and 7:00 am.	
PO ₁₆ Vibration from the development does not affect the amenity of surrounding sensitive land uses or cause environmental harm or nuisance..	AO _{16.1} The development does not result in vibration impacts outside of the development site. AO _{16.2} Where vibration may impact on surrounding sensitive land uses, the proponent has provided a	

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Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
Dust		
<p>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).</p>	<p>AO_{17.1} Off-site release of dust particles will be strictly managed to ensure that dust emissions do not travel beyond the property boundary and environmental nuisance does not occur.</p> <p>AO_{17.2} Areas of exposed fill, excavation and unsealed accesses on the site are watered regularly (particularly during periods of high or constant wind) to reduce dust generation.</p> <p>AO_{17.3} Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete.</p> <p>AO_{17.4} Stockpiles of aggregate, sand or other materials brought onto the site are sprayed with water (or treated with an alternative method) to minimise dust nuisance. The frequency of water spraying is increased during hot, dry periods or where wind conditions are such that a dust nuisance is likely to occur. Stockpiles are located away from adjoining sensitive land uses.</p> <p>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.</p>	

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Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₁₈ Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.</p>	<p>AO_{18.1} Haulage routes are selected on the basis of using the most suitable road surface to prevent dust generation and minimising the number of dwellings or other sensitive land uses affected by potential dust nuisance.</p>	
<p>PO₁₉ Water used for dust suppression activities does not itself create environmental harm.</p>	<p>AO_{19.1} Water approved as a method for controlling dust emissions must not be used in a manner that enables contaminated water to enter any stormwater system or natural drainage corridor outside of the site boundaries.</p>	
<p>PO₂₀ The ongoing operation of the development site does not create dust nuisance for adjoining landholders.</p>	<p>AO_{20.1} Areas within the site that are frequently used for vehicular purposes are imperviously sealed.</p> <p>AO_{20.2} Industry-specific activities undertaken on site that create dust are performed in an enclosed shed or other structure with suitable dust extraction and filtration systems.</p> <p>AO_{20.3} Grain facilities are equipped with semi enclosed grain receival hoppers fitted with dust extraction and filtration systems. All conveyor belts and bulk grain processing equipment are enclosed to prevent dust emission. Bunker storage without dust extraction is only permitted whereby the release of dust will not impact on surrounding sensitive receivers.</p> <p>AO_{20.4} All development likely to generate any significant amount of dust must have an adequate water supply available at all times in order to undertake proactive dust reduction measures e.g. watering of access roads.</p> <p>AO_{20.5} Development that is likely to create ongoing significant dust issues has submitted a 'site based management plan' which adequately addresses dust mitigation measures.</p>	
<p>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.</p>	<p>AO_{21.1} Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.</p>	

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Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₂₂ Development does not result in dustfall quantities that are likely to impact on the health of surrounding sensitive receivers.	AO _{22.1} Dustfall averaged over an annual period of time does not exceed 133mg/m ² /day when measured at the nearest sensitive receiver.	
General Emissions		
PO ₂₃ Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	<p>AO_{23.1} The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i>.</p> <p>AO_{23.2} Where a type of air emission is not listed within the <i>Environmental Protection (Air) Policy 2008</i> the proponent can demonstrate that the level of emission is in compliance with Australian ambient air quality standards; or If Australian standards do not exist, an ambient air quality standard from another country or organisation may be used with appropriate justification.</p> <p>AO_{23.3} Where a development is proposing to generate and release air emissions in excess of current air quality emission standards the proponent will provide an 'air quality impact assessment' which adequately addresses the impact of the release and provides justification as to why the industry cannot mitigate the levels further.</p>	<p>Complies. The proposed development has been designed and will be operated and managed to ensure it does not exceed acceptable levels of air emissions.</p> <p>Complies. The proposed development has been designed and will be operated and managed to ensure it complies with the relevant requirements.</p> <p>Not Applicable. The proposed development does not propose to generate or release air emissions in excess of the emission standards.</p>
PO ₂₄ Child Care Centres are well located to avoid any harmful impacts from air pollution.	AO _{24.1} Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.	<p>Not Applicable. The proposed development does not involve a Child Care Centre.</p>
PO ₂₅ Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions.	AO _{25.1} Sensitive land uses in relation to air emissions are not located within the separation distances specified in Table 9.4.2:2.	<p>Not Applicable. The proposed development does not involve a sensitive land use.</p>
PO ₂₆ Electromagnetic radiation levels from telecommunications and other facilities do not pose health risks to the community.	AO _{26.1} Emission levels from equipment and infrastructure comply with the relevant industry standards as demonstrated through an approved written statement or certification provided by the carrier to council i.e. Electromagnetic Energy report.	<p>Not Applicable. The proposed development will not involve the generation of electromagnetic radiation.</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₂₇ Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.</p>	<p>AO_{27.1} Car park exhaust stacks are located away from adjoining sensitive receivers.</p> <p>AO_{27.2} Emissions are discharged vertically and have an exit velocity of at least 10m/second.</p> <p>AO_{27.3} Spray booth exhaust stacks are at least 8m in height or 4m higher than the adjoining ridgeline of a neighbouring building (if the building is within 40m of the emission point), whichever is the greater.</p> <p>AO_{27.4} 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>.</p>	<p>Not Applicable. The proposed development does not involve carpark exhaust stacks.</p> <p>Complies. Any release of air emissions via an emission vent will be discharged vertically in accordance with the relevant requirements.</p> <p>Not Applicable. The proposed development does not involve a spray booth.</p> <p>Not Applicable. The proposed development does not involve fuel or LPG storage.</p>
Waste Management		
<p>PO₂₈ 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>.</p>	<p>AO_{28.1} For commercial premises and industry activities (other than those premises utilising Council's wheelie bin waste collection program):</p> <ul style="list-style-type: none"> (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 	<p>Complies. The proposed development will be provided with appropriately sized bulk bins which will be appropriately stored in accordance with the relevant requirements. The site configuration has been designed to allow refuse collection vehicles to manoeuvre throughout the site and enter and exit in a forward gear.</p>

	<p>impervious surface, is in close proximity to a hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewerred areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention;</p> <p>(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 sewerred areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewerred areas; and</p> <p>(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.</p> <p>AO28.2 For a Multiple Dwelling of three (3) – six (6) units the development satisfies one of the following criteria:</p> <p>(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);</p> <p>OR</p> <p>(b) the complex includes a communal bin storage area, whereby the body corporate will implement internal procedures requiring residents to progressively fill bins and only place full bins out for collection; and</p> <p>(c) each tenement has an approved bin storage area that will not create amenity issues for surrounding sensitive land uses; and</p>	<p>Not Applicable.</p> <p>The proposed development does not involve a Multiple Dwelling.</p>
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- (d) bin storage areas are screened behind buildings for amenity purposes; and
- (e) storage areas are not within dwellings (including garages) and it is not necessary to take the bins through dwellings (including garages) for collection purposes; and
- (f) a hose cock is located in close proximity to the storage location to enable bins to be cleaned; and
- (g) where a rear storage area is not possible bins are stored in a minimum 1.5m high screened area in the front of the dwelling(s);

OR

screened communal storage areas (to a minimum height of 1.5m) are proposed which contain an impervious floor, hose cock and grading/drainage towards a grassed area or other porous surface.

AO_{28.3} For a Multiple Dwelling above six (6) units the development satisfies one of the following criteria:

- (a) The development incorporates 'internal collection' of either bulk bins or wheelie bins (in accordance with the waste management guideline that accompanies the environmental standard);

OR

- (b) Communal bin storage areas contain a roof, bunding and bin 'washing' provisions in the form of either a sewer connection (requiring trade waste approval) or where no sewer is available a connection to a waste water treatment device, drain to an area of significant landscaping or drain to a water quality improvement device e.g. Bioretention system is acceptable;

OR

- (c) Where 'internal collection' is proposed the internal design complies with the waste management guideline that accompanies this environmental standard and a certification from a registered RPEQ has been provided to demonstrate that manoeuvrability is acceptable for an appropriately sized refuse vehicle.

AO_{28.4} Commercial premises utilising Council's wheelie bin waste collection service to dispose of commercial waste:

Not Applicable.

The proposed development does not involve a Multiple Dwelling.

Not Applicable.

The development does not propose to utilise Council's wheelie bin waste collection service.

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Performance outcomes	Acceptable outcomes	Compliance Summary
	<ul style="list-style-type: none"> (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 <p>store bins in an area that is screened from public view either in a building, behind a building or within a purpose built screened storage area within a 1.5m minimum height</p>	
<p>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.</p>	<p>AO_{29.1} For development involving a Community Residence, Residential Care Facility or Retirement Facility, bin storage areas are located within reasonable proximity to all units, in accordance with Council's Environmental Guideline.</p>	<p>Not Applicable. The proposed development does not involve any of the uses listed at AO_{29.1}.</p>
<p>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.</p>	<p>AO_{30.1} The applicant has provided a waste management plan that as a minimum has addressed the following issues:</p> <ul style="list-style-type: none"> (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) 	<p>Not Applicable. The proposed development does not involve a high rise residential component.</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>and the commercial component (if applicable);</p> <p>(d) waste storage area locations;</p> <p>(e) dual waste chutes for general waste and recycling;</p> <p>(f) bin room specifications and hygiene practices for waste handling areas, chutes, waste containers and other applicable equipment;</p> <p>(g) collection arrangements and manoeuvring diagrams (including overhead clearances);</p> <p>(h) waste minimisation practices;</p> <p>(i) use of compactors;</p> <p>(j) an impact assessment of waste management practices on any surrounding sensitive land uses;</p> <p>(k) air extraction fans, refrigeration or associated devices for refuse storage areas to prevent odour, particularly where putrescibles are stored; and</p> <p>(l) clinical and related waste storage and collection issues (if applicable).</p>	
<p>PO₃₁ Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.</p>	<p>AO_{31.1} The development will be carried out in accordance with the waste management hierarchy outlined in the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.</p>	<p>Complies. All construction activities will be carried out in accordance with the relevant requirements to ensure construction waste is appropriately managed and disposed of.</p>
<p>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.</p>	<p>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>:</p> <p>AO_{32.1} The storage of 'clinical and related waste' is in accordance with the <i>Technical Guideline for New</i></p>	<p>Not Applicable. The proposed development does not involve the generation of clinical or related waste.</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
	<p><i>Developments Waste Storage and Collection Requirements</i> with storage locations being demonstrated on submitted site/floor plans.</p> <p>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.</p>	
<p>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.</p>	<p>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:</p> <ul style="list-style-type: none"> (a) appropriate manoeuvring is adequate with vehicles being able to enter and exit the property in a forward gear; (b) overhead clearance is adequate for the applicable refuse vehicle; (c) road surface is appropriate for a HRV; (d) side clearance is appropriate for wheelie bin collection; (e) collection areas are appropriate for either bulk bins or wheelie bins; (f) minimum road width of 5.5m; and (g) internal road networks enable the refuse vehicle to traverse the site without resident safety being jeopardised. 	<p>Not Applicable.</p> <p>The proposed development does not involve a residential component.</p>
<p>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.</p>	<p>AO34.1 The applicant will utilise the following control measures:</p> <ul style="list-style-type: none"> (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 	<p>Complies.</p> <p>The proposed development will be provided with bulk bins which will be collected at intervals not exceeding 7 days and secured to ensure it does not result in pooling of rainwater or allow for access by pests or vermin. The bins will be cleaned as needed to ensure it does not result in odour impacts.</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
	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.	

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Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
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Stormwater Management

PO ₁ Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.	AO _{1.1} Stormwater quality treatment measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> . AO _{1.2} Pollutant load reductions are achieved in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. The proposed development will utilise the regional retention/detention basin which is being constructed as part of the overall subdivision. Accordingly, site specific treatment is not proposed or required. Reference is made to the Stormwater Statement, prepared by VPE Consulting and attached at Appendix E .
PO ₂ Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control.	AO _{2.1} Sediment and erosion control measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Sediment and erosion controls measures will be implemented during construction activities in accordance with the relevant requirements.
PO ₃ Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and frequency in receiving waters, having regard to: (a) channel, bed and bank stability; (b) aquatic and riparian ecosystems; and (c) hydrological functions.	AO _{3.1} Stormwater flow control measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Stormwater management on the site has been designed to ensure it complies with the relevant requirements.

Waste Water Management

PO ₄ Development does not discharge waste water to a waterway or external to the site unless demonstrated to be best practice environmental management for that site and has appropriate regard for: (a) cumulative effects; (b) the applicable water quality objectives for the receiving waters; (c) adverse impact on ecosystem health of receiving waters; and (d) in waters mapped as being of high ecological value, the adverse impacts of such releases and their offset.	AO _{4.1} Waste water management measures are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. The proposed development will be connected to reticulated wastewater infrastructure in accordance with the relevant requirements.
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Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
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Artificial Waterways and Water Bodies

PO ₅ The waterway or water body is designed to integrate multiple functions, including: (a) aesthetics, landscaping, and recreation; (b) flood management; (c) stormwater management; (d) water conservation and reuse; (e) community health; and (f) pest management.	AO _{5.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Not Applicable. The proposed development does not involve artificial waterways or water bodies.
PO ₆ The waterway is located and designed to be responsive to natural drainage features.	AO _{6.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Not Applicable. The proposed development does not involve artificial waterways or water bodies.
PO ₇ The waterway or body is designed to minimise whole of life cycle costs.	AO _{7.1} Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Not Applicable. The proposed development does not involve artificial waterways or water bodies.

Flooding and Drainage

PO ₈ Flooding and drainage characteristics upstream or downstream of the site are not worsened.	AO _{8.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Stormwater within the site will be appropriately managed in accordance with the relevant requirements.
PO ₉ The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	AO _{9.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Stormwater within the site will be appropriately managed in accordance with the relevant requirements.
PO ₁₀ Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{10.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Roof water within the site will be appropriately collected and discharged in accordance with the relevant requirements.

Water Cycle Management

PO ₁₁ The design and management of the development integrates water cycle elements so that:	AO _{11.1} Integrated water management practices and infrastructure are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. The proposed development will incorporate integrated water management practices and infrastructure where possible in accordance with the relevant requirements.
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Toowoomba Regional Planning Scheme 2012 (Version 19)

Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Compliance Summary
<ul style="list-style-type: none"> (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. 		

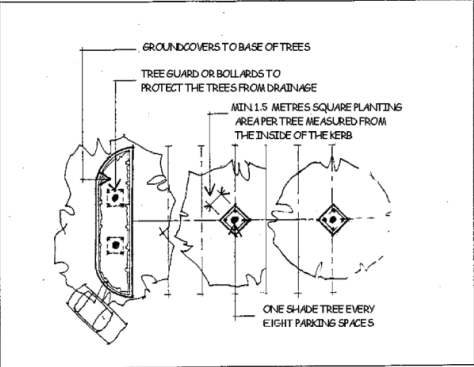
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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₁ Landscape design is developed by a suitably qualified landscape professional and demonstrates an integrated approach to planning/development issues and documents both hard and soft works proposed for the development.	AO _{1.1} Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2	Can Comply. A Detailed Landscape Plan for this development can be prepared in accordance with the relevant requirements prior to undertaking landscaping within the site.
PO ₂ Landscape construction is undertaken by a suitably qualified landscape professional.	AO _{2.1} Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.	Complies. Landscaping will be undertaken by a suitable qualified professional.
PO ₃ Landscape design reflects the local context and incorporates cohesive and desirable aspects of the prevailing landscape character. (Desirable aspects are those considered necessary to maintain and enhance the character, setting and/or ambience, and ecological values of the location.)	AO _{3.1} Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used. AO _{3.2} Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area. AO _{3.3} Existing site trees are integrated into the development. AO _{3.4} Species selection is reflective of cool temperature species.	Can Comply. A Detailed Landscape Plan for this development can be prepared prior to undertaking landscaping within the site. The plan will seek to include native species which are appropriate for the climate and reflective of the existing character within the area.
PO ₄ Where the development involves the creation of a new road street tree planting is undertaken having consideration of: (a) the hierarchy and function of the street; (b) selection of appropriate species; (c) avoidance of conflict between the street tree and utilities and services within the road reserve; (d) soil conditions; (e) existing street trees; (f) solar access; and (g) driveway access.	Where the development involves the creation of a new road: AO _{4.1} Street planting is carried out in accordance with the requirements of <i>SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage</i> . AO _{4.2} Species and materials are used that minimise the use of potable water. AO _{4.3} Street tree planting is in accordance with PSP No.8 – Street Trees.	Not Applicable. The proposed development does not involve the creation of a new road.
PO ₅ Fencing design and acoustic barriers: (a) are compatible with the existing streetscape and proposed development type; and (b) provide visual interest and address the street.	AO _{5.1} Front fences longer than 15m and greater than 1,400mm in height are visually fragmented with recesses at least 1.2m deep and 1.2m wide at 15m intervals, planted with at least one tree and groundcovers. AO _{5.2} All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site. AO _{5.2} Where acoustic fencing is required by the planning scheme it is designed by an acoustic engineer and incorporates a minimum 3m vegetated buffer on either	Performance Solution. Front fencing will consist of chain-wire mesh fencing which is compatible with the surrounding industrial locality and allows for casual surveillance as well as views of the landscaping areas within the site from the street to create visual interest.

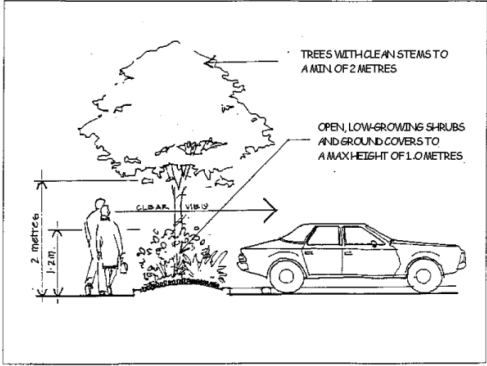
Toowoomba Regional Planning Scheme 2012 (Version 19)

Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>side of the fence with vegetation having a mature height equal to or above the height of the acoustic fencing.</p>	
<p>PO₆ Location, design and provision of planting in carparks and internal roadways achieve a high degree of shade, amenity and safety</p>	<p>AO_{6.1} Landscaping visually fragments and shades carparking areas with regular tree planting in individual planting bays evenly distributed throughout the car parking area at the rate of one planting bay per eight (8) carparking spaces.</p> <p>AO_{6.2} Individual planting bays have a minimum dimension of 1,500 x 1,500mm with permeable surface treatments and are flush with the finished surface levels of the car park.</p> <p>AO_{6.3} No raised kerbing is provided around planting bays. Wheelstops or bollards are used to delineate planting bays where necessary and finished carpark surface levels fall toward planting areas.</p> <p>AO_{6.4} Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.</p> 	<p>Complies. The proposed development includes landscaping within the front setback and adjacent to carparking areas. These landscaping areas have been designed to ensure they can incorporate larger plants/trees to provide shade and visually fragment the proposed carparking areas.</p> <p>Not Applicable. The proposed development does not involve planting bays.</p> <p>Complies. Raised kerbing will not be provided around landscaping areas to allow for stormwater to be directed towards planting areas where possible.</p> <p>Not Applicable. The proposed development does not involve planting bays.</p>

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	 <p>The diagram illustrates landscaping standards. It shows a tree with a trunk height of 2 metres, labeled 'TREES WITH CLEAN STEMS TO A MIN. OF 2 METRES'. Below it, there are shrubs and ground covers up to 1.0 metre high, labeled 'OPEN, LOW-GROWING SHRUBS AND GROUND COVERS TO A MAX HEIGHT OF 1.0 METRES'. A person and a car are included for scale, with a 2 metre vertical dimension line and a 1.2 metre horizontal dimension line.</p>	
<p>PO₇ Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services.</p>	<p>AO_{7.1} Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits.</p> <p>AO_{7.2} Tree planting must be a minimum of 2m from any mains water easement and offset 4m from any sewer main or inspection chamber</p>	<p>Can Comply. A Detailed Landscape Plan for this development can be prepared prior to undertaking landscaping within the site. The plan will seek to ensure that plants are of an appropriate species and suitable located to ensure they do not impact on utility infrastructure.</p>
<p>PO₈ Maintenance access points must be considered and accommodated for in the site planning and design process.</p>	<p>AO_{8.1} Access by appropriate maintenance or utility vehicles must be demonstrated with ground surface treatments that are stable and usable in all weather.</p> <p>AO_{8.2} Functional maintenance vehicle circulation and access gates to be provided.</p>	<p>Complies. The proposed development has been designed to ensure that landscaping areas can be appropriately accessed by maintenance vehicles.</p>
<p>PO₉ On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and amelioration of stormwater impacts provided.</p>	<p>AO_{9.1} Landscape design takes advantage of the flow of water along overland flow paths.</p> <p>AO_{9.2} Landscaping is used to help maximise opportunities for on-site stormwater infiltration by:</p> <ul style="list-style-type: none"> (a) minimising impervious surfaces and incorporating semi-permeable paving products; (b) falling hard surfaces towards pervious surfaces such as turf or mulched areas; (c) maximise opportunities for turf and planting areas; (d) align planting areas parallel to contours to slow the flow of surface water; and (e) ensure planting palette comprises canopy tree species. 	<p>Complies. Landscaping areas will take advantage of overland flow paths where possible.</p> <p>Complies. The proposed stormwater design has considered the location of landscaping areas to maximise stormwater infiltration within the site.</p>

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>AO_{9.3} Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells.</p> <p>AO_{9.4} Sediment and erosion control measures are provided.</p> <p>AO_{9.5} Planter boxes on podiums and building forecourts are plumbed to stormwater.</p>	<p>Complies. Stormwater will be appropriately managed in accordance with the relevant requirements.</p> <p>Complies. Erosion and sediment controls will be provided as needed in accordance with the relevant requirements.</p> <p>Not Applicable. The proposed development does not involve planter boxes.</p>
PO ₁₀ Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.	No acceptable outcome is nominated.	Not Applicable. The proposed development does not propose or require any streetscaping works. All streetscaping works will be undertaken as part of the subdivision approval.
PO ₁₁ Design of pedestrian paths and places reinforces the desired character of the area and/or place and includes features to enhance their use that are of universal design to ensure non-discriminatory access and use.	AO _{11.1} Design complies with <i>AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility</i>	Complies. The proposed development has been designed and will be constructed to ensure it achieves the applicable accessibility requirements.
PO ₁₂ Risks to personal safety and the potential for crime, vandalism and fear are reduced through landscape design that has been informed by <i>Crime Prevention Through Environmental Design</i> (CPTED) principles in relation to: (a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management.	<p>Landscape design incorporates the following design measures:</p> <p>AO_{12.1} The attractiveness of crime targets is minimised by providing opportunities for effective surveillance through: clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate.</p> <p>AO_{12.2} Barriers are used to attract, channel or restrict the movement of people by: clear spatial definition and legibility, optimising opportunity for public interaction, visually permeable screens and fencing, appropriate use of mechanical measures that correspond to actual risk.</p> <p>AO_{12.3} Reinforcing definition of territory and ownership of private, semi-public and public spaces through: clear</p>	Can Comply. A Detailed Landscape Plan for this development can be prepared prior to undertaking landscaping within the site. The plan will ensure it incorporates appropriate species which consider the CPTED principles where possible.

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Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Compliance Summary
	design cues for use and activities, transitions and boundaries between public and private, design that encourages public interaction and ownership, legible universal signage. AO _{12.4} Space Management: ensuring that public spaces are appropriately utilised and maintained by the use of vandal- and graffiti-resistant materials, easily accessed and maintained fixtures.	

Toowoomba Regional Planning Scheme 2012 (Version 19)

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

Performance outcomes	Acceptable outcomes	Compliance Summary
Driveway Crossovers		
<p>PO₁ Vehicular access arrangements:</p> <ul style="list-style-type: none"> a) are appropriate for: <ul style="list-style-type: none"> (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle usage; and (iii) the function and configuration of the access road; b) minimise any potentially adverse impact on: <ul style="list-style-type: none"> (i) the safety and efficiency of the road; (ii) the integrity of any infrastructure within the road reserve; and (iii) the safety of access to adjacent properties; and c) protect the amenity of premises in the vicinity. <p><i>Note: Access to State-controlled Roads requires the approval of the Department of Transport and Main Roads.</i></p>	<p>AO_{1.1} Other than for a Dwelling House, Dual Occupancy, Home-based Business, vehicular access to a Council-controlled road is provided in accordance with Australian Standard AS 2890.1 – Off Street Car Parking (and Australian Standard AS 2890.2 where relevant).</p> <p>AO_{1.2} Where the vehicular access is for a Dwelling House, Dual Occupancy, Home-based Business, the driveway crossover:</p> <ul style="list-style-type: none"> a) is not: <ul style="list-style-type: none"> (i) a second property access; (ii) located on a bend in the road of more than 45°; or (iii) to a State-controlled Road or a road with bluestone kerbing; b) is not within: <ul style="list-style-type: none"> (i) 25m of a signalised road intersection; (ii) 20m of an unsignalized road intersection in an industrial or Centre's zone or 10m otherwise; (iii) 2m of any adjoining property access, including shared property accesses, at the property line; (iv) 1m of any street signage, power poles, street lights, manholes, stormwater gully pits, or other Council asset; or (v) the outer canopy of any street tree. c) does not: <ul style="list-style-type: none"> (i) require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits) ; (ii) front a traffic island, speed control device, carparking bay, bus stop, or other structure within the roadway; (iii) require removal or modification of any existing bluestone kerbing; (iv) require any change to existing footpath/verge profiles; (v) have access restricted by an access restriction strip or link reserve; or 	<p>Complies. The proposed vehicle access arrangements will be designed and constructed in accordance with the relevant engineering requirements.</p> <p>Not Applicable. The proposed development does not involve any of the uses listed at AO_{1.2}.</p>

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

Performance outcomes	Acceptable outcomes	Compliance Summary
	<ul style="list-style-type: none">(vi) access an unformed or unkerbed road;d) is constructed of gravel (but only in a non-urban zone), reinforced concrete, bitumen or pavers; ande) is provided in accordance with the relevant diagram in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	

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

Performance outcomes	Acceptable outcomes	Compliance Summary
Transport Network		
PO ₁ The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified in the transport network hierarchy contained in SC 6.2 PSP No. 2– Engineering Standards – Roads and Drainage Infrastructure.	No acceptable outcome provided.	Complies. The proposed development will be located along Endeavour Way which has been designed to an industrial standard and will be suitable for the nature and demand of the proposed use.
PO ₂ Development does not compromise the orderly provision or upgrading of the transport network.	No acceptable outcome provided.	Complies. The proposed development will not compromise the orderly provision or upgrading of the transport network.
PO ₃ Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land.	No acceptable outcome provided.	Complies. On-site vehicle manoeuvring areas have been designed to ensure that they integrate with the road network and do not impact on the orderly development of adjoining land.
PO ₄ Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.	No acceptable outcome provided.	Complies. The proposed development has been designed to ensure it does not limit the ability for people to walk or cycle in the area. It is noted that the site is located within an industrial area, where pedestrian connections are not typically encouraged due to safety and conflicts with larger vehicles.
PO ₅ Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to: <ul style="list-style-type: none"> 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; 	AO _{5.1} Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with <i>Crime Prevention Through Environmental Design (CPTED) Guidelines</i> .	Complies. The proposed carparking areas, pathways and vehicle manoeuvring areas have been appropriately designed to consider CPTED principles where possible.

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

Performance outcomes	Acceptable outcomes	Compliance Summary
<ul style="list-style-type: none"> e) minimising opportunities for graffiti and other vandalism; and f) restricting unlawful access to buildings and between buildings. 		
PO ₆ Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists.	No acceptable solution is nominated.	Complies. Directional signage will be installed around the site as appropriate to assist in wayfinding.
Access		
PO ₇ Vehicle access arrangements and queuing areas are appropriate for: <ul style="list-style-type: none"> a) the capacity of the parking area; b) the volume, frequency and type of vehicle usage; and c) the function and characteristics of the access road and adjoining road network. 	AO _{7.1} Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard AS 2890.1 Part 1: Off Street Carparking.	Complies. Access driveways and vehicle manoeuvring areas will be designed and constructed in accordance with the relevant engineering requirements.
PO ₈ Access arrangements minimise any adverse impact on: <ul style="list-style-type: none"> a) the integrity of any infrastructure within the road reserve; b) the safety and convenience of pedestrians and cyclists; c) the safety and convenience of access to adjacent properties; d) the amenity of premises in the vicinity; and e) street trees in the road reserve. 	No acceptable outcome is nominated.	Complies. Access arrangements have been designed to ensure the safety of people and reduce impacts on infrastructure, street trees and properties in the area.
PO ₉ Where the nature of the proposed development creates a demand due to the frequency and volume of vehicle movements for the set-down and pick-up of passengers, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle.	No acceptable outcome is nominated.	Not Applicable. The proposed development does not result in a need for dedicated set-down or pick-up facilities.
PO ₁₀ Where set-down and pick-up facilities for bus taxis or private vehicles are provided as part of development they are: <ul style="list-style-type: none"> a) safe for pedestrians, cyclists and vehicles; b) conveniently connected to the main component of the development by pedestrian pathway; and 	AO _{10.1} Bus pick-up/set-down areas: <ul style="list-style-type: none"> 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; 	Not Applicable. The proposed development does not result in a need for dedicated set-down or pick-up facilities.

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

Performance outcomes	Acceptable outcomes	Compliance Summary
<p>c) designed to provide for pedestrian priority and clear sightlines.</p>	<p>c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and</p> <p>d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety or the road network. One clear traffic lane in each direction should be maintained.</p> <p>AO_{10.2} Car and taxi pick-up/set-down areas:</p> <p>a) allow a car to manoeuvre in and out of the area in an easy and safe manner;</p> <p>b) afford maximum safety for passengers boarding or alighting cars;</p> <p>c) avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the site; and</p> <p>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.</p>	<p>Not Applicable. The proposed development does not result in a need for dedicated set-down or pick-up facilities.</p>
Pedestrian and Cycle Facilities		
<p>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.</p>	<p>AO_{11.1} Pedestrian pathways and crossings are provided in accordance with <i>SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure</i>.</p> <p>AO_{11.2} Access for cyclists and pedestrians is clearly distinguished from vehicle access.</p> <p>AO_{11.3} Pedestrian paths of a minimum width of 1.5m are provided through each car parking row and connect to the main entrance(s) to the building(s).</p>	<p>Complies. The proposed development has been designed to incorporate appropriate pedestrian infrastructure within the site. It is noted that any pedestrian infrastructure external to the site has been considered as part of the overall subdivision.</p> <p>Complies. The development provides a 1.5m-wide pedestrian path within the carparking area to provide access to the main entrance of the building.</p>
<p>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.</p>	<p>AO_{12.1} 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>.</p>	<p>Not Applicable. The proposed development does not involve any external pedestrian or cyclist infrastructure.</p>

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

Performance outcomes	Acceptable outcomes	Compliance Summary
Parking and Circulation		
<p>PO₁₃ 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.</p> <p><i>Note: Where the development does not meet the acceptable outcomes, or where no acceptable outcome is specified, a parking demand analysis report prepared by a suitably qualified person may assist in demonstrating compliance with the performance outcome.</i></p>	<p>AO_{13.1} Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of:</p> <ul style="list-style-type: none"> a) Non-Residential Use one (1) parking space per 50m² of GFA; and b) Residential Use - one (1) parking space per dwelling. <p>AO_{13.2} Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rates set out in Table 9.4.6:3 to this Code.</p> <p><i>Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.</i></p> <p><i>Note: Parking requirements must be calculated to one decimal place and rounded up or down to the nearest whole number, i.e. where the total is equal to or greater than 0.5 the number is rounded up and where less than 0.5 the number is rounded down. E.g. Total = 12.5 (round up to 13) Total = 12.4 (round down to 12)</i></p>	<p>Not Applicable. The site is not located within the Principal Centre Zone or Mixed Use Zone.</p> <p>Complies. The proposed development is required to provide a minimum of 23 parking spaces in accordance with Table 9.4.6:3 which equates to 1 space per 100m² of GFA (21 spaces) and 2 spaces per tenancy (2 spaces). The proposed development involves a total of 24 spaces which exceeds the minimum requirement.</p>
<p>PO₁₄ Car parking areas are designed to be:</p> <ul style="list-style-type: none"> 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. 	<p>AO_{14.1} The entry to the car park is clearly signposted.</p> <p>AO_{14.2} Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use.</p> <p>AO_{14.3} Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such.</p> <p>AO_{14.4} 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.</p>	<p>Complies. The entrance to the carparking area will be suitably signposted.</p> <p>Complies. Parking spaces will always be freely available for employees and visitors during operating hours.</p> <p>Complies. Visitor and customer parking spaces are located adjacent to the main entrance of the building.</p> <p>Complies. The proposed carparking area will be sufficiently visible from the street.</p>

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

Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>AO_{14.5} Public Safety:</p> <ul style="list-style-type: none"> 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 <i>Australian Standard AS 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements</i>. c) Except in the case of residential development: <ul style="list-style-type: none"> (i) where the car park is not required at night, entry to the car park is physically restricted; and (ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light. d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance and minimises the risk of crime. 	<p>Complies.</p> <p>The proposed carparking design and location appropriately considers CPTED principles and is appropriately secured and lit to ensure the safety of all users. Landscaping will be appropriately designed to maximise casual surveillance opportunities from within and external to the site.</p>
<p>PO₁₅ Car parking areas are designed to provide spaces which meet the needs of people with disabilities.</p>	<p>AO_{15.1} Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard AS2890.1 Part 1: <i>Off Street Carparking</i>.</p> <p>AO_{15.2} 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.</p> <p>AO_{15.3} Parking spaces for people with disabilities are designed in accordance with the provisions of <i>Australian Standard AS2890.1 Part 1: Off Street Carparking</i>.</p> <p>AO_{15.4} Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of <i>Australian Standard AS1428.1: Design for Access and Mobility</i>.</p>	<p>Complies.</p> <p>The proposed development includes PWD parking which will be provided in accordance with the relevant requirements.</p> <p>Complies.</p> <p>The proposed PWD space is located directly adjacent to the main entrance of the building.</p> <p>Complies.</p> <p>The proposed PWD space will be designed in accordance with the relevant requirements.</p> <p>Complies.</p> <p>Any pathways and/or ramps between the PWD space and the main building entrance will be designed in accordance with the relevant requirements.</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>AO_{15.5} Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in <i>Australian Standard AS1428.1: Design for Access and Mobility</i>.</p> <p>AO_{15.6} 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.</p>	<p>Complies. The proposed PWD space will be appropriately signed in accordance with the relevant requirements.</p> <p>Complies. The proposed PWD space and associated signage will be readily visible from the carpark entrance.</p>
<p>PO₁₆ 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.</p>	<p>For non- residential development on a site in, or adjoining, a residential zone</p> <p>AO_{16.1} Car parking and driveway areas are setback a minimum distance of 3m from a side boundary that is common with a residential use in a residential zone.</p> <p>AO_{16.2} 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.</p> <p>AO_{16.3} An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.</p>	<p>Not Applicable. The site is not located in or adjoining a residential zone.</p>
<p>PO₁₇ 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.</p>	<p>AO_{17.1} Car parking is provided either at the rear of the development or beneath buildings.</p>	<p>Not Applicable. Refer to the response at AO_{14.4}.</p>
<p>PO₁₈ Above ground of multi- level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.</p>	<p>AO_{18.1} Above ground or multi-level parking areas are designed, articulated and finished to quality equal to or better than adjoining buildings.</p>	<p>Not Applicable. The proposed development does not involve above ground or multi-level parking areas.</p>
<p>PO₁₉ Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.</p>	<p>AO_{19.1} Aesthetics, glare, heat absorption and re-radiation.</p> <p>a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and</p> <p>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.</p>	<p>Complies. The proposed development has been designed to incorporate landscaping areas to soften the visual impact on parking and hardstand areas where possible. The proposed landscaping is provided in accordance with the Landscaping Code and Medium Impact Industry Zone Code.</p>

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

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₂₀ Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.	AO _{20.1} Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	Complies. All proposed vehicle parking and manoeuvring areas will be imperviously sealed.
PO ₂₁ Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated.	AO _{21.1} A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between any vehicle movement areas and a boundary to an adjoining residential or other sensitive land use.	Not Applicable. The site does not adjoin a residential or sensitive land use.
PO ₂₂ Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to avoid adverse impact on water quality or Council's wastewater or stormwater infrastructure.	AO _{22.1} The development is capable of meeting the requirements of Council's Trade Waste Policy and the Trade Waste Environmental Management Plan.	Complies. The proposed development will ensure compliance with Council's Trade Waste policies.

Servicing

PO ₂₃ Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) is adequate to meet the demands generated by the development; (b) is able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	AO _{23.1} 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.	Complies. The proposed development has been designed to accommodate an AV which ensures compliance with Table 9.4.6:3.
	AO _{23.2} 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.	Not Applicable. The proposed development does not involve service bays within or partially within the building.
	AO _{23.3} The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with <i>Australian Standard AS 2890.2 – 1989 – Off Street Parking – Commercial Vehicle Facilities</i>	Complies. The proposed vehicle access and servicing areas have been designed to ensure compliance with the relevant requirements.
	AO _{23.4} Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so.	Complies. The proposed development has been designed to ensure services vehicles are located wholly within the site when being loaded and unloaded.
	AO _{23.5} Service vehicles can enter and leave the site in a forward gear.	Complies. The proposed development has been designed to ensure all service vehicles can enter and exit the site in a forward gear.

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

Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₂₄ Refuse collection vehicles are able to access onsite refuse collection facilities.	AO _{24.1} Where an on-site refuse area is provided, access and manoeuvring areas are designed and provided to enable access by refuse collection vehicle based on the Design Service Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates.	Complies. The proposed development has been designed to ensure on-site refuse collection can occur in accordance with the relevant requirements.
PO ₂₅ Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated	Complies. The development has been designed to ensure loading and unloading of vehicles will not impact on the amenity of the locality.
PO ₂₆ Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{26.1} Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	Not Applicable. The proposed development does not involve servicing activities within the front setback.

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Performance outcomes		Acceptable outcomes	Compliance Summary
Utilities			
PO ₁ A water supply is provided that is adequate for the current and future needs of the intended use.	AO _{1.1} Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. OR AO _{1.2} Where not in a water supply area, the development is provided with an onsite water supply in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. AO _{1.3} Water supply systems and connections are designed and constructed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	<p>Complies. The proposed development will be connected to Council's reticulated water supply network in accordance with the relevant requirements.</p> <p>Not Applicable. Refer to response at AO_{1.1}.</p> <p>Not Applicable. Refer to response at AO_{1.1}.</p>	
PO ₂ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{2.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. OR AO _{2.2} Where not within a wastewater area, on-site waste water treatment and disposal is provided which complies with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. AO _{2.3} Waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.	<p>Complies. The proposed development will be connected to Council's reticulated wastewater system in accordance with the relevant requirements.</p> <p>Not Applicable. Refer to response at AO_{2.1}.</p> <p>Not Applicable. Refer to response at AO_{2.1}.</p>	
PO ₃ The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{3.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	<p>Complies. The proposed development will be connected to an electricity supply in accordance with the relevant requirements.</p>	
PO ₄ Premises are connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	AO _{4.1} The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	<p>Complies. The proposed development will be connected to a telecommunications network in accordance with the relevant requirements.</p>	
PO ₅ Provision is made for future telecommunications services (e.g. fibre optic cable).	AO _{5.1} Conduits are provided in accordance with SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure.	<p>Complies. Where required, conduits will be provided in accordance with the relevant requirements.</p>	

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Performance outcomes	Acceptable outcomes	Compliance Summary
<p>PO₆ Development near utility services does not:</p> <ul style="list-style-type: none"> (a) adversely affect the function of the service; or (b) place an additional load on the service; and (c) protects the infrastructure form physical damage; and (d) allows ongoing necessary access for maintenance purposes. 	<p>AO_{6.1} Setbacks and loadings comply with <i>the Queensland Development Code QDC MP1.4</i>.</p>	<p>Not Applicable. The proposed development does not involve building over or near utility infrastructure.</p>
<p>PO₇ Infrastructure is integrated with and efficiently extends existing networks.</p>	<p>No acceptable outcome is nominated.</p>	<p>Not Applicable. The proposed development does not propose or require extensions to infrastructure networks.</p>
<p>PO₈ Water meter/s are installed and located for easy access by the relevant authority.</p>	<p>AO_{8.1} Water meter/s are installed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>.</p>	<p>Complies. Any water meter installed will be undertaken in accordance with the relevant requirements.</p>
Movement Networks		
<p>PO₉ Premises are provided with the following works along the full extent of the road frontage and to a standard that is appropriate to the function of the road and the character of the locality:</p> <ul style="list-style-type: none"> (a) appropriate roadway treatment; (b) appropriate pavement edging (including kerb and channel); (c) safe vehicular access; (d) safe footpaths and bikeways; (e) street scaping or street tree planting; (f) stormwater drainage; and (g) street lighting systems. 	<p>AO_{9.1} Design and construction of external road works are undertaken in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>.</p> <p>AO_{9.2} Footpaths and bikeways are provided in accordance with the <i>Austrroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austrroads 2009m)</i>.</p>	<p>Not Applicable. The proposed development does not involve any external road works.</p> <p>Not Applicable. The proposed development does not involve any external footpaths or bikeways.</p>
<p>PO₁₀ Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with:</p> <ul style="list-style-type: none"> (a) the current and projected level of usage; (b) the desired streetscape character; and (c) activities which are anticipated to occur within the verge. 	<p>AO_{10.1} Street scaping works, footpaths and cycle paths are provided in accordance with <i>PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>.</p> <p>AO_{10.2} Footpaths and bikeways are provided in accordance with the <i>Austrroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austrroads 2009m)</i>.</p>	<p>Not Applicable. The proposed development does not involve any external streetscaping works, footpaths or cycleways.</p> <p>Not Applicable. The proposed development does not involve any external footpaths or bikeways.</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₁₁ Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all weather access and ensures the safe passage of vehicles, pedestrians and cyclists.	AO _{11.1} Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.	Complies. Refer to the assessment against the Transport, Access and Parking Code.
PO ₁₂ Movement networks can be easily and efficiently maintained.	AO _{12.1} Infrastructure is provided in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.	Complies. Infrastructure will be provided where required in accordance with the relevant requirements.
Vehicular Access		
PO ₁₃ Vehicular access arrangements: (1) are appropriate for: a) the capacity of the parking area; b) the volume, frequency and type of vehicle useage; and c) the function and configuration of the access road; (2) minimise any potentially adverse impact on: a) the safety and efficiency of the road; b) the integrity of any infrastructure within the road reserve; and c) the safety of access to adjacent properties; and (3) protect the amenity of premises in the vicinity.	AO _{13.1} Other than for a House, Dual Occupancy, Bed and Breakfast Establishment or Home-based Business, vehicular access to a Council-controlled road is provided in accordance with Australian Standard AS 2890.1 – Off Street Car Parking (and Australian Standard AS 2890.2 where relevant). AO _{13.2} Where the vehicular access is for a House, Dual Occupancy, Bed and Breakfast Establishment or Homebased Business, the driveway crossover: (a) is not: (i) a second property access; (ii) located on a bend in the road of more than 45%; or (iii) to a State-controlled Road or a road with bluestone kerbing; (b) is not within: (i) 25 m of a signalised road intersection; (ii) 20 m of an unsignalised road intersection in an industrial or Centre's zone or 10m otherwise; (iii) 2m of any adjoining property access, including shared property accesses, at the property line; (iv) 1m of any street signage, power poles, street lights, manholes, stormwater gully pits, or other Council asset; or (v) the outer canopy of any street tree; (c) does not: (i) require the modification, relocation, or removal of any existing infrastructure (e.g.	Complies. Refer to the assessment against the Transport, Access and Parking Code. Not Applicable. The proposed development does not involve any of the uses listed at AO _{13.2} .

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	<p>street trees, fire hydrants, water meters, manholes or stormwater gully pits);</p> <p>(ii) front a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway;</p> <p>(iii) require removal or modification of any existing bluestone kerbing;</p> <p>(iv) require any change to existing footpath/verge profiles;</p> <p>(v) have access restricted by an access restriction strip or link reserve; or</p> <p>(vi) access an unformed or unkerbed road;</p> <p>(d) is constructed of gravel (but only in a non-urban zone), reinforced concrete, bitumen or pavers; and</p> <p>(e) is provided in accordance with the relevant diagram in <i>SC6.2 PSP No. 2 Engineering Standards-Roads and Drainage Infrastructure</i>.</p>	
Earthworks and Retaining Walls		
PO ₁₄ Earthworks result in stable landforms and structures.	AO _{14.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Earthworks and the construction of retaining walls will be undertaken in accordance with the relevant requirements.
PO ₁₅ Earthworks do not result in the contamination of land or water and avoid risk to people and property.	AO _{15.1} Earthworks are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Earthworks will be undertaken in accordance with the relevant requirements.
PO ₁₆ Earthworks are undertaken in a manner that: (a) maintains natural landforms; (b) minimises height of retaining walls and batter faces; (c) does not unduly impact on the amenity or privacy for occupants of the site or on adjoining land; and (d) does not unduly impact on the amenity of the streetscape.	AO _{16.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Earthworks and the construction of retaining walls will be undertaken in accordance with the relevant requirements.
PO ₁₇ Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	AO _{17.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies. Earthworks and the construction of retaining walls will be undertaken in accordance with the relevant requirements.

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Performance outcomes	Acceptable outcomes	Compliance Summary
PO ₁₈ Earthworks do not prevent access or create difficult access to the property.	AO _{18.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies. Earthworks and the construction of retaining walls will be undertaken in accordance with the relevant requirements.
PO ₁₉ Earthworks do not cause a significant impact on the amenity of the locality or along routes taken to transport material as a result of truck volumes, dust or noise.	AO _{19.1} Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies. Earthworks will be undertaken in accordance with the relevant requirements.
PO ₂₀ The transportation of material minimises adverse impact on the road system.	AO _{20.1} Material is transported in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies. Any material transported to/from the site will be done so via suitable roads.

Waste Management

PO ₂₁ Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste such that: (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; and (c) the performance of the wastewater system is not put at risk.	No acceptable outcome is nominated.	Complies. The proposed development will provide for the appropriate storage, collection, treatment and disposal of trade waste in accordance with the relevant requirements.
PO ₂₂ Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times.	AO _{22.1} Refuse container storage areas are provided which: (a) are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use; and (e) are situated not closer than 6m to a road or 2m to any site boundary.	Complies. The proposed development will be provided with suitable refuse container storage areas which will be appropriately screened from the street, imperviously sealed, in proximity to a water tap and appropriately located to minimise off-site impacts.

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Performance outcomes	Acceptable outcomes	Compliance Summary
	<p>AO_{22.2} On sites greater than 2,000m² in area, provision is made for refuse collection vehicles to access the collection area and to enter and leave the site in a forward direction without having to make more than a 3-point turn.</p> <p>AO_{22.3} For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.</p>	<p>Complies. The proposed development has been designed to ensure that a refuse collection vehicle can enter and exit the site in a forward gear.</p> <p>Not Applicable. The proposed development does not involve a Multiple Dwelling or Retirement Facility.</p>
<p>PO₂₃ Where the use is non-residential and generates recyclable waste, provision is made for conveniently located recycling bins on the premises, including in the refuse container storage area.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies. Where required the proposed development can be provided with a recycling bin.</p>
Construction Management		
<p>PO₂₄ Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.</p>	<p>AO_{24.1} Works include, at a minimum:</p> <ul style="list-style-type: none"> (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; and (d) removal from the site of all declared noxious weeds and environmental weeds. 	<p>Complies. Construction activities will be undertaken in accordance with the relevant requirements to ensure it does not impact on vegetation or the environment.</p>
<p>PO₂₅ Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.</p>	<p>AO_{25.1} Construction is undertaken in accordance with the Environmental Standards Code.</p>	<p>Complies. Refer to the assessment against the Environmental Standards Code.</p>
<p>PO₂₆ While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.</p>	<p>AO_{26.1} Construction is undertaken in accordance with the Environmental Standards Code.</p>	<p>Complies. Refer to the assessment against the Environmental Standards Code.</p>
<p>PO₂₇ Traffic, parking and delivery of construction materials generated during construction are managed to minimise impact on the amenity of the surrounding area and to manage the safety of pedestrians, cyclists and motorists.</p>	<p>AO_{27.1} Construction is undertaken in accordance with the Environmental Standards Code.</p>	<p>Complies. Refer to the assessment against the Environmental Standards Code.</p>
<p>PO₂₈ Council and state infrastructure is not damaged by construction activities.</p>	<p>AO_{28.1} Construction, alterations and any repairs to infrastructure is undertaken in accordance with the SC6.2 PSP No.2 Engineering Standards – Roads and</p>	<p>Complies. Construction activities will be undertaken in accordance with the relevant requirements to</p>

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Performance outcomes	Acceptable outcomes	Compliance Summary
	<p><i>Drainage Infrastructure, Queensland Development Code QDC MP1.4, and, where applicable, in consultation with the relevant service authority.</i></p> <p>AO_{28.2} Construction, alterations and any repairs to State controlled roads and rail corridors are undertaken in accordance with the <i>Transport Infrastructure Act 1994</i>.</p>	<p>ensure it does not impact on Council or State infrastructure.</p>

APPENDIX B - VARIATION APPROVAL PLANS
Preliminary Approval MCUI/2018/2226/C

APPENDIX C - RECONFIGURING A LOT PLANS

Development Permit RAL/2022/5361/D

APPENDIX D - DEVELOPMENT PLANS

Ikai Design

APPENDIX E - STORMWATER MANAGEMENT STATEMENT
VPE Consulting

APPENDIX F - ENGINEERING PLANS
VPE Consulting