



TOOWOOMBA REGION **FUTURES**

Industry Review

Why have we done the strategic project, and what did we want to achieve?

The Industry Review evaluates how industrial development is regulated under the current planning scheme and identify changes for implementation in the new planning scheme.

What are the key components?

The Industry Review involves reviewing our current approach to regulating industrial development, considering options for addressing issues and developing a preferred approach.

Who have we consulted with?

Targeted consultation has occurred with local developers, the business community, the industrial land owner representative group and state agencies.

What are the key findings we have learned?

- Provide more certainty around when approval is required for industrial development.
- Provide more flexibility around the way planning scheme requirements are met.
- Simplify current planning requirements by removing repetition and addressing requirements relating to the Toowoomba Trade Gateway through zones and precincts rather than a local plan.
- Update industry thresholds used to determine whether a use is a low, medium or high impact industry to reflect modern methods of production.



Disclaimer

The following study has been prepared as part of the Toowoomba Region Futures program. It was endorsed by Toowoomba Regional Council at its Ordinary Council meeting on 19 April 2022 as information to aid decision-making. The content of this study does not reflect an adopted policy position of Council and Council's endorsement of it does not include adoption of any policy position, action or recommendation put forward by the study.



Toowoomba Regional Council
17 Dec 2021

Industry Review

Regulation of industrial development
recommendations

Industry Review: Regulation of industrial development recommendations

Toowoomba Regional Council

Client: Toowoomba Regional Council

ABN: 99 788 305 360

Prepared by

AECOM Australia Pty Ltd

Level 8, 540 Wickham Street, PO Box 1307, Fortitude Valley QLD 4006, Australia

T +61 7 3056 4800 www.aecom.com

ABN 20 093 846 925

In association with

Colliers International & ACS Consulting

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Prepared by Joanna Blyth

Reviewed by Matthew Rolley

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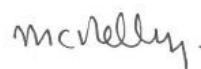
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1.0 Introduction

1.1 Background

In December 2019 Toowoomba Regional Council (Council) completed a major review of the Toowoomba Regional Planning Scheme (TRPS) under section 25 of the *Planning Act 2016*. The outcome of the review was a decision to prepare a new planning scheme. Council has adopted the following four stage process for preparing the new planning scheme:

- **Stage 1 Strategy July 2020 – June 2022**
- Stage 2 Drafting July 2022 – December 2023
- Stage 3 Stakeholder review (statutory) January - December 2024
- Stage 4 Change management July 2020 – May 2025.

Stage 1 aims to set a clear vision and policy framework for the new planning scheme by undertaking a range of strategically focussed studies. Through the major review of the TRPS and a project scoping exercise, a number of matters in relation to industrial development were identified by both Council and key stakeholders as needing to be addressed.

This study, Industry Review, focusses on reviewing the regulation of industrial development in the Charlton Wellcamp Enterprise Area Local Plan (CWEALP) area and also across the local government area (LGA).

Since the commencement of the TRPS and CWEALP in 2012, advances in technology, changes to production processes and shifting market demands have altered the factors influencing the nature and form of industrial development within the Toowoomba region.

The delivery of major infrastructure projects such as the Toowoomba Wellcamp Airport (TWA) and Toowoomba Second Range Crossing (TSRC) have reinforced the city's comparative advantage and are facilitating further development opportunities within the CWEA and Toowoomba region. Additional major infrastructure projects, including Inland Rail, will also facilitate further development opportunities in the Toowoomba region.

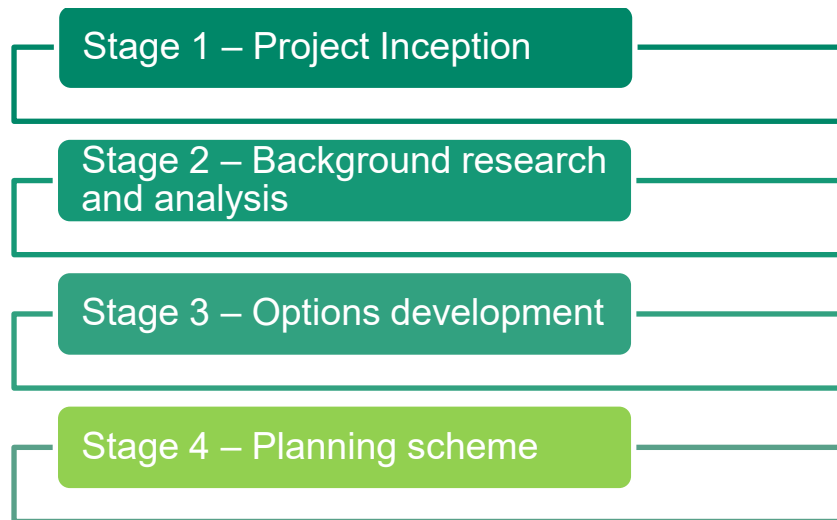
The aim of this Industry Review is to ensure the TRPS 2025 and CWEALP:

- is up-to-date and considers new development within the Local Plan and surrounding area
- provides a best practice example of the facilitation and regulation of development within the local government area
- leverages the opportunities created by the delivery of major infrastructure (CWA, TSRC, Inland Rail)
- responds to the nature and form of modern industrial development
- facilitates economic growth within the CWEA, local government area and Southern Queensland Region more broadly
- is consistent with and supports delivery of the Strategic Outcomes sought by Council's Corporate Plan.

1.2 Overview of the methodology to undertake the Industry Review project

The Industry Review project is being undertaken by AECOM Australia Pty Ltd, Colliers International and ACS Consult. The methodology for the project includes four stages. This report fulfills the requirements of Stage 4 of the project which provides the recommendations to regulate industrial development in the Toowoomba region. Refer to figure 1.

Figure 1 - Industry Review project methodology



1.3 Purpose of this report

The purpose of this report is to:

- provide an overview of the preferred planning framework selected by Council
- provide an overview of the key feedback from Council officers and key stakeholders on the draft recommendations
- present the recommendations to regulate development within the industrial zones and CWEALP area within the Toowoomba region.

2.0 Preferred Planning Framework

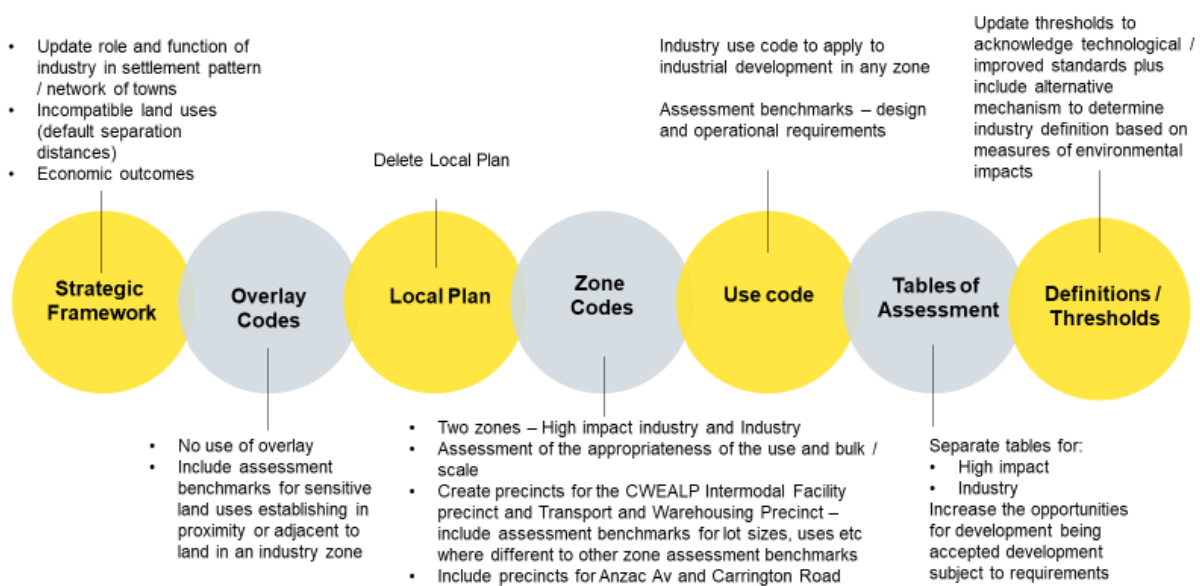
2.1 Introduction

This section provides an overview of the planning framework that was selected by Council at the completion of Stage 3 of the project.

2.2 Overview of preferred planning framework

Council advised on the 23 July 2021 that the following elements form the preferred planning framework as outlined in Figure 2.

Figure 2 - Preferred planning framework



As reported in the Options Report, the key justifications for the preferred planning framework are as follows:

- The increase in accepted development subject to requirements:
 - reduces risk, time and costs for the applicant and provides certainty
 - requires the applicant to be compliant with all assessment benchmarks, therefore achieving development outcomes sought by Council such as landscaping buffers, minimum car park, minimum building setbacks etc
 - provides an attractive proposition to developers and operators wanting to establish in the Toowoomba region given the timeframe and risks associated with seeking approvals for code and impact assessable development applications (noting that Toowoomba is competing with a number of industrial localities in South East Queensland to attract industrial operators)
 - provides an important mechanism in an economic development and investment attraction strategy.
- Assessment benchmarks are to be included in non-industrial zones to assist in managing reverse amenity:
 - includes assessment benchmarks to trigger assessment of sensitive land uses in proximity to industrial uses and zones, meeting the requirement of the State Planning Policy
 - highlights to developers the potential impacts of establishing a sensitive land use in proximity to industrial uses and zones and provides design considerations to assist in managing the impacts

- assists in protecting the buffer area around the high impact industry zone (as requested by the key stakeholders)
- The two-zone approach provides:
 - a consistent approach across the region to manage industrial development
 - reflects the current approach in the planning scheme that does not provide much difference between low and medium impact industry zones
 - maintains a High impact industry zone to identify, manage and provide certainty as to the locations to establish and operate high impact industries
- The Carrington Road and Anzac Avenue zone precincts facilitate and recognise the establishment of a range of uses in the localities for several decades and provides certainty and clarity to the purpose and outcomes sought in those areas
- The deletion of the local plan reduces repetition in the planning scheme and the inclusion of the Intermodal and Warehouse and transport precincts into the zone protects and continues to manage the strategic outcomes sought in the northern portion of the local plan area, whilst providing flexibility to the establishment of industrial uses in the other precincts within the local plan area
- The inclusion of use, site cover, setbacks and building height assessment benchmarks in the zone code provides clear guidance as to the bulk and scale that is acceptable in the zone and the uses that can be established. The relocation of the operational and building design requirements into the Industry use code only apply to industrial uses and do not need to be triggered for non-industrial uses in an industrial zone
- The inclusion of industrial operational and building design requirements into the Industry use code allows for the code to be triggered for industrial development in all zones, whilst not repeating the same assessment benchmarks in other codes. This also means that non-industrial uses in industrial zones would not be assessable against operational requirements for an industrial use
- The update to the thresholds and preparation of an additional and alternative thresholds to define if the industrial use is low, medium, high or special, is recommended to be led or undertaken in collaboration with the State Government.

3.0 Regulation recommendations

3.1 Introduction

The purpose of this section is to present the recommendations to regulate industrial development in the Toowoomba region. The recommendations are presented under the following planning scheme elements:

- Strategic Framework
- Industry zone code
- High impact industry zone code
- Industry use code
- Tables of assessment
- Definitions and thresholds.

3.2 Strategic framework

The Strategic framework is to include statements that outline the:

- strategic role and function of each of the key industrial areas within Toowoomba city and the townships
- regional significance of the CWEA
- importance of protecting the operation of industrial land uses from the encroachment of incompatible and sensitive land uses
- need to protect the amenity and public health outcomes of sensitive land uses located in proximity to industrial land uses.

3.3 Industry zone code

The Industry zone code is one of two recommended industrial zones for the Toowoomba region. This section provides recommendations regarding the application of the Industry zone code, key outcomes of the code and precincts and key measures for inclusion in the Industry zone code.

Application

The Industry zone code would be applicable to development within the Industry zone.

Key outcomes

The key outcomes for development within the Industry zone include the following:

- Accommodates a range of industrial uses that result in low to medium environmental impacts including low impact industry, medium impact industry, warehouse, research and technology industry, transport depot and service industry
- Food and drink outlets are supported in the zone where they are small in scale and service and support the predominant industrial land use and its workers
- A childcare centre is supported at the edge of the zone where it interfaces with other non-industrial zones and where it can be demonstrated that the sensitive land use will not compromise the establishment and operation of existing and future industrial uses that are envisaged in that part of the zone
- Development of non-industrial land uses do not compromise the establishment, operation and viability of existing and future industrial land uses within the zone
- Uses and services that are difficult to establish in centres, due to their type of use and/or large footprint, including place of worship, funeral parlour, crematorium, winery, veterinary services, car wash, adult store, service station, showroom and parking station are supported in the zone where

those uses do not compromise the use and operation of surrounding land for existing and future industrial uses

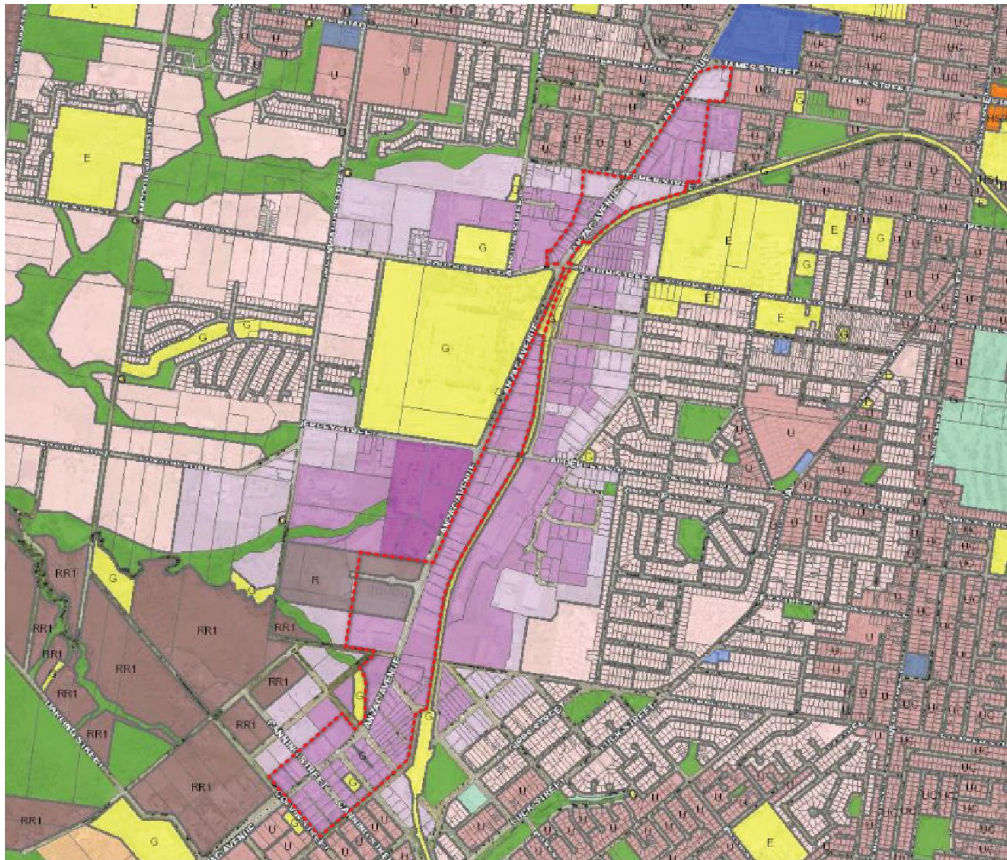
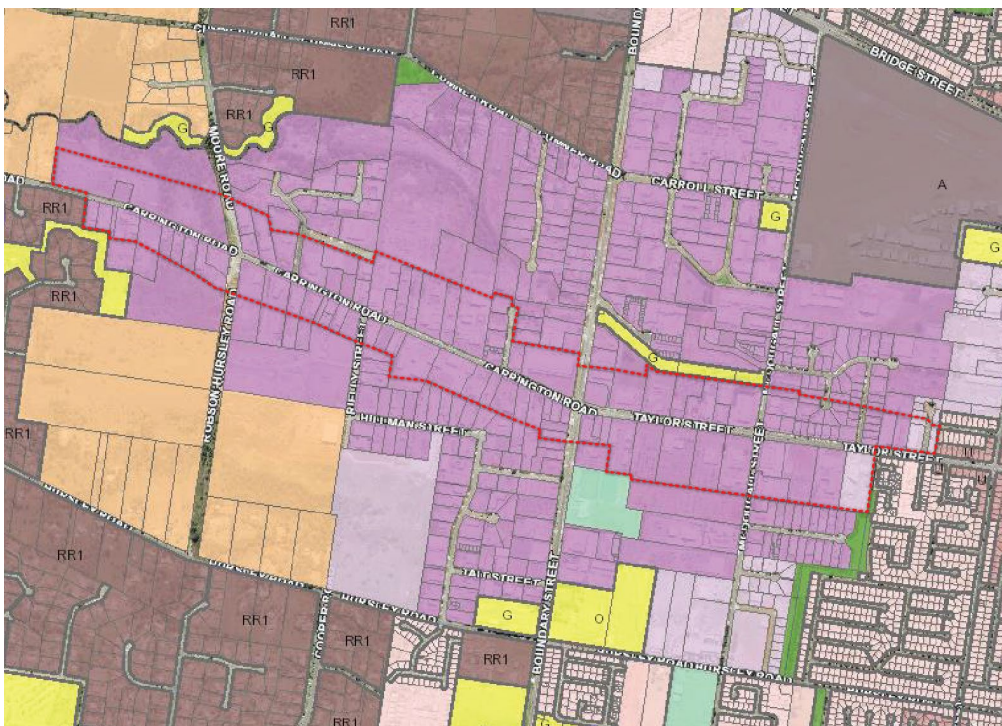
- Recreation and entertainment uses, including indoor sport and recreation, club, major sport recreation and entertainment facility and motor sport facility, are supported where effective visual and acoustic buffering is provided to nearby/adjoining sensitive land uses and the development does not compromise the use and operation of existing and future industrial uses
- Development that involves the sale of bulk items and require large outdoor storage and display areas, are supported where the odour and dust impacts can be effectively managed to ensure no adverse impacts on the operation of existing and future industrial land uses:
 - Agricultural Supplies Stores
 - Bulk Landscape Supplies
 - Garden Centres
 - Hardware and Trade Supplies
 - Outdoor Sales
 - Wholesale Nurseries
- Office and direct sales of products are supported where they are ancillary and subordinate to industry activities occurring on the site
- A range of infrastructure is supported in the zone including substations, telecommunications facility, utility installation, major electrical infrastructure and emergency services
- Development is located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on amenity
- Development is designed to incorporate sustainable practices including maximising energy efficiency, water conservation and encouraging sustainable transport use
- Development is reflective of, and responsive to, the environmental constraints of the land
- Development is serviced by the appropriate infrastructure
- Development is adequately separated from sensitive land uses to minimise the likelihood of environmental harm and/or environmental nuisance occurring
- Higher impact industrial uses, including High impact industry and Special industry, are not located within the zone
- Medium impact industrial uses are sufficiently separated by an appropriate distance to sensitive zones and uses to ensure the amenity and health of the sensitive land uses and the people occupying those sensitive land uses is not compromised
- Development provides an appropriate interface where adjoining or opposite a sensitive land use/zone that is compatible in scale to that which is allowed in the opposite or adjoining zone, and minimises visual impacts of the use with appropriate buffering and screening
- the scale, character and built form of development contribute to a high standard of amenity

Overall outcomes for the Carrington Road/Anzac Avenue precinct

The overall outcomes of the Carrington Road/Anzac Avenue precincts include the following:

- The precinct facilitates a mix of industrial and allied non-industrial land uses
- Shops and showrooms are supported in the precincts where it can be demonstrated that the uses have a nexus with industrial activities
- The establishment of non-industrial uses in the precinct must not compromise the economic viability of nearby centres or the centre hierarchy within the Toowoomba region.

The precinct boundaries are included in figures 3 and 4.

Figure 3 - Anzac Avenue Precinct**Figure 4 - Carrington Road Precinct**

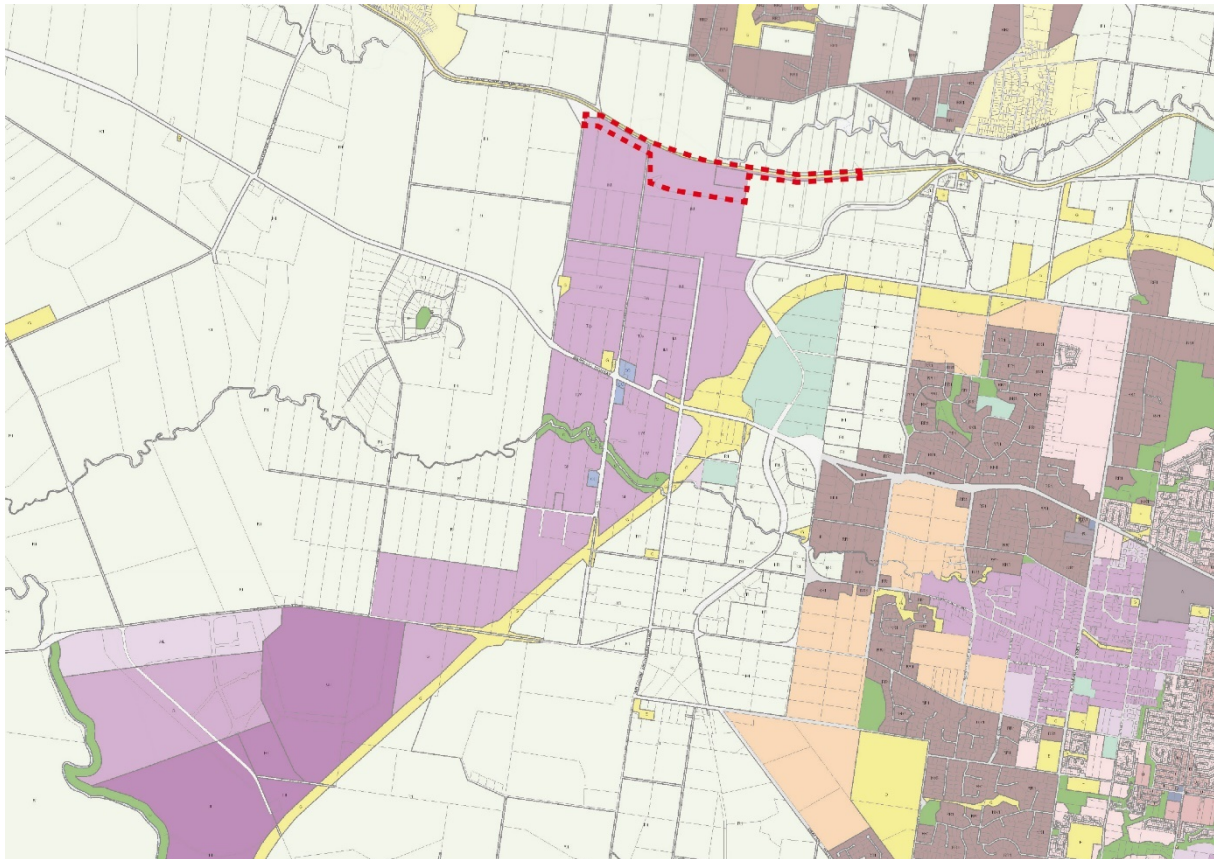
Overall outcomes of the Intermodal facility precinct

The overall outcomes of the Intermodal facility precinct include the following:

- The Intermodal facility precinct caters for land uses that require the delivery of goods via rail or the interchange of freight between rail and road transport modes
- Reconfiguration of lots within the precinct does not occur until the intermodal facility has been approved
- The design and layout of the Intermodal facility precinct does not compromise the establishment or negatively impact upon the current or future operation of the Warrego Highway, Western Railway, Toowoomba Bypass and Melbourne to Brisbane inland rail line.

The precinct boundary is outlined in figure 5. It is noted that the precinct boundary has been amended to that is currently included in the CWEALP, providing a smaller area with the balance of the precinct included in the Transport and warehousing precinct. It is understood from the landowner that the intermodal facility will be established in parallel with the rail line and does not require the extent of land that is currently included in the precinct boundary.

Figure 5 - Intermodal facility precinct



Overall outcomes of the Transport and warehousing precinct

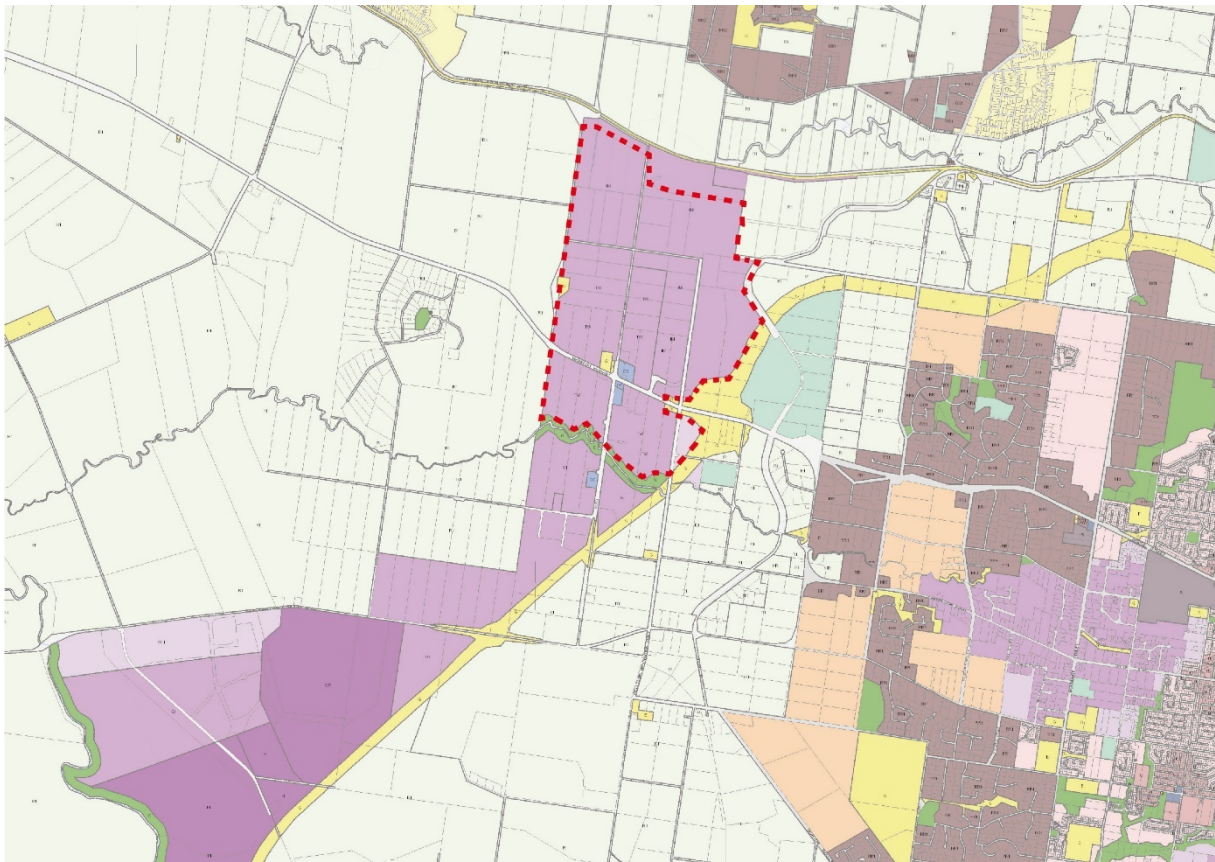
The overall outcomes of the Transport and warehousing precinct include the following:

- The Transport and warehousing precinct provides land for road-based freight, transport, warehouse and distribution uses and facilities
- Uses considered incompatible with and activities not associated with the operation of the transport and warehouse uses are not supported in this precinct
- Development that does not take advantage of the high-quality freight access opportunities is not supported
- The precinct will achieve efficient links to the Intermodal facility precinct, Warrego Highway, Wellcamp Airport and Toowoomba Bypass

- Lots are primarily larger in size to accommodate regional distribution and warehousing operations, with a small range of other lot sizes to accommodate uses that support the primary uses in the precinct
- The design and layout of the precinct does not negatively impact the current or future operation of the Warrego Highway, Western Railway, Toowoomba Bypass and/or Inland Rail.

The precinct boundary is outlined in figure 6. It is noted that the precinct boundary has been amended to that included in the CWEALP, providing a larger area that includes part of the Intermodal facility precinct.

Figure 6 - Transport and warehousing precinct



Overall outcomes of the Charlton Wellcamp Industry precinct

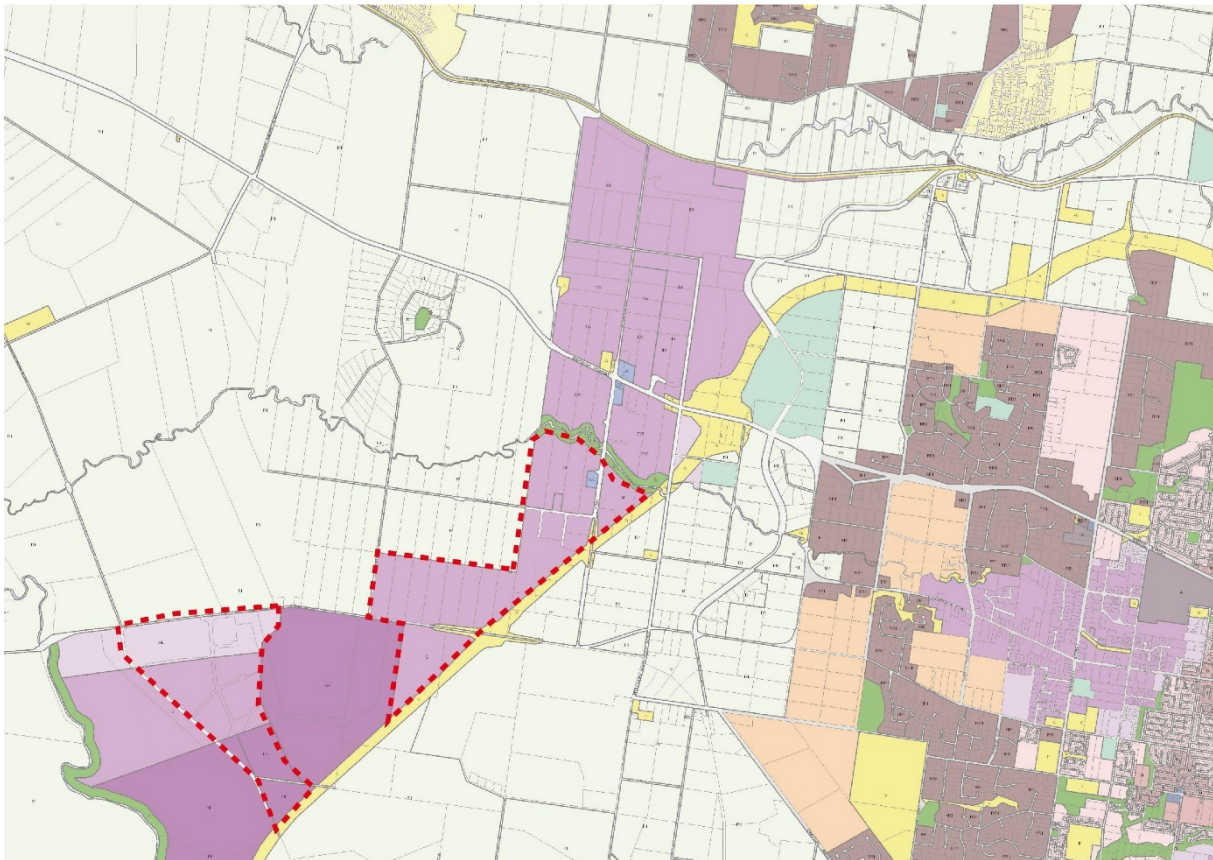
The overall outcome of the Charlton Wellcamp Industry precinct is as follows:

- Lots are larger in size to accommodate larger industrial operations than those located within Toowoomba city.

Refer to figure 7.

It is recommended that the:

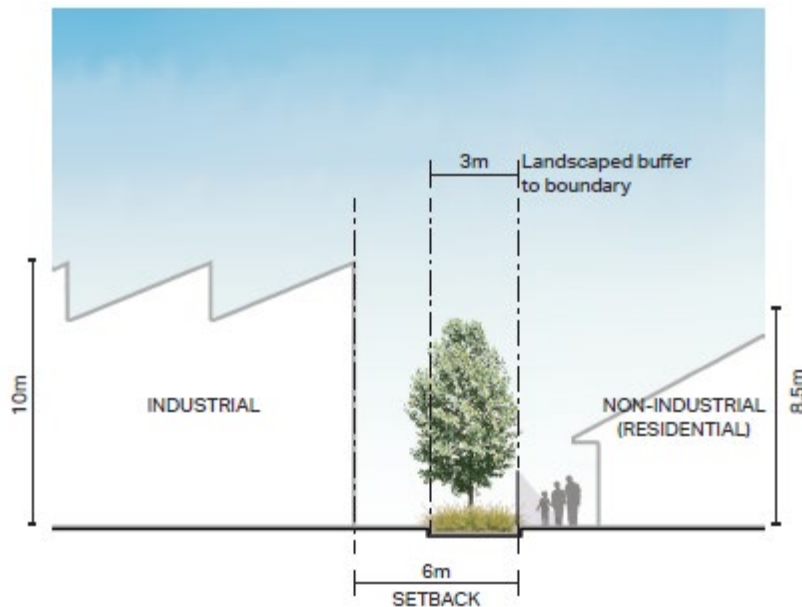
- site that accommodates the extractive industry use and is identified as a Key Resource Area is included in the Extractive Industry zone. This site does not need to be included in a precinct
- Toowoomba Wellcamp Airport is included in the Specialist centre zone and a precinct created called the Toowoomba Wellcamp Airport precinct.

Figure 7 - Charlton Wellcamp industry precinct**Key measures**

The recommended key measures for inclusion in the zone and zone precincts are included in table 1.

Table 1 - Industry zone code key measures

Site design
Setback of 6m to the primary front boundary and 3m setback to the secondary front boundary to accommodate landscape buffering along the street frontage and an appropriate building height transition from the street.
No assessment of site cover.
Where opposite or adjoining an industrial zone - no assessment of side and rear setbacks resulting in 0m setbacks.
Where adjoining a sensitive zone, buildings are setback a minimum of 6m to the common boundary with the sensitive zone. Refer to figure 8.

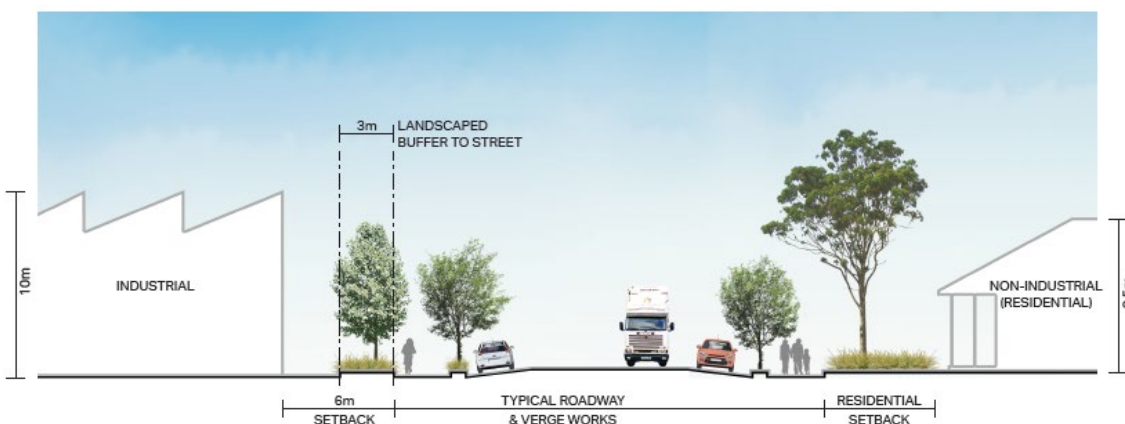
Figure 8 - Building setback to sensitive land use**Building height**

Where opposite (from any road frontage) or adjoining an industrial zone - no assessment of building height.

Building height is a maximum of 10m or equivalent to the allowable height in the adjoining/opposite zone (whichever is the greatest), for the portion of the building that is within 15m of the common boundary that it adjoins or primary or secondary boundary where the site is opposite land that is not included in the:

- Industry zone
- High impact industry zone
- Rural zone (and where the proposed building is a minimum of 10m from an existing dwelling house in the Rural zone).

(The height of the building on the remainder of site is not assessed). Refer to figure 9.

Figure 9 - Industrial/non-industrial interface

Where adjoining non industrial zones, buildings and/or 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.

Use

The closest outer extent of the portion of the site that accommodates the medium impact industry is located a minimum of 250m to the boundary of a sensitive zone.

Note: it is recommended that an editor's note be included in the scheme that explains the provision recognises situations where development occupies a portion of a site or contains a mix of industry uses.

The office component of the primary use on the site is a maximum of 30% of the gross floor area or total use area (whichever is greatest).

Note: a definition for total use area has been included in this report.

Where in the Carrington Road/Anzac Avenue precinct

Shop or Showroom:

- Has a maximum gross floor area of 600m², and
- Has a nexus with the industrial use/s in the zone, and
- Is not a supermarket or department store

Note: a definition for nexus has been included in this report.

Where in the Intermodal facility precinct

Development is for:

- road/rail freight interchange facilities
- major road freight terminal buildings and depots
- major rail freight terminals and depots, or
- associated storage and operational facilities.

The rail siding within the Intermodal facility precinct:

- accommodates trains a minimum of 1,800m in length with the ability for double stacked containers
- enables double stacked container trains to enter the intermodal facility without having to break down trains prior to entering the site
- enables efficient connections for train services in all directions. This enables the operation of the intermodal facility without significantly impacting on the operation of the Western Rail line
- minimal conflict with the road network. This final alignment necessitates the construction of the least number of bridges and other highly engineered road infrastructure that would otherwise be required to facilitate the efficient operation of the Warrego, Toowoomba Bypass and internal road network
- accommodates a siding road (between turnouts) that corresponds with the length of trains to utilise the intermodal facility
- grade separation for major and minor arterial roads.

Development will not compromise the establishment and/or operation of an intermodal facility.

Lots:

- are a minimum of 2 hectares
- have a minimum average width ratio of 1:2 width to depth
- must not compromise the establishment of an intermodal facility to accommodate trains that are a minimum of 1,800m in length.

Transport and warehousing precinct

Development is for:

- road freight interchange facilities
- major road freight terminal buildings and depots, or
- associated storage and operational facilities.

Lots are a minimum of 8,000m² with a minimum average width of 70m.

Where in the Charlton Wellcamp industry precinct

Lots are a minimum of 2,000m² with a minimum average width of 30m.

3.4 High impact industry zone code

The High impact industry zone is one of two recommended industrial zones for the Toowoomba region. This section provides recommendations regarding the application of the High impact industry zone code, key outcomes of the code and key measures for inclusion in the High impact industry zone code.

Application

The High impact industry zone code would be applicable to development within the High impact industry zone.

Overall outcomes of the High impact industry zone code

The key outcomes for development within the High impact industry zone include the following:

- High impact industries are supported in the zone
- Special industry is supported in the zone where the impacts do not have an adverse impact on adjoining and/or nearby land uses
- Residential and sensitive land uses are not located within the zone, except for caretaker's accommodation
- Medium impact industry and rural industry uses may be appropriate where they are not detrimentally affected by or compromise the establishment and operations of existing and future High impact industry uses
- Industrial uses with lower impacts will not be supported in the zone unless a strong nexus can be demonstrated with the established or future higher impact industries
- Offices and direct sales are only provided as part of industry activities where ancillary and subordinate to industry activities occurring on the site
- Development is reflective of and responsive to the environmental constraints of the land
- The viability of both existing and future industry uses, particularly higher impact industry uses that are difficult to accommodate in other zones due to their potential emissions and impacts, are protected from the intrusion of incompatible uses
- Adverse impacts on natural features and processes both on-site and on adjoining areas are minimised through location, design, operation and management of development
- Development is adequately separated from sensitive land uses to minimise the likelihood of environmental harm or environmental nuisance occurring
- Development provides an appropriate interface where adjoining or opposite a sensitive land use/zone
- Development is of a compatible scale to that which is allowed in the opposite or adjoining zone except for where adjoining or opposite land in the Rural zone.

Key measures

The recommended key measures for inclusion in the zone are included in table 2.

Table 2 High impact industry zone key measures

Site design
Setback of 6m to the primary front boundary and 3m setback to the secondary front boundary to accommodate landscape buffering along the street frontage and an appropriate building height transition from the street.
No assessment of site cover.
Where opposite or adjoining an industrial zone - no assessment of side and rear setbacks resulting in 0m setbacks.

Where adjoining a sensitive zone, buildings are setback a minimum of 6m to the common boundary with the sensitive zone.
Building height
Where opposite (from any road frontage) or adjoining an industrial zone - no assessment of building height.
Building height is a maximum of 10m or equivalent to the allowable height in the adjoining/opposite zone (whichever is the greatest), for the portion of the building that is within 15m of the common boundary that it adjoins or primary or secondary boundary where the site is opposite land that is not included in the: <ul style="list-style-type: none"> • Industry zone • High impact industry zone • Rural zone (and where the proposed building is a minimum of 10m from an existing dwelling house in the Rural zone). (The height of the building on the remainder of site is not assessed)
Where adjoining non industrial zones, buildings and/or 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.
Use
A high impact industry is located a minimum of 500m from the boundary of a sensitive zone or use.
The closest outer extent of the portion of the site that accommodates the Special industry use is located 1500m from the boundary of a sensitive zone or use. Note: it is recommended that an editor's note be included in the scheme that explains the provision recognises situations where development occupies a portion of a site or contains a mix of industry uses.
An office component of the primary use on the site is a maximum of 30% of the gross floor area or site usage area (whichever is greatest)
Where in the Charlton Wellcamp Industry precinct
Lots are a minimum of 2,000m ² and a minimum average width of 30m

3.5 Industry use code

This section provides recommendations regarding the application of the Industry use code, key outcomes of the code and key measures for inclusion in the Industry use code.

Application

This code would be triggered for the assessment of a warehouse, low impact industry, medium impact industry, service industry, research and technology industry, special industry and high impact industry uses in all zones.

Key outcomes

The recommended key outcomes of the Industry use code are outlined below:

- Industrial premises create a safe work environment with a high standard of onsite amenity
- Industrial premises are designed to be attractive and high quality where viewed from a public space
- Industrial premises include all infrastructure to service and operate the development
- Development is located, designed and managed to avoid or mitigate adverse impacts of emissions on sensitive land uses and the natural environment
- Industrial premises are effectively designed and operated to avoid the risk of land contamination

- Development is designed and managed so that it provides appropriate protection of community safety and health, and avoids unacceptable risk to life and property
- Industrial development provides appropriate buffers and screening to assist in mitigating visual and acoustic impacts on adjoining or nearby sensitive land uses/zones
- Land uses with lower environmental impacts are located adjacent or in proximity to sensitive land uses/zones and where it can be demonstrated that the impacts from the use will not have an adverse impact on the amenity of the adjoining and/or nearby sensitive land use/zone
- Development with medium to higher environmental impacts are not located within proximity to sensitive land uses/zones
- The design of the industrial development facilitates surveillance of public spaces including streets and parks
- The site layout contributes to achieving a development that is energy efficiency (in terms of heating, cooling, lighting and natural ventilation).

Key measures

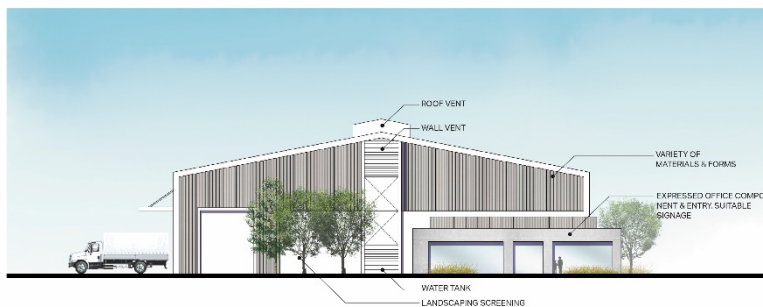
The recommended key measures for inclusion in the Industry use code are included in table 3.

Table 3 - Industry use code key measures

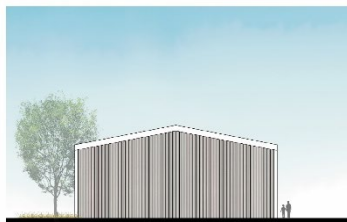
Caretakers Accommodation
Caretaker's accommodation is separated from significant levels of emissions (adverse to human health or amenity) generated by the onsite or off site uses by at least 20m.
Note: A caretaker's accommodation is defined by the Planning Regulation 2017 as a sensitive use. The concept of a Caretakers accommodation in an industrial zone has been included and identified as an acceptable use in planning schemes for decades. The risk with having a sensitive land use in the industrial area is that the caretaker's accommodation could compromise the operation or establishment of an industrial use. I recommend that a caretaker's accommodation is removed from the Industry zone and High impact industry zone as an acceptable land use and is made impact assessable. It is noted that in some local council areas (such as Noosa Council) the concept of a caretaker's accommodation is potentially being inappropriately utilised to create additional residential (and affordable) accommodation and creating quazi mixed-use developments in industrial zones.
Caretaker's accommodation is provided with a private landscape and recreation area which is a minimum of 16m ² and minimum of 3m in width, and is directly accessible from a habitable room.
Only one caretaker's accommodation is provided per site.
Building design
External walls that are greater than 15m in length and visible from a public space, are articulated by the use of a minimum of: <ul style="list-style-type: none"> • two colours, and • two building materials that have different finishes and textures.
The façade of the building facing the primary street is articulated in accordance with the façade design diagrams (figure 10).

Figure 10 - Facade design

Appropriate Building Forms



Building Form Legibility



Inappropriate Building Forms

- Window/s are included on the facades of the building that face a street and park.
- Windows that have direct views into adjoining sensitive land uses are provided with fixed screening that is a maximum of 75% transparent to obscure views into the adjoining building and maintain privacy for those residents/occupants.
- Pedestrian entry to the building:
 - is visible from the street and visitor car parking area
 - is separate to the vehicular entry to the building
 - includes sun and rain shelter over the entry point to the building that is a minimum of 900mm in width from the external building face to the outermost projection of the sun and rain shelter.
- A pedestrian path is provided from the primary front boundary of the site to the pedestrian entry to the building, and is separated from vehicle manoeuvring areas.
- The pedestrian entry to the site is separated from vehicular entry/egress into the site.
- Light emanating from any source from within the site complies with Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting.
- 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.

Building design and layout does not include 'natural ladders' to assist in preventing graffiti of the building.

The building is sited and designed to maximise cooling summer breezes and minimise exposure to the western summer sun and cold winter winds.

Site design
Visitor car parking is located in proximity to the pedestrian entry to the building.
<ul style="list-style-type: none"> Refuse storage is located behind the front building line and screened from public view by a 1.8m high solid fence. Where adjoining a sensitive land use, the refuse storage area is not located within the side or rear boundary minimum building setback areas to the common boundary with the sensitive land use/zone.
Outdoor work and storage areas are screened from public view by a 1.8m solid fence.
Landscaping
Fencing (if provided):
<ul style="list-style-type: none"> where adjoining a public space has a minimum transparency of 50% includes a pedestrian gate where adjoining a park to facilitate access to the park is a minimum of 1.8m high along side and rear boundaries.
Where adjoining a sensitive land use/zone, a solid 1.8m high fence is provided to that boundary.
Landscaping:
<ul style="list-style-type: none"> 3m wide of landscaping along each road frontage and includes: <ul style="list-style-type: none"> large canopy trees that grow to a maximum of 8m high and planted at 6-12m centres shrubs that grow to 1m planted at 2 plants per m² ground covers planted at 4 plants per m². Where adjoining a sensitive land use/zone – 3m wide landscape buffer along the common boundary that is densely planted as follows: <ul style="list-style-type: none"> large canopy trees that grow to a minimum of 12m high and planted between 6-12m centres shrubs that grow up to 3m planted at a minimum of 2 plants per m² ground cover planted at 4 plants per m² Retain existing vegetation where possible. For car parking areas with 12 or more spaces, shade trees are provided in car parking areas every 6 car parking spaces. Where adjoining the Warrego Highway or Toowoomba Bypass, a 6m wide landscaping buffer is provided along the boundary to the road corridor and consists of: <ul style="list-style-type: none"> large canopy trees that grow to a maximum of 20m high and planted between 6-12m centres shrubs that grow to a minimum of 5m planted at a minimum of 2 plants per m² ground cover planted at 4 plants per m² <p>Note: this measure could be applied to other highways through Toowoomba – direction sought from the visual assessment team)</p>
Sales
Direct sales to the public are restricted to the sale of items produced on site.
The sales area does not exceed 10% of the total use area of the premises.
Acoustics
Development complies with the noise (planning), low frequency and night-time noise criteria in Table 4, Table 5 and Table 6.
Air Quality
Development achieves the air quality design objectives set out in the Environmental Protection (Air) Policy 2019.
Odour
Development achieves a maximum of 1 odour units at the boundary of the most exposed existing or future off-site sensitive receptor.

Note: 1 odour unit is a very low measure and this would apply to accepted development subject to requirements. This means that a development with no odour implications, could go to a building certifier. However, a development application with odour considerations, would need to be assessed by Council through a code or impact assessable application.

If Council (and the community) is sensitive about the management of odour, it is recommended that this measure is retained at 1, otherwise increase the measure to 2.5 odour units as shown in the existing planning scheme.

Vibration

Vibrations resulting from the operation of the use does not exceed the maximum acceptable levels identified in the AS2670 Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1-80Hz).

Infrastructure and services

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

where not within a wastewater area, waste water systems and connections are designed and constructed in accordance with SC6.3 PSP No.3 Engineering Standards - Water and Wastewater Infrastructure.

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

where not located in a water supply area, the development is provided with adequate on-site water supply and storage to service the operation of the use and fire fighting purposes.

The development is connected to an electricity supply.

The development is connected to telecommunications.

The ultimate road design is constructed including kerb and channel along the full length of the road frontage/s.

All connections to infrastructure and services and design of onsite systems are in accordance with the requirements of the relevant service providers and certified by a RPEQ.

Stormwater management

Stormwater is managed in accordance with a Stormwater Management Plan that meets the Stormwater quality and flow control measures in SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure, and prepared by and certified by a RPEQ.

Where within a stormwater infrastructure area, the site is connected to stormwater infrastructure.

Storage of Hazardous goods

Areas within the site, where potentially hazardous substances will be stored or used, are:

- roofed and the flooring is sealed with concrete, asphalt or similar impervious substance
- bunded to be able to capture and retain spills for removal and disposal by an approved means
- located in an area free of floodwaters in a 1 in 100 year flood event.

Table 4 Brisbane City Council Plan 2014: v23 Industry Use Code - Table 9.3.12.3.E - Noise (planning) Criteria

Criteria Location	Intrusive noise criteria Day, evening and night LAeq,adj,T are not greater than the RBL plus the value in this column for the relevant criteria location, where T equals: day – 11hr evening – 4hr night – 9hr	Acoustic amenity criteria Day, evening and night LAeq,adj,T are not greater than the values in this column for the relevant criteria location, where T equals: day – 11hr evening – 4hr night – 9hr		
		Day	Evening	Night
Low density residential zone boundary	3dB(A)	55dB(A)	45dB(A)	40dB(A)
Low–medium density residential zone boundary	3dB(A)	55dB(A)	45dB(A)	40dB(A)
Medium density residential zone boundary	3dB(A)	55dB(A)	50dB(A)	45dB(A)
High density residential zone boundary	3dB(A)	55dB(A)	50dB(A)	50dB(A)
At a sensitive use in the Principal centre zone	5dB(A)	60dB(A)	55 dB(A)	50dB(A)
At a sensitive use in the Major centre zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in the District centre zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in the Neighbourhood centre zone	5dB(A)	55dB(A)	50dB(A)	50dB(A)
At a sensitive use in the Specialised centre zone	5dB(A)	55dB(A)	50dB(A)	50dB(A)
Emerging community zone boundary	5dB(A)	55dB(A)	50dB(A)	45dB(A)
Environmental management zone boundary	0dB(A)	40dB(A)	40dB(A)	40dB(A)
Conservation zone boundary	0dB(A)	40dB(A)	40dB(A)	40dB(A)
At a sensitive use in the Mixed use zone	5dB(A)	60dB(A)	55dB(A)	50dB(A)
At a sensitive use in the Rural zone	5dB(A)	55dB(A)	50dB(A)	45dB(A)
At a sensitive use in the Rural residential zone	5dB(A)	50dB(A)	45dB(A)	40dB(A)
At a sensitive use in the Township zone	5dB(A)	55dB(A)	45dB(A)	40dB(A)
Rural residential sensitive use	5dB(A)	50dB(A)	45dB(A)	40dB(A)
Township zone sensitive use	5dB(A)	55dB(A)	45dB(A)	40dB(A)

Note—

- $L_{Aeq,adj,T}$: The adjusted A-weighted equivalent continuous sound pressure level of the development during the time period T, where T is an 11-hour day (7am–6pm), 4-hour evening (6pm–10pm) and 9-hour night (10pm–7am)
- dB(A): A-weighted decibels

Table 5 Brisbane City Council Plan 2014: v23 Industry Use Code - Table 9.3.12.3.F – Low frequency noise criteria

Criteria Location	Day (7am–6pm) L_{Ceq,adj,11hr} is not greater than the following values at the relevant criteria location:	Evening (6pm– 10pm) L_{Ceq,adj,4hr} is not greater than the following values at the relevant criteria location:	Night (10pm– 7am) L_{Ceq,adj,9hr} is not greater than the following values at the relevant criteria location:
Low density residential zone boundary	65dB(A)	65dB(A)	60dB(A)
Low–medium density residential zone boundary	65dB(A)	65dB(A)	60dB(A)
Medium density residential zone boundary	65dB(A)	65dB(A)	60dB(A)
High density residential zone boundary	70dB(A)	65dB(A)	65dB(A)
At a sensitive use in the Principal centre zone	75dB(A)	75dB(A)	70dB(A)
At a sensitive use in the Major centre zone	75dB(A)	75dB(A)	70dB(A)
At a sensitive use in the District centre zone	70dB(A)	65dB(A)	65dB(A)
At a sensitive use in the Neighbourhood centre zone	70dB(A)	65dB(A)	65dB(A)
At a sensitive use in the Specialised centre zone	75dB(A)	75dB(A)	70dB(A)
Emerging community zone boundary	65dB(A)	65dB(A)	60dB(A)
Environmental management zone boundary	65dB(A)	65dB(A)	65dB(A)
Conservation zone boundary	65dB(A)	65dB(A)	65dB(A)
At a sensitive use in the Mixed use zone	75dB(A)	75dB(A)	70dB(A)
At a sensitive use in the Rural zone	70dB(A)	65dB(A)	65dB(A)
At a sensitive use in the Rural residential zone	65dB(A)	65dB(A)	60dB(A)
At a sensitive use in the Township zone	70dB(A)	65dB(A)	65dB(A)

Note—

- L_{Ceq,adj,T}: The adjusted C-weighted equivalent continuous sound pressure level of the development during the time period T, where T is an 11-hour day (7am–6pm), 4-hour evening (6pm–10pm) and 9-hour night (10pm–7am)
- dB(C): C-weighted decibels

Table 6 Brisbane City Council Plan 2014: v23 Industry Use Code - Table 9.3.12.3.G – Nighttime noise criteria

Criteria location	Where the existing LAeq,9hr night at the criteria location is:	Average of the highest 15 single LAmax events over a given night (10pm-7am) period is not greater than the following values at the relevant criteria location:	The absolute highest single LAmax event over a given night (10pm-7am) period is not greater than the following values at the relevant criteria location:
At the zone boundary of: <ul style="list-style-type: none"> • Low density residential zone; • Low–medium density residential zone; • Medium density residential zone; • High density residential zone; or • Emerging community zone. 	<45dB(A)	50dB(A)	55dB(A)
	45 to 60dB(A)	LAeq,9hr night + 5dB(A)	LAeq,9hr night + 10dB(A)
	>60dB(A)	65dB(A)	70dB(A)
External to a sensitive use located in a: <ul style="list-style-type: none"> • Principal centre zone; • Major centre zone; • District centre zone; • Neighbourhood centre zone; • Specialised centre zone; • Mixed use zone; • Rural zone; • Rural residential zone; or • Township zone. 	Not applicable	65dB(A)	70dB(A)

3.6 Non-industrial zones

This section provides recommendations as to the key outcomes and key measures for inclusion in non-industrial zones to assist in managing/minimising reverse amenity impacts on industrial zones and impacts of industrial uses on sensitive land uses.

It is recommended that Council map the industrial interface areas that surround the existing industrial zones and particular locations that include Medium impact industry, High impact industry and Special industry. This map could be included as a precinct within each of the non-industrial zones. This would assist in mitigating the risk that these assessment benchmarks may not be applied or missed (as an applicant would need to undertake a land use survey within 1,500m of their site to determine if Special industry, High impact industry and Medium impact industry uses are located in proximity to their development site).

It is noted that the recommendations outlined below could be included in an overlay rather than being repeated in all non-industrial zones.

Application

These provisions apply where establishing a sensitive land use:

- within 250m of a medium impact industry, 500m of high impact industry, or 1500m of Special industry (in accordance with the SPP)
- on a site adjoining or opposite an industrial zone/use.

Key outcomes

The key outcomes for inclusion in non-industrial zones include the following:

- Protect the ongoing operation of the region's industrial areas from incompatible sensitive land uses to able the industrial use to operate safely and effectively
- Development of a sensitive land use (including a Dwelling house) within the Industry interface area can adequately mitigate the amenity, health and safety impacts from existing and future medium, high and special impact industry uses
- Suitable buffers are established on the site of the sensitive land use to assist in mitigating visual and acoustic impacts from the adjoining or nearby industrial use/s
Sensitive land uses are located an appropriate distance to Medium impact industry, High impact industry and Special industry to provide an appropriate separation and ensure that the amenity, health and safety impacts from those industrial uses to not cause harm to the occupants of the sensitive land use

Key measures

The recommended key measures for inclusion in the non-industrial zone codes are included in table 4.

Table 7 - Non-industrial zone code key measures

Where adjoining or opposite the Industry zone or High impact industry zone
Internal sleeping and living areas of a residential use, key operating areas of sensitive land uses that are not a residential use, and covered external open spaces are oriented away from the industrial use to assist in minimising visual, noise, odour and air quality impacts on the amenity of the sensitive land use.
Along the common boundary to the adjoining industrial use/zone: <ul style="list-style-type: none"> • a minimum 1.8m high acoustic barrier fence is constructed to achieve a minimum surface density of 12.5 kg/m² and without gaps between partitions, between partitions and posts and between partitions and the finished ground level. • a 2m wide landscape buffer is established that achieves a canopy height of 8m.
Where a sensitive land use is located within: <ul style="list-style-type: none"> • 250m of the boundary of a site that includes a Medium impact industry use (note: should also refer to sewerage treatment plant, waste transfer station or landfill) • 500m of the boundary of a site that includes a High impact industry use and/or is included in the High impact industry zone • 1500m of the boundary of a site that includes a Special industry use. <p><i>(note: This could also list required distances to sites/lot descriptions that are known by Council to accommodate industrial uses that do have off-site impacts)</i></p>
Development is located, designed and constructed to achieve the air quality criteria, odour criteria and health risk criteria. <i>Note - Development achieves the air quality design objectives set out in the Environmental Protection (Air) Policy 2019</i>

Development is located, designed and constructed to achieve the noise criteria and protect the development from adverse noise impacts.
Note- Development achieves the noise design objectives set out in the Environmental Protection (Noise) Policy 2019.

3.7 Tables of assessment

This section sets out the recommended category of assessment for the establishment of uses within the Industry zone and zone precincts, and High impact industry zone. Refer to Table 5.

Table 8 - Recommended categories of assessment

Use	Zone			
	Industry zone			High impact industry zone
	Where not in a precinct	Carrington Road/Anzac Ave precincts	Intermodal facility /Transport and warehouse precincts	
Adult store	AR, C	AR, C	I	I
Agricultural supplies store	AR, C	AR, C	I	I
Bulk landscape supplies	AR, C	AR, C	I	I
Caretakers Accommodation	AR, C	AR, C	AR, C	AR, C
Car wash	AR, C	AR, C	I	I
Childcare centre	C	C	C	I
Club	AR, C	AR, C	I	I
Crematorium	AR, C	AR, C	I	I
Emergency services	AR, C	AR, C	C	C
Food and drink outlet	AR, C	AR, C	AR, C	C
Funeral parlour	AR, C	AR, C	I	I
Garden centre	AR, C	AR, C	I	I
Hardware and trade supplies	AR, C	AR, C	I	I
High impact industry	I	I	I	AR, C
Indoor sport and recreation	AR, C	AR, C	I	I
Low impact industry	AR, C	AR, C	C	I
Major electrical infrastructure	AR, C	AR, C	C	AR, C
Medium impact industry	AR, C	AR, C	C	I
Motor sport facility	C	C	I	I
Office	I	I	I	I

Use	Zone			
	Industry zone			High impact industry zone
	Where not in a precinct	Carrington Road/Anzac Ave precincts	Intermodal facility /Transport and warehouse precincts	
Outdoor sales	AR, C	AR, C	I	I
Park	A	A	A	A
Place of worship	C	C	I	I
Parking station	C	C	C	I
Research and technology industry	AR, C	AR, C	C	C
Rural industry	C	C	I	I
Sales office	AR, C	AR, C	AR, C	AR, C
Service industry	AR, C	AR, C	I	I
Service station	C	C	C	C
Shop	I	AR, C	I	I
Showroom	I	AR, C	I	I
Special industry	I	I	I	I
Substation	AR, C	AR, C	AR, C	AR, C
Transport Depot	AR, C	AR, C	AR, C	I
Telecommunications facility	A, AR, C	A, AR, C	A, AR, C	A, AR, C
Utility installation	AR, I	AR, I	AR, I	AR, I
Veterinary services	AR, C	AR, C	I	I
Warehouse	AR, C	AR, C	AR, C	I
Wholesale nursery	AR, C	AR, C	I	I
Winery	AR, C	AR, C	I	I
Where the use is not specified above	I	I	I	

Legend

I – Impact assessment

C – Code assessment

AR – Accepted development subject to requirements

A – Accepted development

3.8 Definitions and thresholds

Industry use definition standard thresholds

The use definitions are defined by the Planning Regulation 2017.

The definition of Low, Medium and High impact industry uses relates to the potential level of environmental impacts that may result from that industrial use. The industry thresholds included in the planning scheme are utilised to assist in determining the level of impact and the corresponding industry use definition.

It is recommended that the thresholds are reviewed and updated, and a recommendation made to the State Government that they take a leadership role in preparing standard (and updated) thresholds, and regularly update the standard thresholds to keep them up to date with the pace of changing and improving technologies and markets.

Alternative threshold measure

The key stakeholders who were engaged with during this project, highlighted the constraints, implications and risks of having to determine their industry use definition via the standard threshold measures that are included in the existing planning scheme. They also highlighted the lack of incentive to do better in terms of how environmental impacts are managed or minimised as the definition of the use remains the same, even when it can be demonstrated that the environmental impact of the use can be significantly reduced through design and technology.

It is recommended that additional thresholds are prepared that provide an alternative measure to determining the level of impact from a particular industry use which then informs the industry use definition.

It is proposed that the alternative measure would include a table that specifies the different maximum impact levels of odour, vibration, noise and air for each of the industry uses as shown in figure 11. It is recommended that this proposal is presented to the State Government and the State Government be responsible for the preparation of the alternative measure. This alternative measure could then be included within all planning schemes across Queensland.

Figure 11 - Proposed industry impact use alternative measure

Industry use	Maximum environmental impact			
	Odour	Air	Acoustic	Vibration
Low impact industry				
Medium impact industry				
High impact industry				
Special industry				

It is also recommended that the State Government would be responsible for managing the process of assessing and deciding applicant's proposals as to how they are managing and decreasing the environmental impacts of their proposed development and an appropriate corresponding industry use definition.

This alternative measure may result in being an incentive for the development industry to 'go further/improve' how they design and manage environmental impacts to:

- achieve an industry definition that is less than that specified in the standard industry thresholds
- result in decreased potential impacts on people and the environment.

Additional planning scheme definitions

It is recommended that the planning scheme include the following definitions:

- Sensitive land use – as defined by the Planning Regulation 2017 –

(a) caretaker's accommodation; or (b) a childcare centre; or (c) a community care centre; or (d) a community residence; or (e) a detention facility; or (f) a dual occupancy; or (g) a dwelling house; or (h) a dwelling unit; or (i) an educational establishment; or (j) a health care service; or (k) a hospital; or (l) a hotel, to the extent the hotel provides accommodation for tourists or travellers; or (m) a multiple dwelling; or (n) non-resident workforce accommodation; or Schedule 24 Planning Regulation 2017 Page 476 Current as at 27 September 2021 Authorised by the Parliamentary Counsel (o) a relocatable home park; or (p) a residential care facility; or (q) a resort complex; or (r) a retirement facility; or (s) rooming accommodation; or (t) rural workers' accommodation; or (u) short-term accommodation; or (v) a tourist park.

- Sensitive zone – all zones in the Residential zone categories, all Centre zones; Emerging community zone; Mixed use zone; Rural residential zone; Community facilities zone (education and hospital precincts)
- Public space – streets and the following spaces that are open to the general public including parks, sporting facilities, plaza, civic buildings and pathways
- Nexus with an industrial use – a use that:
 - has a direct supply-chain connection and supports an industrial use, and
 - benefits from being co-located with an industrial use, and
 - comprises a design, interface and functionality that are not supported in a centre zone, and
 - does not compromise the economic viability of a nearby centre.

These uses may include:

- Selling of personal protective equipment and safety clothing
- Training/education of people to operate machinery and other industrial and agricultural equipment
- Selling of industrial and agricultural equipment.
- Total use area (as defined by Gold Coast City Plan)

The sum of all the areas (exclusive of all walls and columns) of all storeys of a building which are used or intended for use for a particular purpose, plus any other area of a site which is used, or intended to be used, for the same purpose which are likely to generate car parking demand. The term does not include:

- a. *areas (inclusive of all walls and columns) of any lift wells, lift motor rooms, air conditioning and associated mechanical or electrical plant and equipment rooms*
- b. *areas of any staircases/access between levels*
- c. *areas of any public common foyer or lobby where these are not being used for commercial or retail purposes*
- d. *areas of any public toilets*
- e. *areas of any staff toilets, washrooms, recreation areas and lunchrooms, provided that such areas are not open to persons other than staff*
- f. *areas used for the access, parking and associated manoeuvring of motor vehicles*
- g. *Mall/public arcade*
- h. *unenclosed private balconies whether roof or not.*

3.9 Other planning scheme recommendations

It is recommended that the following changes are also made to the planning scheme:

- Identification of additional areas for inclusion in the High impact industry zone and inclusion of a buffer surrounding the High impact industry zone and inclusion of the buffer in an appropriate zone or overlay to protect the High impact industry zone from encroachment by incompatible and sensitive land uses (similar to the overlay for Extractive industry).
- Change to the zones and boundary of zones within the existing CWEALP to reflect:

- the location and establishment of the airport (and need for the airport to be included in the Specialist centre zone)
 - that a large portion of the High impact industry zone has accommodated the airport and the zoning pattern in proximity to the airport does not reflect what has been approved and established
 - the area included in the Quarry precinct is included in the Extractive industry zone.
- Review of the Stormwater Management Planning Scheme Policy to ensure that it includes the requirements for a stormwater management plan to include all of the contaminants that are to be stored or used on site.
- Waterway overlay code to include assessment benchmarks regarding the setback of industrial development to the waterway.
- Filling and excavation assessment benchmarks for industrial development to recognise the nature of industrial uses and include different outcomes to that required for residential development.

4.0 Engagement feedback

4.1 Introduction

The purpose of this section is to provide a summary of the feedback received during a workshop with Council officers and meetings with key stakeholders.

4.2 Council officers' workshop

A workshop was held with Council officers on the 2 September 2021. The key feedback from the Council officers included the following:

- Concern with the location of childcare centres and that they can be located within the area that is currently zoned Medium impact industry. Concern that they may sterilise the industrial land
- Support the measure that industrial buildings must not have a significant impact on shadowing of adjoining non-industrial land uses
- Define the buffer planting densities to ensure the landscaping achieves the visual screening that is intended
- No standalone office space or health services in the industrial zones
- Colliers International highlighted that there is a market for lots less than 2 hectares in the CWEALP. Investigate allowing lots less than that specified in the CWEALP
- Colliers International highlighted that there has been recent demand for larger office space in the Toowoomba region seeking a floor plate ranging from 600-1,200m², and this larger sized floor plate is not available in Toowoomba's CBD. It is recommended that the Centres review project confirms the office space supply and size in the CBD and other centres, and investigates where additional office space could be located in the Toowoomba region and not result in compromising the economic viability of the CBD and other centres. It is also recommended that the following is investigated/considered:
 - areas surrounding/adjoining particular existing centres could accommodate the demand for the larger office space whilst not compromising the economic viability of the existing centre
 - locations for potential business office parks be investigated and included in the planning scheme.
- Determine how an accepted development subject to requirements development could assess whether it has a nexus with industrial uses
- Delete the requirement regarding no creation of audible noise – just rely on the development achieving the EPP
- An odour limit of 2.5 may be too high for accepted development subject to requirements – recommend that this is reduced to 1 odour unit. Odours could have large impacts on the community
- Question whether the construction of kerb and channel should apply to the areas outside of Toowoomba city. Keep this provision in for now and it will need to be discussed further within Council
- Amend the key measure regarding Stormwater Management Plans to ensure capture that the plans must include the proposed potential contaminants. It is noted that the Planning Scheme Policy describes the requirements/considerations for a Stormwater Management Plan. PSP to be reviewed to ensure that it covers these aspects
- AECOM highlighted the risk that the reverse amenity assessment benchmarks may be missed and not applied to a development when those assessment benchmarks are included in all of the non-industrial zones rather than using an overlay. An overlay map can clearly identify the industrial areas and uses and the applicable areas outside of the industrial zones that the assessment benchmarks would apply

- Agree with the assessment benchmark that the maximum shop size in the Carrington Road/Anzac Avenue precincts is 250m²
- Consider including in the codes the need to construct the ultimate road width
- Are there any Special industry uses in the Toowoomba region? Where should they be located?
- Agree with the provisions to manage the change in height at the interface with non-industrial land uses
- Is a caretaker's accommodation a sensitive land use? Do not want a caretaker's accommodation compromising the operation of existing and future industrial land uses. Determine how a caretaker's accommodation is dealt with under the *Environment Protection Act*. The Planning Regulation 2017 defines a sensitive land use of which a caretakers accommodation is included
- Does site cover include buildings and hardstand area? Site cover is defined by the Planning Regulation 2017. It is the proportion of the site covered by a building and/or structure
- Building design to address the requirement for cross ventilation. Review the measures/ideas in the material provided by the Green Building Council Australia
- Vegetation protection measures to be managed by other codes.

4.3 Key stakeholder meetings

AECOM and Colliers International met with the following key stakeholders on the 15 and 16 September 2021:

- Wagner Corporation
- Interlink
- Hodge Holdings
- Bernoth Properties
- Newlands
- RJB Property
- TSBE
- FKG.

A summary of the feedback is as follows:

- Industry zone
 - Need to define sensitive land uses/zones
 - Put childcare on the edge of the Industry zone and on higher order roads
 - Childcare centres are supported within the Industry zone as they provide convenience for workers
 - Need to manage the location of childcare centres – don't want to compromise the establishment of future industrial uses within the Industry zone
 - Agree with no assessment of site cover
 - Include a measure on how much office can be included within an industrial development – 30%
 - Caretaker's accommodation should be located on the part of the site where the lowest impacts occur – potentially at the front of a site
 - Council needs a plan of where future industrial areas are located and where future residential areas are to be located, and plan and protect future road corridors to connect the different uses

- Difficult establishing industrial uses in proximity to existing residential uses that are on land that is now zoned as Industry. Council is requiring a range of reports to mitigate the impacts on the residential use, even though it is within an industrial zone
- Other codes, such as a filling and excavation code, need to be written to provide specific assessment benchmarks that apply to industrial development. Many of the assessment benchmarks are written and apply to residential development. Tiering retaining walls, minimising the height of retaining walls and having a development step down a hill is not achievable for the operation of industrial developments
- Need to manage the minimum lot size of the industrial precincts within the CWEALP. These lots should be larger than the lots within Toowoomba city.
- Carrington Road and Anzac Avenue precincts
 - 250m² is too small for shop uses within the proposed precinct – increase to approximately 450/500m² or take out the measure altogether
 - Harley Davidson shop is working well and is greater than 250m². The RSEA shop is about 450m²
 - Agree with the precinct boundary wrapping around Carrington Road – the shops need to be fronting Carrington Road for the entirety of Carrington Road within the Industry zone
 - Need to include showrooms in the precinct
 - Extend the precinct up McDougal Street
 - The inclusion of shops along Carrington Road will cause congestion and potential conflict with heavy vehicles. Restrict number of driveways onto Carrington Road
 - Anzac Avenue is not a B-double route therefore better for accommodating shops
 - Anzac Avenue precinct should also extend along both sides of the road where in the Industry zone and extended up to Clifford Gardens
- Intermodal facility precinct
 - Agree with a minimum of 2 hectare lot size in the Intermodal facility precinct
 - Reduce the size of the actual precinct to reflect the extent of area required for the intermodal facility. The remainder of the land to be included in the Transport and warehouse precinct
- Transport and warehouse precinct
 - Minimum lot size to be significantly reduced to 8,000m² – 10,000m²
 - Still need to preserve the precinct for larger lots, however the big operators need a whole heap of service providers that require smaller sites resulting in a range of lot sizes
 - 10,000m² would result in more freehold opportunities
 - Need to also manage the minimum lot sizes in other precincts in the CWEA
- High impact industry zone
 - Where is all of the high impact industry zoned land located – need to protect it well from incompatible land uses
 - May need to increase the amount of High impact industry land at Wellcamp
- Industry use code
 - Need a measure as to how much office space can be established on an industrial site – recommend a measure of 30%. This is currently unclear in the planning scheme resulting in a range of opinions as to what this measure should be. Council built 3,000m² of office space at their depot which equated to approximately 30% of the GFA
 - Don't agree to having landscaping in the middle of an industrial site

- Allow flexibility as to where landscaping should be provided on site and integrated into the development
- Tables of assessment
 - Support the increase in development that can be accepted development subject to requirements
 - Include a showroom in the Carrington Road/Anzac Avenue Precinct
 - Recommend a panel of approved and registered consultants for accepted development subject to requirements. They would need to be audited each year. Ergon has a similar process.
- Definitions and thresholds
 - Support an alternative process to determine the industrial definition.

Overall, there was resounding support for the recommended changes from all key stakeholders consulted. They support the simplified approach, deletion of the local plan and increase in types of uses that can be accepted development subject to requirements.

Concern was raised that the politicians and executive team within Council will not support the recommendations and the proposed recommendations will not be implemented.

5.0 Conclusion

The purpose of this report is to outline the recommendations for the new planning scheme to manage and regulate industrial development in the Toowoomba region.

The planning scheme framework elements selected by Council officers included:

- Strategic framework statements that outline the strategic intent of each of the industrial areas, need to minimise impacts on sensitive land uses and manage reverse amenity
- Two industrial zones being the Industry zone and High impact industry zone
- Precincts within the Industry zone to manage development within the CWEA including the Intermodal facility precinct, Transport and warehouse precinct and Charlton Wellcamp Industry precinct
- Creation of the Carrington Road and Anzac Avenue precincts to allow for the establishment of shops and showrooms in the Industry zone
- Industry use code to include the building design and operational requirements for an industrial use
- Increase in the development scenarios that can be accepted development subject to requirements.

In summary the key recommendations included:

- Retention (and refinement) of many of assessment benchmarks – they already work well
- New assessment benchmarks to assess sensitive land uses in proximity to Medium, High and Special industries – SPP requirements
- New assessment benchmarks to require consideration of building and landscape requirements for a sensitive land use in a non-industrial where adjoining an industrial zone
- Additional assessment benchmarks to manage industrial development adjoining/opposite sensitive land uses/zones
- Simplified landscaping requirements
- Simplified caretaker's accommodation requirements
- Reduced the building setback requirements to the Toowoomba Bypass
- Refined assessment benchmarks to manage the design of industrial buildings where opposite or adjoining sensitive zones.