

ATTACHMENT 2

Applicant Response Table

Prepared by:

Property Projects Australia

Reference	Request	Applicant Response	Reference Document
1. Lot Sizes			
1.1	<p><i>Provide a detailed assessment against the Purpose and Overall Outcomes of the Rural Residential Zone Code and Reconfiguring a Lot Code, as well as an assessment against the Strategic Framework of the Planning Scheme, justifying the inconsistent lot sizes proposed.</i></p>	<p>It is acknowledged that the proposed development is subject to Impact Assessment where not meeting the minimum lot size anticipated for the <i>Rural Residential Zone (10,000m min Precinct)</i>.</p> <p>However, the justifications provided within the submitted planning report (Section 4.1) and the detailed assessments provided at Attachment 3, 4, and 5 of this Information Request Response sufficiently demonstrate the appropriateness of the lot sizes resulting from the proposed development. For clarity, where there is a non-compliance with an Overall Outcome, the 'other relevant matters' relevant to the assessment of the application are clearly specified.</p>	<p>Please refer to the <i>Rural Residential Zone Code Purpose and Overall Outcomes Assessment</i>, <i>Reconfiguring a Lot Code Purpose and Overall Outcomes Assessment</i>, and the <i>Strategic Framework Assessment</i> provided at Attachment 3, Attachment 4, and Attachment 5, respectively.</p>
2. Roadworks			
2.1	<p><i>Provide an amended layout plan that reflects either:</i></p> <ul style="list-style-type: none"> <i>• Access from the proposed cul-de-sac being granted to 12 lots only; or</i> <i>• A 7m wide carriageway width for the proposed access road.</i> 	<p>The <i>Amended Proposal Plans</i> illustrate the new road and lot configuration over the site.</p> <p>As a result of the road redesign, the cul-de-sac now provides access to a maximum of 12 lots. Eleven (11) of these lots; lots 35-45, are dependent on the cul-de-sac roadway for access, whilst one (1) lot; lot 34, can gain access from the cul-de-sac or Old Homebush Road. The final three (3) lots created as</p>	<p>Please refer to the <i>Amended Proposal Plans</i> prepared by <i>Kehoe Myers</i> and provided at Attachment 6.</p>

part of this subdivision; lots 31-33, all depend on Old Homebush Road for access.

The new road has been designed to provide an 18.0m wide road reserve (including a 3.0m wide future road reserve area within the adjoining southern lot) and a 7.0m wide carriageway; reflecting a Local Access standard road, from the Old Homebush road intersection to the 90° northward bend. After this bend in the road, the road reserve and carriageway transition back to being 17.0m and 6.0m, respectively; reflecting a cul-de-sac standard road.

The reason for the difference in standard is because the east-west road is anticipated to be extended to the south in future where this lot is developed, meaning that it will have a maximum length significantly exceeding 100m and will provide access for more than twelve (12) lots. When the land to the south is developed, this part of the road will form a standard road and not be a cul-de-sac.

To this end, the section of road beyond the 90° northward bend is considered to be the cul-de-sac, not the entirety of the new road proposed as part of the fifteen (15) lot subdivision.

The north-south road will provide for access to a maximum of nine (9) lots and has a length of 155m. This means the proposed cul-de-sac, under the amended design, has been reduced from approximately 220m to 155m. Whilst this length does not adhere to the

		<p>maximum cul-de-sac length of 100m prescribed by PSP2, the amended design represents the most appropriate cul-de-sac length that allows for an efficient site layout whilst providing a practicable location for a future road connection to the southern adjoining allotment. It is also noted that there is substantial precedent of cul-de-sacs being approved with lengths exceeding 100m within Toowoomba. A greater length of 155m is sensible having regard to the low-intensity rural-residential nature of the development.</p>	
<p>2.2</p>	<p><i>Provide amended plans that provide for a road connection from the proposed development to land to the south.</i></p>	<p>The <i>Amended Proposal Plans</i> illustrate the new road and lot configuration over the site.</p> <p>Specifically, the new road has been relocated along the southern site boundary to enable ample activation to the south through a future road connection without the need for temporary turnaround areas or easements.</p> <p>This future road connection can be provided as a Local Access standard road with an 18.0m wide road reserve and 7.0m wide carriageway, per the proposed extent of road before the 90° northward bend (refer <i>Item 2.1</i> response).</p> <p>To facilitate the new road location along the southern boundary, a 3.0m wide future road reserve area (containing part of the road verge) and associated earth batters are required within the adjoining southern lot. Consent from the landowner of the adjoining southern premises is currently being</p>	<p>Please refer to the <i>Amended Proposal Plans</i> prepared by <i>Kehoe Myers</i> and provided at Attachment 6.</p>

		negotiated and is to be provided under separate cover to Council prior to the approval.	
3. Water Supply			
3.1	<p><i>Provide an amended Preliminary Services Layout drawing that shows a new DN100 water main along Old Homebush Road that connects to the existing Sunrise Court water main to remove the proposed dead-end water main. Fire hydrants and stop valves will be required to be provided in accordance with Council standards and requirements.</i></p> <p><i>Note: Direct water service connections to proposed lots 14 and 15 from the trunk mains located along Old Homebush Road are not permitted.</i></p>	<p>The <i>Amended Preliminary Services Layouts (Drawing No. PR02 & PR04)</i> contained within the <i>Amended Infrastructure Report</i> illustrate that the water main proposed along the western verge of Old Homebush Road now connects to the existing Sunrise Court water main.</p> <p>As part of extending this water main, additional fire hydrants and stop valves have been incorporated into the design in accordance with Council's standards.</p> <p>Direct water connections from the trunk mains identified within Old Homebush Road are not provided to proposed lots 31-34 as part of this development application.</p> <p>To this end, it is considered that the <i>Amended Infrastructure Report</i> adequately addresses this item of the information request through the removal of the proposed dead-end water main.</p>	<p>Please refer to the <i>Amended Infrastructure Report</i> prepared by <i>Kehoe Myers</i> and provided at Attachment 7.</p>
4. Waste Management			
4.1	<p><i>Provide amended site plans which indicate the diameter of the cul-de-sac head, providing a</i></p>	<p>The <i>Amended Proposal Plans</i> have been updated to include dimensions on the cul-de-sac head.</p>	<p>Please refer to the <i>Amended Proposal Plans</i> prepared by <i>Kehoe Myers</i> and</p>

	<p><i>minimum 20m diameter in accordance with the requirements of PSP2.</i></p>	<p>It is noted that the cul-de-sac head was originally designed to provide a 20m diameter despite the dimensions not being shown, and as such, the design of the cul-de-sac head has not changed as a result of this information request.</p> <p>It is considered that the proposed cul-de-sac head is sufficiently sized to accommodate all waste collection vehicle manoeuvring movements.</p>	<p>provided at Attachment 6.</p>
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