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Town Planning Report

241 & 249 BRIDGE STREET, NEWTOWN AND 36 HILLVIEW AVENUE, NEWTOWN

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Town Planning Report

241 & 249 BRIDGE STREET, NEWTOWN AND 36 HILLVIEW AVENUE, NEWTOWN

■ Development Permit for a Material Change of Use - Childcare Centre

Assessable Development (Impact Assessment)

Prepared by Property Projects Australia Pty Ltd

Prepared for Development Holdings Pty Ltd

5 June 2026

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1. EXECUTIVE SUMMARY

Table 1 – Site Details

Applicant:	Development Holdings Pty Ltd C/- Property Projects Australia
Address of Site:	241 & 249 Bridge Street, Newtown and 36 Hillview Avenue, Newtown (“the subject site”) Refer to Figure 1
Property Description:	Lot 1 RP51161, Lot 2 RP60061 and Lot 1 RP17060
Area of Site:	2,730m ² (0.273 ha)
Land Owner:	ABM VENTURES PTY LTD A.C.N. 659 386 697 Refer to Appendix A
Regional Plan:	The site is located within the urban footprint of the South East Queensland Regional Plan 2023 (ShapingSEQ 2023) and the Priority Living Area of the Darling Downs Regional Plan. Refer to Appendix A
Planning Scheme:	Toowoomba Regional Planning Scheme 2012 – Version 28 (“the planning scheme”) (“the planning scheme”)
Zone and Precinct:	Low Density Residential Zone (General Precinct) Refer to Figure 2
Neighbourhood / Local Plan:	Not Applicable Refer to Figure 2
Overlays:	<ul style="list-style-type: none"> ■ Airport Environs Overlay: ■ 3km Wildlife Hazard Buffer Zone ■ Lighting Area Buffer (6 km) ■ Light Restriction Zone B ■ Light Restriction Zone C
Proposal Overview:	The proposal seeks to establish a single-storey Childcare Centre accommodating up to 123 children. The development comprises an 805m ² building, 905m ² of outdoor play space across three areas, and 37 on-site car parking spaces. Access is provided via a new crossover to Hillview Avenue on the western boundary.
Aspects of Development:	<ul style="list-style-type: none"> ■ Development Permit for a Material Change of Use – Childcare Centre;
Category of Assessment:	<input checked="" type="checkbox"/> Impact Assessment

Public Notification :	The development application is required to be publicly notified for a minimum of fifteen (15) business days
Assessment Manager:	Toowoomba Regional Council
Referral Agency:	Not Applicable

Figure 1 - Context Plan - Aerial



LEGEND: — SUBJECT SITE - 241 & 249 BRIDGE STREET, NEWTOWN AND 36 HILLVIEW AVENUE, NEWTOWN
 (LOTS 1 ON RP51161, LOT 2 ON RP60061, AND LOT 1 ON RP17060)

- ① 7-ELEVEN SERVICE STATION
- ② FALVEY'S GOWRIE ROAD HOTEL

SCALE: NTS SOURCE: NEARMAP
 THE CONTENT OF THIS DOCUMENT INCLUDES THIRD PARTY DATA. PROPERTY PROJECTS AUSTRALIA PTY LTD DOES NOT GUARANTEE THE ACCURACY OF SUCH DATA.



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Figure 2 – Context Plan – Planning Scheme



LEGEND: — SUBJECT SITE - 241 & 249 BRIDGE STREET, NEWTOWN AND 36 HILLVIEW AVENUE, NEWTOWN
(LOTS 1 ON RP51161, LOT 2 ON RP60061, AND LOT 1 ON RP17060)

● LOW DENSITY RESIDENTIAL ZONE
● LOW-MEDIUM DENSITY RESIDENTIAL ZONE

— REGIONAL ARTERIAL ROAD

SCALE: NTS SOURCE: NEARMAP

THE CONTENT OF THIS DOCUMENT INCLUDES THIRD PARTY DATA. PROPERTY PROJECTS AUSTRALIA PTY LTD DOES NOT GUARANTEE THE ACCURACY OF SUCH DATA.



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2. DEVELOPMENT PROPOSAL

2.1. Overview

The subject site is located at 241 & 249 Bridge Street, Newtown and 36 Hillview Avenue, Newtown and comprises three allotments with a combined area of 2,730m². The site is positioned along a regional arterial road (Bridge Street) and has three (3) frontages, Hillview Avenue to the west, Brim Street to the east, and Bridge Street to the south.

The subject site is located within an established urban area, providing access to all necessary service connections and infrastructure (water, stormwater, sewer, electricity, and telecommunications).

The proposal involves the establishment of a Childcare Centre designed to accommodate 123 children. The development provides a single-storey built form and is designed to integrate with the surrounding residential environment while delivering a critical community service. The proposed development will operate from Monday to Friday, 6:00am to 7:00pm and is serviced by 37 car parking spaces, including one (1) PWD space and ten (10) staff spaces.

This development application seeks approval for the following aspect of development:

- Development Permit for Material Change of Use for Childcare Centre

The following information should be read in conjunction with the Proposal Plans provided at **Appendix B**.

2.2. Land Use & Operation

An overview of the proposed development and its intended operation is provided at **Table 2** below.

Table 2 – Land Use & Operation Summary

Aspect	Response
Defined Use:	Child Care Centre means the use of premises for the care, education and minding, but not residence, of children.
Proposed Use:	The proposed development involves the establishment of a Childcare Centre onsite.
Hours of Operation:	Monday to Friday 6:00am to 7:00pm.
Max. Occupancy:	123 children.
Vehicle Access:	6.2m wide all-movements crossover to Hillview Avenue.
Pedestrian Access:	Pedestrian connection will be provided via a dedicated access to Hillview Avenue on the western boundary.
Car Parking:	37 car parking spaces including 1 PWD.

Aspect	Response
Waste Storage / Collection:	The proposed development incorporates refuse storage area along the northern boundary, between the carpark and outdoor play area. The storage will be appropriately screened and kept in line with all compliance requirements. Refuse collection will be occur via front loading RCV on site.
Servicing / Loading:	The largest design vehicle anticipated to access the site is a refuse collection vehicle (RCV), which can enter and exit the site in a forward gear.

2.3. Design

Information on the key design aspects is provided at **Table 3** below.

Table 3 – Design Summary

Design:	
Building Form:	Single-storey with a maximum height of 5.850m.
Orientation:	Built form presents to Bridge Street, with primary vehicle and pedestrian entrance to Hillview Avenue.
Setbacks:	The proposed development will have the following minimum setbacks: <ul style="list-style-type: none"> ■ Side / Northern boundary: 20.111m ■ Front / Eastern: 3.705m ■ Front / Southern: 5.984m ■ Front / Western: 4.000m
Materials & Finishes:	The proposed development incorporates a varied range of materials and finishes, including: <ul style="list-style-type: none"> ■ Linea Cladding external façade; ■ Knotwood interlocking boards external façade; ■ Timber batten cladding; ■ Colorbond roof sheeting; and ■ Colorbond framing. <p>Overall, the proposed development incorporates high quality finishes and contributes to an articulated built form.</p> <p>Refer to the proposal plans in Appendix B which identifies the full range and application of materials and finishes.</p>
Landscaping:	The proposed development incorporates 1,061m ² (including 912m ² outdoor play area) of landscaping space throughout the site. Landscaping includes a dedicated buffer along the northern and western boundaries, with deep planting interspersed throughout the site.

Earthworks & Retaining:	Regrading will maintain the existing fall toward the north and northwest, preserving natural overland flow paths. Earthworks will comprise a combination of cut and fill, with retaining walls generally less than 0.600m in height, located along site boundaries where required to achieve compliant levels.
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2.4. Infrastructure, Services and Assets

An overview of the proposed infrastructure services connections and stormwater management strategies are provided at **Table 4** below.

Table 4 – Infrastructure, Services and Assets

Aspect	Response
Water:	The site is serviced by an existing 100 mm diameter water main within Brim Street. A new water service and meter will be provided to supply potable water to the development.
Sewer:	The proposed development will utilise the existing 750mm diameter Maintenance Hole located in the centre of the site.
Stormwater Quantity:	Stormwater runoff from the proposed development, including roof water and carpark drainage, will be collected via a pit and pipe system and conveyed to an on-site detention (OSD) tank located in the northern portion of the site. The tank will provide temporary storage and controlled discharge via kerb adaptors to the kerb and channel in Hillview Avenue.
Stormwater Quality:	The proposed development will adopt a proprietary cartridge-based treatment device, located within the proposed OSD tank.
Vehicle Access:	Vehicle access will be provided via a new 6.200m-wide crossover from Hillview Avenue providing access to the proposed carpark, allowing for safe vehicle manoeuvring and on-site turning.
Road Reserve:	Corner truncations are provided at the Bridge Street/Hillview Avenue and Bridge Street/Brim Street intersections.
Electricity, Data and Telecommunications:	Electrical supply is available via overhead powerlines along Hillview Avenue, with asset information provided by Energex via the BYDA system. All connections will be coordinated to ensure compliance with statutory requirements.

2.5. Proposed Area Breakdown

A summary of the areas associated with the proposed development is outlined at **Table 5** below.

Table 5 – Schedule of Areas

Aspect	Area (m ²)
Total Gross Floor Area:	805m ²
Total Impervious Area:	1,845m ²
Total Landscaping Area:	1,061m ² (incl. 912m ² outdoor play)
Site Cover:	1,015m ² (36.9%)

2.6. Supporting Information

2.6.1. Architectural Statement

Architectural plans have been prepared by ON Architecture at **Appendix B**. The key architectural elements of the proposal plans are outlined below:

- The proposed development will incorporate a low-set, single storey building to provide a visually unobtrusive appearance, adapting a similar bulk and scale to the adjoining residential dwellings.
- The buildings roof form will be made up of multiple gables, which will provide further articulation and reduces the appearance of bulk
- The façade will utilise variation in materiality and modulation, integrating weatherboard cladding, Colorbond roof sheeting, timber battens, and FC sheet cladding; all of which are characteristic of the surrounding residential context.

2.6.2. Landscaping

A landscape concept plan has been prepared by Andrew Gold Landscape Architecture at **Appendix C**. The key findings of the report are outlined below:

- Medium to large, canopied shade trees species will be established at the site's vehicle entrance point, providing shading and softening of the carpark hardstand.
- A one (1) metre wide landscape strip between the carpark and residence to the north will accommodate columnar trees and screen planting to screening the carpark from the residence.
- A 450mm landscape strip between noise barriers/ fences and the street frontages will accommodate shrubs and groundcover.
- Four (4) recessed planting indents to Bridge Street, and one (1) to Brim Street will accommodate small canopied trees.

2.6.3. Noise Assessment

A Noise Assessment has been prepared by MWA Environmental at **Appendix D** The key findings of the report are outlined below:

- The noise Assessment was undertaken to consider the potential noise amenity impact of the proposed childcare centre on nearby sensitive uses, and the potential road traffic noise impact upon the proposed childcare centre
- To mitigate adverse acoustic impacts on nearby sensitive uses, the following acoustic barriers are recommended:
 - 2.2-metre-high acoustic barrier along the northern site boundary above the top of the retaining wall level.
 - 2.0-metre-high acoustic barrier along the eastern outdoor play area boundary above the top of the retaining wall level.
- It was identified that relevant 'Acoustic Quality Objectives' will be achieved and that noise from surrounding commercial uses will not cause an adverse impact on the proposed childcare centre.

2.6.4. Air Quality Assessment

An Air Quality Assessment has been prepared by MWA Environmental at **Appendix E** The key findings of the report are outlined below:

- The Air Quality Assessment was undertaken to consider the risk associated with the nearby 7-Eleven service station on the sensitive internal and external educational areas of the proposed childcare centre.
- Detailed emissions estimations and dispersion modelling have been undertaken to assess the potential impacts of the service station on the proposed childcare development.
- The results of the air quality dispersion modelling demonstrates that Performance Outcome P024 and P025 of the Environmental Standards Code will be achieved for the proposed childcare centre development.

2.6.5. Traffic

A traffic engineering assessment report has been prepared by Colliers Engineering and Design at **Appendix F** The key findings of the report are outlined below:

- Vehicle movements to the site will be provided via a single (two-way) crossover to Hillview Avenue, connecting to an at-grade carpark.
- The vehicle crossover location achieves minimum sight distances of 85m to the north, and to the intersection to the south.
- The driveway grade will vary across the access, but generally be 1:20.
- The proposal will provide 37 on-site parking spaces, comprising:-
 - 19, 2.4-2.6m wide staff spaces, including 12 spaces in tandem configuration
 - 17, 2.6m wide standard spaces for visitors and staff
 - One (1) PWD bay
 - A turnaround bay for visitors when the carpark is full
- The carpark comprises compliant parking bays with minimum depths of 5.4m and widths of 2.4m, a compliant, 6.2m wide aisle and a blind aisle extension of 1.0m.
- No formal loading bay is required, with refuse collection to occur via an RCV or SRV, which will access the site outside of peak periods and utilise the carpark aisle and parking bays to turn on-site, allowing entry and exit in a forward gear.

- The proposed development is expected to generate approximately 100 vehicle movements to the site during peak hours.
- Assessment of the impact of the additional vehicles movements on the surrounding network in the opening year and 10 year design horizon has determined that the surrounding intersections will operate below capacity in both scenarios, and therefore no mitigation works are required to intersections.

2.6.6. Engineering Services Report

An Engineering Services Report has been prepared by Recor at **Appendix G**. The key findings of the report are outlined below:

- Earthworks will comprise a combination of cut and fill, with retaining walls less than 0.60m in height, located along site boundaries where required to achieve compliant levels
- Existing overland flow paths will be maintained, with runoff generally directed towards the north and will be captured by the drainage system.
- Existing sewer and water connections will be utilised to service the proposed development.
- Vehicle access will be provided via a new 6.200m-wide crossover from Hillview Avenue providing access to the carpark.

2.6.7. Operational Waste Management Report

An Operational Waste Management Report has been prepared by Colliers Engineering and Design at **Appendix H**. The key findings of the report are outlined below:

- The proposed development will generate approximately 2,113L of general waste per week, 600L of nappy waste per week and 2,013L of recycling per week.
- It is recommended that nappy waste is collected twice per week, while general waste and recycling be collected once per week.
- The following waste storage is proposed:-
 - One (1), 3,000L general waste bin
 - One (1), 2,000L recycling bin
 - Six (6), 55L nappy bins
- The general waste and recycling bins will be stored in the dedicated refuse storage enclosure located at grade to the east of the carpark – these bins will be emptied via refuse collection vehicles in the carpark.
- Nappy bins will be stored internally to the building and will be collected through a walk-in bin exchange service directly from the building.

2.6.8. Site Based Stormwater Management Plan

A Site-Based Stormwater Management Plan has been prepared by Recor at **Appendix I**. The key findings of the report are outlined below:

- Stormwater runoff will be conveyed to the on-site detention (OSD) tank and discharged via a lawful point of discharge to the kerb and channel within Hillview Avenue, to the northwest of the site.

- A proprietary cartridge-based filtration system will be integrated within the OSD tank to provide treatment through filtration and pollutant capture, ensuring no adverse impact on downstream receiving environments.
- Hydrological modelling confirms that post-development peak discharge rates are equal to or less than predevelopment flows for all assessed storm events up to and including the 1% AEP event, satisfying Council's non-worsening drainage requirements.
- Overall, the stormwater management strategy demonstrates that the proposed development can proceed without adverse stormwater impacts and with appropriate safeguards for downstream water quality and flood behaviour.

2.7. Consultation

2.7.1. Assessment Manager

A prelodgement meeting was held with Toowoomba Regional Council on 27 April 2026. A copy of the prelodgement meeting minutes and full response is provided at **Appendix J**.

3. ASSESSMENT BENCHMARKS

3.1. Compliance with Assessment Benchmarks

The development application involves assessable development subject to impact assessment and, therefore, in accordance with Section 45 of the *Planning Act 2016*, the assessment of the development application must be carried out against:-

- the assessment benchmarks included in a categorising instrument;
- the matters prescribed at Part 4, Division 4 of the *Planning Regulation 2017*;
- as required, any other relevant matter.

3.1.1. State Planning Framework

A response to the State Government legislative framework is provided at **Appendix K** The response demonstrates that the development application complies with all of the applicable assessment benchmarks.

3.1.2. Local Planning Framework

A response to the Local Government planning scheme is provided at **Appendix L** The response demonstrates that the development application complies with all of the applicable assessment benchmarks.

4. KEY PLANNING MATTERS

The following section provides further discussion regarding key aspects of the proposed development and clearly demonstrates that the proposed development is, on balance, an appropriate development outcome.

4.1. Suitability of the Proposed Land Use

The proposal seeks to establish a new childcare centre in the Low Density Residential Zone. Under the tables of assessment, the application is subject to impact assessment, and the entire Toowoomba Regional Planning Scheme 2012 is considered an assessment benchmark. Nevertheless, a Child Care Centre is explicitly identified as an anticipated use in Overall Outcome (2)(n)(ii)(a) of the Low-Density Residential Zone Code, where complying with Overall Outcome (2)(o).

Accordingly, in demonstrating compliance with Overall Outcome (2)(o), we note the following:

- The subject site is located in a well-established urban area, close to a range of community, centre, and business activities, while remaining highly accessible to the surrounding residential community;
- The proposed development is located along a Regional Arterial Road on the southern boundary (Bridge Street), though gains access from a Local Road (Hillview Avenue), being identified as the most appropriate location;
- The proposed development incorporates a low-intensity built form, being one (1) storey and having a maximum height of 5.850m with a form and materiality which reflects the residential character of the surrounding Newtown area;
- The siting and design of the proposed development have taken surrounding amenity into consideration by locating the building toward the southern portion of the site, providing a setback exceeding 20.000m to the northern boundary, and incorporating acoustic barriers with a minimum height of 2.000m along the northern and eastern boundaries; and
- The proposed development provides a compliant rate of 37 parking spaces within a car park which has been located to the rear of the site, appropriately screened by landscaping as to soften the visual impact.

Considering the above, the proposed development provides a land use which is explicitly expected for the Low Density Residential Zone and clearly demonstrates compliance with each the requirements as stipulated within Overall Outcome (2)(o).

4.2. Built Form and Design

4.2.1. Front Boundary Setbacks

The subject site, with three (3) road frontages, incorporates the following front boundary setbacks:

- Brim Street (eastern boundary): 3.705m
- Bridge Street (southern boundary): 5.984m
- Hillview Avenue (Western boundary): 4.000m

The proposed works result in front boundary setbacks which is not within 20% of the average front setback of the adjoining buildings, being:

- 34 Hillview Avenue, Newtown: 4.450m
- 29 Brim Street, Newtown: 4.450m

It is noted that as demonstrated in **Extract 1**, the area surrounding the subject site (shown in red) involves a range of land uses and lot sizes. To this end, the proposed development is consistent with the development pattern of the surrounding locality, including Bridge Street, Brim Street, and Hillview Avenue, where front setbacks vary between properties.



Extract 1 – Surrounding Area
Source – Nearmaps

In accordance with Performance Outcome P09 of the Low-Density Residential Zone Code, the front boundary setbacks are generally consistent with the prevailing front setbacks in the surrounding streets.

4.2.2. Presentation to Bridge Street

In accordance with the Noise Assessment, a 2.0 metre-high acoustic barrier is required along the southern boundary of the outdoor play area. Accordingly, where fencing is required to the primary road frontage, the proposed development incorporates the following design measures to address this requirement and achieve compliance with Performance Outcomes P011 and P012 of the Low Density Residential Zone Code, as well as Performance Outcome P01 of the Community and Recreation Uses Code:

- The acoustic barrier incorporates a combination of timber battens and concrete blockwork to provide material variation and visual interest to the street;

- Landscaping is provided between the acoustic barrier and the frontage, including a 450mm-wide planting strip and recessed deep planting bays, to soften the appearance of the fence and enhance the streetscape;
- The building façade incorporates articulation, openings and shading elements to create visual interest and maintain a human-scale interface with Bridge Street; and
- The proposed building design incorporates a varied palette of materials, textures and colours that contributes to a high-quality built form consistent with the existing character of surrounding dwellings.

Considering the above, the proposed development appropriately addresses Bridge Street on the southern boundary, while incorporating the required acoustic barrier, in accordance with the relevant outcomes of the Community and Recreation Uses Code and Low Density Residential Zone Code.

4.3. Amenity

4.3.1. Noise Assessment

A noise Assessment was undertaken to consider the potential noise amenity impact of the proposed childcare centre on nearby sensitive uses, and the potential road traffic noise impact upon the proposed childcare centre

In accordance with the recommendations made within the assessment, the proposed development incorporates the following acoustic barriers

- 2.2-metre-high acoustic barrier along the northern site boundary above the top of the retaining wall level.
- 2.0-metre-high acoustic barrier along the eastern outdoor play area boundary above the top of the retaining wall level.

Further, it was identified that noise from surrounding commercial uses will not cause an adverse impact on the proposed childcare centre.

Accordingly, the proposed development complies with Performance Outcomes P024 and P025 of the Environmental Standards Code.

4.3.2. Air Quality

An Air Quality Assessment was undertaken to consider the potential impacts of surrounding uses to ensure that children attending the childcare won't be adversely affected.

The results of the air quality dispersion modelling demonstrates that the relevant air quality objectives will be satisfied at the most exposed western boundary of the proposed childcare development.

Accordingly, the proposed development complies with Performance Outcomes P024 and P025 of the Environmental Standards Code.

4.4. Traffic and Access

4.4.1. Site Access

The site will be accessed via Hillview Avenue on the western boundary through a new 6.200m driveway crossover, strategically located to ensure safe and efficient traffic flow to and from the site and reducing the number of crossovers to the site.

It is acknowledged that Acceptable Outcome A08.1 of the Community and Recreation Uses Code outlines that a childcare centre should not be located on a local access road.

Notwithstanding, the proposed development complies with the associated Performance Outcome P08, as this arrangement provides a less hazardous alternative than Bridge Street and is consistent with the access arrangement for the nearby 7-Eleven service station at 251 - 253 Bridge Street.

4.4.2. Car Parking

In accordance with the provisions outlined in Table 9.4.6:3 of the Planning Scheme, the proposed development includes a designated car parking area with 37 car spaces, including one (1) PWD space, ensuring that adequate parking is provided for both staff and visitors.

Additionally, the development incorporates a 2.600m turnaround space within the car parking area adjacent to the bin storage area, facilitating easy access and movement for site visitors and service vehicles.

As required, a car parking management plan can be conditioned to regulate the operation of the proposed tandem parking arrangement.

5. CONCLUSIONS AND RECOMMENDATION

This town planning report has been prepared by *Property Projects Australia Pty Ltd* on behalf of Development Holdings Pty Ltd ("the applicant") in support of a development application lodged over land located at 241 & 249 Bridge Street, Newtown and 36 Hillview Avenue, Newtown being more formally described as Lot 1 RP51161, Lot 2 RP60061 and Lot 1 RP17060.

Specifically, this development application seeks a development approval for the following aspect:-

- Development Permit for a Material Change of Use – Childcare Centre

As the development application is subject to impact assessment, a broad discretion is applied to the assessment of this development application. In applying this discretion, it is submitted that the development application is, on balance, in the public interest and a logical land use planning outcome which, having regard to fundamental planning principles, will advance the purpose of the *Planning Act 2016*.

The proposed development is recommended for approval, subject to reasonable and relevant conditions.

APPENDIX A

Application Documentation and Searches

Prepared by:

Property Projects Australia Pty Ltd

APPENDIX B

Architectural Plans

Prepared by:

ON Architecture

APPENDIX C

Landscape Concept Plans

Prepared by:

Andrew Gold Landscape Architecture

APPENDIX D

Noise Assessment

Prepared by:

MWA Environmental

APPENDIX E

Air Quality Assessment

Prepared by:

MWA Environmental

APPENDIX F

Transport Engineering Report

Prepared by:

Colliers Engineering and Design

APPENDIX G

Engineering Services Report

Prepared by:

Recor

APPENDIX H

Operational Waste Management Plan

Prepared by:

Colliers Engineering and Design

APPENDIX I

Stormwater Management Plan

Prepared by:

Recor

APPENDIX J

Consultation Review

Prepared by:

Property Projects Australia Pty Ltd

Table 6 – Response to Local Government Prelodgement Meeting

Item	Response
Nature and merits of the proposed development	
Land Use	Detailed in Section 4.1 of the Town Planning report, the proposed development provides an appropriate land use as a childcare centre and will not impact on the function of any nearby centre. Further to this, relevant matters have been addressed within the specialist reporting provided as part of this development application, including a Traffic Impact assessment, landscape concept plan, and amenity reporting.
Site Layout and Design	
Design	Please refer to the Proposal Plans provided at Appendix B which provide elevation plans of the proposed development and accordingly illustrate compliance with the relevant design criteria outlined within the assessment benchmarks. Further discussion regarding compliance with the Low Density Residential Code and Community and Recreation Uses Code has been provided at Section 4.1 .
Presentation to Street frontages	The Proposal Plans at Appendix B have incorporated an attractive built form with an appropriate level of activation to each street frontage via built form and landscaping measures in compliance with the relevant assessment benchmarks. It is also noted that the substantial street tree at the midpoint of the Bridge Street frontage will be retained, which will continue to have a positive impact on the streetscape.
Recommendation of design outcomes for considerations from acoustic and amenity perspectives:	The Proposal Plans at Appendix B have taken Council's recommendations into consideration and provide an attractive level of design amenity to Bridge Street.
Parking Provision rates and swept paths	Please refer to the Traffic Impact Assessment at Appendix E which demonstrates the level of car parking spaces can appropriately service the expected demand and that all vehicles can manoeuvre the site via a swept path assessment.
Access	
Traffic Impact Assessment	Please refer to the Transport Engineering Report at Appendix F which is consistent with the methodology outlined in the TMR Guide to Traffic Impact Assessment and addressing the road safety, access and frontage, road link capacity and intersection delay impacts of the development, along with all other relevant matters.

Item	Response
Reverse Amenity – Noise and Air Quality & Odour	
Reverse Amenity – Noise	Please refer to the Noise Assessment at Appendix D which demonstrates that the surrounding road network will not adversely impact the operations of the proposed Childcare Centre.
Reverse Amenity – Air Quality and Odour	Please refer to the Air Quality Assessment at Appendix E which demonstrates that the nearby uses will not adversely impact the operations of the proposed Childcare Centre.
Road Widening	
Road Widening	The Proposal Plans at Appendix B have incorporated a 3m x 3 chord truncations at the southwest and southeast corners of the proposed development
Engineering – Infrastructure Connections	
Stormwater	The proposed development will appropriately manage stormwater quantity and quality. Further discussion has been provided at Table 4 and within the Appendix I .
Water Supply	The development will be provided connection to Council’s reticulated water supply. Further discussion has been provided at Table 4 and within the Engineering Services Report at Appendix G .
Waste Water Infrastructure	The development will be provided connection to Council’s reticulated sewerage network. Further discussion has been provided at Table 4 and within the Engineering Services Report at Appendix G .
Other Relevant Matters	
Noise Impacts	Please refer to the Noise Assessment at Appendix D which demonstrates that the noise emitted from the proposed development will not adversely impact the nearby sensitive uses.
Waste Management	Please refer to the Operational Waste Management Plan at Appendix H which demonstrates that the required service vehicle can enter and exit the site in a forward movement.
Lighting Impacts	The proposed development will provide lighting at a domestic standard and will not adversely impact surrounding sensitive uses. We request that compliance with the relevant Australian Standards be conditioned as part of a future development approval.
Street Trees & Landscaping	
Street Trees	As demonstrated in the Landscape Concept Plans at Appendix C , the proposed development retains the significant street

Item	Response
	tree along Bridge Street and provides additional deep planting opportunities presenting to all street frontages.
Landscaping	As demonstrated in the Landscape Concept Plans at Appendix C , the proposed development incorporates shade trees to the car park, landscape buffering to all site boundaries and acoustic fences.
Engineering	
Earthworks	Regrading will maintain the existing fall toward the north and northwest, preserving natural overland flow paths. Refer to the Engineering Services Report at Appendix G for further discussion.
Earth Retaining Structures/Retaining Walls	Earthworks will comprise a combination of cut and fill, with retaining walls generally less than 0.600m in height, located along site boundaries. Refer to the Engineering Services Report at Appendix G for further discussion.
Engineering Design Certificate	As demonstrated within the Engineering Services Report at Appendix G , civil engineering plans are prepared by an RPEQ Engineer (RPEQ 34231).

PRE-LODGEMENT MEETING REQUEST

RECORD OF MEETING

Meeting Details	
Meeting Time/Date	2:00-3:00PM, Monday, 1 April 2026
Meeting Platform	Online via Microsoft Teams
Council Attendees	Rumpa Sarkar (Planner) Jayden Forbes-Mitchell (Lead Senior Planner) Will Fisher (Environmental Officer)
Applicant Attendees	Toby Fiorillo (Town Planner – PPA) Oliver Allbutt (Town Planner – PPA) James Juhasz (Director – PPA) Harry French (Applicant's client) Justin Weier (Applicant's client) Ned Murdoch (Applicant's client)

Applicant Contact Details	
Applicant Name	Property Projects Australia
Postal Address	PO Box 1264, NEW FARM QLD 4005

Property Details	
Application Number	PREL/2026/1752
Property Owner	ABM Ventures Pty Ltd
Property Address	241, 243 & 249 Bridge Street, NEWTOWN QLD 4350
Property Description	Lot 1 RP51161, Lot 2 RP60061 and Lot 1 RP17060
Site Area	2,730 m ²
Zoning	Low Density Residential Zone
Precinct	General Precinct
Overlay Map Designation	Airport Environs Overlay <ul style="list-style-type: none">• 3km Wildlife Hazard Buffer Zone• Lighting Area Buffer (6 km)• Light Restriction Zone B• Light Restriction Zone C
Local Plan	Not Applicable

Proposed Development	
Development Type	Material Change of Use
Proposed Use/Development	Child Care Centre
Level of Assessment	Impact Assessment

Confirmation of Assessment Status against the Planning Scheme

Use / Development		Assessment Status (X denotes assessment status)				
		Accepted Development		Assessable Development		Prohibited
		Exempt	Self	Code	Impact	
Material Change of Use	Child Care Centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Confirmation of Assessment Benchmarks

The proposed development requires Impact Assessment and as such must be assessed against the relevant Assessment Benchmarks and the *Toowoomba Regional Planning Scheme 2012* in its entirety (to extent relevant). In particular:

- Schedules 9 and 10 of the *Planning Regulation 2017* (as relevant);
- *State Planning Policy July 2017* (as relevant);
- South-east Queensland Regional Plan (as relevant);
- The Local Government Infrastructure Plan; and
- *Toowoomba Regional Planning Scheme 2012* (Version 28)
 - Strategic Framework

Zones

6.2.1 Low Density Residential Zone Code

Overlays

8.2.1 Airport Environs Overlay Code

Development Codes

9.3.2 Community and Recreation Uses Code
 9.4.2 Environmental Standards Code
 9.4.3 Integrated Water Cycle Management
 9.4.4 Landscaping Code
 9.4.6 Transport, Access and Parking Code
 9.4.7 Works and Services Code

Confirmation of Referral Agencies


Nil

Proposal and Site Context

- The site is improved by existing structures being a detached dwelling on Lot 1 on RP51161, dwelling/caretaker's accommodation & hair salon on Lot 2 on RP60061 and small grocery store on Lot 1 on RP17060.
- The site has frontage to Bridge Street to the south, Hillview Avenue to the west and Brim Street to the east.
- The site is immediately surrounded by the following land uses: Gowrie Road Hotel & Bar to the southern boundary (opposite Bridge Street), Low Density Residential areas to the eastern boundary (across Brim Street), Low Density Residential areas to the northern boundary and 7-eleven service station and Low-Density Residential properties to the western boundary (across Hillview Avenue).
- The proposal seeks to establish as follows:
 - A single storey building with a GFA of 802m² to accommodate a total of 119 children;
 - 36 proposed car parking spaces inclusive of one (1) PWD space;
 - 6.2 metre all-access crossover to Hillview Avenue on the eastern boundary;
 - 876m² of outdoor play space provided across three (3) areas;
 - 2.0 metre landscaping buffer (excluding crossover) presented to the Hillview Street frontage in addition to internal landscaping; and
 - Seven (7) indoor activity rooms.

Issues for Discussion (as per Application Form)

Issue 1	Nature and merits of the proposed development (land use)
<p>The site is located in the Low Density Residential Zone (General Precinct) and is principally intended for a variety of low density residential types, while also providing for small scale non-residential uses.</p> <p>A Child Care Centre is an anticipated use in the Low-Density Residential Zone Code (Overall Outcome (2)(n)(ii)(a)) where demonstrating it achieves Overall Outcome (2)(o). In particular, the proposal must:</p> <ul style="list-style-type: none">(a) Have a scale and built form consistent and compatible with the surrounding area;(b) Not have a detrimental impact on the amenity of the locality (sunlight, privacy, noise, lighting, visual appearance, traffic, etc);(c) Have appropriate access, and(d) Ensure all carparking is provided on site and does not dominate the appearance from the streetscape <p>A future development application will be required to provide grounds to support the development considering the opportunities and constraints presented by the subject site. Relevant matters may include a demonstration of need for the development, the mix of land uses in the immediate locality, site access, street trees and landscaping, and amenity impacts in relation to noise, traffic, air quality, visual appearance and streetscape.</p>	

Issue 2	Site Layout and Design
<p><u>Design</u></p> <ul style="list-style-type: none">• No elevations or perspectives were provided within the submitted material and therefore no specific comments have been provided in relation to the design of the proposed building. It is required that the proposed building presents and addresses the street frontages particularly Bridge Street, the current design provides entry from the back of the building, proposes solid fences towards all three street frontages and lacks active street frontage. Any future development application will be required to demonstrate compliance with the relevant design criteria outlined within the assessment benchmarks of the Low Density Residential Code and Community and Recreation Code. <p><u>Presentation to Street Frontages</u></p> <ul style="list-style-type: none">• It is noted that the site includes three street frontages, all of which will require fencing to protect from noise impacts and provide privacy. The design of these fences is required to address PO1 of the Community and Recreation Uses Code. This code requires avoidance of blank walls. Refer also to PO5/ AO5 of the Landscaping Code for landscape requirements to fencing. <p><u>Recommendation of design outcomes for considerations from acoustic and amenity perspectives:</u></p> <ul style="list-style-type: none">• Where acoustic fencing is required to the road frontage, it is recommended to explore using built form to provides an acoustic buffer instead of long blank walls. The house and timber shop fronting Bridge street contribute to the character of the area and could be retained where possible and relocated towards the frontage of the site and adaptively reused as the built form. Positioning the buildings on the Bridge St frontage removes the requirement for long expanses of fencing and allows for more space internal to the site. This would also better respond to PO5 (e) of the Low-Density Residential Zone Code. Some examples of such outcomes are:<ul style="list-style-type: none">○ Pod early learning – 334 Newmarket Rd, Alderley (State controlled road, built form used as acoustic buffer and to maximise outdoor play space). 	



- Alternatively, the proposed building can be shifted to the front addressing Bridge Street with building treatments incorporated for learning and sleeping areas and relocating the play areas behind the buildings which would shield them from traffic noise. This outcome would remove the need for a large acoustic fence along Bridge Street and would provide an active street frontage.
- Consideration to be given to retain the street tree located along Bridge Street.

Parking Provision rates and swept paths

- Table 9.4.6:3 within the Planning Scheme requires 37 parking spaces for the proposal, comprising 17 visitor spaces and 20 spaces for FTE staff. 36 parking spaces are proposed including one PWD parking which results in a shortfall of (1) one space. Any forthcoming application should adequately address the shortfall.
- Tandem parking spaces are proposed and it is unclear whether it is for proposed for staff or visitors. Visitor/Parent tandem parking is not supported. 12 non-tandem spaces are proposed that would be available for visitors. An amended parking and site layout is required that substantially reduces reliance on tandem parking. Where any tandem car park is proposed to be retained, a parking management plan must be submitted demonstrating how the development will operate in compliance with PO13 of the Transport, Access and Parking Code and PO5 and PO10 of the Community and Recreation Uses Code.
- Swept paths should be provided demonstrating the feasibility of vehicle manoeuvring into and out of car parks. These should be drawn using recognised industry standard software such as Auto-turn. This is to include standing and manoeuvring for design vehicle adopting all carparking spaces in use.

Issue 3	Access
	<ul style="list-style-type: none"> • Any new driveway crossover for the proposed development must be constructed in accordance with IPWEA Standard Drawings. <p><u>Traffic Impact Assessment</u></p> <ul style="list-style-type: none"> • A Traffic Impact Assessment (TIA) must be submitted consistent with the methodology outlined in the TMR Guide to Traffic Impact Assessment and addressing the road safety, access and frontage, road link capacity and intersection delay impacts of the development. In particular the TIA should consider: <ul style="list-style-type: none"> ○ The spatial extent should include intersections where development traffic exceeds 5% of base traffic for any movement in the design peak period in the year of opening; ○ The spatial extent of road links should include those where the development traffic exceeds 5% of the base traffic in either direction on the link's annual average daily traffic (AADT) in the year of opening. Development impacts on surrounding roads need to be considered; ○ Traffic distribution assumptions need to be carefully considered and based on external trips likely to be associated with employment, schools and retail.

Issue 4	Reverse Amenity – Noise and Air Quality & Odour
	<p><u>Reverse Amenity – Noise</u></p> <p>The proposed development will introduce sensitive land use adjacent to a mapped Regional Arterial Road (Bridge street).</p> <ul style="list-style-type: none"> • PO10 of the Environmental Standards Code states that proposed sensitive land uses in close proximity to

existing lawful land uses involving significant noise emissions such as entertainment venues, childcare centres, industrial zones or other commercial premises are designed and constructed in a manner that achieves acoustic amenity for the users of the development.

- PO11 of the Environmental Standards Code states that proposed sensitive land uses adjoining Council controlled arterial roads are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.
- To show evidence of compliance against PO10 and PO11 of the Environmental Standards Code an Acoustic Impact Assessment must be submitted and completed by a suitably qualified person, that assesses reverse amenity impacts from Bridge Street traffic noise and surrounding commercial activities. The report should include at minimum:
 - Description of surrounding noisy activities that includes:
 - Operational activities,
 - Vehicle movements;
 - Regulated noise devices integral to site operations.
 - Location of proposed sensitive receptors relative to the noise sources;
 - Monitoring of background noise from surrounding land uses;
 - Assessment criteria for compliance including day, evening and night time limits for clearly defined normal operating hours;
 - Modelling of reverse amenity impacts on the proposed new receptors;
 - Descriptions of specific mitigation measures and building treatments that may be required to ensure future residences are not deleteriously impacted by the existing lawful uses.

Reverse Amenity – Air Quality and Odour

The proposed development is adjacent to a Service Station. The proposed development will introduce sensitive land uses. To demonstrate compliance with against PO24 and PO25 of the Environmental Standards Code, an Air Quality Reverse Amenity Assessment must be submitted and completed by a suitably qualified person, that includes at minimum:

- Description of offsite activities and related sources that includes details of:
 - Operational activities that include;
 - Bowser activities
 - Fuel deliveries
 - Fuel storage and vent emissions
 - Commercial kitchen exhaust, etc.
 - Service activities;
 - Maintenance activities; and
 - Vehicle movements
- Location of offsite works and proposed sensitive land use;
- Assessment criteria for compliance against EPP (Air) 2019;
- Modelling of offsite activities impacts on sensitive receptors including climatic variations and any impact mitigation measures proposed;
- Description of specific mitigation treatments, management methods and procedures that will be implemented to control air emissions from offsite activities and operations;
- Mapping of buffer zones, if required;
- A complaints management procedure that must include the following:
 - A contact person with whom complaints can be lodged;
 - A clearly defined procedure for responding to and investigating complaints; and
 - A notification protocol to all complainants of the outcome of complaint investigations.

Issue 5

Road Widening

- The Traffic Impact Assessment needs to address the width of necessary road widening to accommodate a 1.5m footpath along the streets that would provide access to the site.
- 3m x 3 chord truncations will be required at the southwest and southeast corners of the proposed development.
- Driveway crossovers should be as far away from any intersections as possible.

Issue 6**Engineering – Infrastructure Connections**Stormwater

- A Conceptual Stormwater Management Plan (CSMP) must be provided and prepared having regard to Toowoomba Regional Planning Scheme 2012 and in accordance with the requirements of PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure (PSP No. 2) and the Queensland Urban Drainage Manual (QUDM).
- The Conceptual Stormwater Management Plan (CSMP) must include but is not limited to:
 - Identification of the lawful point(s) of discharge;
 - Details of all stormwater coming to the site, flowing through the site, and leaving the site. This will include a catchment plan identifying all stormwater flowing to the site including upstream catchment(s) and how they will be conveyed in their developed state;
 - Demonstration that the post-development peak flows will not exceed pre-developed peak flows from the site for storm events with an ARIs from 2 years up to and including 100 years. That is, there is “no-worsening” effect as a result of this development on upstream, downstream, adjoining and nearby properties; and
 - A plan detailing any detention basin requirements (e.g. volume, side slopes and access) and the extent of any drainage reserve required;
 - As the site is greater than 2,500 sq. metres and has an impervious area greater than 25%, the requirements of the State Planning Policy – July 2017, will be triggered. The development will need to provide stormwater quality treatment in accordance with the State Planning Policy July 2017. The treatment train will need to include rainwater tanks for detached dwellings and bio-retention basins.
 - The CSWMP referred to above, should include a MUSIC model demonstrating how any proposed treatment system satisfies the pollutant reduction targets required under State Planning Policy – July 2017. This may require provision of bio-retention facilities currently not shown on the concept plan.

Water Supply

- The proposed development must be connected to Council’s existing reticulated water supply in accordance with Council’s Water Infrastructure Policy 2.03 at no cost to Council.
- The developments internal firefighting system must be designed and constructed in accordance with relevant Australian Standards at no cost to Council.

Wastewater Infrastructure

- The proposed development must be connected to Council’s existing wastewater reticulation at no cost to Council in accordance with Council Wastewater Infrastructure Policy 2.04.

Issue 7**Other relevant matters****ENVIRONMENT AND WASTE**Noise Impacts

The proposed development is surrounded by several sensitive receptors and will have a range of different uses creating noise emissions that are likely to impact adjacent sensitive receptors. In response to PO8 of the Environmental Standards Code, an Acoustic Impact Assessment must be submitted and completed by a suitably qualified person, that includes at minimum:

- Description of all site activities and related noise sources that includes:
 - Operational activities and relevant noise sources,
 - Vehicle movements;
 - Regulated noise devices integral to site operations.
- Location of sensitive receptors relative to the proposed development;
- Monitoring of background noise from surrounding land uses;
- Assessment criteria for compliance including day, evening and night time limits for clearly defined normal operating hours for each component of the development;
- Modelling of cumulative impacts from the proposed childcare centre on existing sensitive receptors;
- Model results should be presented in both noise contour plots and tabulated summaries for identified receptors;

- Descriptions of specific mitigation treatments, management methods and procedures that will be implemented to control noise during site activity and operations;
- A complaints management procedure that must include the following:
 - A contact person with whom complaints can be lodged;
 - A clearly defined procedure for responding to and investigating complaints; and
 - A notification protocol to all complainants of the outcome of complaint investigations.

Waste Management

The proposed development will require waste storage and collection services for a variety of activities proposed across the development site. The submitted site plans indicate the proposed refuse storage area is adjacent to several visitor carparks. The applicant has not indicated the following information:

- Quantity and type of bins required to service the site;
- Internal or external collection; and
- Refuse vehicle movements through site (if internal collection is required)

As it stands, internal collection by a refuse vehicle does not appear to be a viable option. The location of the refuse storage area does not appear to have sufficient space to accommodate a refuse truck turnaround, without the truck reversing into surrounding carparks. The reverse manoeuvres of refuse vehicles is not accepted in childcare developments. To demonstrate compliance against Performance Outcome PO28 of the Environmental Standards Code, a Detailed Waste Management Plan must be provided, that includes the following information:

- Calculate waste generation rates for each proposed use, split into quantifiable streams;
- Specify the location and size of refuse storage areas;
- Define the size, mix and capacity of any bins that are needed to accommodate the type and quantity of waste likely to be generated from the development;
- Specify the frequency of collection and location of the collection point/s;
- Provide swept path diagrams for an appropriate waste collection vehicle for both traversing the site and for side or front lift collection arm movements.
- Clearance heights for front lift or side lift waste collection vehicles; and
- Ingress and egress from the property.

For further advice, refer to Council's *Technical Guidelines for New Developments Waste Storage and Collection Requirements*.

Lighting Impacts

- A Lighting Impact Assessment may be required to be submitted if operated outside of daylight hours to show how the development will not impact on nearby sensitive receivers. Modelling of horizontal and vertical illumination should include clearly defined light sources, heights, locations and luminance levels for all light sources, including but not limited to building lights (internal and external), car park lights, drive through lights, advertising devices and security lighting.
- Details of advertising signs should be discussed, including luminance levels for day, evening and night, locations, sizes and elevations.
- Proposed fencing along property boundaries may not remove all light impacts to receivers by themselves. Light throw diagrams and details of proposed mitigation measures should be included within the impact assessment.
- Council may consider that where an application indicates vehicle movements will cause headlight impacts on adjacent sensitive receptors that driveway locations are moved or suitable screening be designed to limit impacts on receptors.
- All lighting must comply with the light threshold criteria detailed in to comply with Table 2.1 & 2.2 of Australian Standard AS4282-2019 control of the obtrusive effects of outdoor lighting using a Control Level 1, and where applicable Australian Standard AS1158.1.1:2005 – Road Lighting – Vehicular Traffic (Category V) Lighting - Performance and Installation Design Requirements.

STREET TREES & LANDSCAPING

Street Trees

- There are existing street trees along the road frontages outside of the subject site and the proposed site

layout and design indicates tree removal. These trees and tree planting opportunities are important and must be retained by design.

- To facilitate comfortable walking connections to and from the site, new street trees are desirable and must be given consideration with any forthcoming applications.

Landscaping

A landscape plan must be submitted with any forthcoming application. The plan should demonstrate the following;

- Planting to the carpark including shade trees at a rate of 1 tree per 8 spaces and;
- Landscape buffering including screening trees or shrubs to the northern boundary;
- Landscaping to the site frontages, including landscaped recesses to fencing;
- Minimum 3m wide landscape buffer to all acoustic fences, refer PO5/ AO5.3 of the Landscaping Code.

ENGINEERING

Earthworks

- No information has been provided to show how earthworks requirements are to be addressed. Should significant earthworks be proposed, plans and cross sections should be provided showing the proposed cut/fill areas and quantities annotated.
- Where cut/fill areas do not achieve a balance, details with respect to quantities and final location of source/deposited material must be provided to Council prior to Operational Works assessment.

Earth Retaining Structures/Retaining Walls

- No information has been provided to show any requirement for retaining walls. Should the use of retaining walls be proposed then a plan will be requested showing the height and location of the walls.

Engineering Design Certificate

- A Design Certificate will be required, prepared by a Registered Professional Engineer of Queensland (RPEQ) certifying that all the submitted engineering drawings and documents are prepared in accordance with relevant Australian Standards, Council requirements as well as good engineering practice.
- RPEQ Certified plan/s, drawn to scale, should be provided showing car parks, and access requirements to/from the development site, in accordance with AS2890.1 'Parking facilities Part 1: Off-street car parking', 'Part 2: Off-street commercial vehicle facilities' and Council's Planning Scheme requirements.

Infrastructure Charges

Council will levy Infrastructure Charges in accordance with the policies in effect at the date an application is decided. An estimate of Infrastructure Charges may be obtained by completing and submitting form *APP 020 Estimate of Infrastructure Charges Request Application Form* available from Council's website. The current fee for this estimate is \$230.

Fees

The development application fee will be calculated using the relevant Fees and Charges Schedule for the financial year in which the application is lodged. The applicable fees are listed within the Fees and Charges Schedule 2025/2026.

Additional Technical Studies or Information Required

The technical studies/information identified below are recommended by Council to accompany any subsequent application for the development proposal. The technical studies/information are those identified as being required by Council based on a preliminary assessment of information provided for the purposes of this pre-lodgement meeting. Council does not preclude the possibility that additional technical studies/information may be required, and subsequently requested following further assessment of a subsequent development application.

Where information identified below does not accompany a subsequent development application, it may, following an assessment of the adequacy of information provided, be requested by Council under an Information Request issued pursuant to Part 3 of the DA Rules

Specialist Technical Studies

- Planning Report

- Acoustic/Noise Impact Report
- Traffic Impact Assessment Report
- Air Quality Reverse Amenity Assessment
- Conceptual Stormwater Management Plan
- Engineering Report
- Parking Management Plan
- Lighting Impact Assessment (if required)

Additional Information

- Vehicle Turning Diagrams (Swept Paths)
- Landscaping Plan
- Streetscape Elevation
- Site Plan, Floor Plans, Elevations

THANK YOU

Council thanks you for the opportunity to discuss your development proposal at this Pre-lodgement Meeting and advises that your confidentiality is respected.

Your interest in investing in the future of the Toowoomba Region is highly valued and appreciated by Council.

Council trusts your experience at this Pre-lodgement Meeting has been both positive and helpful. Your feedback about the quality of this service is welcomed.

Council wishes you every success with your development proposal and looks forward to being of further service to you in the future.

Further Information

For further information or clarification provided in this record of meeting, please contact the undersigned.

Officer Name (Planning): Rumpa Sarkar
Officer Name (Engineering): Muhammad Pahore
Phone: 131 872
Email: development@tr.qld.gov.au

Authorisation

The preceding record or meeting is confirmed by Council to be a true and accurate summary of information provided at the Pre-lodgement Meeting detailed above.



.....
 Jayden Forbes-Mitchell
 Lead Senior Planner, Planning Branch

1 April 2026
 Date

PLEASE SUBMIT A COPY OF THIS RECORD OF MEETING AS PART OF ANY SUBSEQUENT DEVELOPMENT APPLICATIONS FOR THE DEVELOPMENT PROPOSAL.

Disclaimer

The purpose of the Pre-lodgement Meeting is to obtain Council’s preliminary, non-binding comments on a given development proposal and to broadly identify matters requiring further investigation and consideration by an applicant and/or applicant’s agents. The information given should not be used by anyone as a basis for investment or other private decision making purposes in relation to land purchases and/or proposed land use/s.

Accordingly, Council will not be bound by, or liable for, any written or verbal information or advice provided by Council Officers as part of the Pre-lodgement Meeting.

Applicants must not construe any such information or advice as an indication of the suitability of a given proposal or the likelihood of any such development proposal being approved by Council.



Council's obligations and assessment of any application for a Development Permit lodged subsequent to a Pre-lodgement Meeting will not be fettered or prejudiced by matters discussed or information or advice provided at a Pre-lodgement Meeting.



APPENDIX K

State Planning Assessment

Prepared by:

Property Projects Australia Pty Ltd

Table 7 - Response to State Assessment Benchmarks / Matters

Matter / Benchmark	Response
<p>Prohibited Development:</p>	<p>The development is not prohibited development, as established giving consideration to all relevant instruments which can provide prohibitions under the <i>Planning Act 2016</i> and <i>Planning Regulation 2017</i>. Therefore, the applicant has the right to make a development application under Section 50 of the <i>Planning Act 2016</i>.</p>
<p>Schedule 9 & 10 of the <i>Planning Regulation 2017</i>:</p>	<p>Based on a review of Schedule 9 and 10 of the <i>Planning Regulation 2017</i>, the development application is not required to be referred to a referral agency.</p>
<p>Regional Plan:</p>	<p>The subject site is located within the Urban Footprint of the <i>South East Queensland Regional Plan 2023 (ShapingSEQ)</i> and Priority Living Area of the <i>Darling Downs Regional Plan</i>.</p> <p>The <i>South East Queensland Regional Plan 2023</i> and <i>Darling Downs Regional Plan</i> are not appropriately integrated into the Planning Scheme. However, the proposal involves the establishment of a Childcare Centre which is consistent with the designations of the <i>Urban Footprint and Priority Living Area</i> being an urban use in an urban area.</p>
<p>State Planning Policy ("SPP"):</p>	<p>The subject site is mapped as being affected by the following interests under the SPP:</p> <ul style="list-style-type: none"> ■ Agriculture <ul style="list-style-type: none"> ○ Agricultural land classification - class A and B ■ Natural Hazards Risk and Resilience <ul style="list-style-type: none"> ○ Flood hazard area - local government flood mapping area <p>As identified at Section 2.1 of the planning scheme, the interests under the SPP are not appropriately integrated into the planning scheme and, therefore, a detailed assessment is provided below:-</p> <p><u>Agriculture</u></p> <p>The subject site is currently utilised by an urban use and is located within an urban area. Therefore, the proposed development will not result in a loss of any agricultural land, and no further assessment is necessary.</p> <p><u>Natural Hazards Risk and Resilience</u></p> <p>The subject site is not identified to be affected by the Flood Hazard Overlay within the Toowoomba Regional Planning Scheme and is not subject to any identified flooding risk.</p>

Matter / Benchmark	Response
Temporary State Planning Policy:	The development application is not currently affected by a <i>Temporary State Planning Policy</i> .
The Designation for a Designated Premises:	The premises are not the subject of a designation.
Lawful Use of Premises or Adjacent Premises:	The proposal will not impact on the lawful use of adjoining premises or the subject site.
Common Material:	<p>With respect to the definition of common material provided in the <i>Planning Regulation 2017</i>, the material provided as part of this development application is considered to be sufficient to allow the assessment manager to assess and decide the development application.</p> <p>The development application involves assessable development subject to impact assessment and, therefore, a properly made submission may be made to the assessment manager during the public notification period. Any submissions will be considered at the end of the public notification period.</p> <p>We note that no infrastructure agreement applies to the premises.</p>

APPENDIX L

Local Planning Assessment

Prepared by:

Property Projects Australia Pty Ltd

Table 8 - Category of Assessment

Aspect of Development	Category of Assessment	Assessment Benchmark
Zone - Low Density Residential Zone		
Material Change of Use	Table 5.5:1 Assessable Development - Impact Assessment <i>Any other use not listed in this table.</i>	The planning scheme, including: <ul style="list-style-type: none"> ■ Low Density Residential Zone Code ■ Community and Recreation Uses Code ■ Environmental Standards Code ■ Integrated Water Cycle Management Code ■ Landscaping Code ■ Transport, Access and Parking Code ■ Works and Services Code
Overlays		
Airport Environs Overlay	Table 5.10:1 No Change	Airport Environs Overlay Code

Table 9 - Response to Local Assessment Benchmarks / Matters

Assessment Benchmark	Response
Zone Code	
Low Density Residential Zone Code	An assessment against the Low Density Residential Zone Code has been undertaken at Appendix M . The assessment demonstrates that the proposed development complies with the relevant acceptable outcomes and performance outcomes.
Overlay Code	
Airport Environs Overlay Code	The activity has no potential to adversely impact on airport operations, or to be inappropriately impacted by airport operations. Standard condition/s of approval can be applied to ensure compliance with this assessment benchmark.
Development Code	
Community and Recreation Uses Code	An assessment against the Community and Recreation Uses Code has been undertaken at

Assessment Benchmark	Response
	<p>Appendix M. The assessment demonstrates that the proposed development complies with the relevant acceptable outcomes and performance outcomes.</p>
<p>Environmental Standards Code</p>	<p>The Operational Waste Management Plan at Appendix H, the Air Quality Assessment at Appendix E and the Noise Assessment at Appendix D demonstrates that the proposed development complies with the relevant acceptable outcomes and performance outcomes of the Environmental Standards Code and no further assessment is warranted.</p>
<p>Integrated Water Cycle Management Code</p>	<p>The Site-based Stormwater Management Plan at Appendix I and the Engineering Services Report at Appendix G demonstrates that the proposed development complies with the relevant acceptable outcomes and performance outcomes of the Integrated Water Cycle Management Code and no further assessment is warranted.</p>
<p>Landscaping Code</p>	<p>The Concept Landscape Plans at Appendix C demonstrates that the proposed development complies with the relevant acceptable outcomes and performance outcomes of the Landscaping Code and no further assessment is warranted.</p>
<p>Transport, Access and Parking Code</p>	<p>The Transport Engineering Report at Appendix F demonstrates that the proposed development complies with the relevant acceptable outcomes and performance outcomes of the Transport, Access and Parking Code and no further assessment is warranted.</p>
<p>Works and Services Code</p>	<p>The Engineering Services Report at Appendix G demonstrates that the proposed development complies with the relevant acceptable outcomes and performance outcomes of the Works and Services Code and no further assessment is warranted.</p>
<p>Temporary Local Planning Instrument (01/2026)</p>	
<p>Assessment against the Temporary Local Planning Instrument (01/2026) is not required in this instance.</p>	

Assessment Benchmark	Response
Local Government Infrastructure Plan	
	<p>The subject site is located within the Priority Infrastructure Area and is serviced by five (5) networks. The subject site is not mapped as being affected by any planned works. As such, the proposed development is compatible with the LGIP.</p>

APPENDIX M

Code Response Tables

Prepared by:

Property Projects Australia Pty Ltd

6.2.1 Low Density Residential Zone Code

6.2.1:1 – Low Density Residential Zone Code – Requirements for Accepted Development and Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
CARETAKER’S ACCOMMODATION		
Not Applicable The proposed development does not involve Caretaker’s Accommodation.		
DWELLING UNIT		
Not Applicable The proposed development does not involve Dwelling Units		
NON-RESIDENTIAL USES AND BUILDING WORK – SCALE OF USE WHERE INVOLVING THE REUSE OF AN EXISTING BUILDING		
Not Applicable The proposed development does not involve the reuse of an existing building.		
NON-RESIDENTIAL USES AND BUILDING WORK – NOISE AMENITY		
<p>P04 The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or the intended residential streetscape character.</p>	<p>A04.1 New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses</p>	<p>Complies (A04.1) Indicative air-conditioning plant has been considered in the noise modelling assessment within Appendix D and is noted to readily comply with the identified noise criterion for mechanical plant noise at all surrounding residential dwellings. A standard condition of compliance can be applied to ensure compliance.</p>
NON-RESIDENTIAL USES AND BUILDING WORK – PRIVACY AND SCREENING		

<p>P05</p> <p>Non-residential uses provide adequate separation, buffering and screening from adjoining residential premises so that the privacy and amenity of residential premises is protected.</p>	<p>A05.1</p> <p>A 2m wide vegetated buffer is provided to any vehicle movement and parking areas that adjoin a residential boundary.</p>	<p>Complies (P05)</p> <p>In addition to the 1m wide landscaped buffer between the car park and adjoining residential boundary, the proposed development incorporates a minimum 2.000m high acoustic barrier which acts as a screening element.</p>
	<p>A05.2</p> <p>A 1.8m high solid screen fence and 1.5m wide strip of screen landscaping are provided along all boundaries shared with an adjoining residential use.</p>	<p>Complies (P05)</p> <p>A varied landscaped buffer (including play area) has been provided along the northern boundary. Additionally, the proposed development incorporates a minimum 2.000m high acoustic barrier which acts as a screening element.</p>
	<p>A05.3</p> <p>Windows that have direct views into adjoining residential buildings are provided with fixed screening that is a maximum of 75% transparent to obscure views into the adjoining residential building and maintain privacy for those residents.</p>	<p>Not Applicable (A05.3)</p> <p>The proposed development does not have direct views into adjoining residential buildings.</p>
<p>NON-RESIDENTIAL USES AND BUILDING WORK – OUTDOOR LIGHTING</p>		
<p>P06</p> <p>Outdoor lighting for non-residential uses maintains the amenity of the surrounding residential area and does not adversely impact the safety for vehicles or pedestrians on the adjoining street as a</p>	<p>A06.1</p> <p>Outdoor lighting for non-residential uses is restricted to low level security lighting only.</p>	<p>Complies (A06.1)</p> <p>A standard condition of approval can be applied to ensure compliance.</p>
	<p>A06.2</p>	<p>Complies (A06.1)</p>

result of light emissions, either directly or by reflection.	Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting.	A standard condition of approval can be applied to ensure compliance.
UTILITIES AND STORMWATER		
P07 A water supply is provided that is adequate for the current and future needs of the intended use	A07.1 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.	Complies (A07.1) The proposed development can be connected to Council’s water network. Refer to the Engineering Services Report at Appendix G .
P08 Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm	A08.1 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	Complies (A08.1) The proposed development can be connected to Council’s sewer network. Refer to the Engineering Services Report at Appendix G .
P09 The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority	A09.1 Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies (A09.1) The proposed development can be connected to an electricity supply. Refer to the Engineering Services Report at Appendix G .
P010 Stormwater resulting from roofed areas and impervious surfaces is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	A010.1 Roof water and impervious surfaces water runoff is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.	Complies (A010.1) The proposed development will appropriately manage water runoff and discharge. Refer to the Site-based stormwater management plan at Appendix I .

WASTE MANAGEMENT

P011

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, and waste is captured and discharges to an approved collection point**

A011.1

Refuse container storage areas are provided that:

- (a) are located behind the building line and screened from public view:
 - i. in a building, outbuilding or other enclosed structure;
 - ii. screened by a minimum 1.5 m high solid fence or wall that is surrounded by minimum 1m wide landscaping (excluding container storage access point) where not adjoining a residential boundary; or;
 - iii. screened by a minimum 1.8m high solid fence where adjoining a residential boundary
- (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; and
- (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

Complies (A011.1)

The proposed development involves a refuse container storage area which is:

- (a) Enclosed and screened from public view
- (b) On an imperviously sealed pad
- (c) within normal hose length of a hose cock
- (d) Can accommodate (1) or more industrial bins of a size appropriate to the nature and scale of use.

Refer to the operational waste management plan at **Appendix H** for detailed discussion regarding waste.

	of a size appropriate to the nature and scale of use.	
NON-RESIDENTIAL USES AND BUILDING WORK – ACCESS, ON-SITE CAR PARKING AND MANOEUVRING		
P012 Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and: (a) 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. (b) to ensure that off-street car parking areas do not dominate the appearance in the streetscape.	P012.1 Where not involving the reuse of an existing premises used for a business activity car parking is provided in accordance with the Transport, Access and Parking Code.	Complies (A012.1) The Transport Engineering Report at Appendix F demonstrates that the proposed development complies with the relevant acceptable outcomes and performance outcomes of the Transport, Access and Parking Code.
	P012.2 Where involving re-use of premises used for a business activity: (a) There is no reduction in existing or previously approved on-site car parking; (b) There are no alterations to the location of existing or previously approved access (driveways and vehicle cross-overs) and on-site car parking and manoeuvring areas.	Not Applicable (A012.2) The proposed development does not involve the re-use of premises for a business activity.
NON-RESIDENTIAL USES AND BUILDING WORK – LANDSCAPING		
P013 Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished	P013.1 Where involving the reuse of a premises there is no reduction in the area or quantity of established or previously approved on-site landscaping.	Not Applicable (A013.1) The proposed development does not involve the reuse of a premise.

6.2.1:2 – Low Density Residential Zone Code – Requirements for Accepted Development Assessment Benchmarks For Assessable Development Where Not Involving Building Works (Not Associated With A Material Change Of Use)

Performance Outcomes	Acceptable Outcomes	Response
NON-RESIDENTIAL USES - HOURS OF OPERATION		
P01 Hours of operation are controlled so that the non-residential use does not impact on the amenity or privacy of adjoining residential uses.	A01.1 Hours of operation, including for deliveries, are limited to hours between 6:00 am to 9:00 pm	Complies (A01.1) The proposed development will operate between Monday to Friday 6:00am to 7:00pm.
NON-RESIDENTIAL USES – IMPACT ON ROAD NETWORK		
P02 Non-residential uses are located on major roads and do not introduce non-residential traffic into local streets.	A02.1 Non-residential uses: <ul style="list-style-type: none"> a. have frontage and vehicle access to a Regional Arterial, Sub-Arterial or Distributor Road; and b. vehicle access to the development does not occur from a local street. 	Complies (P02) The subject site has frontage to Bridge Street, being a Sub-Arterial Road. Vehicle Access is gained from a local street, however, it has been identified as the most appropriate location. Refer to the Traffic Engineering Report at Appendix F for further discussion.

6.2.1:3 – Low Density Residential Zone Code – Assessment Benchmarks For Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
P01	A01.1 Uses which are consistent with the intent of the zone include:	Complies (P01) The proposed development involves a childcare centre which is an identified as a compliant

<p>The zone accommodates predominantly dwelling houses and other housing forms at a low density scale and intensity</p>	<p>(a) dwelling house; and (b) dual occupancy, except where located in the Clifford Park Stables and Park Residential Precincts</p>	<p>non-residential use. Refer to Section 4.1 of the Town Planning report for further discussion.</p>
<p>P02 The density of accommodation activities in the Clifford Park Stables Precinct is not increased, other than where directly associated with the management of stables on the same site.</p>	<p>A02.1 No acceptable outcome is nominated</p>	<p>Not Applicable (P02) The subject site is not located within the Clifford Park Stables Precinct.</p>
<p>P03 Short-term accommodation occurs where: (a) it is of a small scale that is consistent with the intensity of development in the surrounding residential area; (b) adjoining or located on the opposite side of a road to existing Short-term accommodation or other Accommodation activities of a similar scale and density; (c) all car parking needs can be met on site; (d) have direct vehicle access to a distributor, sub-arterial and regional arterial level road that is not a Statecontrolled road; and</p>	<p>A03.1 No acceptable outcome is nominated</p>	<p>Not Applicable (P03) The proposed development does not involve short-term accommodation.</p>

(e) do not unduly detract from the amenity of nearby residences.		
<p>P04</p> <p>Higher density forms of Accommodation activities (i.e. other than caretaker's accommodation, community residence, dwelling house and dual occupancy) are designed to reflect the residential scale and density of the surrounding area.</p>	<p>A04.1</p> <p>The number of dwellings on the site does not exceed one per 500m².</p> <p>A04.2</p> <p>The site has a minimum frontage of 12m</p>	<p>Not Applicable (P04)</p> <p>The proposed development does not involve higher density forms of accommodation.</p>
NON-RESIDENTIAL DEVELOPMENT		
<p>P05</p> <p>Non-residential uses establish only where they:</p> <p>(a) except for child care centres, provide for the day to day convenience needs or local service of the immediate local residential community;</p> <p>(b) do not undermine the viability of a nearby centre and are not of a scale that impacts on the role or function centres network;</p> <p>(c) do not contribute to strip development or expansion of an existing centre;</p> <p>(d) are a of a small scale, and have low intensity operation and employment;</p> <p>(e) are highly accessible to the immediate local community it serves and have</p>	<p>A05.1</p> <p>No acceptable outcome is nominated</p>	<p>Complies (P05)</p> <p>a. The proposed development is for a childcare centre.</p> <p>b. The proposed use is in line with the immediate surrounding residential context.</p> <p>c. The proposed development does not contribute to strip development.</p> <p>d. The development is of a small scale and intensity.</p> <p>e. The subject site is in a highly accessible location to serve the broader community.</p> <p>f. The proposed use will not introduce adverse traffic impacts. Refer to</p>

<p>direct vehicle access to a distributor, sub-arterial and regional arterial;</p> <p>(f) do not introduce non-local traffic into a local street;</p> <p>(g) are in buildings, including extensions and alterations to an existing building, that have a low rise bulk and scale compatible with a dwelling house and consistent with the character of adjoining residential buildings and the surrounding streetscape;</p> <p>(h) do not adversely impact the amenity, safety or privacy of nearby residences.</p>		<p>the Traffic Engineering Report at Appendix F for further discussion.</p> <p>g. The design and siting is commensurate to surrounding residential character.</p> <p>h. The development will not adversely impact the amenity safety or privacy of nearby residents</p>
BUILT FORM		
<p>P06</p> <p>Buildings are of a height which is consistent with the intended character of the zone and overlay, and which do not unduly reduce privacy or access to sunlight to habitable rooms, private open space and solar panels on adjoining land.</p>	<p>A06.1</p> <p>Buildings have a maximum height of two (2) storeys or 8.5m above ground level.</p>	<p>Complies (A06.1)</p> <p>The proposed development does not exceed 8.5m above ground and is only one (1) storey.</p>
<p>P07</p> <p>Except for Dwelling Houses and Dual Occupancies site coverage:</p> <p>(a) maximizes setbacks;</p> <p>(b) maximizes landscaping;</p> <p>(c) ensures adequate useable outdoor areas;</p>	<p>A07.1</p> <p>For development up to two (2) storeys site cover does not exceed 50% of the site area.</p> <p>For development over two (2) storeys no acceptable outcome is nominated</p>	<p>Complies (A07.1)</p> <p>The proposed development does not exceed the site cover limits listed (29.2%).</p>

<p>(d) ensures adequate space for vehicle movement and parking areas;</p> <p>(e) maximizes solar access for internal and external living spaces;</p> <p>(f) does not compromise solar access for adjoining premises; and</p> <p>(g) does not result in overshadowing of adjoining properties.</p>		
<p>P08</p> <p>Impervious site coverage:</p> <p>(a) ensures development maximizes on-site infiltration and minimizes the additional burden on drainage infrastructure;</p> <p>(b) reduces the visual impact of additional hardstand;</p> <p>(c) respects the existing or preferred neighbourhood character and responds to the features of the site; and</p> <p>(d) allows for the provision of an appropriate supply of landscaping and open space.</p>	<p>A08.1</p> <p>Impervious areas of the site do not exceed 60% of the site area</p>	<p>Complies (P08)</p> <p>The impervious area of the proposed development will not create adverse impacts on stormwater management (refer to Appendix I) and is appropriately offset by landscaping measures.</p>
<p>P09</p> <p>The front building setback is consistent with the prevailing front setbacks in the street.</p>	<p>A09.1</p> <p>Where the site has frontage to a collector or local road, buildings are set back from that frontage:</p> <p>(a) within 20% of the average front setback of adjoining buildings; or</p>	<p>Complies (P09)</p> <p>The proposed development involves a non-residential use and provides a setback to all three (3) road frontages which conforms with the prevailing front setbacks within the immediate area.</p>

	<p>(b) where there are no adjoining buildings, 4m.</p> <p>A09.2 Where the site has frontage to a road other than a collector or local road: (a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code. (b) non-residential buildings are set back from that frontage 6m.</p> <p>A09.3 Where involving non-residential use, buildings are set back a minimum 6m from the road frontage.</p>	
<p>P010</p> <p>Side and rear building setbacks:</p> <p>(a) enhance the appearance and character of streets and buildings;</p> <p>(b) are appropriate to the scale of the development and the intended low density character of the zone or precinct in which the site is located;</p> <p>(c) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site;</p> <p>(d) are sufficient to minimise overshadowing and overlooking of adjoining premises;</p>	<p>A010.1 Buildings are set back from a side boundary: (a) Ground Floor (up to 3.5m high) - 1.5m; and (b) First floor (up to 7.5m high) - 2m; (c) Above 7.5m - 3m; or (d) the distance of the height of the retaining wall on the side boundary or combination of the height of the retaining wall and a fence, whichever is greater (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall</p>	<p>Not Applicable (A010.1)</p> <p>The proposed development involves a non-residential use.</p>
	<p>A010.2</p>	<p>Not Applicable (A010.2)</p>

<p>(e) provide adequate separation and buffering between residential and nonresidential premises; and</p> <p>(f) maximise opportunities for landscaping.</p>	<p>Buildings are set back:</p> <p>(a) a minimum of 3m from a rear boundary; or</p> <p>(b) the distance equivalent to of the cumulative height of the retaining wall and fence on the rear boundary (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall.</p>	<p>The proposed development involves a non-residential use.</p>
	<p>A010.3</p> <p>Buildings are set back a minimum of 2.5m from a side boundary.</p>	<p>Complies (A010.3)</p> <p>The proposed development has a side / rear boundary setback which exceeds 2.5m</p>
	<p>A010.4</p> <p>Buildings are set back from a rear boundary whichever is the greater -</p> <p>(a) a minimum of 3m; or.</p> <p>(b) The distance equivalent to the cumulative height of the retaining wall and fence on the rear boundary. Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall</p>	<p>Not Applicable (A010.4)</p> <p>The subject site has three (3) road frontages and does not have a rear boundary.</p>
<p>P011</p> <p>The development is designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to the following:</p> <p>(a) built form;</p> <p>(b) open space;</p>	<p>In partial compliance with the performance outcome:</p> <p>A011.1</p> <p>A minimum 1m wide landscaping strip is provided for the full length of the driveway and parking areas where parallel to a boundary common with a residential premises</p>	<p>Complies (A011.1)</p> <p>The proposed development provides a minimum 1m wide landscaping strip (including outdoor play areas) is provided for the full length of the northern boundary.</p>

<p>(c)landscaping; (d) the public realm; (e) parking and access; (f) solar access; (g) views and outlook; (h) setbacks; (i) height; (j) scale and bulk; and (k) provision of services</p>		
<p>P012 Non-residential use buildings, including extensions or additions, exhibit design elements that are characteristic of and compatible with surrounding houses in the streetscape including:-</p> <p>(a) buildings orient to and addresses the street frontage; (b) the main building entry faces the street at ground level; (c) building mass is broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank surfaces ; (d) differentiate between private houses and the non-residential use through variation in materials, patterns, textures and/or colours</p>	<p>A012.1 No acceptable outcome is nominated</p>	<p>Complies (P012) The proposed development incorporates a low-intensity built form, being one (1) storey and having a maximum height of 5.850m with a form and materiality which reflects the residential character of the surrounding area.</p>

<p>P013</p> <p>Where appropriate, development facilitates active transport and open space connections through the neighbourhood</p>	<p>A013.1</p> <p>No acceptable outcome is nominated</p>	<p>Not Applicable (P013)</p> <p>The proposed development does not require any active transport connections.</p>
<p>P014</p> <p>The site layout responds sensitively to adjoining land uses as well as on-site and surrounding topography, drainage patterns, utility services, access, built forms and vegetation such that:</p> <p>(a) any hazards or nuisance to people or property on the site or offsite are avoided;</p> <p>(b) any earthworks are minimised and design alternatives are prioritised over earthworks;</p> <p>(c) natural drainage lines are retained;</p> <p>(d) existing vegetation is retained or replaced;</p> <p>(e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and</p> <p>(f) there is adequate buffering, screening a separation to adjoining development.</p>	<p>A014.1</p> <p>No acceptable outcome is nominated</p>	<p>Complies (P014)</p> <p>The proposed development responds appropriately to the surrounding character of the area and will not create any adverse impacts to the topography, vegetation, services, or adjoining development.</p>
<p>AMENITY AND SAFETY</p>		
<p>P015</p>	<p>A015.1</p> <p>No acceptable outcome is nominated.</p>	<p>Complies (P015)</p> <p>The siting and design of the proposed development have taken surrounding amenity</p>

<p>Development maintains a high level of residential amenity within the site and for surrounding areas, having regard to noise, odour, lighting, access to sunlight, privacy and outlook.</p>		<p>into consideration by locating the building toward the southern portion of the site, providing a setback exceeding 20.000m to the northern boundary, and incorporating acoustic barriers with a minimum height of 2.000m along the northern and eastern boundaries.</p>
<p>P016 Site layout, building design and landscaping facilitates the security of people and property having regard to:</p> <p>(a) opportunities for casual surveillance of and sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</p> <p>(b) exterior building design and orientation which promote safety;</p> <p>(c) adequate definition of uses and public and private ownership;</p> <p>(d) adequate lighting;</p> <p>(e) appropriate way-finding mechanisms (e.g. signage);</p> <p>(f) minimisation of entrapment locations; and</p> <p>(g) building entrances, loading and storage areas being well lit and lockable after hours.</p>	<p>A016.1 Setbacks are provided from all boundaries in accordance with acceptable outcome A010.2;</p>	<p>Not Applicable (A016.1) The specified acceptable outcome is for residential uses.</p>
	<p>A016.2 The development does not introduce lighting which is inconsistent with a residential area; reduced to less than 3 hours between 9am and 3pm on June 21, or</p>	<p>Complies (A016.2) The proposed development will involve only low-level security lighting.</p>
	<p>A016.3 Sunlight access for the private open space or habitable rooms on adjoining properties or private open spaces on the subject site is not reduced to less than 3 hours between 9am and 3pm on June 21, or</p>	<p>Not Applicable (A016.3) The proposed development will not impact sunlight access on the adjoining residential dwelling.</p>
	<p>A016.4 Where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%</p>	<p>Not Applicable (A016.4) The proposed development will not cause overshadowing on the adjoining residential dwelling.</p>

<p>P017</p> <p>Development is designed to incorporate graffiti-prevention measures</p>	<p>A017.1</p> <p>Building design and layout incorporates the following features where practical:</p> <p>(a) designs with an absence of 'natural ladders';</p> <p>(b) minimal unbroken vertical surface areas; and</p> <p>(c) graffiti-deterrent surface treatments.</p>	<p>Complies (A017.1)</p> <p>The proposed development will not incorporate any of the listed features. A standard condition of approval can be applied to ensure compliance.</p>
<p>P018</p> <p>Development for non-residential uses provides landscaping that:</p> <p>(a) is consistent with the dominant landscape character appearance of the streetscape in an established area and intended in the zone and character overlay in which the site is located;</p> <p>(b) provides an attractive interface between the use, the streetscape and adjoining residential uses</p> <p>(c) provides and maintains:</p> <ul style="list-style-type: none"> i. the privacy and amenity for adjoining residential uses ii. sight lines and overlooking to public spaces and the street to enable casual surveillance iii. a clearly defined pedestrian entry point for visitors and 	<p>A018.1</p> <p>Where not involving reuse of a premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site</p>	<p>Complies (P018)</p> <p>The proposed development provides an attractive interface along all three (3) road frontages and is consistent with the surrounding character.</p>

<p>customers that is separated from the driveway;</p> <p>iv. established trees (including street trees) and other significant existing vegetation.</p>		
<p>P019</p> <p>Development for non-residential uses provide car parking and loading and servicing areas that:</p> <p>(a) are located to minimise impact on any adjoining residential premises</p> <p>(b) are located behind the building, and hardstand areas do not dominate the streetscape;</p> <p>(c) prioritise the movement and safety of pedestrians along the frontage of the site, and between the street frontage and the entrance to the building;</p> <p>(d) are integrated into the building design and include screening and buffering to reduce negative impact on adjoining residential uses</p>	<p>A019.1</p> <p>No acceptable outcome is nominated.</p>	<p>Complies (P019)</p> <p>The proposed development provides a car parking area which is appropriately located to the rear of the site and screened from adjoining residential dwellings.</p>
<p>P020</p> <p>Development for a sensitive use on land within 250m of land within the Medium Impact Industry Zone must not result in that use being exposed to industrial air,</p>	<p>A020.1</p> <p>The use is designed to ensure that:</p> <p>(a) the indoor noise objectives set out in the Environmental Projection (Noise) Policy 2008 are met; and</p>	<p>Not Applicable (P020)</p> <p>The proposed development does not involve a sensitive use on land within 250m of a Medium Impact Industry Zone.</p>

noise or odour emissions that impact on human health, amenity and wellbeing	(b) the air quality objectives in the Environmental Protection (Air) Policy 2008, are met	
P021 Where located on land that is affected by environmental emissions generated by an operational rail corridor, sensitive development mitigates noise generated by the railway to the extent that it adversely impacts on the development	A021.1 No acceptable outcome is nominated.	Not Applicable (P021) The proposed development is not located on land that is affected by any of the environmental impacts listed.
DEVELOPMENT INVOLVING ANIMAL KEEPING (WHERE FOR STABLES) IN THE CLIFFORD PARK STABLES PRECINCT		
Not Applicable The proposed development does not involve animal keeping and is not located in the Clifford Park Stables Precinct.		
DEVELOPMENT IN THE PARK RESIDENTIAL PRECINCT		
Not Applicable The proposed development is not located in the Park Residential Precinct.		

9.3.2 Community Uses and Recreation Uses Code

9.3.2:1 – Community Uses and Recreation Uses Code – Assessment Benchmarks for Assessable Development

Performance Outcomes	Acceptable Outcomes	Response
CHARACTER		
<p>P01</p> <p>Development positively contributes to a pleasant streetscape and complements the character of the locality, having regard to:</p> <ul style="list-style-type: none"> a. avoidance of large blank walls through variations in plan shape, such as curves, steps, recesses, projections or splays; and b. variations in the treatment and patterning of windows, sun protection devices, or other elements of a facade; c. use of elements of a finer scale than the main structural framing; d. planting at any or all levels, including on podiums or roof decks; and e. use of murals and artworks. 	<p>No acceptable outcome is nominated.</p>	<p>Complies (P01)</p> <p>The proposed development positively contributes to the streetscape and complements the established character of the locality through a high-quality finish.</p> <p>Variations in façade treatment, including articulation, openings and shading elements, provide visual interest and maintain a human-scale interface with the street. Landscaping is incorporated to soften the built form and enhance the public realm. Collectively, these measures ensure the proposed development integrates with the existing neighbourhood character and contributes to a pleasant and cohesive streetscape outcome.</p>
<p>P02</p> <p>Development has a high quality appearance and makes a positive contribution to the streetscape having regard to orientation of</p>	<p>A02.1</p> <p>The unarticulated length of external walls along a road frontage does not exceed 15m.</p>	<p>Not Applicable (A02.1)</p> <p>No unarticulated wall lengths exceeding 15 metres are proposed.</p>
	<p>A02.2</p> <p>Pedestrian entries:</p>	<p>Complies (A02.2)</p>

<p>buildings to the street and incorporation of way-finding elements</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>Pedestrian entries to the proposed development are clearly visible from the street and visitor car parking areas and are provided separately from vehicle access points. Pedestrian pathways incorporate sun and rain shelter through building overhangs and awnings and are defined by human-scale design elements such as doors, windows and landscaping. These measures provide a legible, safe and comfortable arrival experience for users.</p>
<p>P03 A variety of building materials, textures and colours, building elements, articulation and landscaping are used to provide visual interest.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies (P03) The proposed development incorporates a variety of building materials, textures and colours, together with articulated building elements and landscaping, to provide visual interest and a high-quality streetscape outcome.</p>
<p>P04 Landscaping is provided to enhance the appearance of the development and unsightly components are screened.</p>	<p>A04.1 Where a front setback is provided, landscaping is provided along all road frontages of the site.</p>	<p>Complies (A04.1) Landscaping is incorporated along all three (3) of the road frontage, contributing to streetscape amenity and consistency with the surrounding area.</p>
	<p>A04.2 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 	<p>Complies (A04.2) Outdoor work, storage and servicing areas, including bin storage, are located away from road frontages and are appropriately screened from public view. Screening is achieved through a combination of solid fencing and</p>

	<p>a. screened from public view by either:</p> <p>i. a 1.8m high solid wall or fence, constructed in materials and colours compatible with the main building on site; or</p> <p>ii. mature landscaping that has the same effect as a 1.8m high wall.</p>	landscaping that provides an effective visual barrier equivalent to a minimum height of 1.800m and is compatible with the materials and character of the main building on site.
	<p>A04.3</p> <p>A minimum of 5% of the site is used to provide landscaping.</p>	<p>Complies (A04.3)</p> <p>Landscaping is provided across approximately 46.3% of the site.</p>
<p>P05</p> <p>Building design and site layout, optimise accessibility and convenience for users, particularly pedestrians.</p>	No acceptable outcome is nominated.	<p>Complies (P05)</p> <p>The building design and site layout optimise accessibility and convenience for users, particularly pedestrians, through direct and legible pedestrian access to the building entrance and integration with the surrounding footpath network. The layout supports safe and convenient movement for families, children and staff.</p>
AMENITY		
<p>P06</p> <p>Development is compatible with the amenity of surrounding land, having regard to:</p> <p>a. the location and type of vehicular access;</p> <p>b. hours of operation;</p> <p>c. traffic;</p> <p>d. the location of car parking areas;</p>	No acceptable outcome is nominated.	<p>Complies (P06)</p> <p>The proposed development has been designed to be compatible with the amenity of surrounding land uses. Vehicular access is appropriately located and designed to minimise impacts on the surrounding road network and adjoining properties, and traffic associated with the development can be safely accommodated.</p>

<ul style="list-style-type: none"> e. waste storage and collection, and litter management; f. signage; g. visual amenity; h. privacy; and i. noise, odour and dust emissions. 		<p>Hours of operation are typical for a Child Care Centre, being Monday to Friday 6:00am to 7:00pm, and do not result in unreasonable amenity impacts. Car parking areas, waste storage and collection facilities are appropriately located and managed to minimise visual, noise and litter impacts. Signage is limited in scale and consistent with the character of the area.</p> <p>The proposed development incorporates appropriate setbacks, fencing and landscaping to manage visual amenity and privacy impacts. Noise, odour and dust emissions associated with the Child Care Centre are not expected to exceed typical levels and can be appropriately managed through site design and operational measures.</p> <p>Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia for further information.</p>
CHILD CARE CENTRE		
<p>P07</p> <p>The location and site design of the child care centre is highly accessible and is co-located with, or located close to, centres or other community or recreation uses.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies (P07)</p> <p>The proposed development is located within an established urban area that is highly accessible and proximate to a range of community, recreational and supporting land uses. The site benefits from convenient access to the surrounding road network and pedestrian infrastructure, supporting</p>

		<p>accessibility for families, staff and visitors.</p> <p>Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia for further information.</p>
<p>P08</p> <p>The site is located to minimise the:</p> <ul style="list-style-type: none"> a. hazards of heavy traffic; and b. introduction of non-local traffic into minor, residential streets. 	<p>A08.1</p> <p>The site is not located on:</p> <ul style="list-style-type: none"> a. arterial routes; or b. local access roads. 	<p>Complies (P08)</p> <p>The site is located on Bridge Street (Regional Arterial Road) with access gained from Hillview Avenue (Local Road). Notwithstanding, it has been identified that the local road access is the more appropriate access.</p>
<p>P09</p> <p>Outdoor activity and storage areas are screened from adjoining properties and from the street.</p>	<p>No acceptable outcome is nominated.</p>	<p>Complies (P09)</p> <p>Outdoor activity and storage areas are appropriately screened from adjoining properties and the street through a combination of site layout, fencing and landscaping. These measures minimise visual impacts and protect the amenity of surrounding premises.</p>
<p>P010</p> <p>Buildings and activities are located and designed to discourage potentially hazardous vehicular or pedestrian movements and minimise on-site conflict between children's activities and car parking</p>	<p>A010.1</p> <p>Parking spaces are located so that children are not required to cross the driveway or vehicular access way to reach the building.</p>	<p>Complies (A010.1)</p> <p>Car parking spaces are located and arranged so that children are generally not required to cross driveways or vehicular access ways to reach the building entrance. Pedestrian access from parking areas to the proposed development is provided via direct and legible route that avoids conflict with</p>

		vehicle movements, supporting safe arrival and departure for children and carers.
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