INNOVATIVE PLANNING SOLUTIONS

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TOOWOOMBA REGIONAL COUNCIL

1 July 2026

Our Reference: 449Z3

Toowoomba Regional Council
**BY EMAIL TRANSMISSION**
development@tr.qld.gov.au

Dear Sir / Madam

**RE:** **RE: OTHER CHANGE TO DEVELOPMENT PERMIT NO. MCUI/2020/1802 & RAL/2020/1808 FOR COMBINED MATERIAL CHANGE OF USE – IMPACT – RETIREMENT FACILITY (183 UNITS) AND RECONFIGURING A LOT – SUBDIVIDING FOUR (4) LOTS INTO FIVE (5) LOTS, AND OPERATIONAL WORKS – STATE ASSESSABLE WATERWAY BARRIER WORKS**

**25 TALL OAK DRIVE, COTSWOLD HILLS QLD 4350, 1-11 TALLOWWOOD BOULEVARD, LOT 999 SP290343 MORRIS COURT, LOT 904 SP263388 & LOT 4 RP22818 GOWRIE JUNCTION ROAD, COTSWOLD HILLS QLD 4350 - LOT 1 SP330786 (FORMERLY LOT 999 SP290343, LOT 904 SP263388 & LOT 4 RP22818) AND LOT 3 SP338483**

On behalf of our client Gemstone Lifestyle No.8 Pty Ltd (the Applicant), I submit herein a request to Toowoomba Regional Council (Council) for an Other Change to an existing development approval, pursuant to Section 78 of the *Planning Act 2016* (Planning Act). This Other Change request relates to the Decision Notice issued by Council on 3 February 2025 (Council reference: MCUI/2020/1802 & RAL/2020/1808) for a Material Change of Use for Retirement Facility.

This change has been necessitated by the inclusion of Lot 3 SP338483 in the development, resulting in an increase in the total development yield from 205 to 229 units. The full scope of other modifications to the existing approval is detailed elsewhere in this document.

The following information has been provided to support the change request:

| | |
|---|---|
| **Attachment 1** | Amended Proposal Plans prepared by Virage Architects |
| **Attachment 2** | Stormwater Management Report prepared by Westera Partners |
| **Attachment 3** | Engineering Report prepared by Westera Partners |
| **Attachment 4** | Earthworks Plans prepared by Westera Partners |
| **Attachment 5** | Operational Waste Management Plan prepared by Range Environmental |
| **Attachment 6** | Amended Statement of Landscaping Intent prepared by Zone Landscape Architecture |
| **Attachment 7** | Traffic Impact Assessment prepared by PTT Traffic and Transport Engineering |



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| | |
|---|---|
| **Attachment 8** | Toowoomba Council Planning Scheme Code Assessment |
| **Attachment 9** | SDAP Assessment |
| **Attachment 10** | Planning Act Form 5 |
| **Attachment 11** | Planning Act Form 1 |
| **Attachment 12** | Noise Impact Assessment |

## 1.0 Summary of proposed changes

This change request seeks to make the following amendments to the existing approval:

- Introduce Lot 3 SP338483 and increase the number of approved units from 205 to 229 lots.
- Corresponding amendments to the overall layout to accommodate the introduction of lot 3.
- Amendments to the overall staging, expanding the staging from 2 stages to 5 stages (including sub staging Stage 2 into 2A/2B
- Adjustments to the existing approval, in line with the current minor change being considered by Council (MCUI/2020/1802/D) including:
  - Adjustments to the 'lot sizes' associated with the approved dwellings.
  - Amend the DA to allow all dwellings to have a 'multi-purpose room'.
  - Delete the requirement for transparent fencing between units 11, 12, 21 and 22.
  - Minor modifications to the internal driveway alignment and the car parking arrangement.
  - Interface changes between the proposed units and Hermitage – particularly between the
  - Summer House/Tennis Court and Hermitage Road.
  - Modifications to the communal facilities set out.
  - Remove reference within the approval to the requirement to provide for stormwater quality treatment.
  - integrate the detail shown on the latest submission to council in response to condition compliance (condition 6, 8, 10) submitted with council dated February 2025 for complete continuity.

**Table 1** compares the key elements that have changed or remain unchanged by this application.

| **Material Change of Use – Retirement Facility** | | |
|---|---|---|
| | **Existing** | **Proposed** |
| **Number of Dwellings and Configuration** | 205 retirement dwellings<br>(2 bedroom - 143)<br>(3 bedroom – 62)<br><br>- 190 x (13.0m x 25.0m standard lots;<br>- 11 x (12.0m x 25.0m small lots); | 229 retirement dwellings<br><br>(2 bedroom + multi-purpose room)<br><br>- 175 x (13.0m x 25.0m standard lots;<br>- 41 x (12.0m x 25.0m small lots)<br>- 12 x (13.0m x 21.0m small lots)<br>- 2 x (12.0m x 23.0m small lots) |


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| Material Change of Use – Retirement Facility | | |
|---|---|---|
| | **Existing** | **Proposed** |
| | - 4 x (13.0m x 21.0m small lots) | - 3 x (12.0m x 23.0m small lots) |
| **Building Height** | No greater than 2 storeys or 8.5 metres above ground level. | No change |
| **Setbacks** | • Primary Frontage (Hermitage Road) – 5m<br>• Secondary Frontage (Gowrie Junction Road) – Ranges between 4.5m and 12.7m to villa 'lot' areas and 6m to internal access driveway<br>• Sides – 4.5m to villa 'lot' areas | • Primary Frontage (Hermitage Road) – 5m plus 1m setback to acoustic wall adjoining the Summer House club facility<br>• Secondary Frontage (Gowrie Junction Road) – Ranges between 4.5m and 12.7m to villa 'lot' areas and between 4.5m and 6m to internal access driveway<br>• Secondary Frontage (Tallowwood Boulevard) – 4.5m +<br>• Secondary Frontage (Tall Oak Drive) – 3.5m to 4.5m<br>• Sides – 4.5m to villa 'lot' areas |
| **Car Parking** | Each dwelling accommodates a single or double garage and an additional 56 visitor spaces dispersed throughout the development. | Each dwelling accommodates a single or double garage and an additional 71 visitor spaces dispersed throughout the development + 1 minibus space. |
| **Site Access** | Vehicular access to the development site is to be provided via a single all-movements crossover on Tall Oak Drive. | Vehicular access to the development site will remain unchanged. |
| **Proposed Servicing Arrangements** | 9.5m long RCV manoeuvring throughout the site has been demonstrated | 9.5m long RCV manoeuvring throughout the site will be retained as per swept paths in the Traffic Impact Assessment Report included in **Attachment 7**. |

**Figure 1** is the approved development layout. **Figure 2** is the proposed change development layout.



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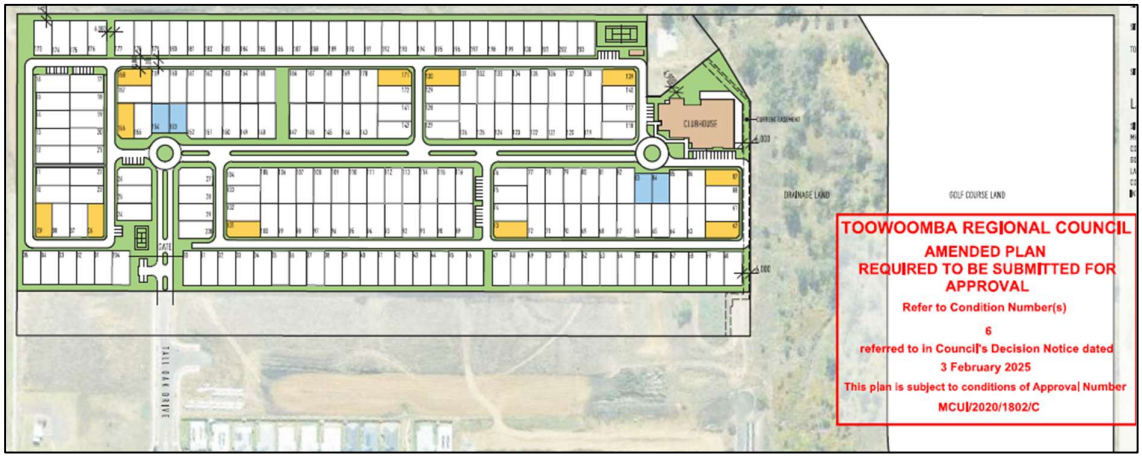


**Figure 1** – existing approved development layout

**Figure 2** – proposed changed development layout

**Supporting Technical Reports:**

In support of this development application, the following specialist reports listed in **Table 2** below have been commissioned and accompany this planning assessment report:

**Table 2 – Supporting documentation**

| Report title | Prepared by | Date | Reference |
|---|---|---|---|
| Stormwater Management Report | Westera Partners | 11 June 2026, Revision A | Ref B24-058-3 |
| Engineering Report | Westera Partners | 11 June 2026, Revision A | Ref B24-058-3 |
| Earthworks Plans | Westera Partners | 18 June 2026, Revision A | Sheets 1 – 7, B24-058-3-01 to B24-058-3-E07 |
| Waste Management Plan | Range | 15 June 2026, Version 5 | |



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| Report title | Prepared by | Date | Reference |
|---|---|---|---|
| Statement of Landscaping Intent | Zone Landscape Architecture | 8 June 2026, Revision R | L24085 |
| Traffic Impact Assessment | PTT Traffic and Transport Engineering | 15 June 2026 | 26-601 |
| Noise Impact Assessment | Range Environmental Consultants | 8 June 2026 | J002901 |

The updated suite of plans reflecting the changes proposed by this change application are included at **Attachment 1**.

## 2.0 Site Details

### 2.1 Site Description

The subject land is located at 25 Tall Oak Drive and 1 – 11 Tallowwood Boulevard, Cotswold Hills, Qld 4350 and legally described as Lot 1 and Lot 3 on SP338483 and has a combined area of 11.756ha. The site is irregular in shape and has a frontage to Hermitage Road (circa 463m), Gowrie Junction Road (circa 320m), Tallowwood Boulevard (circa 94m) and Tall Oak Drive (circa 113m).

The subject site falls from 530m AHD in its southwestern extents in a north and north easterly direction towards Hermitage Road towards low points ranging between 520m AHD in the western extent of Hermitage Road frontage and 516m AHD in the eastern corner adjacent to the Sewer Pump Station. An Aerial of the subject site and Cadastral Smart map provided below for reference within **Figure 3** and **Figure 4** respectively.

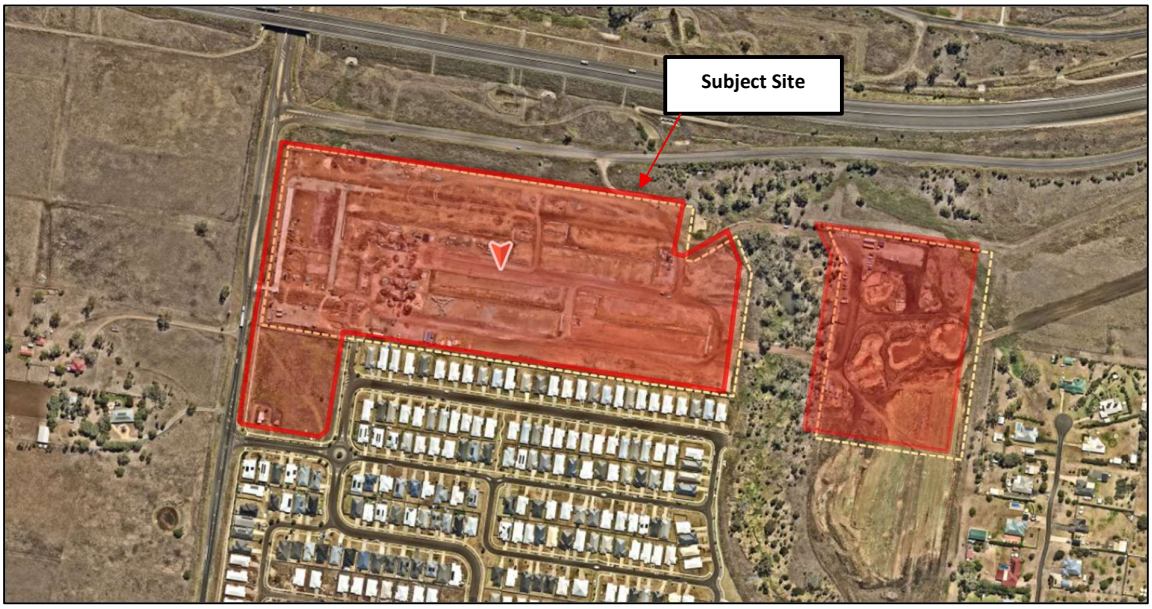


**Figure 3:** Aerial View and Site Identification, Source: NearMap, May 2026



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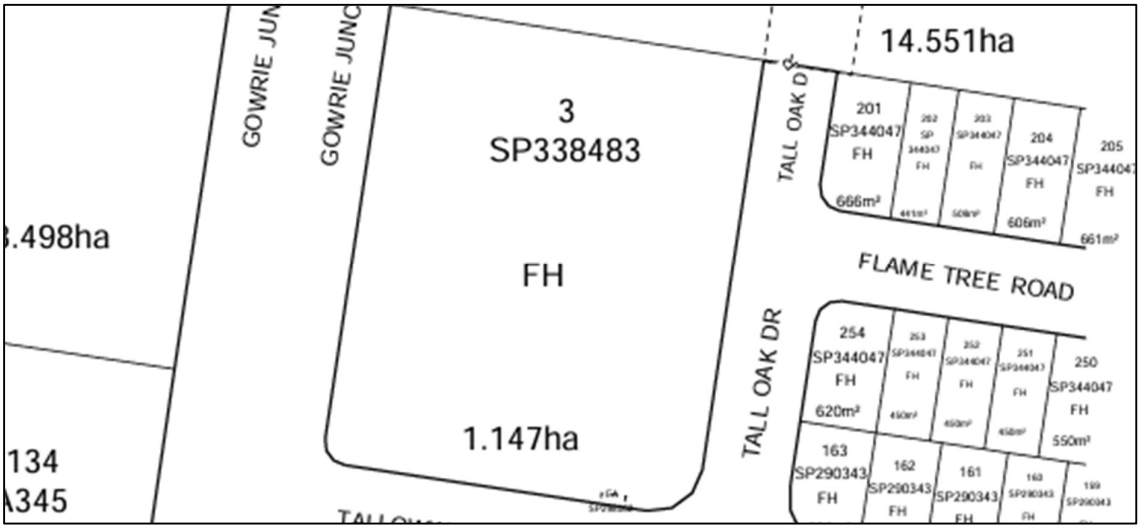


**Figure 4:** Lot 3 - Qld SmartMap, Source: QLD Globe 2026

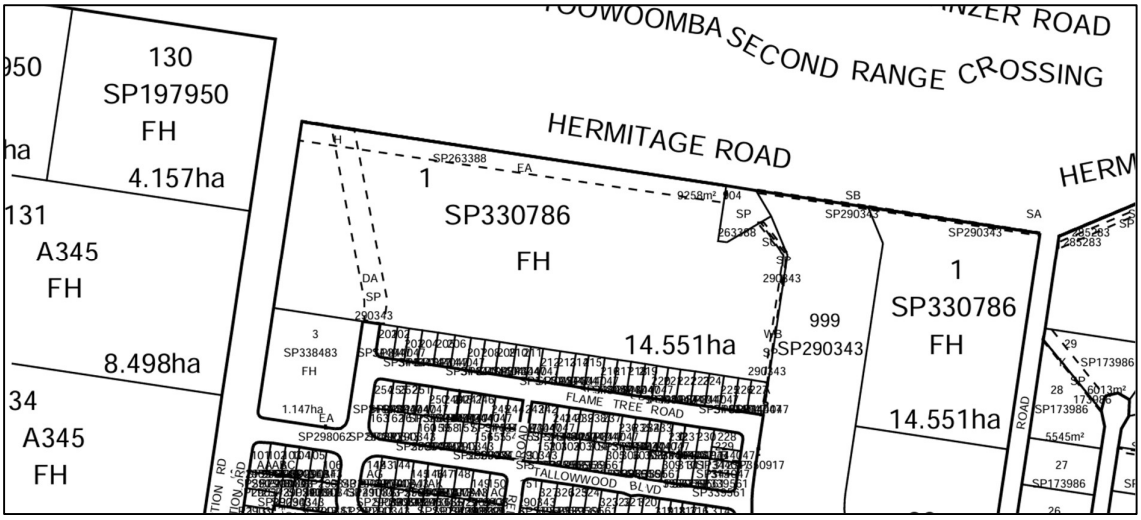


**Figure 5**: Lot 1 - Qld SmartMap, Source: QLD Globe 2026

## 2.2 Land Use Context

The subject land is surrounded by a mix of rural, rural residential, emerging community and low density residential zoned land and land use development. **Table 3** below provides a summary of the land uses that directly adjoin the site:


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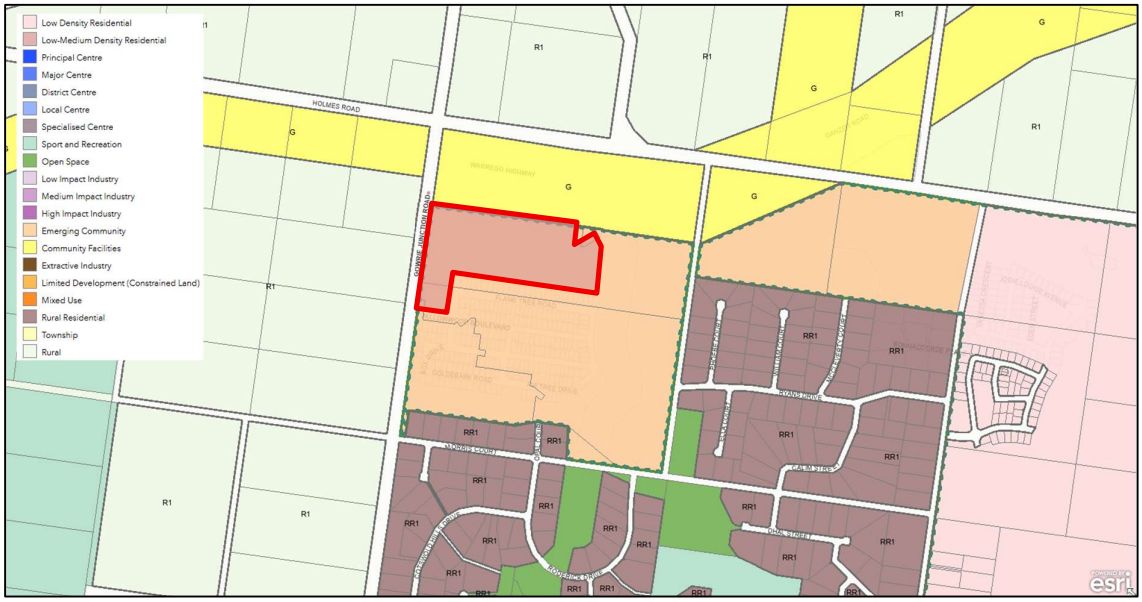


**Figure 6:** Subject site zone designation (Source: Toowoomba Online Smart Maps)

**Table 3 – Surrounding land uses**

| Surrounding land uses | |
|---|---|
| **North** | Hermitage Road, Warrego Highway/Toowoomba Bypass and Rural Land Holdings and dwellings |
| **South** | Low density residential lots, comprising of detached dwellings, secondary dwellings and associated structures, generally incorporating lot sizes between 600m$^2$ and 1,500m$^2$ |
| **East** | Drainage Reserve and Land approved for a Retirement Facility (211 Units) under Council Reference - MCUC/2024/8091. |
| **West** | Rural Land Holdings and dwellings |

## 2.3 Surrounding Services and Facilities

The subject land is positioned within proximity to a range of services and facilities located within the nearby township of Toowoomba. These services and facilities include, but are not limited to early learning centres, primary schools, healthcare and community services, public transport, retail shopping facilities and recreational opportunities. The site's approximate proximity to these available services is further detailed in **Table 4** below:

**Table 4 – Proximate services and facilities**

| Proximate services and facilities | | |
|---|---|---|
| i. | C&K Fairview Heights Community Kindergarten & Fairview Heights State School | Approx. 5.0km |
| ii. | The Doctors on Erin Street | Approx. 7km |
| iii. | Cobb+Co Museum & Queens Park Toowoomba | Approx. 10.8km |


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| Proximate services and facilities | | |
|---|---|---|
| iv. | Grand Central Shopping Centre | Approx. 10.4km |

**Relevant development applications or historical approvals**

- RAL/2014/708/C- Reconfiguring a Lot - Three (3) Lots into 191 Residential Lots (4 7 Stages) plus One (1) Balance Lot, Park Lot and Drainage Lot in seven (7) stages

## 3.0 Assessment of Proposed Change

### 3.1 Section 82(4) Other Change Assessment Framework

Section 82(4) of the *Planning Act 2016*, sets out the requirements for assessing and deciding an Other Change application, and states the following:

***82(4)*** *To remove any doubt, it is declared that the following matters apply, only to the extent the matters are relevant to assessing and deciding the change application in the context of the development approval—*

*a) the assessment benchmarks;*

*b) any matters a referral agency must, may, or may only assess the application against or have regard to under section 55(2);*

*c) if the development to which the change application relates requires code assessment—any matters the assessment must be carried out having regard to under section 45(3)(b);*

*d) if the development to which the change application relates requires impact assessment—any matters the assessment must or may be carried out against or having regard to under section 45(5)(a)(ii) or (b).*

A response to section 82(4) is provided in **Table 5** below:

**Table 5 – Response to section 82(4) of the Planning Act 2016**

| Legislative Requirement | Response |
|---|---|
| *4) To remove any doubt, it is declared that the following matters apply, only to the extent the matters are relevant to assessing and deciding the change application in the context of the development approval—* | It is understood that assessment of the application is limited only to the proposed changes, being those as outlined in section 1.0 of this correspondence above. |
| *a) the assessment benchmarks;* | The original application was assessed against the Toowoomba Regional Planning Scheme (v28 28 November 2022) (Planning Scheme) and remains applicable for this 'other change' application. |



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| Legislative Requirement | Response |
|---|---|
| b) *any matters a referral agency must, may, or may only assess the application against or have regard to under section 55(2);* | The original application triggered referral (concurrence) in relation to the following:<br>• State Transport Infrastructure (Thresholds)<br>• State Transport Infrastructure (Proximity to a State Transport Corridor).<br><br>Referral of the change application in accordance with the *Planning Act 2016* is proposed – Refer to **Table 8** below. |
| c) *if the development to which the change application relates requires code assessment—any matters the assessment must be carried out having regard to under section 45(3)(b);* | Not applicable as the application is not subject to code assessment. |
| d) *if the development to which the change application relates requires impact assessment—any matters the assessment must or may be carried out against or having regard to under section 45(5)(a)(ii) or (b).* | The application is subject to impact assessment under the relevant levels of assessment if it were made now and therefore assessed against the relevant sections Act to the extent relevant. |

### 3.2 Level of Assessment

The proposed development application is made impact assessable pursuant to the development assessment Table 5.5.1 Emerging Community Zone of the Toowoomba Regional Planning Scheme. The level of assessment is unchanged by the development assessment Table 5.10 Overlays.

### 3.3 Toowoomba Regional Planning Scheme (Version 28 – Commenced 28 Nov 2022) – Assessment Benchmarks

The Local Government planning scheme this development application is subject to assessment against is the Toowoomba Regional Planning Scheme (Version 28). This is the same version of the Planning Scheme that the original application was considered against. A summary of the assessment of the proposal against the provisions of the relevant aspects of the planning scheme is outlined in **Table 6** below.

**Table 6 – Current Planning Instrument Details**

| | |
|---|---|
| **Regional Plan:** | ShapingSEQ – South East Queensland Regional Plan 2017 |
| **Designation:** | Urban Footprint |



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| | |
|---|---|
| **Planning Scheme:** | Toowoomba Regional Planning Scheme (Version 28 – Commenced 28 Nov 2022) |
| **Zone:** | Emerging Community |
| **Temporary Local Planning Instrument** | Nil |
| **Level of Assessment:** | Impact Assessable |
| **Applicable Overlays:** | *Toowoomba Regional Planning Scheme*<br>• Airport Environs – 8km Wildlife Hazard Buffer Zone & Lighting Area Buffer (6km).<br>• Environmental Significance – Waterways and Wetlands Buffer.<br>• Flood Risk Categories - Various.<br>*Development Assessment Mapping System*<br>• Water Resources – Water resource planning area boundaries and Great artesian water resource plan area.<br>• Areas Within 25m of a State Transport Corridor |
| **Applicable Codes:** | • Emerging Community Zone Code<br>• Low Density Residential Zone Code.<br>• Medium Density Residential Code.<br>• Environmental Standards Code.<br>• Integrated Water Cycle Management Code.<br>• Landscaping Code.<br>• Transport, Access and Parking Code.<br>• Works and Services Code.<br>• State Planning Policy (July 2017) Appendix 2 – Stormwater management design objectives. |

**Strategic Framework**

The Planning Scheme includes a Strategic Framework which sets the policy direction for the region and forms the basis for ensuring appropriate development outcomes occur. The Strategic Framework is premised on seven (7) themes that seek to achieve the strategic intent established by the Planning Scheme, comprising:

i. Settlement Pattern;
ii. Natural environment
iii. Community identify and diversity
iv. Natural resources and landscape
v. Access and mobility
vi. Infrastructure and services



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vii. Economic development.

The proposed development has been assessed against the relevant provisions of the Strategic Framework within the Planning Scheme.

Of relevance relates to the fact that the subject site is identified as a 'Greenfield Area'. With respect to key provisions of the Settlement Pattern Theme, the Planning Scheme notes that:

> 3.3.1 (6) "*Residential development in greenfield areas will initially be dominated by detached housing on lots over 500m² in area; however, greater diversity will develop around centres, parkland and employment areas as they establish under the guidance of a local plan*."

The proposed extension to the existing retirement facility will achieve a residential density of 19.7 dwellings per hectare over Lot 3, which suggests that the proposal is not materially significant to the target density of 15 dwellings per hectare anticipated for Greenfield Development Areas under the Planning Scheme and remains commensurate the existing approval over Lot 1 which achieves a density of 19.5 dwellings per hectare.

Additionally, residents of the proposed development will have full access to the greenspaces and recreational facilities and services provided within the previously approved retirement facility, and being delivered as part of this proposed development application.

Overall, the proposed development is consistent with the intent of the Strategic Framework and supports the planned settlement pattern and housing diversity objectives for Greenfield Areas.

**Table 7 –** Assessment of Relevant Emerging Community Zone Overall Outcomes

| Overall Outcome | Applicant Response |
|---|---|
| *(a) Development for new communities:*<br>*(i) occurs after detailed land use master planning and infrastructure planning of areas within the zone has been undertaken;*<br>*(ii) is guided by and achieves the outcomes of the relevant Local Plan;*<br>*(iii) occurs in a logical pattern that facilitates the timely and cost-efficient provision of infrastructure and supports the staged release of land;*<br>*(iv) dual occupancy development is dispersed throughout residential neighbourhoods and does not become the dominant housing form in the street;* | A development approval benefits Lot 1 SP330786 for a Retirement Facility (Council File Reference: MCUI/2020/1802 & RAL/2020/1808).<br><br>The original application was subject to impact assessment and was ultimately approved by Council. The proposed extension to the existing Retirement Facility over Lot 3 SP338483 is located on land included in the Emerging Community Zone and represents impact assessable development.<br><br>Despite this, Lot 3 SP338483 is taken to represent what can reasonably be considered |


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| Overall Outcome | Applicant Response |
|---|---|
| *(v) a high level of integration with existing and future urban development is achieved having regard to movement networks, open space and recreational facilities, centres and community infrastructure;*<br>*(vi) urban development in accordance with a master planning process provides for a variety and diversity of housing types and achieves a minimum dwelling yield of 15 dwellings per hectare net;*<br>*(vii) movement networks are established to promote active transport (walking and cycling) and public transport;*<br>*(viii) development retains and protects significant environmental, topographic, scenic and cultural features and values;*<br>*(ix) development provides for sufficient buffering to existing or intended non urban or incompatible uses in surrounding areas;* | infill development in the context of Overall Outcome (a) (i) when considering the circumstances of the individual site and relationship with adjoining Lot 1 SP330786. The proposed additional units are taken to represent a logical extension to the existing approved development and will serve to reinforce the existing approved development.<br><br>The proposed extension to the existing retirement facility will achieve a residential density of 19.7 dwellings per hectare over Lot 3, which is consistent with the target density of 15 dwellings (minimum) per hectare anticipated for Greenfield Development Areas under the Planning Scheme and remains commensurate the existing approval over Lot 1 which achieves a density of 19.5 dwellings per hectare.<br><br>Additionally, the infrastructure required to service the subject site has been assessed within the previous application and will sufficiently accommodate the expected capacity generated from the proposed extension to the existing approved retirement facility.<br><br>The proposal will benefit from the movement networks, open space, recreational facilities and infrastructure associated with the retirement facility. |
| *b) Interim development:*<br>*(i) which is, or has the potential to become, incompatible with future urban development of the area does not occur;*<br>*(ii) consists of detached dwelling houses, caretakers accommodation and home based business on large lots*<br>*(iii) is compatible with the existing semi-rural character and urban uses* | The proposal is not intended to represent 'interim development'. |



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**3.4 Development Codes**

Although the application is impact assessable, and therefore assessable against the entire Planning Scheme, the following codes are deemed most relevant to the assessment of the application. A general comment about how the development associated with the proposed 'other change' complies with the key outcomes of each of these codes is set out below:

Emerging Community Zone Code and Low-Density Residential Zone Code:

The Emerging Community Zone Code is intended, among other things, to ensure that development occurs following detailed land use and infrastructure planning for areas within the zone.

Whilst Lot 3 is located within the Emerging Community Zone, the proposal serves to represent a logical extension of the approved residential development on the adjoining Lot 1. The site's position and its relationship to Lot 1 support its consideration as infill development, rather than a standalone development which may otherwise justify broader further land use and infrastructure planning considerations as envisaged generally by the Emerging Community Zone.

Accordingly, the attached code assessment (**Attachment 8**) demonstrates that the proposal appropriately addresses the relevant provisions of the Low-Density Residential Zone Code.

Medium Density Residential Zone:

The proposal is taken to respond suitably against the relevant provisions of the Medium Density Residential Code to the extent that they relate to a Retirement Facility. See **Attachment 8** for the code assessment.

Environmental Standards Code:

The proposed development relates to an extension to an existing retirement facility in the form of additional units which can be described as infill development in an existing urban residential area. It is submitted that the proposal will not offend or undermine the outcomes sought by the Environmental Standards Code.

Integrated Water Cycle Management Code:

Stormwater treatment will be carried out in alignment with the broader objectives approved under the existing Retirement Facility approval that exists over Lot 1. Erosion and sediment control measures will also be implemented throughout the construction phase to manage environmental impacts. See **Attachment 8** for the code assessment.


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It is noted that Council is accepting of a stormwater quality contribution for this development as it is encompassed by the existing Infrastructure Agreement for the original RAL approval.

To this end, it is respectfully requested that the existing approval documents be amended to provide certainty that stormwater quality measures are not required within the development.

Additionally, we have also accompanied this request with the attached an updated conceptual stormwater management plan prepared by Westera Engineering (**Attachment 2**) which has removed reference to stormwater quality devices.

Landscaping Code:

Landscaping will primarily be delivered under the outcomes approved by under the higher order Retirement Facility approval that exists on the site (Council Reference MCUI/2020/1802/C) and extended for the proposed additional units, commensurate with the standard established under that approval.

The Gowrie Junction Road setbacks will allow for a minimum of 4.5m width to provide for landscaping whilst a minimum setback of 4.5m is also available to Tallowwood Boulevard (exclusive of the pad mounted transformer). The setbacks between the villa lots and Tall Oak Drive are proposed to range between 3.5m and 4.5m respectfully. It is submitted that the interface to these road frontages will offer a vastly improved outcome when compared to a conventional standard format lot arrangement.

Further details regarding the landscaping treatment can be found via the attached Statement of Landscaping Intent prepared by Zone Landscape Architecture **(Attachment 6).** Also see **Attachment 8** for the code assessment.

Additional comments relevant to the Hermitage Road interface are provided below.

Transport, Access and Parking Code:

In response to the requirements of the Transport, Access and Parking Code, a traffic impact assessment has been prepared by PTT Traffic and Transport Engineering considering the proposed additional dwellings including revisions and amendments to the existing approved development in the context of the above code. That report provides the following key observations and recommendations as it relates to the proposal:

- The existing approved access point will be retained, located at the end of Tall Oak Drive - no additional access points are proposed or required.
- The design proposes to accommodate around 7 vehicle lengths (43m) between the security gate and the Tall Oak Drive site boundary, which is sufficient for its intended purposes in line with AS2890.1.


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- A minimum of 275 spaces (including 229 residential spaces plus 46 visitor spaces) is required under the Toowoomba Regional Planning Scheme. The development will provide each dwelling with one garage/carport or a double garage and an additional 69 visitor parking spaces, well more than the minimums required.
- The additional units will be serviced by an internal layout, commensurate with the parameters established under the original approval, including catering for a side-lift refuse collection vehicle, being the largest vehicle expected to access the development. Additionally, that sufficient clearance will continue to be available to ensure that the side arm of RCV can access each wheelie bin without obstruction.
- The additional traffic generated by the additional units will have a negligible impact on the Gowrie Junction Road/Tallowwood Boulevard intersection.
- No additional upgrades/changes to the existing turn treatments at the Gowrie Junction Road/ Tallowwood Boulevard intersection or surrounding road network are necessary to support the additional development proposed because of this application.

Further comments have been provided via **Attachment 8** pertaining to the code assessment.

Works and Services Code:

A full range of urban infrastructure and services will be provided to service the additional units proposed through this application, broadly commensurate with the servicing strategy associated with the existing Retirement Facility approval issued over Lot 1 (Council Reference MCUI/2020/1802/C & RAL/2020/1808). See **Attachment 8** for the code assessment.

**3.5 Overlays:**

The subject site is mapped as being constrained by some planning scheme overlays, as shown in the overlay map extracts below. A general summation of how the proposal complies with the applicable overlay code is summarised in **Table 7** below:

**Table 7: Assessment of relevant Overlay Code**

| Overlay | Applicant Response |
|---|---|
| **Airport Environs**<br>  | The subject site is identified as being within the Airport Environs Overlay 8km Wildlife Hazard Buffer Zone & Lighting Area Buffer (6km). The nature of the proposed extension primarily relates to inclusion of additional (single storey) dwellings over Lot 3 which will be well below 8.5m in height. The proposal will not undermine the intent of the outcomes sought by the Airport Environs Code. |
| **Environmental Significance** | There is mapped waterway buffer mapping that affects the western and northwestern extents of the site. By |


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| Overlay | Applicant Response |
|---|---|
|  | way of background, the original application MCUI/2020/1802 established that this mapping did not accurately reflect the on-site conditions owing to the fact that the local flow paths had been redirected as part of the construction of the Essence Estate (Stage 1), the Hermitage Road/Gowrie Junction Road upgrade and the Toowoomba Second Range Crossing.<br><br>The application was also referred to SARA (DAFF) who accepted this advice and consequently removed this waterway designation under their mapping. It is submitted that for the above reasons, further consideration to this matter is not warranted. |
| **Flood Hazard Overlay**<br>  | The development site is impacted by Council's flood mapping within an existing gully in the east of the site and along the western edge of the site.<br><br>Works have been undertaken along the stormwater gully to the east of the subject site to ensure the land is flood free and along Gowrie Junction Road to direct the west overland flow into a table drain. Accordingly, these matters have been resolved, and the proposal satisfies the intent of the Flood Hazard Overlay. . |

**DESCRIPTION OF OTHER SPECIFIC CHANGES TO EXISTING APPROVAL**

The following aspects are also pertinent to Council's assessment of the proposed changes to the existing approval:

**Staging Amendments:**

In respect of the proposed changes to the staging of the development, this is intended to align with a construction strategy which will occur in a west/north to east/southwest and southwest arrangement. The proposal will result in changes to the staging boundaries, order and number of dwellings provided within each stage.

Key aspects of the proposed changes to the staging arrangement include:

- An increase in the overall number of stages from 2 to 6, which is deemed to represent a more efficient and manageable staging arrangement.



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- Each stage will continue to provide dwellings with sufficient car parking and access driveways and maneuvering to function until such time as later stages progress.
- the amendments will allow for desirable construction management (minimizing the interface between residential traffic from construction)
- the pickleball court will be delivered in stage 1, the tennis court and summerhouse in stage 2 and the clubhouse in Stage 2a which shows a commitment to provide these major facilities early in the development phase.

The proposed new staging is as shown in Figure 5 below (refer also Amended Staging Plan included at **Attachment 2**).

**Hermitage Road Interface (Retaining, Acoustic Fencing and Landscaping):**

**Landscape buffer:**

A modification is proposed between the development and the interface with Hermitage Road based upon the following:

- A 1-metre setback is now proposed between the Hermitage Road boundary and the retaining wall adjacent to the Summer House for a length of approximately 50 metres. However, the previously approved 5-metre setback from the Hermitage Road boundary to the retaining wall will be retained for the remainder of the development (Refer to Statement of Landscape Intent **Attachment 6** for further context).

- This revised arrangement is taken to remain commensurate with Performance Outcome (PO) 11 of the Low-Density Residential Zone Code which requires that '*the development is designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to the following… (c) landscaping'* for the following reasons:

    - The proposed reduced landscape strip (to 1m) will still be capable of softening the visual impact of the development and add interest when viewed from the adjoining road corridors. It is suggested that suitably dense species (when mature) could be conditioned to be provided by Council.
    - A substantial setback exists between Hermitage Road alignment and the common boundary of the subject site, ranging from approximately 30 to 52 metres.
    - The extent of retaining will vary in height, helping to reduce the visual impact from the adjoining road corridor.
    - A 5-metre setback is largely maintained between Hermitage Road and the proposed retaining wall, allowing for the establishment of appropriate landscaping species at suitable densities, which will assist with screening those areas where a reduced width is being sought.


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- This portion of the site is generally at or near grade with the road reserve, meaning retaining walls will not require visual screening, as evidenced by the preliminary earthwork plans available at **Attachment 4**.

**Acoustic Fencing:**

To comply with the conditions specified in the existing decision notice—an updated acoustic report has been prepared and has been supplied as part of this application. That report has determined that a 3.5-metre-high acoustic fence (measured from finished ground level) is required between the proposed units and Hermitage Road.

It is submitted that a generous landscaping buffer is being provided for the majority of the Hermitage Road which will assist in screening this fence (as outlined above). Additionally, given that this is largely in response to Council's requirements within the existing approval (namely condition 10), it is submitted that this increased height acoustic wall is suitably justified and arguably 'generally in accordance' with the existing approval, aside from condition 138.2 which conflicts with condition 10 of the approval.

To accommodate this change within the existing approval, it is recognised that condition 138 will need to be amended as follows -

> *Condition 138 - An acoustic barrier must be constructed on the subject land for noise attenuation. The barrier must be constructed in accordance with the following requirements and a Building Works approval:*
> *138.1 Erected within the subject land along the entirety of the northern property boundary or in accordance with Figure 5 of the recommendations of the amended approved Noise Impact Assessment report listed within this Development Approval and in both cases entirely outside of Council land and Council's services easement adjoining Council's drainage land east of the development area;*
> *138.2 Erected to ~~2~~ 3.5metres high, measured from the highest adjacent finished ground level;*

**Lot Typology Changes**

Minor adjustments have been made to the 'lot sizes' dispersal (generally) and the introduction of 4 lots referred to as '12.0m x 23.0m' lots and '14.0m x 23.0m' lots, which are slight refinements to and sit largely within the parameters of the already approved lot sizes.

All dwellings will continue to be provided with appropriate open space given that the existing approved dwelling house concepts are proposed to remain unchanged and the additional lot size offerings are to remain largely within the originally approved parameters.


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**Clarify Stormwater Quality Treatment Obligations**

It is noted that Council is accepting of a stormwater quality contribution for this development as it is encompassed by the existing Infrastructure Agreement for the original RAL approval.

To this end, it is requested that the existing approval documents be amended to ensure that stormwater quality measures are not required within the development. Additionally, we have also accompanied this request with the attached an updated conceptual stormwater management plan prepared by Westera Engineering (**Attachment 2**) which has removed reference to stormwater quality devices.

**Update Bedroom Numbers**

It is acknowledged that the existing approval includes conditions limiting the number of two (2) bedroom units to 143 and three (3) bedroom units to 62. However, flexibility is sought to be able to offer each unit with a dedicated multi-purpose room. This aligns with the definition of 'Bedroom' as specifically defined within Council's Infrastructure Charges Resolution.

We note that this modification (the incorporation of what technically is defined as a bedroom) will not have a material impact on the development nor any other material aspect of the relevant requirements of the Planning Scheme. For example, the Planning Scheme does not calculate car parking rates for a Retirement Facility based upon bedroom numbers, as opposed to other land use definitions. Additionally, the existing approval incorporates both 3 bedroom and 2 + multipurpose design options indicating that this change will not impact on other existing approved parameters (internal and external setbacks, private open space, etc).

To accommodate this change, we respectfully request that the following changes be made:

- Delete Condition 1.1
- Amend Condition 1.2 to incorporate all approved units.
- Issue an amended infrastructure charges notice reflecting the additional bedroom numbers for all units.

**Clubhouse**

Amendments have been made to the overall design of the Clubhouse, such that its height has increased and the footprint expanded.

The setback from the club and the external boundaries now range from:

- 2.040m between the outermost project (stair structure) to the common boundary with the adjoining lot (Lot 904 SP263388) containing the sewer pump station.


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- 3.310m and 5m to the main building (at the ground floor level)) to the adjoining Lot 904 (sewer pump station allotment).
- 3.460 and 4.950m (at the first-floor level) to adjoining Lot 904 (sewer pump station allotment)
- More than 5m to the adjoining drainage land and located wholly clear of existing easements that encumber the subject site.

As per the preliminary earthworks plans (**Attachment 4**), proposed earthwork finished levels are to remain largely comparable to that previously approved. The Clubhouse itself will sit slightly higher above natural ground level than the previous approved arrangement as evidenced on the attached elevations (Elevations 1-2 and 3-4, Revision AA, Drawing No. PD005 and PD006 dated 23 March 2026 (**Attachment 1**).

These revised setbacks are not taken to unduly impact on these adjoining land parcels or the streetscape and are taken to be appropriate in the circumstances, particularly when compared to that which has already been approved, namely owing to -

- the land tenure and use of the immediately affected lot being the sewer pump station contained on Lot 904 SP263388, and
- the drainage reserve further east;
- the considerable setbacks to Hermitage Road (85 metres plus) and the sporadic vegetation that exists between the constructed road alignment and the subject site.

**Amendments to the Tennis Court Area**

Embellishments are proposed for the communal facilities in the northeastern corner of the site adjacent to the approved Clubhouse location. Specifically, a lounge/seating, club room, workshop and amenities building are now proposed for the benefit of all residents utilising the tennis court facilities.

This building will be provided between the internal access road, car park and the location of the existing approved tennis court.

Accounting for the height of the necessary acoustic attenuation to the common boundary with Hermitage Road, these facilities will largely be screened from view from the road network.

**Semi Transparent Fencing between Lots 11, 12, 21 and 22**

It is noted that condition 94 of the existing approval requires transparent fencing (80% minimum) between Lots 11, 12, 21 and 22 within the development site.

Respectfully, it is requested that this condition be amended to enable the employment of privacy fencing for these adjoining dwellings. It is submitted that solid boundary fencing to the pedestrian


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passageway represents an appropriate CPTED response in this circumstance, balancing access control, privacy, and future resident wellbeing.

Semi-transparent fencing in this location may introduce adverse privacy and security impacts for residents. Additionally, it is noted that this pedestrian thoroughfare will still be subject to views from traffic and residents using Gemlife Boulevard, being a primary thoroughfare for the development site.

**Address Condition Compliance with Existing Approval**

This application seeks to address the condition compliance requirements of the existing approval (**namely conditions 6, 8, 10**). This change application is intended to replace the submission originally provided to council in February 2025.

Specifically, the latest submission seeks to address the following requirements:

- The amended waste management plan includes RPEQ certified manoeuvring diagrams demonstrating that the relevant Refuse Collection Vehicle can traverse the site to service all bins and demonstrating sufficient horizontal and vertical clearances for lift arms to clear all landscaping, fences, walls and fixtures.

- The acoustic report has been updated in response to Condition 10 of the approval and has considered both reverse amenity impacts from the Warrego Highway as well as the Sewer Pump Treatment Station and recommended necessary attenuation measures. This matter is discussed further in detail elsewhere within this report. The amended Acoustic Report is included at **Attachment 12**.

- The Master Plan and Landscaping Plans now demonstrate:
    - that all earthworks, retaining structures, buildings, fences and landscaping are located entirely outside of Council land and Council's services easement at the eastern part of the subject land adjoining Council's drainage land in accordance with conditions of approval.
    - the location of sealed emergency access.
    - the locations of acoustic barriers in accordance with conditions of approval.

**3.5 West Toowoomba Land Use Investigation (WTLUI)**

Reference is made to the Western Toowoomba Land Use Investigation, which forms part of the local planning investigations by Council to guide growth and development in the Toowoomba Region. It is recognized that this is a non-statutory document that was adopted by Council on 21 March 2017 that has been previously used to guide future growth.

In terms of its applicability in the circumstances, the following is noted:


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- This 2016 report is *no* longer available as a public facing document on Council's website;
- Relevantly, Council's website notes that the WTLUI has been completed, but not commenced unlike the remainder of the completed projects on Council's website such as the Drayton Local Plan, Central Highfields Master Plan or the Highfields/Meringandan/Meringandan West local plan/land use investigation.
- This document has *not* been incorporated into Council's Planning Scheme, nor is there any indication that there is an intention for it to be incorporated into a future planning scheme.

In this regard, it is submitted this document should not be given any significant weight as a 'relevant matter' in the assessment of this development application.

**3.6 Toowoomba Region Growth Plan 2023**

In 2023 the *Toowoomba Region Growth Plan* was publicly advertised. The growth plan is one of the first steps towards preparation of a new planning scheme for the Toowoomba region. **Figure 5** below is an extract from the future growth areas map included in the growth plan. The map indicates the land's proposed inclusion in a residential zone. In addition to the emerging community zoning and the existing approval, this most recent strategic planning document affirms the site's continued intent to be developed for residential purposes.

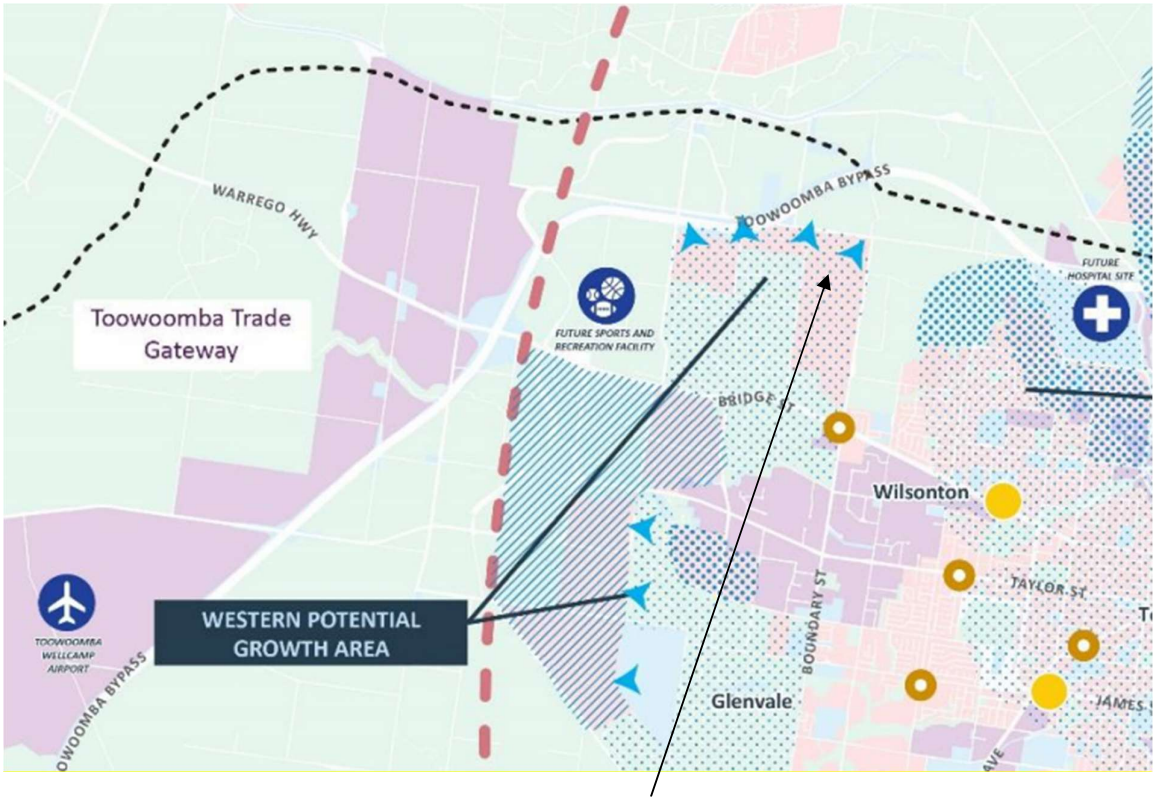



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**Figure 4: Future Growth Areas within TUE excluding Cambooya and Wyreema (Source: PSA, 2022)**

***Figure 5 – extract from Toowoomba Region Growth Plan***

### 3.7 Relevant Referral Agency Matters

The original application involved:

- Concurrence referral (pursuant to the Planning Act (PA)) to the State Assessment and Referral Agency (SARA) for State Transport Infrastructure (Thresholds and Proximity to a State Controlled Road) triggers; and,
- Advice referral (pursuant to the PA) to Ergon Energy owing to the existence of an easement associated with an existing Pad Mount Transformer originally located on Lot 900 SP290343.

Similarly, this change application is required to be referred to SARA (as a Concurrence Agency) and Ergon (as an Advice Agency). **Table 8** below identifies that the referral triggers remain the same as the original application, with no new referral triggered.

**Table 8 – Referral Triggers for Original Application and Change Request**

| Referral Trigger (Original Application) | Referral Trigger (Change Request) | Comment |
|---|---|---|
| Schedule 10 – Development Assessment, Part 9 – Infrastructure-Related Referrals, Division 4 – State Transport Infrastructure – Referral Agency's Assessment, Subdivision 1 – State Transport Infrastructure Generally, Table 1 – Aspect of development stated in schedule 20, Item 8 (b) (ii) | Unchanged | This referral trigger for the change application is equivalent to the referral trigger for the original application. |
| Schedule 10 – Development Assessment, Part 9 – Infrastructure-Related Referrals, Division 4 – State Transport Infrastructure – Referral Agency's Assessment, Subdivision 2 – State transport corridors and future State transport corridors, | Schedule 10, part 9, division 4, subdivision 2, table 4, item 1 - Development near a state transport corridor | This referral trigger for the change application is equivalent to the referral trigger for the original application. |


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| Referral Trigger (Original Application) | Referral Trigger (Change Request) | Comment |
|---|---|---|
| Table 4 – Material change of use of premises near a State transport corridor or that is a future State transport corridor, Item 8 (b) (ii) | | |
| Sch 10, Part 9, Division 2, Table 2 – Item 1 | Material change of use of premises near a substation site or subject to an easement | This referral trigger for the change application is equivalent to the referral trigger for the original application. |

In accordance with section 82(4) of the *Planning Act 2016*, a referral agency assessment of the change application is limited to the extent that the matters are relevant to assessing and deciding the change application, in the context of the development approval. In relation to each of the referral triggers:

1. **State Transport Infrastructure (Thresholds)** and **State Transport Infrastructure (Development near a state transport corridor)** – The proposed 'other change' involves 24 extra dwellings and other layout changes as described elsewhere herein. These changes have not materially affected the original assessment and outcomes originally approved for the development. To support the application, a revised Stormwater Management Plan and Traffic Impact Assessment have been provided at **Attachment 2** and **Attachment 7**.

2. **Ergon Energy (Material change of use of premises near a substation site or subject to an easement)** - The impacted electrical infrastructure relates to Easement EA on SP298062 and an existing Pad Mount Transformer. This proposed layout will result in unit 228 being situated adjacent to this infrastructure and direct (unobstructed) access from Tallowwood Boulevard will continue to be maintained. The proposal will not have an adverse impact on this existing Ergon asset.

## 4.0 Summary

This request for an 'Other Change' relates to the Decision Notice issued by Council on 3 February 2025 (Council reference: **MCUI/2020/1802/C & RAL/2020/1080**). The purpose of this Other Change Request is to amend the overall approval to:

- Introduce Lot 3 SP338483 and increase the number of approved units from 205 to 229 lots.
- Minor changes to the 'lot' widths/types assigned for the respective unit sites.
- Minor modifications to the internal driveway alignment and the car parking arrangement.
- Amending the staging from 2 stages to six (6) stages.


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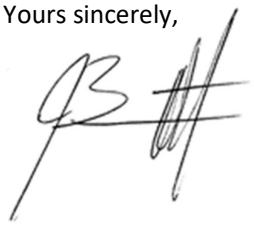
- Amendments to the clubhouse footprint and design.
- Amend the DA to allow all dwellings to have a 'multi-purpose room'.
- Delete the requirement for transparent fencing between units 11, 12, 21 and 22.
- Interface changes between the proposed units and Hermitage – particularly between the Summer House/Tennis Court and Hermitage Road.
- Modifications to the communal facilities set out.
- Remove reference within the approval to the requirement to provide for stormwater quality treatment.
- integrate the detail shown on the latest submission to council in response to condition compliance (condition 6, 8, 10) submitted with council dated February 2025 for complete continuity.

In assessing this change, due consideration has been given to the criteria for 'other' changes section 82 of the *Planning Act 2016* and compliance has been demonstrated with relevant assessment benchmarks and statutory planning documentation. It is therefore recommended that the proposed change be approved.

Should you require anything further or wish to discuss any aspect of the above, please do not hesitate to contact our office on 07 5452 5207.

Yours sincerely,



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| LOW DENSITY RESIDENTIAL ZONE CODE | | |
|---|---|---|
| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| ***Table 6.2.1:1 – Low Density Residential Zone Code – requirements for accepted development and assessment benchmarks for assessable development*** | | |
| **Caretakers Accommodation** | | |
| PO1<br>Development provides for the accommodation of a caretaker, and their family members, involved in the running of a non-residential use, in a manner that:<br>(a) does not compromise the productivity of the use;<br>(b) is safe and comfortable for the amenity of residents; and<br>(c) has regard to the landscape and private recreation needs of the residents. | AO1.1<br>A caretaker's accommodation is:<br>(a) separated from significant levels of emissions (adverse to human health or amenity) generated by the non-residential use/s of the site by at least 6m;<br>(b) provided with a private landscape and recreation area which:<br>(i) is directly accessible from a habitable room;<br>(ii) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and<br>(iii) where provided as a balcony, verandah or deck has a minimum1 area of 8m² with a minimum dimension of 2.4m.<br><br>AO1.2<br>No more than one (1) caretaker's accommodation is established per non-residential use. | **Not Applicable.**<br>The proposed development does not include caretaker's accommodation. |
| **Dwelling Unit** | | |
| PO2<br>Development incorporating a dwelling unit is provided in a manner that:<br>(a) integrates visually with the non-residential use through the use of materials, colours and finishes, architectural treatments and landscaping treatments;<br>(b) ensures residents have a high level of safety, security, privacy and amenity;<br>(c) ensures residents are not exposed to noise and light nuisance from the non-residential use; and<br>(d) provides residents access to private outdoor recreation spaces directly from the dwelling unit. | AO2.1<br>Separate entrances are provided to the dwelling unit and non-residential uses on the same site.<br><br>AO2.2<br>Entries to the dwelling unit are clearly identifiable from the street and have a defined pathway.<br><br>AO2.3<br>Dwelling units are readily distinguishable from the non-residential use for emergency service providers.<br><br>AO2.4 | **Not Applicable.**<br>Dwelling units (as defined by the Planning Scheme) are not proposed. |

[1] Amended on 27 April 2018

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
|---|---|---|
| *Performance Outcomes* | *Acceptable Outcomes* | *Compliance* |
| | The dwelling unit number is clearly displayed on the unit and letter box.<br><br>AO2.5<br>The dwelling unit is provided with a private landscape and recreation area which:<br>(a) is directly accessible from a habitable room;<br>(b) if at ground level, has a minimum area of 16m² with minimum dimensions of 4m; and<br>(c) if a balcony, a veranda or a deck, has a minimum2 area of 8m² with minimum dimensions of 2.4m.<br><br>AO2.6<br>Habitable rooms of the dwelling unit are protected from overlooking of the non-residential use/area by:<br>(a) separation of 9m from a window or activity area of the non-residential use; or<br>(b) screening the outlook from windows, balconies or activity area of the non-residential use within a direct view of 9m to the habitable room or private open space of the dwelling unit. | |
| **Non-residential Uses and building work – Scale of use where involving the reuse of an existing building** | | |
| PO3<br>The non-residential use is of a small scale and intensity that is compatible with the character of the streetscape and the low density residential built form appearance of the locality. | AO3.1<br>The use:<br>(a) is carried out in an existing building;<br>(b) only increases the Gross Floor Area of the existing building by a maximum of 25m² and does not reduce existing front or side setbacks;<br>(c) is a single tenancy only;<br>(d) has a maximum gross floor area of 200m²;<br>(e) is conducted wholly within an enclosed building; and<br>(f) does not involve outdoor dining or drive through facility. | **Not Applicable.** |
| **Non-residential Uses and building work – Noise Amenity** | | |
| PO4 | AO4.1 | **Not Applicable** |

[2] Amended on 27 April 2018

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
|---|---|---|
| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or the intended residential streetscape character. | New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses. | |
| **Non-residential Uses and building work – Privacy and Screening** | | |
| PO5<br>Non-residential uses provide adequate separation, buffering and screening from adjoining residential premises so that the privacy and amenity of residential premises is protected. | AO5.1<br>A 2m wide vegetated buffer is provided to any vehicle movement and parking areas that adjoin a residential boundary.<br><br>AO5.2<br>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.<br><br>AO53<br>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. | **Not Applicable.** |
| **Non-residential Uses and building work – Outdoor Lighting** | | |
| PO6<br>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 result of light emissions, either directly or by reflection. | AO6.1<br>Outdoor lighting for non-residential uses is restricted to low level security lighting only.<br><br>AO6.2<br>Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of AS4282 – Control of the Obtrusive Effects of Outdoor Lighting. | **Not Applicable.**<br>The proposal relates to a residential use of premises. However, any outdoor lighting for non-residential uses will be limited to the communal facilities and will be limited to the extent of streetlights for way finding purposes throughout the closed community. The outdoor lighting will be installed and maintained in accordance with the relevant standard. |
| **Utilities and Stormwater** | | |
| PO7<br>A water supply is provided that is adequate for the current and future needs of the intended use. | AO7.1<br>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**<br>The site is serviced by an existing DN63 PE water main that provides the sewer pump station with maintenance water. This existing main is contained within an easement and will need to be preserved. No change is proposed to the existing approved servicing strategy for the development which involves connecting to the existing 150mm diameter reticulation |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
|---|---|---|
| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| | | main within Tall Oak Drive to provide the site with a new 150mm diameter water property connection.<br><br>All water reticulation works shall be in accordance with Council's standards and specifications.<br><br>Refer to Engineering Report (**Attachment 3**). |
| PO8<br>Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm. | AO8.1<br>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**<br>The site is located adjoining the existing Gowrie Junction Road pump station (SPS 59). As a result, the site is burdened by existing 225mm & 300mm diameter sewers along the eastern boundary contained within a sewerage easement.<br><br>An existing manhole connected to the pump station via 150mm reticulation sewer is also located within the development site to the west of the pump station which is the approved connection point for the development. This servicing strategy is proposed to be maintained as part of the proposed additional units, and it is submitted that sufficient capacity exists when compared to the original master planning for the area and as referenced in the original ADG report.<br><br>All sewer reticulation works shall be in accordance with Council's standards and specifications.<br><br>Refer to Engineering Report (**Attachment 3**). |
| PO9<br>The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority. | AO9.1<br>Premises are connected to an electricity supply approved by the relevant energy regulatory authority. | **Complies**<br>Above ground electrical infrastructure exists within Hermitage Road and underground electrical infrastructure within Tall Oaks Drive. The proposal will be serviced by an electricity supply approved by the relevant energy regulatory authority. |
| PO10<br>Stormwater resulting from roofed areas and impervious surfaces is collected and discharged in a manner that does not adversely | AO10.1<br>Roof water and impervious surfaces water runoff is collected and discharged in accordance with SC6.2 | **Complies**<br>Refer to Engineering Report (**Attachment 3**) and Stormwater Management Report (**Attachment 2**). |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
|---|---|---|
| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| affect the stability of buildings or the use of adjacent land. | PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | |
| **Waste Management** | | |
| PO11<br>Appropriate refuse container storage areas are provided which are:<br>(a) in a building or enclosing structure or screened from public view;<br>(b) of adequate size to accommodate the expected amount of refuse to be generated by the use;<br>(c) in a position that is conveniently accessible for collection; and<br>(d) able to be kept in a clean state at all times, and waste is captured and discharges to an approved collection point. | AO11.1<br>Refuse container storage areas are provided that:<br>(a) are located behind the building line and screened from public view:<br>(i) in a building, outbuilding or other enclosed structure;<br>(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;<br>(iii) screened by a minimum 1.8m high solid fence where adjoining a residential boundary<br>(b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system;<br>(c) are within normal hose length of a hose cock; and<br>(d) are large enough to accommodate at least one (1) standard/sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use. | **Complies**<br>The previously approved assumptions pertaining to waste collection (i.e. 9.5m side-lift RCV) will be maintained as part of the proposed extension of the proposal across Lot 3 and the additional units. Dwellings will utilise wheelie bins for general waste and recycling and the collection will occur from the front of each dwelling.<br><br>Refer to the Operational Waste Management Plan (**Attachment 5**). |
| **Non-residential uses and building work – Access, on-site car parking and manoeuvring** | | |
| PO12<br>Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and:<br>(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.<br>(b) to ensure that off-street car parking areas do not dominate the appearance in the streetscape. | PO12.1<br>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.<br><br>PO12.2<br>Where involving re-use of premises used for a business activity:<br>(a) There is no reduction in existing or previously approved on-site car parking;<br>(b) There are no alterations to the location of existing or previously approved access (driveways and | **Not applicable** |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| | vehicle cross-overs) and on-site car parking and manoeuvring areas. | |
| **Non-residential uses and building work – Landscaping** | | |
| PO13<br>Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished. | PO13.1<br>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** |
| **Table 6.2.1:2 – Low Density Residential Zone Code – requirements for accepted development and assessment benchmarks for assessable development where not involving Building Work (not associated with a Material Change of Use)** | | |
| *Not applicable* | | |
| **Table 6.2.1:3 – Low Density Residential Zone Code – assessment benchmarks for assessable development** | | |
| **Residential Development** | | |
| PO1<br>The zone accommodates predominantly dwelling houses and other housing forms at a low density scale and intensity. | AO1.1<br>Uses which are consistent with the intent of the zone include:<br>(a) dwelling house; and<br>(b) dual occupancy, except where located in the Clifford Park Stables and Park Residential Precincts | **Complies**<br>The proposal is for an extension to an existing approved Retirement Facility, which will function as an over 50's lifestyle resort and will comprise individual dwelling houses. A Retirement Facility is identified as a consistent use for the Low-Density Residential Zone. The applicability of the Low-Density Residential Zone as it relates to Lot 3 is discussed elsewhere herein. |
| PO2<br>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. | No acceptable outcome is nominated. | **Not applicable** |
| PO3<br>Short-term accommodation occurs where:<br>(a) it is of a small scale that is consistent with the intensity of development in the surrounding residential area;<br>(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 ;<br>(c) all car parking needs can be met on site;<br>(d) have direct vehicle access to a distributor, sub-arterial and regional arterial level road that is not a State-controlled road; and | No acceptable outcome is nominated. | **Not applicable** |

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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| (e) do not unduly detract from the amenity of nearby residences. | | |
| PO4<br>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. | AO4.1<br>The number of dwellings on the site does not exceed one per 500m².<br><br>AO4.2<br>The site has a minimum frontage of 12m. | **Performance Outcome**<br>The original approved development - 205 dwellings resulted in one dwelling per 456.76m² or 19.5 dwellings per hectare.<br><br>The proposed extension involves an additional 22 dwellings, generally concentrated within the newly introduced Lot 3 on SP338483, which has a total area of 1.147 hectares. This results in a dwelling density of approximately 19.7 dwellings per hectare, which is commensurate with the previously approved outcome over existing Lot 1 on SP330786.<br><br>The proposal achieves compliance with performance outcome PO4 as the residential density proposed is reflective of the residential scale and density in the surrounding area. The proposal adjoins an existing approved retirement facility with the same residential density. The road reserve that exists on all sides of the proposed infill dwellings provides adequate separation from standard low density residential dwellings in the Essence estate.<br><br>Views from the surrounding area including streetscape to the development over Lot 3 will largely be mitigated through the use of landscaping buffers, setbacks to the street frontages, fencing and proposed earthworks which will result in the finished levels associated with the dwellings being situated on land lower than the street frontages of Tallowwood Boulevard and Tall Oak Drive for example.<br><br>In the circumstances, the proposal is not taken to undermine the intent of Performance Outcome 4. |
| **Non-Residential Development** | | |
| PO5<br>Non-residential uses establish only where they:<br>(a) except for child care centres, provide for the day to day | No acceptable outcome is nominated. | **Not applicable** |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| convenience needs or local service of the immediate local residential community;<br>(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;<br>(c) do not contribute to strip development or expansion of an existing centre;<br>(d) are a of a small scale, and have low intensity operation and employment;<br>(d) are highly accessible to the immediate local community it serves and have direct vehicle access to a distributor, sub-arterial and regional arterial;<br>(c) do no introduce non-local traffic into a local street;<br>(e) 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;<br>(f) do not adversely impact the amenity, safety or privacy of nearby residences. | | |
| **Built Form** | | |
| PO6<br>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. | AO6.1<br>Buildings have a maximum height of two (2) storeys or 8.5m above ground level. | **Complies**<br>The proposed development will not exceed maximum height of two (2) storeys/8.5m above ground level. |
| PO7<br>Except for Dwelling Houses and Dual Occupancies site coverage:<br>(a) maximizes setbacks;<br>(b) maximizes landscaping;<br>(c) ensures adequate useable outdoor areas;<br>(d) ensures adequate space for vehicle movement and parking areas; | AO7.1<br>For development up to two (2) storeys site cover does not exceed 50% of the site area.<br><br>For development over two (2) storeys no acceptable outcome is nominated. | **Complies**<br>The development will not exceed one (1) storey) or a site cover of 50% of the site area. |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| (e) maximizes solar access for internal and external living spaces;<br>(f) does not compromise solar access for adjoining premises; and<br>(g) does not result in overshadowing of adjoining properties. | | |
| PO8<br>Impervious site coverage:<br>(a) ensures development maximizes on-site infiltration and minimizes the additional burden on drainage infrastructure;<br>(b) reduces the visual impact of additional hardstand;<br>(c) respects the existing or preferred neighbourhood character and responds to the features of the site; and<br>(d) allows for the provision of an appropriate supply of landscaping and open space. | AO8.1<br>Impervious areas of the site do not exceed 60% of the site area. | **Complies**<br>Impervious area does not exceed 60% of the site area. |
| PO9<br>The front building setback is consistent with the prevailing front setbacks in the street. | AO9.1<br>Where the site has frontage to a collector or local road, buildings are set back from that frontage:<br>(a) within 20% of the average front setback of adjoining buildings; or<br>(b) where there are no adjoining buildings, 4m.<br><br>AO9.2<br>Where the site has frontage to a road other than a collector or local road:<br>(a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code.<br>(b) non-residential buildings are set back from that frontage 6m.<br><br>AO9.3<br>Where involving non-residential use, buildings are set back a minimum 6m from the road frontage. | **Performance Outcome**<br>The development site has frontage to four (4) local roads, being Hermitage Road to the north, Gowrie Road Junction to the west, Tallowwood Boulevard to the south and Tall Oak Drive to the east.<br><br>The proposed additional units (which relate to Lot 3 on SP338483) will only face road frontages, although these will (arguably) function like side and rear boundaries for the proposed development.<br><br>The proposed extension involves units have been generally setback between 3.5m and 4.5m from all road frontages, which will provide sufficient room for the provision of a generous landscaping buffer and fencing as outlined in the SLI (**Attachment 6**) ensuring an appropriate presentation to the surrounding streetscape will be achieved.<br><br>The proposal is taken to respond suitably to the intent of Performance Outcome 9.<br><br>**Not applicable.** |
| PO10 | AO10.1 | **Complies (AO10.1 & AO10.2)** |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
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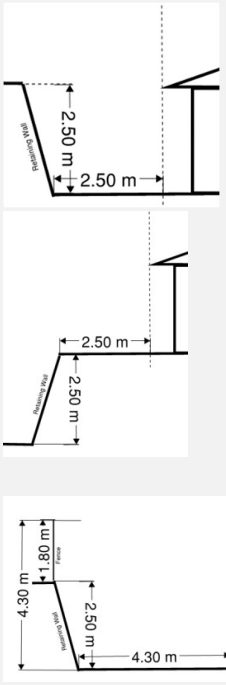
| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| Side and rear building setbacks:<br>(a) enhance the appearance and character of streets and buildings;<br>(b) are appropriate to the scale of the development and the intended low density character of the zone or precinct in which the site is located;<br>(c) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site;<br>(d) are sufficient to minimise overshadowing and overlooking of adjoining premises;<br>(e) provide adequate separation and buffering between residential and non-residential premises; and<br>(f) maximise opportunities for landscaping. | Buildings are set back from a side boundary:<br>(a) Ground Floor (up to 3.5m high) – 1.5m; and<br>(b) First floor (up to 7.5m high) – 2m;<br>(c) Above 7.5m – 3m; or<br>(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.<br><br>AO10.2<br>Buildings are set back:<br>(a) a minimum of 3m from a rear boundary; or<br>(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.<br>  <br>Figure 1<br><br>For non-residential development: | Technically, the additional units (which relate to Lot 3 on SP338483) will only face road frontages, although these will (arguably) function like side and rear boundaries for the proposed development. All dwellings will exceed the will the minimums required by these acceptable outcomes. |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| | AO10.3<br>Buildings are set back a minimum of 2.5m from a side boundary.<br><br>AO10.4<br>Buildings are set back from a rear boundary whichever is the greater -<br>(a) a minimum of 3m; or.<br>(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. | **Not Applicable**<br><br>**Not Applicable** |
| PO11<br>The development is designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to the following:<br>(a) built form;<br>(b) open space;<br>(c) landscaping;<br>(d) the public realm;<br>(e) parking and access;<br>(f) solar access;<br>(g) views and outlook;<br>(h) setbacks;<br>(i) height;<br>(j) scale and bulk; and<br>(k) provision of services | In partial compliance with the performance outcome:<br><br>AO11.1<br>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.<br><br>Note: Such landscaping areas must not be compromised by the maneuvering areas required for the vehicle. | **Complies**<br>Refer to Landscape Plans (**Attachment 6**). |
| PO12<br>Non-residential use buildings, including extensions or additions, exhibit design elements that are characteristic of and compatible with surrounding houses in the streetscape including:-<br>(a) buildings orient to and addresses the street frontage;<br>(b) the main building entry faces the street at ground level;<br>(c) building mass is broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank surfaces ; | No acceptable outcome is nominated | **Complies**<br>No significant change is proposed to the non-residential components of the previously approved development. The proposed extension, which primarily involves Lot 3 on SP338483, relates to additional residential units only as well as minor necessary changes to the internal road network. The proposal is taken to suitably respond to the intent of this performance outcome.<br><br>Refer to Landscape Plans (**Attachment 6**). |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| (d) differentiate between private houses and the non-residential use through variation in materials, patterns, textures and/or colours.<br><br>Editor's note – examples of façade treatment to avoid expanses of blank surface may include (but is not limited to):<br>• windows are provided in any building façade facing the street or other public and communal space;<br>• awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design. | | |
| PO13<br>Where appropriate, development facilitates active transport and open space connections through the neighbourhood. | No acceptable outcome is nominated. | **Not applicable** |
| PO14<br>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:<br>(a) any hazards or nuisance to people or property on the site or offsite are avoided;<br>(b) any earthworks are minimised and design alternatives are prioritised over earthworks;<br>(c) natural drainage lines are retained;<br>(d) existing vegetation is retained or replaced;<br>(e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and<br>(f) there is adequate buffering, screening a separation to adjoining development. | No acceptable outcome is nominated. | **Complies**<br>The proposed development has been designed to appropriately respond to the topography and environmental constraints of the site, to ensure it achieves an appropriate transition in scale and density that is consistent with the surrounding area. The development includes an appropriate landscape buffer and along all road frontages to ensure amenity to both residents, road users and neighbouring properties. |
| **Amenity and Safety** | | |
| PO15<br>Development maintains a high level of residential amenity within the site and for surrounding areas, having regard to noise, odour, lighting, | No acceptable outcome is nominated. | **Complies**<br>The proposed development will maintain a high level of residential amenity and safety for the local area. Internal access roads will be shared and limited to a speed of 5km/hr. The development is intended to |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| access to sunlight, privacy and outlook. | | operate as a closed private community and will be screened by fencing to ensure privacy for residents and to establish a consistent treatment to the sites boundaries. |
| PO16<br>Site layout, building design and landscaping facilitates the security of people and property having regard to:<br>(a) opportunities for casual surveillance of and sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;<br>(b) exterior building design and orientation which promote safety;<br>(c) adequate definition of uses and public and private ownership;<br>(d) adequate lighting;<br>(e) appropriate way-finding mechanisms (e.g. signage);<br>(f) minimisation of entrapment locations; and<br>(g) building entrances, loading and storage areas being well lit and lockable after hours. | AO16.1<br>Setbacks are provided from all boundaries in accordance with acceptable outcome AO10.2;<br><br>AO16.2<br>The development does not introduce lighting which is inconsistent with a residential area;<br><br>AO16.3<br>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<br><br>AO16.4<br>Where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%. | **Complies**<br>Setbacks have been provided in accordance with AO10.2.<br><br>**Complies**<br>Adequate lighting and way finding measures ensure legible access to through and from the site are maintained.<br><br>**Complies**<br>Built form within the site will not affect sunlight access for the private open space and/or habitable rooms on adjoining properties or private open spaces on the subject site.<br><br>**Not applicable** |
| PO17<br>Development is designed to incorporate graffiti-prevention measures. | AO17.1<br>Building design and layout incorporates the following features where practical:<br>(a) designs with an absence of 'natural ladders';<br>(b) minimal unbroken vertical surface areas; and<br>(c) graffiti-deterrent surface treatments. | **Complies**<br>CPTED principles have been built into the proposal. |
| PO18<br>Development for non-residential uses provides landscaping that:<br>(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;<br>(b) provides an attractive interface between the use, the streetscape and adjoining residential uses | AO18.1<br>Where not involving reuse of a premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site. | **Not applicable** |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| (c) provides and maintains:<br>(i) the privacy and amenity for adjoining residential uses<br>(ii) sight lines and overlooking to public spaces and the street to enable casual surveillance<br>(iii) a clearly defined pedestrian entry point for visitors and customers that is separated from the driveway;<br>(iv) established trees (including street trees) and other significant existing vegetation. | | |
| PO19<br>Development for non-residential uses provide car parking and loading and servicing areas that:<br>(a) are located to minimise impact on any adjoining residential premises<br>(b) are located behind the building, and hardstand areas do not dominate the streetscape;<br>(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;<br>(d) are integrated into the building design and include screening and buffering to reduce negative impact on adjoining residential uses | No acceptable outcome is nominated. | **Not applicable** |
| PO20<br>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, noise or odour emissions that impact on human health, amenity and wellbeing. | AO20.1<br>The use is designed to ensure that:<br>(a) the indoor noise objectives set out in the Environmental Projection (Noise) Policy 2008 are met; and<br>(b) the air quality objectives in the Environmental Protection (Air) Policy 2008, are met.<br><br>Note: Design measure that may assist in achieving the acceptable outcome may include:<br>(a) landscaping;<br>(b) setbacks;<br>(c) the orientation of buildings away from the industrial area; and<br>(d) barriers, mounds and fencing; and/or screening. | **Complies**<br>The subject premises is not within proximity to industry zoned land and is considered capable of complying with the objectives of the *Environmental Protection (Noise) Policy 2008*. |

| LOW DENSITY RESIDENTIAL ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| PO21<br>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. | No acceptable outcome is nominated. | **Not Applicable** |
| **Development involving Animal Keeping (where for Stables) in the Clifford Park Stables Precinct** | | |
| *Not applicable* | | |
| **Development in the Park Residential Precinct** | | |
| *Not applicable* | | |

| EMERGING COMMUNITY ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| ***Master Planning*** | | |
| PO1 New communities comply with a master plan for the locality based on detailed site investigations which provides a context and ensures development:<br>(a) contributes to a logical pattern and sequence of development and infrastructure;<br>(b) facilitates efficient use of land and infrastructure;<br>(c) complies with the relevant Local Plan where located in a local plan area;<br>(d) facilitates integration with existing and future urban development, having regard to movement networks, open space networks and accessibility to community infrastructure;<br>(e) responds to constraints and natural values on the site and mitigates any impacts on areas of ecological significance ;<br>(f) provides for a range of lots that enables a variety and diversity of housing types, which achieve a dwelling yield of 15 dwellings per hectare net;<br>(g) establishes movement networks that support and promote walking, cycling and public transport. | No acceptable outcome is nominated. | **Not Applicable.** Despite the underlying zoning being Emerging Community, the subject site is located within a largely existing established urban area which forms part of the Essence estate and adjoins an existing approved retirement village contained over Lot 1. Respectfully, it is submitted that the proposal is more representative of infill development in an existing estate and that the land does not form part of a 'new community' is envisaged by PO1, suggesting that this performance outcome is not applicable. |
| ***Uses*** | | |

| EMERGING COMMUNITY ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| $PO_2$ Unless otherwise specified as part of an approved master plan[41], the zone primarily accommodates a limited range of rural activities and other uses that do not prejudice the long term urban development potential of the land. | $AO_{2.1}$ Unless otherwise specified as part of an approved master plan, uses which are consistent with the intent of the zone include:<br>(a) animal husbandry;<br>(b) caretaker's accommodation;<br>(c) cropping;<br>(d) dwelling house;<br>(e) educational establishment;<br>(f) emergency services;<br>(g) home based business;<br>(h) major electricity infrastructure;<br>(i) outdoor sport and recreation;<br>(j) place of worship;<br>(k) roadside stall if for products from a rural use on or adjacent to the site; and<br>(l) substation.<br>$AO_{2.2}$ Unless otherwise specified as part of an approved master plan, uses which are inconsistent with the intent of the zone include:<br>(a) accommodation activities (other than dwelling houses);<br>(b) business activities;<br>(c) entertainment activities;<br>(d) industry activities; and<br>(e) rural activities (other than those listed in $AO_{1.1}$). | |
| $PO_3$ Development does not limit or preclude the long-term use of the site or nearby land for urban purposes, having regard to the scale and nature of the activity and its likely impacts. | No acceptable outcome is nominated. | **Not Applicable. T**he proposal is intended to represent the ultimate use of the premises, being for urban purposes. |
| **Effects of development (New communities and interim development)** | | |
| $PO_4$ Development does not unduly impact on the amenity, character or other values of the locality, having regard to:<br>(a) the scale, siting and design of buildings and structures;<br>(b) visibility from roads and other public view points, | No acceptable outcome is nominated. | **Not Applicable**. The proposal is not within a new community, nor does it represent interim development Notwithstanding, the proposal is taken to respond suitably to the other outcomes sought by this performance outcome. Such matters have been discussed elsewhere herein. |

| EMERGING COMMUNITY ZONE CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| screening vegetation and landscaping;<br>(c) the natural landform and avoidance of visual scarring; and<br>(d) noise, odour and other emissions. | | |
| PO5 The site layout responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land uses, such that:<br>(a) any hazards to people or property are avoided;<br>(b) any earthworks are minimised;<br>(c) the retention of natural drainage lines is maximised;<br>(d) the retention of existing vegetation is maximised;<br>(e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and<br>(f) there is adequate buffering, screening or separation to adjoining development. | No acceptable outcome is nominated. | **Not Applicable**. Not Applicable. The proposal is not within a new community, nor does it represent interim development. Notwithstanding, the proposal is still taken to respond suitably to the intent of this performance outcome. Such matters have been discussed elsewhere. |
| PO6 Roads and other infrastructure are of a sufficient capacity to accommodate the demands generated by the development. | No acceptable outcome is nominated. | **Not Applicable.** The proposal is not within a new community, nor does it represent interim development. Notwithstanding, road and other infrastructure capacity matters have been discussed elsewhere herein, and the proposal is taken to satisfactorily address such considerations. |

| MEDIUM DENSITY RESIDENTIAL CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| ***Table 9.3.7.1 – Medium Density Residential Code – Requirements for accepted development and assessment benchmarks for assessable development*** | | |
| **Where for a Dual Occupancy (PO1 – PO21) – Not Applicable** | | |
| **Where a Dwelling House on a hatchet Lot (PO22 – PO24) – Not Applicable** | | |
| ***Table 9.3.7.3 – Medium Density Residential Code – Requirements for accepted development and assessment benchmarks for assessable development*** | | |
| $PO_1$ The development is designed in a manner that responds to the sites opportunities and constraints and to the broader urban and streetscape contexts.<br>Note: Development should be designed and documented by a suitably qualified professional (i.e. architect or building designer). Details of professional qualifications should be noted on drawings submitted with any development application | $AO_{1.1}$ The design of the development considers and responds to:<br>1) Site specific qualities including:<br>(a) site topography and slope (contours at a minimum of 1m intervals);<br>(b) Views<br>(c) solar aspect and access;<br>(d) prevailing breezes<br>(e) existing buildings on the site;<br>(f) site access<br>(g) services<br>(h) identification of buildings to be demolished;<br>(i) existing vegetation (locations to be surveyed and the diameter of the trunk at 1m above ground level shown. On highly buttressed trees the extent of buttressed roots is to be shown);<br>(j) proposed position of new buildings overlaid<br>2) Nearby features including:<br>(a) opportunities for on street visitor car parking;<br>(b) buildings on adjoining land<br>(c) important views from neighbouring properties<br>(d) features and character of adjoining land and buildings including doors & windows<br>(e) street fixtures;<br>3) Local qualities and amenities including:<br>(a) available public transport; and<br>(b) nearby amenities such as parks, shops.<br>$AO_{1.2}$ Site design retains all existing street trees.<br>Note: See Figures 1 and 2. | **Complies**<br>Refer to the Proposal plans included at **Attachment 1**. The design of the development is such that it both responds to the constraints and opportunities afforded by the site as well as integrated well with the surrounding established settlement pattern. |
| $PO_2$ Development responds to the slope of the land in the siting, design and form of | $AO_{2.1}$ Cut and fill beyond natural ground level does not exceed a vertical distance of 1m, unless contained within building walls | **Complies.**<br>Refer to the Proposal Plans included at **Attachment 1** and the plans |

| MEDIUM DENSITY RESIDENTIAL CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| buildings and structures to minimise requirements for cut and fill. | and in accordance with the requirements outlined in SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. The extent of cut and fill must be shown on the proposed site plan and elevations.<br><br>$AO_{2.2}$ Batters and earth-retaining structures are constructed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.<br><br>**Note: See Figure 3.** | included in the Engineering Report at **Attachment 3**. The development has been designed in response to the topographical characteristics of the stie as far as practicable, with retaining walls to be in accordance with relevant engineering standards. |

<table>
<tr><th colspan="3">MEDIUM DENSITY RESIDENTIAL CODE</th></tr>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th><th>Compliance</th></tr>
<tr><td>PO3 Development is designed to facilitate the retention of any existing street tree adjacent to the site.</td><td>AO3.1 Development does not compromise or require the removal of any street tree.</td><td>Complies.<br>Existing street trees will be avoided as far as practicable.</td></tr>
<tr><td>PO4 Development:<br>(a) provides for the on-site infiltration of stormwater and minimises the additional burden on drainage infrastructure;<br>(b) minimises the visual impact of hard surface areas; and<br>(c) respects the existing or preferred neighbourhood character and responds to the features of the site.</td><td>AO4.1 The impervious site cover does not exceed Table 1:<br><table><tr><th colspan="2">Table 1</th></tr><tr><th>Average building height</th><th>Maximum impervious site cover</th></tr><tr><td>If more than 50% of the proposed dwellings are 1 storey</td><td>70%</td></tr><tr><td>If more than 50% of the proposed dwellings are 2 storeys</td><td>65%</td></tr><tr><td>If more than 50% of the proposed dwellings are 3 or more storeys</td><td>60%</td></tr></table><br>AO4.2 No more than 50% of the front setbacks area is impervious.<br><br>A04.3 Site cover does not exceed rates specified in Table 2.<br><table><tr><th colspan="2">Table 2</th></tr><tr><th>Dwelling Height</th><th>Maximum site cover</th></tr><tr><td>If more than 50% of proposed dwellings are 1 storey</td><td>50%</td></tr><tr><td>If more than 50% of proposed dwellings are 2 storeys</td><td>45%</td></tr><tr><td>If more than 50% of proposed dwellings are 3 storeys</td><td>40%</td></tr><tr><td>If more than 50% of proposed dwellings are 4 storeys or more</td><td>35%</td></tr></table></td><td>Complies.<br>Refer to the Proposal Plans included at Attachment 1 – Site cover for the proposed development will not exceed 50%.<br><br>Refer also to the Stormwater Management Report included at Attachment 2 which demonstrates compliant stormwater management arrangements.</td></tr>
</table>

<table>
<tr><th colspan="3">MEDIUM DENSITY RESIDENTIAL CODE</th></tr>
<tr><th>Performance Outcomes</th><th>Acceptable Outcomes</th><th>Compliance</th></tr>
<tr>
<td>PO5 Areas of hardstand required for parking and pathways:<br>(a) are minimised,<br>(b) Incorporate generous landscaping:<br>(i) to promote a garden streetscape character, and<br>(ii) to minimise visual impacts of views to hardstand areas for occupants and the public, particularly in the front garden.</td>
<td>AO5.1 Landscaped areas are provided in accordance with Table 3:
<table>
<tr><th colspan="3">Table 3</th></tr>
<tr><td>Building height</td><td colspan="2">Minimum landscaped area</td></tr>
<tr><td></td><td>Where 80% or more of the front setback is landscaped area additional landscaping for the balance of the site must be a minimum of:</td><td>Where less than 80% of the front setback area is landscaped additional landscaping for the balance of the site must be a minimum of:</td></tr>
<tr><td>1-2 storeys</td><td>10% site area</td><td>15% site area</td></tr>
<tr><td>3 storeys</td><td>12.5% site area</td><td>17.5% site area</td></tr>
<tr><td>4+ storeys</td><td>15% site area</td><td>20% site area</td></tr>
</table>
Note: Landscaped areas included in the calculations consist of garden beds and lawn areas throughout the site with a width of no less than 1.5m;<br>Excludes all paved and other impervious areas such as driveways, patios, terraces, car parking spaces and bin and other utility areas. See Figure 5.</td>
<td>Complies.<br>Refer to the Landscape Plans included at Attachment 6 for details on the proposed landscape design intent for the development. Soft scaping is afforded along the external boundaries of the site and throughout the development footprint.</td>
</tr>
<tr>
<td>PO6 The front building setback is consistent with the prevailing front setbacks of other residential buildings in the street.<br>Note: The prevailing setback of the street is determined by the setbacks of the residential buildings on any lot along the road within 100m of the site.</td>
<td>AO6.1 Buildings are setback from the road frontage:<br>(a) within 10% of the average front setback of existing residential buildings within 100m of the site; or<br>(b) where there is no adjoining buildings the front setback is provided in accordance with Table 4.
<table>
<tr><th colspan="2">Table 4</th></tr>
<tr><td>Building element</td><td>Minimum setback</td></tr>
<tr><td>Solid building wall (other than a garage)</td><td>4.0m</td></tr>
<tr><td>Solid building wall (where for a garage)</td><td>5.5m</td></tr>
<tr><td>Permeable or non-enclosed elements (e.g. porch, verandah, balcony or carport)</td><td>3.5m (or 3m where secondary road frontage)</td></tr>
</table></td>
<td>Performance Solution.<br>The proposed additional units involve building setbacks ranging from between 3.5m and 4.5m from Gowrie Junction Road, Tallowwood Boulevard and Tall Oak Drive. This will be provided in conjunction with landscaping to ensure that the amenity of the area is maintained and enhanced. Refer to Proposal Plans included at Attachment 1 and Landscape Plans included at Attachment 6.</td>
</tr>
</table>

| MEDIUM DENSITY RESIDENTIAL CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| PO7 Side and rear building setbacks:<br>(a) are appropriate to the scale of the development and the intended character of the zone and/or precinct or local plan in which the site is located;<br>(b) provide for adequate daylight for habitable rooms and open space areas for buildings on and adjoining the site; and<br>(c) are sufficient to minimise overshadowing and overlooking of adjoining premises. | In partial fulfilment of the performance outcome<br>AO7.1 Any part of a building built to a side boundary:<br>(a) must not exceed a maximum height of 3.5m<br>(b) must not exceed a maximum length of 9m;<br>(c) must be a minimum distance of 2.4m from any other wall built to the side boundary (whether on the site or an adjoining site) or be joined to another built to boundary wall if on an adjoining site; and<br>(d) must not exceed a maximum total length of 50% of the side boundary.<br><br>OR<br><br>AO7.2 Buildings are set back from side boundaries in accordance with the following:<br>(a) For lots with frontages less than 20m:<br>(i) 1.2m for any part of the building up to 3.5m high; and<br>(ii) 2m for any part of the building above 3.5m high.<br>(b) For lots with frontages greater than 20m:<br>(i) 1.8m for any part of the building up to 3.5m high; and<br>(ii) 2.4m for any part of the building above 3.5m high.<br><br>AO7.3 Buildings are set back from the rear boundary a minimum of 2m.<br><br>AO7.4 Development ensures that solar access to habitable rooms and private open space of adjoining premises: -<br>(a) achieves a minimum of 3 hours of sunlight between 9am and 3pm on June 21; or<br>(b) is not further reduced where existing solar access is less than that specified in (a).<br>Note: See figure 7. | **Complies.**<br>Refer to the Proposal Plans included at **Attachment 1.** Technically, the additional units (which relate to Lot 3 on SP338483) will only face road frontages, although these will (arguably) function like side and rear boundaries for the proposed development. All dwellings will exceed the will the minimums required by these acceptable outcomes. |
| PO8 Development provides adequate and suitable communal and private open space to meet the needs of occupants for privacy, relaxation and | AO8.1 Development provides communal and private open space in accordance with Table 5.<br><br>Table 5<br>No. of Dwellings \| Min. Communal Open \| Min. Ground \| Min. Private Open | **Complies.**<br>Refer to the proposal plans included at **Attachment 1.** Each dwelling is afforded private open space in the form of an alfresco dining area. |

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| *Performance Outcomes* | *Acceptable Outcomes* | *Compliance* |
| entertainment and accommodate visitors. | | All units will also be provided with a rear courtyard area directly accessible from the main living area.<br><br>Previously approved communal open space to be provided in the form of a clubhouse, summer house and associated lawn bowls green, pickle ball court and community garden will be accessible for the additional units. |

| | Space per Dwelling | Floor Private Open Space per Dwelling | Space above Ground Floor per Dwelling |
|---|---|---|---|
| 1-10 | 0m² | 16m² | 8m² |
| 11-15 | 20m² | 16m² | 8m² |
| 16+ | 25m² | 16m² | 8m² |

AO8.2 Communal and private open space has a minimum dimension in accordance with Table 6.

| Table 6 | | |
|---|---|---|
| Type | Area | Minimum Dimension |
| Private Open Space | | |
| Ground Floor | 16m² | 4m* |
| First Floor | 8m² | 2.7m* |
| Communal Open Space | | |
| All | <100m² | 5m |
| | 100m²+ | Length to breadth ratio of 2.5:1 |

*Min length required for both length and width.

AO8.3 Private open space is:

a) is oriented to receive at least three hours of sun between 9am and 3pm on 21 June.
b) directly accessible from a living area or kitchen;
c) fenced or landscaped to achieve privacy for occupants;
d) clear of bins, clothes lines, hot water systems, air conditioning units, above ground water tanks and associated

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| *Performance Outcomes* | *Acceptable Outcomes* | *Compliance* |
| | infrastructure and other forms of ancillary equipment; and<br>e) not located within the front setback area.<br>**Note: See Figure 8.** | |

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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| PO9 All car parking is designed to accommodate a standard car (B85 vehicle for occupant car parking and B99 vehicle for visitor car parking) and:<br>(a) is clearly identifiable and of adequate dimensions;<br>(b) incorporates adequate manoeuvring area to parking spaces (including carports and garages); and<br>(c) incorporates a clear, safe and effective circulation system. | AO9.1 Design of the site layout must ensure a B85 vehicle (as defined in AS 2890.1:2004 Parking facilities - Off-street car parking) is able to enter an enclosed garage or visitor car park in a single forward manoeuvre and exit in a single reverse manoeuvre prior to departing the site in a forward direction.<br><br>AO9.2 Design of the site layout must ensure a B99 vehicle (as defined in AS 2890.1:2004 Parking facilities - Off-street car parking) is able to enter a visitor car park in a single forward manoeuvre and exit in a single reverse manoeuvre prior to departing the site in a forward direction.<br><br>Note: See Figure 9.<br><br>AO9.3 Each parking space has minimum dimensions as per Table 7: | **Complies**.<br>Refer to the Engineering Drawings at **Attachment 3** and the Traffic Impact Assessment at **Attachment 7.** |

Table 7

| **Parking Space** | **Minimum Dimensions** |
|---|---|
| Single uncovered parking space (with at least 400mm clearance between either side of the parking space and the nearest wall.) | 5.4 metres long b 2.6 metres wide |
| Single uncovered parking space (with less than 400mm clearance between either side of the parking space and the nearest wall.) | 5.4 metres long by 3 metres wide |
| Single carport | 5.4 metres long by 3 metres wide |
| Double carport | 5.4 metres long by 5.8 metres wide |
| Single garage | 6.4 metres long by 3 metres wide internally |
| Double garage | 6.4 metres by 6.4 metres wide internally |

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|---|---|---|
| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| $PO_{10}$ Development provides resident and visitor car parking which is integrated into the site and building design and:<br>(a) Does not negatively impact the amenity of the site, adjoining sites or streetscape;<br>(b) Is not a prominent visual feature from the street or other public spaces; and<br>(c) Contributes to the establishment of a garden setting by avoiding large areas of visible hardstand. | $AO_{10.1}$ Parking is only provided within the front setback area where it is:<br>(a) uncovered and located on a driveway directly in front of a carport or garage; or<br>(b) the front setback is a least 6m, and<br>(c) the car park surface is permeable;<br>(d) a minimum 2m wide densely planted landscape buffer is provided between the car park and the front boundary for the full length of the car park;<br>(e) the location of the car park does not compromise the ability of the dwelling to provide casual surveillance of the public realm; and<br>(f) at least 60% of the front setback area is landscaped area.<br><br>$AO_{10.2}$ Where car parking is provided below ground:<br>(a) Access ramps are not located within 6m of the street boundary and do not exceed an opening width of 6m; and<br>(b) Entry to the site for pedestrians is provided separate from vehicle entries by way of a safe, well lit and clearly identifiable pathway or gatehouse;<br><br>$AO_{10.3}$ All car parking:<br>(a) is clearly signposted; and<br>(b) is freely available for use by to the applicable occupants and visitors of the development.<br>Note: See Figures 10 and 11. | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |
| $PO_{11}$ Safe and equitable access for both pedestrians and vehicles is provided, to and from buildings and the street whilst minimising the extent and number of driveways. | In partial fulfilment of the performance outcome:<br>$AO_{11.1}$ Vehicular access from the street is provided via a single shared driveway with a maximum crossover width of 5m.<br>$AO_{11.2}$ Where the site abuts a lane vehicle access is provided from the lane.<br>Note: See Figure 12. | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |
| $PO_{12}$ The privacy of residents of the development or adjoining premises is protected when they are inside a dwelling or in a private open space area. | $AO_{12.1}$ Habitable room windows of a dwelling are separated a minimum of 9m from a habitable room window or private open space of another dwelling on the same or an adjoining site.<br><br>OR | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |

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|---|---|---|
| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| | $AO_{12.2}$ Where there is a direct view within 9m into a habitable room or private open space of another dwelling on the same or an adjoining site:<br>(a) The elements with the view such as windows, balconies, or terraces of a dwelling must be screened in accordance with AO13.3; or<br>(b) The Windows have translucent glazing up to or sill heights of at least, 1.5m from the internal floor level; or<br>(c) A solid fence or masonary wall with a minimum height of 1.5m is positioned between the elements with the view.<br><br>AND<br><br>$AO_{12.3}$ Where screening is used, it:<br>(a) is a solid translucent screen or a louvre perforated panel, trellis or the like that has a maximum of 50% open to solid ratio; and<br>(b) is a fixed, permanent element of a design that complements the style, detailing and materials of the development.<br>Note: See Figure 13. | |
| $PO_{13}$ The development is designed so that occupants are not adversely affected by adjoining non-residential uses. | In partial fulfilment of the performance outcome<br>$AO_{13.1}$ A 1.8m high solid screen fence and 2m wide vegetated buffer is provided along any section of the site boundary that is common with vehicle movement and/or parking areas associated with a non-residential use on an adjoining site. | **Not applicable.** |
| $PO_{14}$ Noise from the development does not unreasonably impact on existing or likely future dwellings on nearby land. | $AO_{14.1}$ For developments of six (6) dwellings or more, vehicle movement areas are located a minimum of 3m from any adjoining dwellings.<br>$AO_{14.2}$ Swimming pools, BBQs, dining areas and other recreational facilities located within communal open areas are located a minimum of 3m from adjoining dwellings.<br>OR<br>$AO_{14.3}$ Provide acoustic screening in accordance with an acoustic engineer's design where vehicle movement or recreational areas are located closer than 3m to any adjoining dwellings. | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |

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| | Note: A minimum 1.5m vegetation buffer will be required with any acoustic fence to provide amenity. (See Figures 14 and 15.) | |
| PO15 Where communal open space is provided, it:<br>(a) is positioned on site to enjoy a good solar orientation;<br>(b) includes landscaping and screening for privacy to provide amenity;<br>(c) is easily accessible and conveniently located for the use of all occupants;<br>(d) is useable and safe;<br>(e) is designed and located to minimise internal and external impacts on the amenity of residents and neighbouring premises; and<br>(f) contributes positively to the streetscape where located in a frontage area. | AO15.1 Communal open space is oriented to receive at least three hours of sun between 9am and 5pm on 21 June.<br><br>AO15.2 Communal open space provided at the ground level, includes a balance of soft and hard landscape features with:<br>a) a minimum 50% open to the sky, and<br>b) a minimum 25% shaded by trees within 5 years.<br><br>AO15.3 The location and design of communal open space ensures that it is:<br>a) able to be accessed by all residents from a common area within the site;<br>b) subject to casual surveillance; and<br>c) separated from private areas of the site.<br><br>AO15.4 Communal open spaces may include indoor recreation facilities.<br><br>Note: Communal open spaces do not contain:<br>(a) vehicle driveways, parking, manoeuvring or other associated hardstand areas; or<br>(b) structures such as rainwater tanks, bin storage areas, air conditioning plant, clothes hoists, etc. (See Figure 16.) | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |
| PO16 Bin storage and access to the collection point is provided in a manner which is convenient, hygienic and will not result in an amenity impact on any use onsite or adjoining the premises. | AO16.1 Bin storage is:<br>(a) not located within the minimum private open space area required for the development;<br>(b) not located within 2m of any fresh air intake of any dwelling on the premises or adjoining premises; and<br>(c) if in an area which is accessible by more than one dwelling, is clearly identified as the storage area for the relevant unit/dwelling.<br><br>AO16.2 A path of access is provided between any bin storage area and the collection point which:<br>(a) is a minimum of 1.2m wide;<br>(b) is clear of any obstruction (i.e. retaining wall, landscaping, hot water tank); | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |

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| | (c) does not traverse through any habitable room (other than a garage);<br>(d) provides an at grade path of access (i.e. no steps); and<br>(e) is no longer than 30m.<br><br>Note: See Figure 17. | |
| PO17 Long, unvaried driveways to property boundaries are avoided and do not detract from the local streetscape. | AO17.1 Driveways are setback from side boundaries a minimum of 1.5m for the first 6m and 750mm thereafter incorporating a continuous densely planted landscape strip between the edge of the driveway and side boundary.<br><br>AO17.2 Driveways that exceed 40 metres in length must incorporate a change of alignment of a minimum of 1m.<br><br>Note: See Figure 18. | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |
| PO18 Buildings are designed to a high aesthetic standard providing:<br>(a) prominent features towards the street frontage;<br>(b) detailing and finishes appropriate to the scale, quality and character of the street and to help differentiate between dwellings;<br>(c) opportunities for informal surveillance of the street and other public spaces;<br>(d) clear and visible entries; and<br>(e) elements that complement or enhance the character of the local neighbourhood. | In partial fulfilment of the performance outcome:<br>AO18.1 Buildings:<br>(a) where at the front of the site, are oriented to and address the street;<br>(b) have front entries that provide full weather protection and where within 10m of any street, have clearly defined front entries that are visible from the street;<br>(c) where within 10m of any street; have one or more habitable rooms facing the street boundary that have windows or doors with a minimum area of clear glazing of 0.25m2 for each linear metre of street frontage; and<br>(d) are designed to deliver depth in the façade facing the street or public space with a variation not less than 2m deep for a minimum 50% of the building width at ground level.<br><br>Note: See Figure 19. | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |
| O19 Development incorporates typical domestic detailing to achieve a residential scale living environment with aesthetic standards and amenity for occupants similar to those of single dwellings in the neighbourhood. | **I**n partial fulfilment of the performance outcome<br><br>AO19.1 The maximum single wall length of a building is 32m with offsets of 600mm minimum provided every 7.5m;<br>Note: Building walls separated by a distance of less than 10% of their combined | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |

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| *Performance Outcomes* | *Acceptable Outcomes* | *Compliance* |
| | length are considered as one wall. (See Figure 20.)<br><br>$AO_{19.2}$ Building bulk is minimised through articulation and other measures, including the provision of at least one (1) element from at least three (3) of the following element groups:<br>(a) verandahs, porches, pergolas or balconies;<br>(b) roof overhangs;<br>(c) window hoods/screens;<br>(d) awning and shade structures; or<br>(e) 600mm vertical gutter offset to create roof articulation.<br><br>$AO_{19.3}$ Townhouses or attached dwellings have :<br>(a) no more than three (3) dwellings contained within a single building;<br>(b) a minimum of 4.5m separation between buildings. | |
| $PO_{20}$ Facades include a variety of colours, finishes and textures based on those found in houses within the surrounding streetscape and appropriate to the desired character of the area. | In partial fulfilment of the performance outcome:<br><br>$AO_{20.1}$ Building facades incorporate:<br>(a) external elements and treatments that are of a high quality finish, durable and need minimal maintenance;<br>(b) at least three (3) distinct textures to finishes or surfaces not including roof, rainwater goods, glazing, joinery, doors, garage doors or soffits; and<br>(c) colours and textures that are similar with the colours and textures of adjoining buildings. | **Complies**.<br>Refer to Proposal Plans included at **Attachment 1**. |
| $PO_{21}$ Development provides landscaping that contributes to the landscape character, shade and the micro-climate of the neighbourhood and site through the retention of existing significant trees on the site. | In partial fulfilment of the performance outcome:<br><br>$AO_{21.1}$ Landscape design plans for the subject site are prepared by a Registered Landscape Architect and lodged with the application for development approval.<br><br>$AO_{21.2}$ Existing mature trees:<br>(a) are retained where assessed by a qualified arborist as healthy and sound and not a potential risk to people and property, and having a life expectancy greater than 10 years; and | **Complies**.<br>Refer to Landscape Plans included at **Attachment 6**. |

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| | (b) are integrated into the site design and protected from disturbance.<br>Note: An arborist report will be required to demonstrate assessment of mature trees and include advice for their protection from disturbance during construction.<br>Note: Retained mature trees are eligible to contribute to minimum tree provision requirements within AO22.3.<br>OR<br>$AO_{21.3}$ New canopy trees capable of achieving a height of at least five (5) metres and canopy spread of at least six (6) metres at maturity are provided at the following rate:<br>(a) one (1) per site with a frontage of less than 25 metres; and<br>(b) two (2) per site with a frontage of 25m or more.<br>$AO_{21.4}$ Plant species selection complements the local landscape character, is long lived, has non-invasive roots and suited to the site drainage, soil and climatic conditions.<br>Note: New street trees should be provided in accordance with Toowoomba Regional Council Street Tree Master Plan | |

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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| $PO_{22}$ The treatment of fencing and retaining walls in all situations reinforces the high quality, amenity and safety of the development.<br><br>Note: Details demonstrating compliance with the performance outcome should be included in the landscape design drawings submitted with any development application. | $AO_{22.1}$ The maximum total height of a combined fence and retaining wall is 2.1m, as measured from the finished surface level.<br><br>$AO_{22.2}$ Where a combined fence and retaining wall is located on the front boundary, the fence has a minimum transparency of 30% when viewed from in front of the fence (at 90 degree angle to the fence).<br><br>$AO_{22.3}$ Retaining walls and fences are constructed of high quality materials and contribute to residential amenity.<br><br>$AO_{22.4}$ Any fence on the front boundary has a minimum 30% transparency when viewed from in front of the fence (at 90 degree angle to the fence).<br><br>Note: Where retaining walls are set off the property boundary by a minimum of 600mm, they are not considered to be combined with the fencing. (See Figure 21.) | **AO22.1 – AO22.2 Alternative Solution Proposed.**<br><br>To accommodate the natural fall of the land, the bulk earthworks plans provide retaining to a maximum height of 1m, stepping down the site in a northerly direction towards the Hermitage Road frontage. Slightly higher retaining is necessary falling from east to west, with retaining wall heights proposed at a maximum of 2m.<br><br>It is expected that each respective unit will employ 1.8m high fencing, meaning that the resulting heights will exceed that provided for by Acceptable Outcome.<br><br>Notwithstanding, the private open space and living areas associated with the existing unit designs are to be (generally) orientated in a northerly direction.<br><br>Owing to the site-specific circumstances discussed herein (i.e. the southern boundary of each lot will be most affected), the impact to solar access and general amenity for future residents will be limited.<br><br>It should also be noted that the proposed heights are largely commensurate with those previously approved under existing MCUI/2020/1802.<br><br>**AO22.3 Complies.** Refer to section 5.0 of the Landscape Plans included at **Attachment 6**.<br><br>**AO22.4 Complies.** Refer to the Landscape Plans included at **Attachment 6**. |

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| $PO_{23}$ Front fencing contributes to privacy, screening, security, and street character while maintaining a visual relationship between dwellings and public spaces.<br><br>Note: Details demonstrating compliance with the performance outcome should be included in the landscape design drawings submitted with any development application. | $AO_{23.1}$ Fences located on a front property boundary or a common boundary with an adjacent park or within the front setback area:<br>(a) have a maximum height of 1.2 metres; or<br>(b) have a maximum height of 1.5 metres and a minimum transparency of 30% when viewed from in front of the fence (at 90 degree angle to the fence).<br><br>Note: In instances where the fence is located in conjunction with a retaining wall refer PO23. | See comments made against AO22.2.4 above and the Landscape Plans included at **Attachment 6**. |
| $PO_{24}$ Stormwater discharge from the site is to a lawful point of discharge as defined in the Queensland Urban Drainage Manual (QUDM), without the use of pumped or charged pipe systems, and not to private land other than to an easement for stormwater purposes befitting the site and allowing discharge to a lawful point of discharge in land over which Council has tenure or control.<br><br>Note: Land over which Council has tenure or control does not include Council's open space network. | $AO_{24.1}$ The site:<br>(a) has a natural surface with an elevation that is higher than the abutting road and enables stormwater to drain gravitationally to the abutting road via subsurface pipes; or<br>(b) has a natural surface with an elevation that is higher than Council's stormwater drainage network in the abutting road and enables stormwater to drain gravitationally to the stormwater drainage network in the abutting road via subsurface pipes; or<br>(c) has lawful access to an inter allotment drainage network with available capacity to meet the requirements of the development. | A Stormwater Management Report prepared by Westera Partners and included at **Attachment 2** outlines how stormwater runoff from the site will be managed to not adversely impact the receiving environment. As detailed within the report, stormwater detention is not considered necessary, and the lawful point of discharge will remain at the existing crossroad culvert under Hermitage Road. |
| $PO_{25}$ Where a Relocatable Home Park or Tourist Park the development site has an appropriate area and configuration to accommodate home or van sites, as well as adequate landscape and recreation areas, ancillary amenities and facilities, car parking and service areas. | No acceptable outcome is nominated. | **Not applicable.** |

| INTEGRATED WATER CYCLE MANAGEMENT CODE | | |
|---|---|---|
| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| ***Table 9.4.3:1 – Integrated Water Cycle Management Code – Assessment benchmarks for assessable development*** | | |
| **Stormwater Management** | | |
| PO1 | AO1.1 | **Complies** |

| INTEGRATED WATER CYCLE MANAGEMENT CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater. | Stormwater quality treatment measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure.<br><br>AO1.2<br>Pollutant load reductions are achieved in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **AO1.1 – AO1.2 Alternative Solution Proposed**<br>It is noted that Council is accepting of a stormwater quality contribution for this development as it is encompassed by the existing Infrastructure Agreement for the original RAL approval.<br><br>To this end, it is respectfully requested that the existing approval documents be amended to provide certainty that stormwater quality measures are not required within the development.<br><br>Additionally, we have also accompanied this request with the attached an updated conceptual stormwater management plan prepared by Westera Engineering (**Attachment 3**) which has removed reference to stormwater quality devices. |
| PO2<br>Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control. | AO2.1<br>Sediment and erosion control measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>Sediment and erosion control measures will be implemented in accordance with relevant standards. Refer to Stormwater Management Report (**Attachment 2**). |
| PO3<br>Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and frequency in receiving waters, having regard to:<br>(a) channel, bed and bank stability;<br>(b) aquatic and riparian ecosystems; and<br>(c) hydrological functions. | AO3.1<br>Stormwater flow control measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>Stormwater flow control measures will be implemented in accordance with relevant standards. Refer to Stormwater Management Report (**Attachment 2**). |
| **Waste Water Management** | | |
| PO4<br>Development does not discharge waste water to a waterway or external to the site unless demonstrated to be best practice environmental management for that site and has appropriate regard for:<br>(a) cumulative effects; | AO4.1<br>Waste water management measures are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>A reticulated sewerage system will be implemented in accordance with relevant standards. Refer to Engineering Report (**Attachment 3**). |

| INTEGRATED WATER CYCLE MANAGEMENT CODE | | |
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| (b) the applicable water quality objectives for the receiving waters;<br>(c) adverse impact on ecosystem health of receiving waters; and<br>(d) in waters mapped as being of high ecological value, the adverse impacts of such releases and their offset. | | |
| **Artificial Waterways and Water Bodies** | | |
| PO5<br>The waterway or water body is designed to integrate multiple functions, including:<br>(a) aesthetics, landscaping, and recreation;<br>(b) flood management;<br>(c) stormwater management;<br>(d) water conservation and reuse;<br>(e) community health; and<br>(f) pest management. | AO5.1<br>Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Not Applicable**<br>The proposed development does not include an artificial waterway or waterbody. |
| PO6<br>The waterway is located and designed to be responsive to natural drainage features. | AO6.1<br>Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Not Applicable** |
| PO7<br>The waterway or body is designed to minimise whole of life cycle costs. | AO7.1<br>Artificial waterways or water bodies are designed in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Not Applicable** |
| **Flooding and Drainage** | | |
| PO8<br>Flooding and drainage characteristics upstream or downstream of the site are not worsened. | AO8.1<br>Development is undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>The development can be accommodated whilst achieving non-worsening. Refer to Engineering Report (**Attachment 3**) and Stormwater Management Report (**Attachment 2**). |
| PO9<br>The drainage network has sufficient capacity to safely convey stormwater run-off from the site. | AO9.1<br>Development is undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>Refer to Engineering Report (**Attachment 3**) and Stormwater Management Report (**Attachment 2**). |
| PO10<br>Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land. | AO10.1<br>Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>Refer to Engineering Report (**Attachment 3**) and Stormwater Management Report (**Attachment 2**). |

| INTEGRATED WATER CYCLE MANAGEMENT CODE | | |
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| **Water Cycle Management** | | |
| PO11<br>The design and management of the development integrates water cycle elements so that:<br>(a) water is used efficiently and potable water demand is reduced;<br>(b) wastewater production is minimised;<br>(c) stormwater peak discharges and runoff volumes are not worsened;<br>(d) natural drainage lines and hydrological regimes are maintained as far as possible;<br>(e) large, uninterrupted impervious surfaces are minimised;<br>(f) reuse of stormwater and grey-water is encouraged where public health and safety will not be compromised; and<br>(g) water is used efficiently. | AO11.1<br>Integrated water management practices and infrastructure are implemented in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>Refer to Engineering Report (**Attachment 3**) and Stormwater Management Report (**Attachment 2**). |

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| ***Table 9.4.4:1 – Landscaping Code – Assessment benchmarks for assessable development*** | | |
| PO1<br>Landscape design is developed by a suitably qualified landscape professional and demonstrates an integrated approach to planning/development issues and documents both hard and soft works proposed for the development. | AO1.1<br>Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2. | **Complies**<br>Detailed landscape plans have been prepared by Zone Landscape Architects and are included in **Attachment 6**. |
| PO2<br>Landscape construction is undertaken by a suitably qualified landscape professional. | AO2.1<br>Landscape construction is carried out by a member of the Queensland Association of Landscape Industries. | **Can be conditioned to comply.** |
| PO3<br>Landscape design reflects the local context and incorporates cohesive and desirable aspects of the prevailing landscape character. (Desirable aspects are those considered necessary to maintain and enhance the character, setting and/or ambience, and ecological values of the location.) | AO3.1<br>Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used.<br><br>AO3.2<br>Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area.<br><br>AO3.3<br>Existing site trees are integrated into the development.<br><br>AO3.4<br>Species selection is reflective of cool temperate species. | **Complies where applicable**<br>Refer to Landscape Plans included in **Attachment 6.** |
| PO4<br>Where the development involves the creation of a new road street tree planting is undertaken having consideration of:<br>(a) the hierarchy and function of the street;<br>(b) selection of appropriate species;<br>(c) avoidance of conflict between the street tree and utilities and services within the road reserve;<br>(d) soil conditions;<br>(e) existing street trees;<br>(f) solar access; and | Where the development involves the creation of a new road:<br><br>AO4.1<br>Street planting is carried out in accordance with the requirements of SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage.<br><br>AO4.2<br>Species and materials are used that minimise the use of potable water.<br><br>AO4.3<br>Street tree planting is in accordance with PSP No.8 – Street Trees. | **Complies where applicable**<br>The internal road network will be complemented with appropriate landscaping. Refer Landscape Plans included in **Attachment 6.** |

| LANDSCAPING CODE<br>*Performance Outcomes* | *Acceptable Outcomes* | *Compliance* |
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| (g) driveway access. | | |
| PO5<br>Fencing design and acoustic barriers:<br>(a) are compatible with the existing streetscape and proposed development type; and<br>(b) provide visual interest and address the street. | AO5.1<br>Front fences longer than 15m and greater than 1,400mm in height are visually fragmented with recesses at least 1.2m deep and 1.2m wide at 15m intervals, planted with at least one tree and groundcovers.<br><br>AO5.2<br>All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site.<br><br>AO5.3<br>Where acoustic fencing is required by the planning scheme it is designed by an acoustic engineer and incorporates a minimum 3m vegetated buffer on either side of the fence with vegetation having a mature height equal to or above the height of the acoustic fencing. | **Complies with Performance Outcome 5.**<br>Although the site has multiple road frontages, these function more like side or rear boundaries, as the dwellings are oriented toward the internal driveway. In this context, it is not reasonable to expect these boundaries to achieve the same level of treatment as typical street front fencing, particularly given the need to balance privacy and security outcomes for future residents. Therefore, aluminum spear top fencing is proposed along front fences (unless otherwise shown on the Landscape Plans found at Attachment 6) which will enable suitable landscaping to be provided to ensure a high level of visual amenity is achieved to the surrounding streetscape.<br><br>The Landscape Plans included in **Attachment 6** illustrate the proposed interface between the units, Gowrie Junction Road, Tallowwood Boulevard and Tall Oak Drive, which is considered to appropriately respond to the outcomes sought by PO5. |
| PO6<br>Location, design and provision of planting in carparks and internal roadways achieve a high degree of shade, amenity and safety. | AO6.1<br>Landscaping visually fragments and shades carparking areas with regular tree planting in individual planting bays evenly distributed throughout the car parking area at the rate of one planting bay per eight (8) carparking spaces.<br><br>AO6.2<br>Individual planting bays have a minimum dimension of 1,500 x 1,500mm with permeable surface treatments and are flush with the finished surface levels of the car park.<br><br>AO6.3<br>No raised kerbing is provided around planting bays. Wheelstops or bollards are used to delineate planting bays where necessary and finished carpark surface levels fall toward planting areas. | **Complies**<br>Landscape Plans included in **Attachment 6.** |

| LANDSCAPING CODE<br>*Performance Outcomes* | *Acceptable Outcomes* | *Compliance* |
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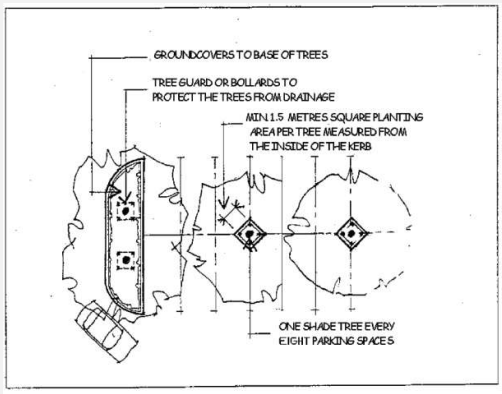
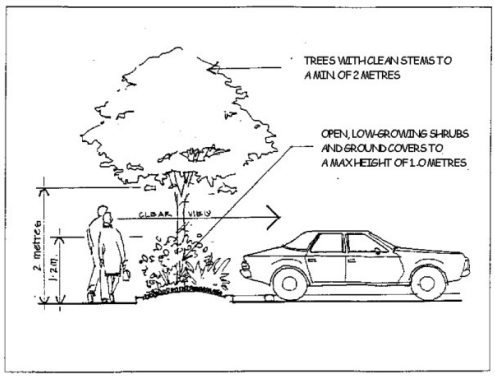
| | AO6.4<br>Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.<br>  <br><br>  <br> | |
| PO7<br>Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services. | AO7.1<br>Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits.<br><br>AO7.2<br>Tree planting must be a minimum of 2m from any mains water easements and offset 4m from any sewer main or inspection chamber. | **Complies**<br>Landscape Plans included in **Attachment 6.** |
| PO8<br>Maintenance access points must be considered and accommodated for in the site planning and design process. | AO8.1<br>Access by appropriate maintenance or utility vehicles must be demonstrated with ground surface treatments that are stable and usable in all weather.<br><br>AO8.2<br>Functional maintenance vehicle circulation and access gates to be provided. | **Complies**<br>Landscape Plans included in **Attachment 6.** |
| PO9<br>On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and | AO9.1<br>Landscape design takes advantage of the flow of water along overland flow paths.<br><br>AO9.2 | **Complies**<br>Landscape Plans included in **Attachment 6.** |

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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| amelioration of stormwater impacts provided. | Landscaping is used to help maximise opportunities for on-site stormwater infiltration by:<br>(a) minimising impervious surfaces and incorporating semi-permeable paving products;<br>(b) falling hard surfaces towards pervious surfaces such as turf or mulched areas;<br>(c) maximise opportunities for turf and planting areas;<br>(d) align planting areas parallel to contours to slow the flow of surface water; and<br>(e) ensure planting palette comprises canopy tree species.<br><br>AO9.3<br>Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells.<br><br>AO9.4<br>Sediment and erosion control measures are provided.<br><br>AO9.5<br>Planter boxes on podiums and building forecourts are plumbed to stormwater. | |
| PO10<br>Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place. | No acceptable outcome is nominated. | **Complies**<br>Landscape Plans included in **Attachment 6.** |
| PO11<br>Design of pedestrian paths and places reinforces the desired character of the area and/or place and includes features to enhance their use that are of universal design to ensure non-discriminatory access and use. | AO11.1<br>Design complies with AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility | **Complies**<br>Landscape Plans included in **Attachment 6.** |
| PO12<br>Risks to personal safety and the potential for crime, vandalism and fear are reduced through landscape design that has been informed by Crime Prevention | Landscape design incorporates the following design measures:<br><br>AO12.1<br>The attractiveness of crime targets is minimised by providing opportunities for effective surveillance | **Complies**<br>Landscape Plans included in **Attachment 6.** |

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| Through Environmental Design (CPTED) principles in relation to:<br>(a) Surveillance.<br>(b) Access control.<br>(c) Territorial reinforcement.<br>(d) Space management. | through: clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate.<br><br>AO12.2<br>Barriers are used to attract, channel or restrict the movement of people by: clear spatial definition and legibility, optimising opportunity for public interaction, visually permeable screens and fencing, appropriate use of mechanical measures that correspond to actual risk.<br><br>AO12.3<br>Reinforcing definition of territory and ownership of private, semi-public and public spaces through: clear design cues for use and activities, transitions and boundaries between public and private, design that encourages public interaction and ownership, legible universal signage.<br><br>AO12.4<br>Space Management: ensuring that public spaces are appropriately utilised and maintained by the use of vandal- and graffiti-resistant materials, easily accessed and maintained fixtures. | |

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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| ***Table 9.4.6:1 – Transport, Access and Parking Code – Requirements for accepted development and assessment benchmarks for assessable development*** | | |
| **Driveway Crossovers** | | |
| PO1<br>Vehicular access arrangements, including driveway crossovers:<br>(a) are appropriate for:<br>(i) the capacity of the parking area;<br>(ii) the volume, frequency and type of vehicle useage; and<br>(iii) the function and configuration of the access road;<br>(b) minimise any potentially adverse impact on:<br>(i) the safety and efficiency of the road and pedestrian/cycle paths;<br>(ii) the safety and efficiency of the road and footpath users;<br>(iii) the integrity of any infrastructure within the road reserve; and<br>(iv) the safety of access to adjacent properties.<br>(c) protect the amenity of premises in the vicinity by:<br>(i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location;<br>(ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering:<br>(A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc);<br>(B) minimising the width and grade of the access;<br>(C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and<br>(D) locating the access to minimise the impact of vehicle noise on | AO1.1<br>Vehicular access and driveway crossovers are not:<br>(a) an additional site/property access;<br>(b) to a State-controlled Road or a road with bluestone kerbing;<br>(c) within 25 m of a signalised road intersection;<br>(d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area;<br>(e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area;<br>(f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset;<br>(g) within theTree Protection Zone, as defined by Australian Standard 4970-2009;<br>(h) for a lot with a frontage of 10m or less;<br>(i) greater than 4m in width when for a lot with a frontage / width of more than 10m but less than 20m; and<br>(j) greater than 6m in width when for a lot with a frontage / width of greater than 20m.<br><br>*Note: An additional site access is considered to be more than one site access.*<br><br>AO1.2<br>Except where in a Rural Zone, vehicular access and driveway crossovers:<br>(a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (d) | **Complies**<br>Ingress and egress to the site is intended to remain via a single all-movements crossover on Tall Oak Drive, which is demonstrated as being adequate pursuant to the recommendations of the Traffic Statement that has been prepared by PPT Traffic & Transport Engineering (Refer **Attachment 7**). The proposal will comply with all the acceptable outcomes listed in AO1.1.<br><br>**Complies**<br>Proposed vehicular access and driveway crossover will comply with this requirement where relevant. |

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| neighbouring/adjoining properties. | do not require any change to existing footpath/verge profiles, including table drains (where relevant);<br>(e) do not have access restricted by an access restriction strip or link reserve;<br>(f) do not access an unformed or unkerbed road;<br>(g) are constructed from reinforced concrete;<br>(h) are perpendicular to the road edge; and<br>(i) are provided in accordance with the Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant) and the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.<br><br>AO1.3<br>Where in a Rural Zone, vehicular access and driveway crossovers:<br>(a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve;<br>(d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);<br>(e) do not have access restricted by an access restriction strip or link reserve;<br>(f) are sealed where accessing a sealed formed road;<br>(g) are perpendicular to the road edge; and<br>(h) are provided in accordance with the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure. | |
| **Car Parking Provision** | | |
| PO2<br>Provision is made for on-site vehicle parking to meet the demand likely | AO2.1 | **Complies.**<br>A minimum of 275 spaces (including 229 residential spaces plus 46 visitor |

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| to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.<br><br>*Note: Where the development does not meet the acceptable outcomes, or where no acceptable outcome is specified, a parking demand analysis report prepared by a suitably qualified person may assist in demonstrating compliance with the performance outcome.* | Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of:<br>(a) Non-Residential Use one (1) parking space per 50m² of GFA; and (b) Residential Use - one (1) parking space per dwelling.<br><br>AO2.2<br>Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rates set out in Table 9.4.6:3 to this Code.<br><br>*Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.*<br><br>*Note: If the number of car parking spaces calculated in accordance with AO2.1 and AO2.2 is not a whole number, the number of parking spaces to be provided is rounded-up to next highest whole number.*<br><br>*Note: Where application is made for establishment of two or more uses on the same premises, the parking demand is calculated by totalling the requirements for each use.* | spaces) is required under the Toowoomba Regional Planning Scheme.<br><br>The development will provide each dwelling with a double garage and an additional 71 visitor parking spaces + 1 minibus space which is well more than the minimums required. |
| ***Table 9.4.6:2 – Transport, Access and Parking Code – assessment benchmarks for assessable development*** | | |
| **Transport Network** | | |
| PO1<br>The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified in the transport network hierarchy contained in SC 6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure | No acceptable outcome is nominated. | **Complies**<br>All vehicle access will continue to be provided to the subject site via Tall Oak Drive to the east of the site as shown on the proposal plans included in **Attachment 1**. Please also refer to the Engineering Services Report included in **Attachment 3** and the Traffic Impact Assessment included in **Attachment 7**. |
| PO2<br>Development does not compromise the orderly provision or upgrading of the transport network. | No acceptable outcome is nominated. | **Complies**<br>The proposed development will not compromise the orderly provision or upgrading of the transport network. |
| PO3<br>Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) | No acceptable outcome is nominated. | **Complies**<br>The proposed development is intended to operate as a private community with one access point, as |

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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land. | | shown the proposal plans and other supporting documentation. |
| PO4<br>Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users. | No acceptable outcome is nominated. | **Complies**<br>The proposal has been designed to integrate into the existing neighbourhood community and provides legible access to existing public transport nodes. |
| PO5<br>Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to:[3]<br>(a) provision of opportunities for casual surveillance;<br>(b) provision of lighting;<br>(c) the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines;<br>(d) minimising potential concealment points and assault locations;<br>(e) minimising opportunities for graffiti and other vandalism; and<br>(f) restricting unlawful access to buildings and between buildings. | AO5.1<br>Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with *Crime Prevention Through Environmental Design (CPTED) Guidelines*. | **Complies**<br>Sightlines between the car parking areas and the road reserve will be maintained and adequate external lighting will be provided to deter anti-social or criminal behaviour. |
| $PO_6$<br>Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists. | No acceptable outcome is nominated. | **Complies**<br>The proposed development will include directional signage for residents and their guests. |
| **Access** | | |
| $PO_7$<br>Vehicle access arrangements and queuing areas are appropriate for:<br>(a) the capacity of the parking area;<br>(b) the volume, frequency and type of vehicle usage; and | AO7.1 Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard AS 2890.1 Part 1: Off Street Carparking. | **Complies**<br>The crossover and off-streetcar parking will be designed to satisfy the relevant standards. |

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| (c) the function and characteristics of the access road and adjoining road network. | | |
| PO8<br>Access arrangements minimise any adverse impact on:<br>(a) the integrity of any infrastructure within the road reserve;<br>(b) the safety and convenience of pedestrians and cyclists;<br>(c) the safety and convenience of access to adjacent properties;<br>(d) the amenity of premises in the vicinity; and<br>(e) street trees in the road reserve. | No acceptable outcome is nominated. | **Complies**<br>One (1) consolidated point of access is proposed to be retained as shown on the Proposal plans and other supporting documents. |
| PO9<br>Where the nature of the proposed development creates a demand due to the frequency and volume of vehicle movements for the set-down and pick–up of passengers, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle. | No acceptable outcome is nominated. | **Not applicable** |
| PO10<br>Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are:<br>(a) safe for pedestrians, cyclists and vehicles;<br>(b) conveniently connected to the main component of the development by pedestrian pathway; and<br>(c) designed to provide for pedestrian priority and clear sightlines. | AO10.1<br>Bus pick-up/set-down areas:<br>(a) allow a bus, based on the Long Rigid Bus (12m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in and out of the area in an easy and safe manner;<br>(b) afford maximum safety for passengers boarding or alighting buses;<br>(c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and<br>(d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.<br><br>AO10.2<br>Car and taxi pick-up/set-down areas:<br>(a) allow a car to maneouver in and out of the area in an easy and safe manner;<br>(b) afford maximum safety for passengers boarding or alighting cars; | **Not applicable** |

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| | (c) avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the site; and<br>(d) avoid on-street queuing or boarding/alighting of cars that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained. | |
| **Pedestrian and Cycle Facilities** | | |
| PO11<br>Provision is made for the safe and convenient movement of pedestrians on site and external to the site, having regard to desire lines, legibility, weather protection and the needs of people with disabilities. | AO11.1<br>Pedestrian pathways and crossings are provided in accordance with SC6.2 PSP No.2 – Engineering Standards – Roads and Drainage Infrastructure.<br><br>AO11.2 Access for cyclists and pedestrians is clearly distinguished from vehicle access.<br><br>AO11.3 Pedestrian paths of a minimum width of 1.5m are provided through each car parking row and connect to the main entrance(s) to the building(s). | **Complies**<br>The proposed development is for an over 50's lifestyle resort and as such, has been designed to have regard to the needs of retirees. As such, the modified layout of the development site will continue to provide for safe and convenient movement for pedestrians. Please refer to the Proposal plans and other supporting documents. |
| PO12<br>Provision is made for safe and convenient cycle movement to the site and within the site having regard to desire lines, users' needs and legibility. | AO12.1<br>Shared paths and on-road cycle lane facilities are provided in accordance with SC6.2 PSP No.2 – Engineering Standards Roads and Drainage Infrastructure. | **Complies**<br>Footpaths external to the site will be constructed in accordance with relevant standards. |
| **Parking and Circulation** | | |
| PO13<br>Car parking areas are designed to be:<br>(a) clearly defined, marked and signed;<br>(b) convenient, safe and accessible; and<br>(c) safe for vehicles, pedestrians and cyclists and minimise vehicle/pedestrian conflicts by providing clear access lines for pedestrians movement within car park areas. | AO13.1<br>The entry to the car park is clearly signposted.<br><br>AO13.2<br>Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use.<br><br>AO13.3<br>Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such.<br><br>AO13.4<br>Unless otherwise specified in another code relevant to the development, 60% of the parking spaces for non-residential | **Complies**<br>All dwellings retain private car parking spaces contained within the dwelling. Visitor car parking spaces are provided throughout the development and strategically located to contribute to the streetscape variation and are easily discernible from the internal street network. |

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| | development are clearly visible from the street.<br><br>AO13.5<br>Public Safety:<br>(a) The car park is located where it can be monitored by passers-by or the occupiers of the development.<br>(b) Where the car park is open to the public at night, lighting is provided throughout the car park and along pedestrian access paths in compliance with Australian Standard AS 1158.3.1 – Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements.<br>(c) Except in the case of residential development:<br>(i) where the car park is not required at night, entry to the car park is physically restricted; and<br>(ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light.<br>(d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance and minimises the risk of crime. | |
| PO14<br>Car parking areas are designed to provide spaces which meet the needs of people with disabilities. | AO14.1<br>Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard AS2890.1 Part 1: Off Street Carparking.<br><br>AO14.2<br>Car parking spaces for people with disabilities are located as near as possible to the entrance or entrances of the facility or use they serve.<br><br>AO14.3<br>Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking.<br><br>AO14.4<br>Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions | **Complies**<br>The proposal incorporates accessible parking spaces located adjacent to the communal facilities in accordance with the relevant standards. The TIS recommends that one (1) additional PWD is provided on-site to cater for the proposed additional dwellings. No other changes are proposed in this regard. Refer to Proposal Plans and other supporting documents. |

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| | of Australian Standard AS1428.1: Design for Access and Mobility.<br><br>AO14.5<br>Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard AS1428.1: Design for Access and Mobility.<br><br>AO14.6<br>The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces. | |
| PO15<br>Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity. | For non-residential development on a site in, or adjoining, a residential zone:<br><br>AO15.1<br>Car parking and driveway areas are setback a minimum distance of 3m from a side boundary that is common with a residential use in a residential zone.<br><br>AO15.2<br>Landscape planting is used between the car park and driveway areas and the side boundary to soften the visual impacts of car park areas and to provide shade.<br><br>AO15.3<br>An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone. | **Not applicable** |
| PO16<br>Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character. | AO16.1<br>Car parking is provided either at the rear of the development or beneath buildings. | **Not applicable** |
| PO17<br>Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character. | AO17.1<br>Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings. | **Not applicable** |
| PO18 | AO18.1 | **Complies** |

| TRANSPORT, ACCESS AND PARKING CODE | | |
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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare. | Aesthetics, glare, heat absorption and re-radiation.<br>(a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and<br>(b) Unless otherwise specified in a zone, precinct or use code, where the car park adjoins a street frontage, or a boundary with a Residential or other sensitive land use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary. | |
| PO19<br>Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties. | AO19.1<br>Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed. | **Complies** |
| PO20<br>Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated. | AO20.1<br>A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between any vehicle movement areas and a boundary to an adjoining residential or other sensitive land use. | **Not applicable** |
| PO21<br>Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to avoid adverse impact on water quality or Council's wastewater or stormwater infrastructure. | AO21.1<br>The development is capable of meeting the requirements of Council's Trade Waste Policy and the Trade Waste Environmental Management Plan. | **Not applicable** |
| **Servicing** | | |
| PO22<br>Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that:<br>(a) is adequate to meet the demands generated by the development;<br>(b) is able to accommodate the design service vehicle requirements; and<br>(c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site. | AO22.1<br>The service bays provided and access to them, can accommodate, at any one time, the types and numbers of service vehicles detailed in Table 9.4.6:3.<br><br>AO22.2<br>Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in manner that makes it impractical to use them as storage or work areas. | **Complies**<br>The largest vehicle expected to access the proposed development is a 9.5m long RCV (ie the dimensions for a side-lift refuse collection vehicle as specified in Council's Technical Guideline for New Developments - General Waste and Recyclable Waste Storage and Collection document). Swept paths have therefore been undertaken for a 9.5m long RCV, which are included in the Operational Waste Management Plan at |

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| | AO22.3<br>The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard AS 2890.2 – 1989 – Off Street Parking – Commercial Vehicle Facilities.<br><br>AO22.4<br>Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so.<br><br>AO22.5<br>Service vehicles can enter and leave the site in a forward gear. | **Attachment 5**. As demonstrated, the proposed layout allows for the circulation of an RCV and servicing of each lot (on the left-hand side of the internal roadways). |
| PO23<br>Refuse collection vehicles are able to access on-site refuse collection facilities. | AO23.1<br>Where an on-site refuse area is provided, access and manoeuvring areas are designed and provided to enable access by refuse collection vehicle based on the Design Service Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates. | **Complies**<br>Dwellings will be provided with a general waste and recycling bin and shall be serviced directly by the waste collection vehicle. Adequate carriageways have been provided to ensure circulation and manoeuvring for a RCV throughout the development site. Refer to Operational Waste Collection Plan included in **Attachment 5**. |
| PO24<br>Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity. | No acceptable outcome is nominated. | **Complies**<br>Servicing of the site is not expected to result in any unreasonable impact to the surrounding premises given the low frequency and type of service vehicle that will be used. |
| PO25<br>Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character. | AO25.1<br>Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape. | **Complies**<br>Service vehicles will not be readily visible from the road reserve as the development operates a closed private community. |

**Table** Error! No text of specified style in document.**:1 – Vehicle Provision Rates**[4]

For the purpose of interpreting Columns 2 and 3 – Service Vehicle Provision Rate the following definitions apply:

(2) 'No specific rate' – means the required number of parking spaces (or facilities for service vehicles) will be based on the circumstances of the specific proposal and assessed against the Performance Criteria and information provided with the application.

(3) Where the calculated number of vehicle parking spaces is not a whole number, the required number of vehicle parking spaces to be provided is rounded-up to the next highest whole number;

(4) Where development involves two or more uses on the same premises, vehicle parking demand is calculated by totalling the requirements for each use;

(5) When calculating car parking provision rates, 'Practitioner' and 'Staff' should be considered separate to each other – with 'Practitioner' not being included within the parking provision calculation for 'Staff';

(6) SRV - means Small Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard *AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).

(7) HRV - means Heavy Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard *AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).

(8) AV - means Articulated Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard *AS 2890.2 – Off Street Parking – Commercial Vehicle Facilities*).

| **Development** | **Parking Rates** | **Service Vehicle Provision Rate** |
|---|---|---|
| Retirement Facility | One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where development contains five (5) or more dwellings. | No specific rate. |

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| ***Table 9.4.7:1 – Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development*** | | |
| **Utilities** | | |
| PO1<br>A water supply is provided that is adequate for the current and future needs of the intended use. | AO1.1<br>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.<br><br>OR<br><br>AO1.2<br>Where not in a water supply area, the development is provided with an on site water supply in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.<br><br>AO1.3<br>Water supply systems and connections are designed and constructed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. | **Complies**<br>The site is serviced by an existing DN63 PE water main that provides the sewer pump station with maintenance water. This existing main is contained within an easement and will need to be preserved. No change is proposed to the existing approved servicing strategy for the development which involves connecting to the existing 150mm diameter reticulation main within Tall Oak Drive to provide the site with a new 150mm diameter water property connection.<br><br>All water reticulation works shall be in accordance with Council's standards and specifications.<br><br>Refer to Engineering Report (**Attachment 3**). |
| PO2<br>Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm. | AO2.1<br>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.<br><br>OR<br><br>AO2.2<br>Where not within a wastewater area, on-site waster water treatment and disposal is provided which complies with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure.<br><br>AO2.3<br>Waste water systems and connections are designed and constructed in accordance with SC6.3 | **Complies**<br>The site is located adjoining the existing Gowrie Junction Road pump station (SPS 59). As a result, the site is burdened by existing 225mm & 300mm diameter sewers along the east boundary contained within a sewerage easement. An existing manhole connected to the pump station via 150mm reticulation sewer is also located within the development site to the west of the pump station which is the approved connection point for the development. This servicing strategy is proposed to be maintained as part of the proposed additional units, and it is submitted that sufficient capacity exists when compared to the original master planning for the area and as referenced in the original ADG report. |

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| | PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. | All sewer reticulation works shall be in accordance with Council's standards and specifications.<br><br>Refer to Engineering Report (**Attachment 3**). |
| PO3<br>The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority. | AO3.1<br>Premises are connected to an electricity supply approved by the relevant energy regulatory authority. | **Complies**<br>There is currently above ground electrical infrastructure within both Hermitage Road and underground infrastructure in Tall Oak Drive. |
| PO4<br>Premises are connected to a telecommunications service approved by the relevant telecommunication regulatory authority. | AO4.1<br>The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority. | **Complies**<br>Telstra and NBN telecommunications infrastructure is available within both Hermitage Road and Tall Oak Drive. |
| PO5<br>Provision is made for future telecommunications services (e.g. fibre optic cable). | AO5.1<br>Conduits are provided in accordance with SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>Refer to Engineering Services Report (**Attachment 3**). |
| PO6<br>Development near utility services does not:<br>(a) adversely affect the function of the service; or<br>(b) place an additional load on the service; and<br>(c) protects the infrastructure form physical damage; and<br>(d) allows ongoing necessary access for maintenance purposes. | AO6.1<br>Setbacks and loadings comply with the Queensland Development Code QDC MP1.4. | **Complies**<br>Refer to Engineering Services Report (**Attachment 3**). |
| PO7<br>Infrastructure is integrated with and efficiently extends existing networks. | No acceptable outcome is nominated. | **Complies**<br>Refer to Engineering Report (**Attachment 3**). |
| PO8<br>Water meter/s are installed and located for easy access by the relevant authority. | AO8.1<br>Water meter/s are installed in accordance with SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure. | **Can be conditioned to comply**<br>Refer to Engineering Report (**Attachment 3**). |
| **Movement Networks** | | |
| PO9<br>Premises are provided with the following works along the full extent of the road frontage and to a standard that is appropriate to the | AO9.1<br>Design and construction of external road works are undertaken in accordance with SC6.2 PSP No. 2 | **Complies**<br>Aside from some minor updates required to Tall Oak Drive site access, no additional upgrades to the surrounding road network are deemed necessary to support the |

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| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| function of the road and the character of the locality:<br>(a) appropriate roadway treatment;<br>(b) appropriate pavement edging (including kerb and channel);<br>(c) safe vehicular access;<br>(d) safe footpaths and bikeways;<br>(e) street scaping or street tree planting;<br>(f) stormwater drainage; and<br>(g) street lighting systems. | Engineering Standards – Roads and Drainage Infrastructure.<br><br>AO9.2<br>Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m). | development. Refer to Traffic Impact Assessment (**Attachment 7**).<br><br>Refer to Engineering Report (**Attachment 3**) and Traffic Impact Assessment (**Attachment 7**). |
| PO10<br>Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with:<br>(a) the current and projected level of usage;<br>(b) the desired streetscape character; and<br>(c) activities which are anticipated to occur within the verge. | AO10.1<br>Street scaping works, footpaths and cycle paths are provided in accordance with PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.<br><br>AO10.2<br>Footpaths and bikeways are provided in accordance with the Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m). | **Complies**<br>As above. |
| PO11<br>Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all-weather access and ensures the safe passage of vehicles, pedestrians and cyclists. | AO11.1<br>Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code. | **Complies**<br>Refer to Traffic Impact Assessment (**Attachment 7**). |
| PO12<br>Movement networks can be easily and efficiently maintained. | AO12.1<br>Infrastructure is provided in accordance with SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>Refer to Engineering Report (**Attachment 3**). |
| **Vehicular Access – Non-residential** | | |
| PO13<br>Non-residential vehicular access arrangements to a public roadway, including driveway crossovers:<br>(a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network;<br>(b) are located and designed to: | AO13.1<br>Non-residential vehicular access and driveway crossovers to a public road are not:<br>(a) an additional site/property access;<br>(b) to a State-controlled Road or a road with bluestone kerbing;<br>(c) within 25m of a signalised road intersection; | **Not Applicable** |

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| (i) avoid damage to utility services, pathways, krebs, road pavement and seal and other council/public infrastructure;<br>(ii) prevent conflict between vehicles and cyclists and pedestrians; and<br>(iii) avoid damage to existing street trees and retain space for the future planting of street trees within the verge.<br>(c) minimise the number of vehicular access per site to avoid the loss of on-street carpking spaces, and are appropriately separated from other vehicular accesses and side property boundaries to prevent interference with:<br>(i) the safety, capacity and operations of the existing or planned road network;<br>(ii) any existing vehicular accesses;<br>(iii) adjoining properties; and<br>(iv) cycleways or pedestrian footpaths and their users.<br>(d) protect the amenity of premises in the vicinity and surrounding streetscape by:<br>(i) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc);<br>(ii) minimising the width and grade of the access; and<br>(iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping. | (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area;<br>(e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area;<br>(f) for a lot with a frontage of 10m or less;<br>(g) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; and<br>(h) within the Tree Protection Zone, as defined by Australian Standard 4970-2009.<br>Note: An additional site access is considered to be more than one site access.<br><br>AO13.2<br>Non-residential vehicular access and driveway crossovers:<br>(a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits);<br>(b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve;<br>(c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve;<br>(d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);<br>(e) do not have access restricted by an access restriction strip or link reserve;<br>(f) do not access an unformed or unkerbed road; | |

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| | (g) are constructed from reinforced concrete;<br>(h) are perpendicular to the road edge;<br>(i) retain space for the planting of street trees at a minimum rate of one (1) per lot frontage; and | |
| **Vehicular Access – Residential** | | |
| PO14<br>Residential vehicular access arrangements, including driveway crossovers:<br>(a) are appropriate for:<br>(i) the capacity of the parking area;<br>(ii) the volume, frequency and type of vehicle useage; and<br>(iii) the function and configuration of the access road.<br>(b) minimise any potentially adverse impact on:<br>(i) the safety and efficiency of the road and pedestrian/cycle paths;<br>(ii) the safety and efficiency of the road and footpath users;<br>(iii) the integrity of any infrastructure within the road reserve; and<br>(iv) the safety of access to adjacent properties.<br>(c) protect the amenity of premises in the vicinity by:<br>(i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location;<br>(ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering:<br>(A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc);<br>(B) minimising the width and grade of the access; | AO14.1<br>Residential vehicular access and driveway crossovers are not:<br>(a) an additional site/property access;<br>(b) to a State-controlled Road or a road with bluestone kerbing;<br>(c) within 25 m of a signalised road intersection;<br>(d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area;<br>(e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area;<br>(f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset;<br>(g) within the Tree Protection Zone, as defined by Australian Standard 4970-2009;<br>(h) for a lot with a frontage of 10m or less;<br>(i) greater than 4m in width when for a lot with a frontage/width of more than 10m but less than 20m; and<br>(j) greater than 6m in width when for a lot with a frontage/width of greater than 20m.<br><br>*Note: An additional site access is considered to be more than one site access.*<br><br>AO14.2<br>Except where in a Rural Zone, residential vehicular access and driveway crossovers: | **Complies**<br>Refer to Engineering Report (**Attachment 3**) and Traffic Impact Assessment (**Attachment 7**). |

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| (C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and<br>(D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties. | (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits);<br>(b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway;<br>(c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve;<br>(d) do not require any change to existing footpath/verge profiles, includiing table drains (where relevant);<br>(e) do not have access restricted by an access restriction strip or link reserve; or<br>(f) do not access an unformed or unkerbed road;<br>(g) are constructed from reinforced concrete;<br>(h) are perpendicular to the road edge; and<br>(i) are provided in accordance with the Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant), the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure and Australian Standard AS 4970-2009 – Protection of Trees on Development Sites.<br><br>AO14.3<br>Where in a Rural Zone, residential vehicular access and driveway crossovers:<br>(a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water | |

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| | meters, manholes or stormwater gully pits);<br>(b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway;<br>(c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve;<br>(d) do not require any change to existing footpath/verge profiles, including table drains (where relevant);<br>(e) do not have access restricted by an access restriction strip or link reserve;<br>(f) are sealed where accessing a sealed formed road;<br>(g) are perpendicular to the road edge; and<br>(h) are provided in accordance with the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure. | |
| **Earthworks and Retaining Walls** | | |
| PO15<br>Earthworks result in stable landforms and structures. | AO15.1<br>Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>Earthworks are proposed over most of the additional development footprint as generally illustrated on the Preliminary Earthwork Plans (**Attachment 4**) to establish flat sites for the future homes and manage stormwater appropriately.<br><br>Levels have generally been set to minimise visual impact to the neighbouring properties and road frontages, resulting in the development being generally located at or below the finished levels of the surrounding road frontages to Tall Oak, Tallowwood Boulevard and Gowrie Junction Road as it relates to the inclusion of Lot 3. Refer to the Preliminary Engineering Plans (**Attachment 4**) for concept earthworks plans. |

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| | | All earthworks undertaken on site shall be in accordance with Toowoomba Regional Council's standards and specifications. |
| PO16<br>Earthworks do not result in the contamination of land or water and avoid risk to people and property. | AO16.1<br>Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>As above. Refer to Engineering Report (**Attachment 3**). |
| PO17<br>Earthworks are undertaken in a manner that:<br>(a) maintains natural landforms;<br>(b) minimises height of retaining walls and batter faces;<br>(c) does not unduly impact on the amenity or privacy for occupants of the site or on adjoining land; and<br>(d) does not unduly impact on the amenity of the streetscape. | AO17.1<br>Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>As above. Refer to Engineering Report (**Attachment 3**). |
| PO18<br>Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties. | AO18.1<br>Earthworks and the construction of retaining walls and batters are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>As above. Refer to Engineering Report (**Attachment 3**). |
| PO19<br>Earthworks do not prevent access or create difficult access to the property. | AO19.1<br>Earthworks and the construction of retaining walls and batters ensure driveways can provided in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>As above. Refer to Engineering Report (**Attachment 3**). |
| PO20<br>Earthworks do not cause a significant impact on the amenity of the locality or along routes taken to transport material as a result of truck volumes, dust or noise. | AO20.1<br>Earthworks are undertaken in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>As above. Refer to Engineering Report (**Attachment 3**). |
| PO21<br>The transportation of material minimises adverse impact on the road system. | AO21.1<br>Material is transported in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. | **Complies**<br>As above. Refer to Engineering Report (**Attachment 3**). |
| **Waste Management** | | |
| PO22<br>Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste such that: | No acceptable outcome is nominated. | **Complies**<br>Trade waste generated by the communal facilities can be managed in accordance with the relevant requirements. |

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|---|---|---|
| (a) off-site releases of contaminants do not occur;<br>(b) the health and safety of people and the environment are protected; and<br>(c) the performance of the wastewater system is not put at risk. | | |
| PO23<br>Appropriate refuse container storage areas are provided which are:<br>(a) in a building or enclosing structure or screened from public view;<br>(b) of adequate size to accommodate the expected amount of refuse to be generated by the use;<br>(c) in a position that is conveniently accessible for collection; and<br>(d) able to be kept in a clean state at all times. | AO23.1<br>Refuse container storage areas are provided which:<br>(a) are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation;<br>(b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system;<br>(c) are within normal hose length of a hose cock;<br>(d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use; and<br>(e) are situated not closer than 6m to a road or 2m to any site boundary.<br><br>AO23.2<br>On sites greater than 2,000m2 in area, provision is made for refuse collection vehicles to access the collection area and to enter and leave the site in a forward direction without having to make more than a 3-point turn.<br><br>AO23.3<br>For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling. | **Complies**<br>Each dwelling will be provided with wheelie bins for kerbside collection internal to the development site by Council's waste collection contractor. Screened bulk bins will be provided to the communal facilities for collection in the same manner.<br><br>Refer to Engineering Report (**Attachment 3**) and the Operational Waste Management Plan (**Attachment 7**). |
| PO24<br>Where the use is non-residential and generates recyclable waste, provision is made for conveniently | No acceptable outcome is nominated. | **Not applicable** |

| WORKS AND SERVICES CODE<br>*Performance Outcomes* | *Acceptable Outcomes* | *Compliance* |
|---|---|---|
| located recycling bins on the premises, including in the refuse container storage area. | | |
| **Construction Management** | | |
| PO25<br>Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained. | AO25.1<br>Works include, at a minimum:<br>(a) installation of protective fencing around retained vegetation during construction;<br>(b) erection of advisory signage;<br>(c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; and<br>(d) removal from the site of all declared noxious weeds and environmental weeds. | **Proposal can be conditioned to comply.** Refer to Engineering Report (**Attachment 3**). |
| PO26<br>Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting. | AO26.1<br>Construction is undertaken in accordance with the Environmental Standards Code. | **As above** |
| PO27<br>While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner. | AO27.1<br>Construction is undertaken in accordance with the Environmental Standards Code. | **As above** |
| PO28<br>Traffic, parking and delivery of construction materials generated during construction are managed to minimise impact on the amenity of the surrounding area and to manage the safety of pedestrians, cyclists and motorists. | AO28.1<br>Construction is undertaken in accordance with the Environmental Standards Code. | **As above** |
| PO29<br>Council and state infrastructure is not damaged by construction activities. | AO29.1<br>Construction, alterations and any repairs to infrastructure is undertaken in accordance with the SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure, Queensland Development Code QDC MP1.4, and, where applicable, in consultation with the relevant service authority.<br><br>AO29.2 | **As above** |

| WORKS AND SERVICES CODE | | |
|---|---|---|
| ***Performance Outcomes*** | ***Acceptable Outcomes*** | ***Compliance*** |
| | Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the Transport Infrastructure Act 1994. | |

# State code 1: Development in a state-controlled road environment

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

## Table 1.1 Development in general

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **Buildings, structures, infrastructure, services and utilities** | | |
| **PO1** The location of the development does not create a safety hazard for users of the **state-controlled road.** | **AO1.1** Development is not located in a **state-controlled road**.<br><br>AND<br><br>**AO1.2** Development can be maintained without requiring access to a **state-controlled road**. | **Complies**<br>The proposal is not located in a state-controlled road and can be maintained without requiring access to a state-controlled road. |
| **PO2** The design and construction of the development does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO3** The location of the development does not obstruct **road transport infrastructure** or adversely impact the operating performance of the **state-controlled road**. | No acceptable outcome is prescribed. | **Complies** |
| **PO4** The location, placement, design and operation of advertising devices, visible from the **state-controlled road**, do not create a safety hazard for users of the **state-controlled road**. | No acceptable outcome is prescribed. | **Not Applicable –** advertising devices are not intended as part of this application |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO5** The design and construction of buildings and **structures** does not create a safety hazard by distracting users of the **state-controlled road**. | **AO5.1** Facades of buildings and **structures** fronting the **state-controlled road** are made of non-reflective materials.<br><br>AND<br><br>**AO5.2** Facades of buildings and **structures** do not direct or reflect point light sources into the face of oncoming traffic on the **state-controlled road**.<br><br>AND<br><br>**AO5.3** External lighting of buildings and **structures** is not directed into the face of oncoming traffic on the **state-controlled road**.<br><br>AND<br><br>**AO5.4** External lighting of buildings and **structures** does not involve flashing or laser lights. | **Complies**<br>As detailed in **Attachment 1**, the design of built form will not result in safety hazards to the state controlled road network. |
| **PO6** Road, pedestrian and bikeway bridges over a **state-controlled road** are designed and constructed to prevent projectiles from being thrown onto the **state-controlled road**. | **AO6.1** Road, pedestrian and bikeway bridges over the **state-controlled road** include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020. | **Not applicable.** |
| **Landscaping** | | |
| **PO7** The location of landscaping does not create a safety hazard for users of the **state-controlled road**. | **AO7.1** Landscaping is not located in a **state-controlled road**.<br><br>AND<br><br>**AO7.2** Landscaping can be maintained without requiring access to a **state-controlled road**. | **Complies**<br>As detailed in **Attachment 6**, the landscape design will not result in safety hazards to the state controlled road network. |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | AND<br><br>**AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**. | |
| **Stormwater and overland flow** | | |
| **PO8** Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the **state-controlled road**. | No acceptable outcome is prescribed. | **Complies –** refer to the Stormwater Management Report included at **Attachment 2.** |
| **PO9** Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Complies –** refer to the Stormwater Management Report included at **Attachment 2.** |
| **PO10** Stormwater run-off or overland flow from the development site does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Complies –** refer to the Stormwater Management Report included at **Attachment 2.** |
| **PO11** Development ensures that stormwater is lawfully discharged. | **AO11.1** Development does not create any new points of discharge to a **state-controlled road.**<br><br>AND<br><br>**AO11.2** Development does not concentrate flows to a **state-controlled road**.<br><br>AND<br><br>**AO11.3** Stormwater run-off is discharged to a **lawful point of discharge**.<br><br>AND | **Complies –** refer to the Stormwater Management Report included at **Attachment 2.** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | **AO11.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **state-controlled road**. | |
| **Flooding** | | |
| **PO12** Development does not result in a material worsening of flooding impacts within a **state-controlled road**. | **AO12.1** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (within +/- 10mm) to existing flood levels within a **state-controlled road**.<br><br>AND<br><br>**AO12.2** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a **state-controlled road**.<br><br>AND<br><br>**AO12.3** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**. | **Not applicable** |
| **Drainage Infrastructure** | | |
| **PO13** Drainage infrastructure does not create a safety hazard for users in the **state-controlled road**. | **AO13.1** Drainage infrastructure is wholly contained within the development site, except at the **lawful point of discharge**.<br><br>AND | **Complies –** refer to the Stormwater Management Report included at **Attachment 2.** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | **AO13.2** Drainage infrastructure can be maintained without requiring access to a **state-controlled road**. | |
| **PO14** Drainage infrastructure associated with, or within, a **state-controlled road** is constructed, and designed to ensure the **structural integrity** and physical condition of existing drainage infrastructure and the surrounding drainage network. | No acceptable outcome is prescribed. | **Complies –** refer to the Stormwater Management Report included at **Attachment 2.** |

## Table 1.2 Vehicular access, road layout and local roads

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection** | | |
| **PO15** The location, design and operation of a **new or changed access** to a **state-controlled road** does not compromise the safety of users of the **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO16** The location, design and operation of a **new or changed access** does not adversely impact the **functional requirements** of the **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO17** The location, design and operation of a **new or changed access** is consistent with the **future intent** of the **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO18 New or changed access** is consistent with the access for the relevant **limited access road policy**:<br>1. **LAR 1** where direct access is prohibited; or<br>2. **LAR 2** where access may be permitted, subject to assessment. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO19 New or changed access** to a **local road** within 100 metres of an intersection with a **state-controlled road** does not compromise the safety of users of the **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO20 New or changed access** to a **local road** within 100 metres of an intersection with a **state-controlled road** does not adversely impact on the operating performance of the intersection. | No acceptable outcome is prescribed. | **Not applicable** |
| **Public passenger transport and active transport** | | |
| **PO21** Development does not compromise the safety of users of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO22** Development maintains the ability for people to access **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO23** Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO24** Development does not adversely impact the **structural integrity** or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Not applicable** |

## Table 1.3 Network impacts

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO25** Development does not compromise the safety of users of the **state-controlled road** network. | No acceptable outcome is prescribed. | **Complies** |
| **PO26** Development ensures **no net worsening** of the operating performance of the **state-controlled road** network. | No acceptable outcome is prescribed. | **Complies** |
| **PO27** Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network. | No acceptable outcome is prescribed. | **Complies** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO28** Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a **state-controlled road**. | No acceptable outcome is prescribed. | **Complies** |
| **PO29** Development does not impede delivery of **planned upgrades** of **state-controlled roads**. | No acceptable outcome is prescribed. | **Complies** |
| **PO30** Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**. | No acceptable outcome is prescribed. | **Complies** |

## Table 1.4 Filling, excavation, building foundations and retaining structures

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO31** Development does not create a safety hazard for users of the **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO32** Development does not adversely impact the operating performance of the **state-controlled road**. | No acceptable outcome is prescribed. | **Complies** |
| **PO33** Development does not undermine, damage or cause subsidence of a **state-controlled road**. | No acceptable outcome is prescribed. | **Complies** |
| **PO34** Development does not cause ground water disturbance in a **state-controlled road**. | No acceptable outcome is prescribed. | **Complies** |
| **PO35** Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or **structural integrity** of a **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO36** Filling and excavation associated with the construction of **new or changed access** do not compromise the operation or capacity of existing drainage infrastructure for a **state-controlled road.** | No acceptable outcome is prescribed. | **Complies** |

# Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **Reconfiguring a lot** | | |
| **Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO37** Development minimises free field noise intrusion from a **state-controlled road.** | **AO37.1** Development provides a noise barrier or earth mound which is designed, sited and constructed:<br>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);<br>2. in accordance with:<br>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.<br><br>OR<br><br>**AO37.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.<br><br>OR<br><br>**AO37.3** Development provides a **solid gap-free fence** or other **solid gap-free structure** along the | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | full extent of the boundary closest to the **state-controlled road**. | |
| **Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO38** Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road.** | **AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed:<br>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);<br>2. in accordance with:<br>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.<br><br>OR<br><br>**AO38.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | **Not applicable** |
| **Material change of use (accommodation activity)** | | |
| **Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO39** Development minimises noise intrusion from a **state-controlled road** in **private open space**. | **AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed:<br>1. to achieve the maximum free field acoustic levels in reference table 2 (item | **Complies** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | 2.2) for **private open space** at the ground floor level;<br>2. in accordance with:<br>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.<br><br>OR<br><br>**AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | |
| **PO40** Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the facade. | **AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed:<br>1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms**;<br>2. in accordance with:<br>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; | **Complies** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.<br><br>OR<br><br>**AO40.2** Development (excluding a **relevant residential building** or **relocated building**) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | |
| **PO41 Habitable rooms** (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1). | No acceptable outcome is provided. | **Complies** |
| **Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO42** Balconies, podiums, and roof decks include:<br>1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);<br>2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks. | No acceptable outcome is provided. | **Complies** |
| **PO43 Habitable rooms** (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1). | No acceptable outcome is provided. | **Complies** |
| **Material change of use (other uses)** | | |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO44** Development:<br>1. provides a noise barrier or earth mound that is designed, sited and constructed:<br>a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas**;<br>b. in accordance with:<br>i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or<br>2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | No acceptable outcome is provided. | **Not applicable** |
| **PO45** Development involving a **childcare centre** or **educational establishment**:<br>1. provides a noise barrier or earth mound that is designed, sited and constructed:<br>2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); | No acceptable outcome is provided. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| 3. in accordance with:<br>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or<br>4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | | |
| **PO46** Development involving:<br>1. **indoor education areas** and **indoor play areas**; or<br>2. sleeping rooms in a **childcare centre**; or<br>3. **patient care areas** in a **hospital** achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4). | No acceptable outcome is provided. | **Not applicable** |
| **Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO47** Development involving a **childcare centre** or **educational establishment** which have balconies, podiums or elevated **outdoor play areas** predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a **state-controlled road** are provided with:<br>1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for | No acceptable outcome is provided. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| drainage purposes to comply with the Building Code of Australia);<br>2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated **outdoor play areas**. | | |
| **PO48** Development including:<br>1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or<br>2. sleeping rooms in a **childcare centre**; or<br>3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4). | No acceptable outcome is provided. | **Not applicable** |
| **Air, light and vibration** | | |
| **PO49 Private open space**, **outdoor education areas** and **outdoor play areas** are protected from air quality impacts from a **state-controlled road**. | **AO49.1** Each dwelling or unit has access to a **private open space** which is shielded from a **state-controlled road** by a building, **solid gap-free fence**, or other **solid gap-free structure**.<br><br>OR<br><br>**AO49.2** Each **outdoor education area** and **outdoor play area** is shielded from a **state-controlled road** by a building, **solid gap-free fence,** or other **solid gap-free structure**. | **Complies** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO50 Patient care areas** within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**. | **AO50.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$.<br><br>AND<br><br>**AO50.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care area** does not exceed a vibration dose value of $0.4m/s^{1.75}$. | **Not applicable** |
| **PO51** Development is designed and sited to ensure light from infrastructure within, and from users of, a **state-controlled road** or **type 1 multi-modal corridor**, does not:<br>1. intrude into buildings during night hours (10pm to 6am);<br>2. create unreasonable disturbance during evening hours (6pm to 10pm). | No acceptable outcomes are prescribed. | **Complies** |

## Table 1.6: Development in a future state-controlled road environment

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO52** Development does not impede delivery of a **future state-controlled road**. | **AO52.1** Development is not located in a **future state-controlled road**.<br><br>OR ALL OF THE FOLLOWING APPLY:<br><br>**AO52.2** Development does not involve filling and excavation of, or material changes to, a **future state-controlled road**.<br><br>AND | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | **AO52.3** The intensification of lots does not occur within a **future state-controlled road**.<br><br>AND<br><br>**AO52.4** Development does not result in the landlocking of parcels once a **future state-controlled road** is delivered. | |
| **PO53** The location and design of **new or changed access** does not create a safety hazard for users of a **future state-controlled road**. | **AO53.1** Development does not include **new or changed access** to a **future state-controlled road**. | **Not applicable** |
| **PO54** Filling, excavation, building foundations and **retaining structures** do not undermine, damage or cause subsidence of a **future state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO55** Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a **future state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO56** Development ensures that stormwater is lawfully discharged. | **AO56.1** Development does not create any new points of discharge to a **future state-controlled road**.<br><br>AND<br><br>**AO56.2** Development does not concentrate flows to a **future state-controlled road**.<br><br>AND<br><br>**AO56.3** Stormwater run-off is discharged to a **lawful point of discharge**.<br><br>AND | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | **AO56.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **future state-controlled road**. | |

# State code 6: Protection of state transport networks

## Table 6.2 Development in general

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **Network impacts** | | |
| **PO1** Development does not compromise the safety of users of the **state-controlled road** network. | No acceptable outcome is prescribed. | **Complies** |
| **PO2** Development does not adversely impact the structural integrity or physical condition of a **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO3** Development ensures **no net worsening** of the operating performance the **state-controlled road** network. | No acceptable outcome is prescribed. | **Complies** |
| **PO4** Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network. | No acceptable outcome is prescribed. | **Complies** |
| **PO5** Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a **state-controlled road**. | No acceptable outcome is prescribed. | **Complies** |
| **PO6** Development does not require a new **railway** level crossing. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO7** Development does not adversely impact the operating performance of an existing **railway crossing**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO8** Development does not adversely impact on the safety of an existing **railway crossing**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO9** Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a **railway crossing**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO10** Development does not create a safety hazard within the **railway corridor**. | No acceptable outcome is prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO11** Development does not adversely impact the operating performance of the **railway corridor**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO12** Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO13** Development does not adversely impact the structural integrity or physical condition of a **railway corridor** or **rail transport infrastructure**. | No acceptable outcome is prescribed. | **Not applicable** |
| **Stormwater and overland flow** | | |
| **PO14** Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a **state transport corridor** or **state transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO15** Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a **state transport corridor** or **state transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO16** Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the **state transport corridor** or **state transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO17** Development associated with a **state-controlled road** or **road transport infrastructure** ensures that stormwater is lawfully discharged. | **AO17.1** Development does not create any new points of discharge to a **state transport corridor** or **state transport infrastructure**.<br><br>AND<br><br>**AO17.2** Development does not concentrate flows to a **state transport corridor**. | **Complies** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | AND<br><br>**AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**.<br><br>AND<br><br>**AO17.4** Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**. | |
| **Flooding** | | |
| **PO18** Development does not result in a material worsening of flooding impacts within a **state transport corridor** or **state transport infrastructure** | *For a **state-controlled road** or **road transport infrastructure**, all of the following apply:*<br><br>**AO18.1** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a **state transport corridor**.<br><br>AND<br><br>**AO18.2** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a **state transport corridor**.<br><br>AND<br><br>**AO18.3** For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a **state transport corridor**. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.* | |
| **Drainage infrastructure** | | |
| **PO19** Drainage infrastructure does not create a safety hazard in a **state transport corridor**. | *For a **state-controlled road** environment, both of the following apply:*<br><br>**AO19.1** Drainage infrastructure associated with, or in a **state-controlled road** is wholly contained within the development site, except at the **lawful point of discharge**.<br><br>AND<br><br>**AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.<br><br>*For a **railway** environment both of the following apply:*<br><br>**AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site.<br><br>AND<br><br>**AO19.4** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**. | **Complies** |
| **PO20** Drainage infrastructure associated with, or in a **state-controlled road** or **road transport infrastructure** is constructed and designed to ensure the structural integrity and physical | No acceptable outcome is prescribed. | **Complies** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| condition of existing drainage infrastructure and the surrounding drainage network is maintained. | | |
| **Planned upgrades** | | |
| **PO21** Development does not impede delivery of **planned upgrades** of **state transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |

## Table 6.3 Public passenger transport infrastructure and active transport

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO22** Development does not damage or interfere with **public passenger transport infrastructure**, **active transport infrastructure** or **public passenger services**. | No acceptable outcome is prescribed. | **Complies** |
| **PO23** Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO24** Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO25** Development does not adversely impact the structural integrity or physical condition of | No acceptable outcome is prescribed. | **Complies** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **public passenger transport infrastructure** and **active transport infrastructure**. | | |
| **PO26** Upgraded or new **public passenger transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development. | No acceptable outcome is prescribed. | **Complies** |
| **PO27** Development is designed to ensure the location of **public passenger transport infrastructure** prioritises and enables efficient **public passenger services**. | No acceptable outcome is prescribed. | **Complies** |
| **PO28** Development enables the provision or extension of **public passenger services**, **public passenger transport infrastructure** and **active transport infrastructure** to the development and avoids creating indirect or inefficient routes for **public passenger services**. | No acceptable outcome is prescribed. | **Complies** |
| **PO29** New or modified road networks are designed to enable development to be serviced by **public passenger services**. | **AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent.<br><br>AND<br><br>**AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with:<br>1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads;<br>2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads;<br>3. Austroads Guide to Road Design (Parts 3, 4-4C and 6);<br>4. Austroads Design Vehicles and Turning Path Templates; | **Complies** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management;<br><br>AND<br><br>**AO29.3** Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. | |
| **PO30** Development provides safe, direct and convenient access to existing and future **public passenger transport infrastructure** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Complies** |
| **PO31** On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians. | No acceptable outcome is prescribed. | **Complies** |
| **PO32 Taxi facilities** are provided to accommodate the demand generated by the development. | No acceptable outcome is prescribed. | **Complies** |
| **PO33** Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and **booked hire services** other than taxis. | No acceptable outcome is prescribed. | **Complies** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO34 Taxi facilities** are located and designed to provide convenient, safe and equitable access for passengers. | **AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance.<br><br>AND<br><br>**AO34.2 Taxi facilities** are designed in accordance with:<br>1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work;<br>2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices<br>3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities;<br>4. Disability standards for accessible public<br>5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992;<br>6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements;<br>7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. | **Complies** |
| **PO35** Educational establishments are designed to ensure the safe and efficient operation of **public passenger services**, pedestrian and cyclist access and **active transport infrastructure**. | **AO35.1** Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011. | **Not applicable** |